

Canadian Rail



MARCH 1977
No. 302





A 1943 scene on Beaubien Street as trolley coach no. 4005 is loading at the curb. This first group of coach was originally painted pale yellow with green trim. Photo courtesy MUCTC transit commission Mr. J.G. Chamberlan.

March 23, 1953 in north central Montreal a typical day, children playing, rows of duplexes and trolleybusses. The overhead wires have long disappeared as has M.T.C. 4029 which is now plying the streets of Mexico City. Photo courtesy MUCTC transit commission Mr. J.G. Chamberlan.

Montreal's last trolleys

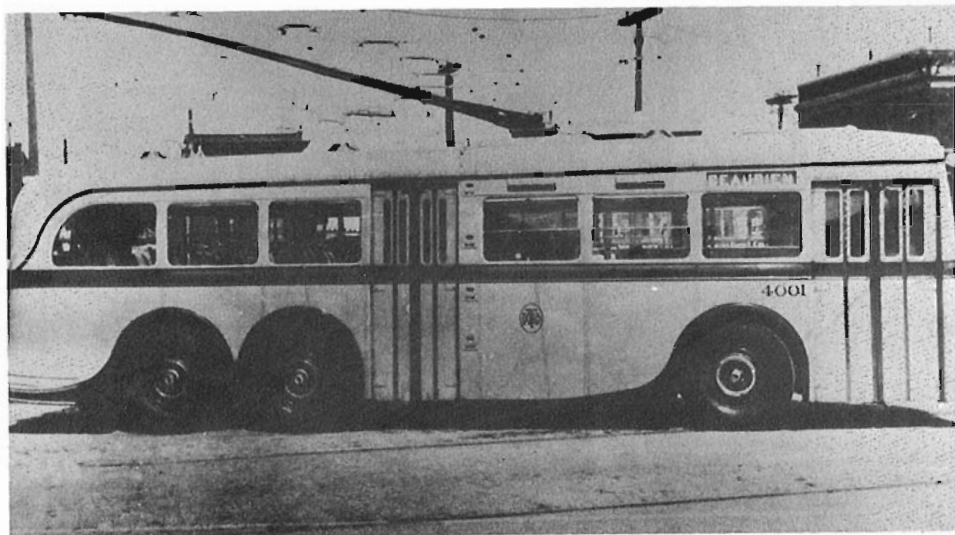
DENIS LATOUR

PHOTOS BY THE AUTHOR UNLESS OTHERWISE NOTED

(From time to time, CANADIAN RAIL presented articles on the various classes of streetcars that dominated the streets of Montréal until 1959. The following is a brief illustrated account of another type of electric surface transit vehicle, this one with two trolley poles, that survived the railborne vehicle for another seven years in the Canadian metropolis).

The Montreal Tramways Company inaugurated trolley coach service on the BEAUBIEN line on March 29th, 1937, replacing a bus route started on December 7th, 1931. Trolley wire was installed, and seven English-built AEC/MCW units purchased to provide the basic service; gasoline buses supplemented the electrics in rush hours. The newly-acquired trolley buses were numbered 4000 to 4006. The BEAUBIEN route was selected for this experiment as it was thought that it would provide an ideal testing ground for trolley coaches, under conditions best suited for that type of vehicle. While relatively short, 3.5 miles, the line was a heavy cross-town feeder, running on flat terrain, except for the railway underpass on St. Lawrence Boulevard, with numerous intersections and frequent passenger stops. The coaches originally had to wye at the East end of the line, while reversing at the other end of the line was carried out via a long one-way loop, around several city blocks. Due to very severe physical restrictions, no free open running was possible over any part of the route. This short but interesting trolley coach system operated for 10 years without significant changes, the combination bus-trolley coach providing excellent service, especially with the heavy work traffic imposed by World War II.

In 1947, following a demonstration by Canadian Car's new T-44 electric coach, the Company began a modernization program, and an order was placed with the Canadian Car and Foundry Company Limited, for 40 vehicles. Upon delivery, these units were used to supplement the original coaches on the 26-BEAUBIEN route, while the 1-AMHERST line was being prepared for conversion from streetcar to trolley coach operations. However, it was not until January 29th, 1949 that the quiet buses commenced operations to St. Grégoire Street only. On April 25th following the Christophe-Colomb Street segment was opened as route no. 1, and the complete changeover was made. The original route to St. Grégoire, designated as 1A, remained as a rush-hour service.



No. 4001 patiently awaiting a call for duty at the Depot in the days of the Montreal Tramways Company.

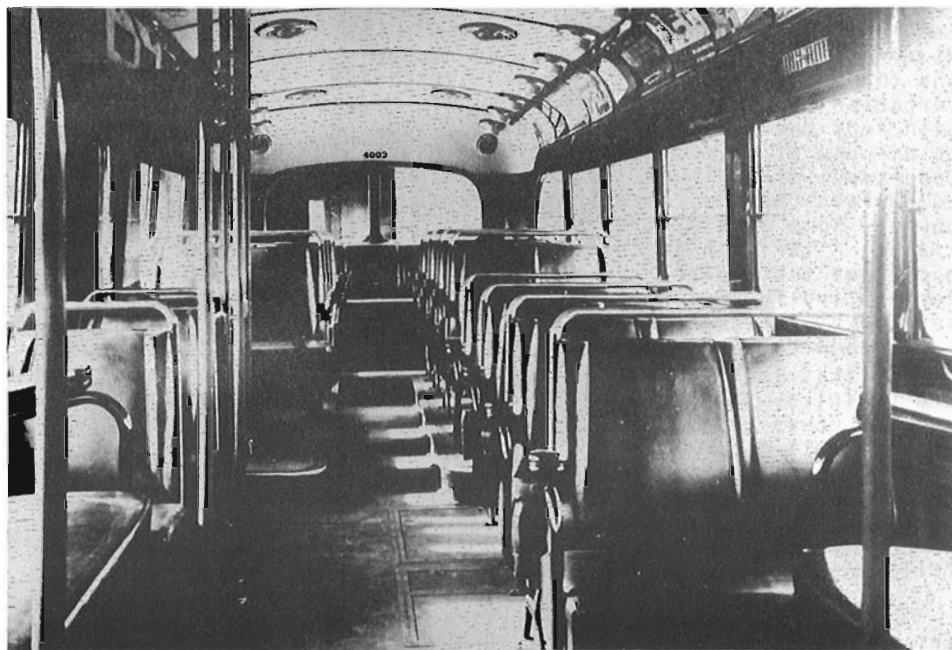
It is interesting to note that, back in 1948, for some reason ten additional vehicles intended for Montréal were diverted to Toronto. As TTC Numbers 9075-9084, they remained in service until 1971-72, when their electrical equipment was requisitioned for the modernization program.

In 1950, a second purchase of 40 CC&F vehicles was made, but it was not until January 14th, 1951 that they entered revenue service on the 95-BELANGER route. The Montreal Tramways Company became the Montreal Transportation Commission on June 16th, of the same year. Among the responsibilities conferred upon the new Commission was the gradual replacement of tramways by buses and trolley coaches; however, the emphasis was put more on the first type of vehicles and in 1952 the last purchase of trolley coaches was received, as an additional group of 25 CC&F units were delivered. Placed in service on the 94-FRONTENAC route on June 22nd of the same year, they brought the total of these CC&F/Brill trackless trolleys operating in Montréal to 105, of one class and two subclasses, numbered consecutively from 4010 to 4114 and operating on four regular routes. During the same year, the two English-built vehicles that were on the active roster at the time of the MTC takeover were withdrawn from service and scrapped. These units, with their dual rear axle, were most comfortable. Among their many desirable characteristics, their 80-ampere-hour battery, in addition to providing bus lighting, could be used to propel the vehicle for short distances. A distance of two miles, at a speed of 1 m.p.h., could be obtained from a fully-charged battery. This facility was very useful for turning around in case of traffic jams, or for shunting in shop or yard areas.

Let's take a closer look at these interesting vehicles which could be found in only one other city in North America at the time. This was Edmonton, Alberta, where three similar units

operated for many years. Among other equipment, they had regenerative and dynamic brakes. Good installation of electrical conductors prevented severe body charging and no difficulties were experienced in keeping current leakages to an extremely low level of less than 3/10 of a milli amp. For the reader not familiar with the term, body charging was an old problem with trolley coaches, especially in their early years, where passengers received electrical shocks from the vehicle bodies, caused by grounds (short-circuits) of varied resistance between the wiring and body. Ample heaters gave passengers a most comfortable ride even on Montréal's coldest days; however, an additional heater had to be installed in the driver's compartment. No serious maintenance problems were ever experienced, although the differentials in their six-wheel design were more difficult to maintain. One serious drawback was their 90 H.P. motor which proved to be too small for the job, and quite often they overheated under heavy loads and frequent stops. In their first months of service, they were plagued with frequent dewirements, especially in the railway underpass; after a brief investigation, the cause was found to be too-flexible trolley poles ... Stiffer poles were installed, no doubt coming from the streetcar parts stockroom!

Traffic peaked in 1953, when trolley coaches ran 3,474,139 miles; despite the apparently impressive figure, it represented only 7% of total system mileage, streetcar and bus mile-



In the mid-fifties Montréal's buses were delivered with single seats on one side to ease passage through vehicles; this was not an innovation as it was one of the features of the 1937 trolley coaches. Interior of 4003 looks quite modern and comfortable for a transit vehicle of that period.

ages amounting to 49 and 44% respectively. During the following years, the original trolley coach routes were extended and revised to adjust to the new bus routes established after the gradual replacement of streetcar lines in Montréal. The BEAUBIEN route was extended from 6th Avenue to a new loop at 12th Avenue in Rosemont. The northern terminal of the FRONTENAC line, at Bon Air, was moved to Tillemont Street and later to modern looping facilities at Metropolitan Boulevard, the whole system reaching a maximum of 28.8 miles. All routes had rush-hour and short-turn service and, especially during the last years, the trolley coaches were supplemented by motor buses in this service. Also in their last years of service, winter excepted, the trolley coaches were operated on weekdays only, while diesel buses took over on Saturdays and Sundays. The performance of trolley coaches during Montréal's winters was very satisfactory. Traction was excellent, and they never used chains. On a few occasions, sleet on the trolley wires was troublesome; sleet cutters were used at times, but with short headways, the passage of the current-collecting shoes usually prevented accumulation of ice. In very bad weather, a few coaches were kept running all night. One of the worst times was on February 11th, 1965, when all the units operating on the system had to be towed to the Depot and replaced with diesels, due to freezing rain and a major power failure in the city. The first vehicles were equipped with steel trolley-shoes, necessitating the lubrication of the wires. A change was made to carbon insert shoes in 1939.

With the demise of the streetcar system in 1959, it became evident that trolley coaches would not survive them very long. However, despite strong opposition probably from the same people who found streetcars outdated and especially inflexible, the Transportation Commission being pleased with their trouble-free operation kept the trolley coaches on the road, with no immediate plans to dispose of them. In early 1966, plans were made by the Roads Department of Montréal for the creation of one-way streets in order to improve traffic conditions in various sections of the city. Of course, some of the streets involved had trolley coach overhead wires! After much discussion at the MTC, a decision was taken to phase out the whole system and on February 8th came the fatal news for the trolley coaches ... All of them would be withdrawn from service by June 24th, 1966. Removal of all overhead wires, special works, and poles, judged as unsightly by many, was not the only factor that influenced this decision. The age of the installations and vehicles, the necessity of keeping sub-stations for the conversion of power to 600 volts D.C., several miles of feeders for a rather small network and, of course, imminent restructuration of surface transportation and the anticipated surplus of diesel buses resulting from the opening of the METRO were also taken into account. At the time of the announcement, 103 of the 105 vehicles were still serviceable, Numbers 4054 and 4088 having been retired following accidents and cannibalized for parts.

On Easter weekend (April 11th), replacement of the electric vehicles on the 94-FRONTENAC and 95-BELANGER routes occurred. Discontinuance of service on the last two routes, the 1-AMHERST CHRISTOPHE-COLOMB and 26-BEAUBIEN, came in the early hours of Saturday, June 18th, when trolley coach number 4095 (Route No. 1) returned to the Depot just after 2 A.M., ending a period of 29 years of regular service in Montréal. Coach no. 4050 had just pulled in a few minutes earlier, having completed the last BEAUBIEN run.



Just out of the Youville Shops with a new paint job ... and a new color scheme too! From now on, trolley coaches were to be painted in the cream and red colors of the one-man streetcars.

By special arrangement, power was restored in the afternoon of Sunday, June 19th, and a "farewell tour" of the surviving routes was made by a group of traction and motor bus enthusiasts. The trip featured photo stops and movie runpasts, a demonstration of speed capabilities and even a spectacular dewirement, staged for the benefit of the photographers. Upon returning to the Dépôt St-Denis, the group was taken for a tour of the Bellechasse Street power house and was able to witness the opening of switches that stopped the power in all the overhead wiring forever, except for the circuits for the shop and adjoining storage yard. Unit no. 4108 was used on this special trip, and thus became the last electric-power surface transit vehicle to operate under wires in revenue service in Montréal, marking the END OF AN ERA started in 1892, when the first electric streetcar, the "Rocket", operated on the city streets. The lower portion of the AMHERST line was part of the first electric-car route. It may be interesting to point out here that it was the first time (and also the last) that an MTC trolley coach was chartered.

Removal of these electric coaches made four sub-stations surplus. The structures, dating from the streetcar era, were dismantled and the properties sold. For the period extending from May 1st, 1965 to April 30th, 1966, trolley coach power consumption was 12,108,660 K.W. Hours. This figure certainly looks high, if compared with your domestic consumption; however, it is interesting to note that for the same period four years later, the METRO figure reached the 155,804,407 K.W.H. mark!

Montréal trolley coaches were always operated from the St-Denis Division carhouse. However, a certain number of vehicles were assigned to the Mount Royal carbarn for a while, to ease an acute storage problem at the first location, still filled to capacity with streetcars. At St-Denis, the original trolley coach fleet of 1937 was stored in a section of the carbarn but, as the fleet increased, the coaches were switched from one building to



A familiar scene for many years along Beaubien Street as no. 4037 picks up passengers along the line. The Montreal area readers will certainly recognize a well-known showbusiness and TV comedian among the boarding passenger! The date: April 1953. Photo courtesy MUCTC transit commission Mr. J.G. Chamberlan.

another and finally left outside, parked in long lines in the storage yard along St-Denis Street and going into the shops only for routine checks and maintenance. Minor repairs were performed at the division shop, but the coaches had to be taken to the Youville Car Shops for major repairs, overhauls, and painting. No double-wire overhead existed between St-Denis and Youville Depots, or within the latter complex and all movements of vehicles required the help of a tow-truck.

The trolley coaches were originally painted an attractive pale yellow with olive-green trim. After a few experiments, it was decided to finish them in the colors of the one-man street-cars: cream with red trim. In the final years of operation, a modified paint scheme, consisting of an all silver-grey color above the belt-line, was applied to some units, but others retained their elaborate red trim to the end.

A meet between two Canadian Car transit vehicles as streetcar no. 1942 (a graduate of 1926) and trolley coach no. 4013 (1947 vintage) are travelling on Craig Street at the foot of Berri. The snowy scene dates from 1953. Photo courtesy MUCTC transit commission Mr. J.G. Chamberlan. →





Representatives of the postwar class and subclasses at the Depot St-Denis, a month before total abandonment of system. Note the inverted windshield wipers on coach no. 4036.



The roomy interior of the CCF/Brill T-44 trolley coach is shown in this photo. The photo also testifies of the good condition of the vehicles at the time of their retirement. This particular coach is our no. 4042.



Lorraine Latour (the author's wife) was among the few persons who witnessed the retirement of the last trolley coach. She captured on film "THE END OF AN ERA", as no. 4108 entered Depot St. Denis for the last time, Sunday, June 19th, 1966.



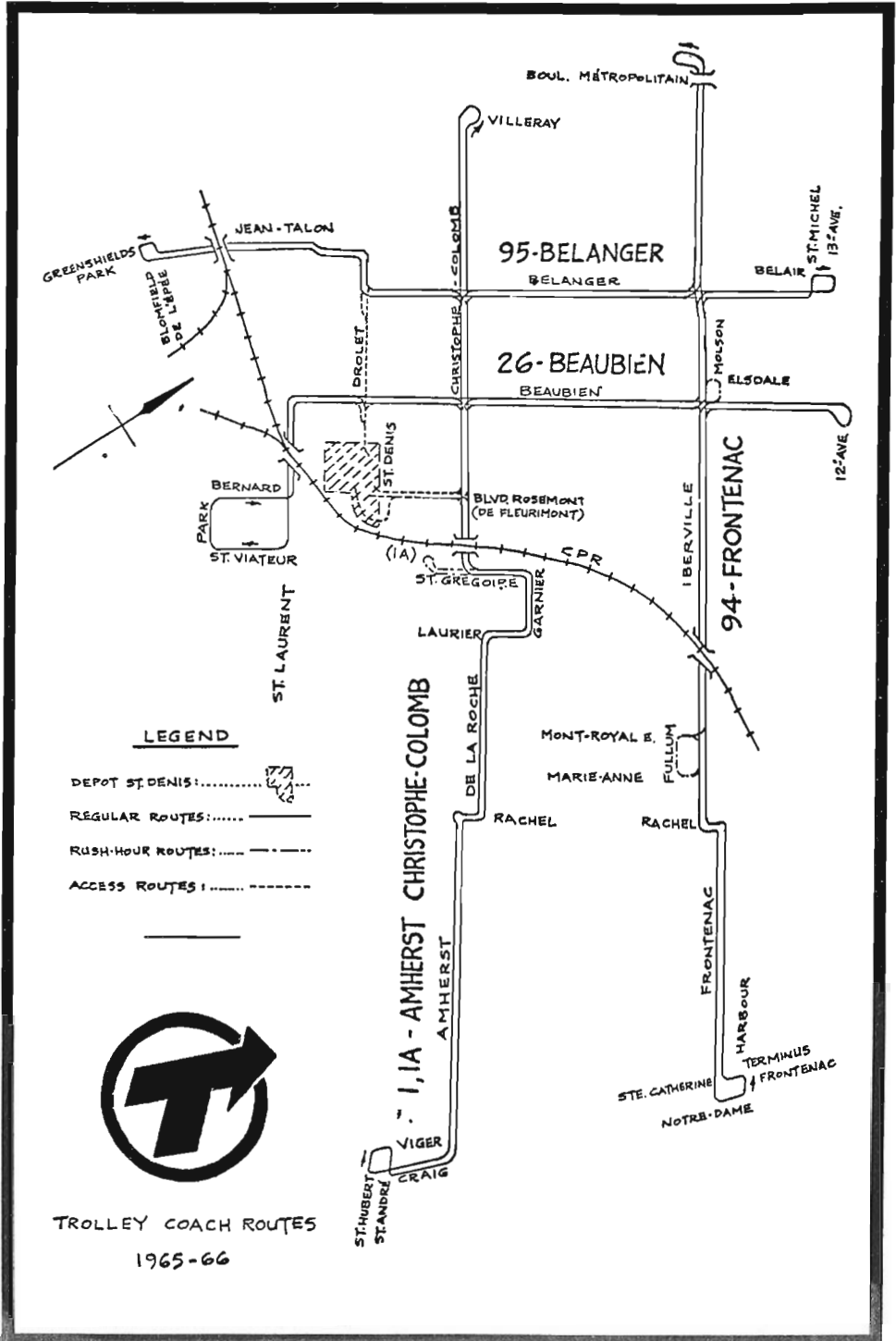
Our trolley coach enjoys a quiet retirement in the company of MTC 1959, one of the last streetcars to run in Montréal.

Montréal trolley coaches were classified in the same category as streetcars and did not come under the requirements of the Motor Vehicle Act. They did not have licence plates and operators were not required by law to have a driver's permit; nevertheless, they always did!

Coach Number 4089 was the first of the group to leave the MTC, purchased by Autobus Deshaies Ltée, of Deschaillons, P.Q. This company planned to convert the vehicle to diesel-electric propulsion but, after some experiments, the idea and the coach were scrapped in February, 1969.

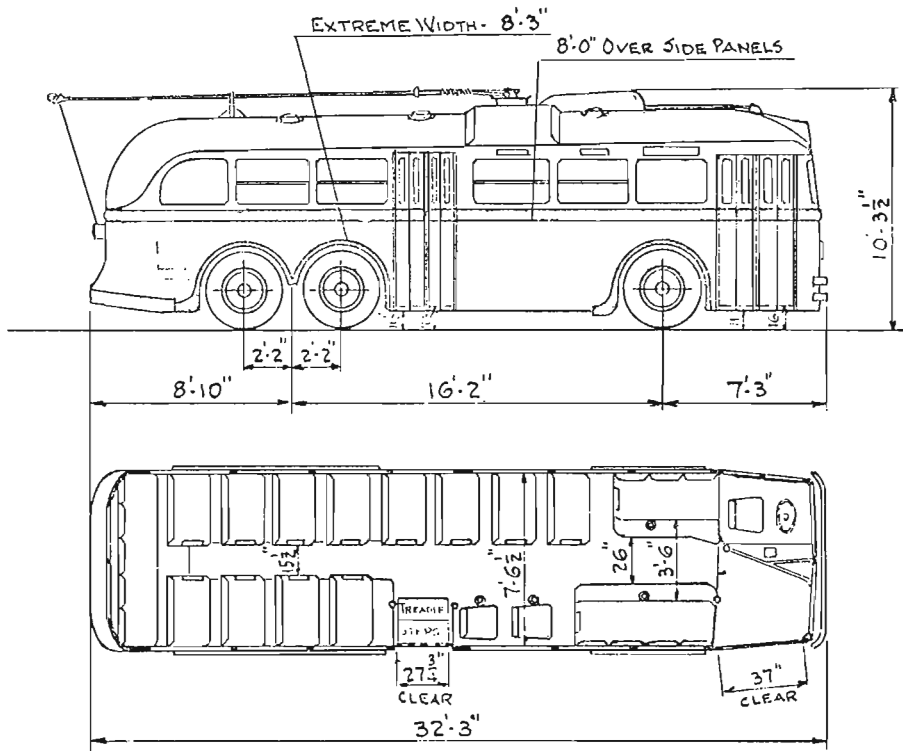
Following the farewell tour, a suggestion was made to the-then Montréal Transportation Commission that one of these vehicles be preserved. The MTC reacted favorably, and unit number 4042 was selected for addition to the comprehensive collection of Montréal transit equipment at the Canadian Railway Museum, arriving there on April 28th, 1967. A model T-44, this trolley coach represents the type of postwar vehicle that was seen in all Canadian cities operating electric buses. Built to a length of 35'-7", and a generous width of 8'-6" (wider than any of the Montreal streetcars, and the METRO cars), it is powered by a 600v. D.C. - 140 H.P. motor with all propulsion and control equipment by General Electric. Canadian Car also produced a forty-foot model but the MTC, despite its heavy routes, retained the first model and its slightly modified version, the T-44A. In addition to all its fine characteristics, the T-44 was always noted for its comfortable warmth during our severe winters. (A technical description and photo of our trolley coach was published in the June 1967 issue of CANADIAN RAIL).

A news of the abandonment of trolley coach operation was made public, it was also announced that a sale would send 100 of the units to the Belgian Congo, for service in its capital city. The agreement failed and the vehicles remained in dead storage for nearly three months, while efforts were being made to find interested buyers. It must be remembered that, at the time, there was not much of a market for used trolley coaches, as compared with today's renewed interest in this pollution-free vehicle! Through the Transport Parts Company of Chicago, Ill., a sale was made to Mexico City, and the same 100 units left the Dépôt St-Denis during the fall of 1966, number 4087 being the last of the group to leave the property. Taken to the Viger freight yards, they left Canada aboard Canadian Pacific Railway flat cars. One of the conditions of sale was that all units were to be delivered in operating condition, and they were! After the long journey that took them through Detroit, Chicago, St. Louis and Laredo, they arrived at the Mexico City freight terminal of the National Railways of Mexico. Each one of them travelled the approximate 10-mile distance to the Tetepilco Shops of the Servicio de Transportes Electricos del Distrito Federal under its own power. After having been shopped, painted, and renumbered consecutively in the 3300-series, the first 30 units entered revenue service on a new 4.78-kilometer line, "Politecnico-Unidad Independencia", October 6th, 1967. A report of their first day of operation mentioned that they all performed very well, although two of them, nos. 3306 and 3307 (ex-MTC 4016 and 4017) became a bit temperamental! The first one overheated at the peak of the morning rush, while the latter developed a very noisy rear axle, even emitting a burning odor; after short pauses, both



— TROLLEY COACH. —
CLASS - 4000.

SEATING CAPACITY - 38.
 WEIGHT - 20,300#
 NO. IN SERVICE - 7
 CHASSIS - A.R.C.
 BUILT BY: BODY - METRO-CAMMEL.
 IN SERVICE - MAR. 23. 37



— TROLLEY COACH —

SEATING CAPACITY - 44

WEIGHT - 18640 #

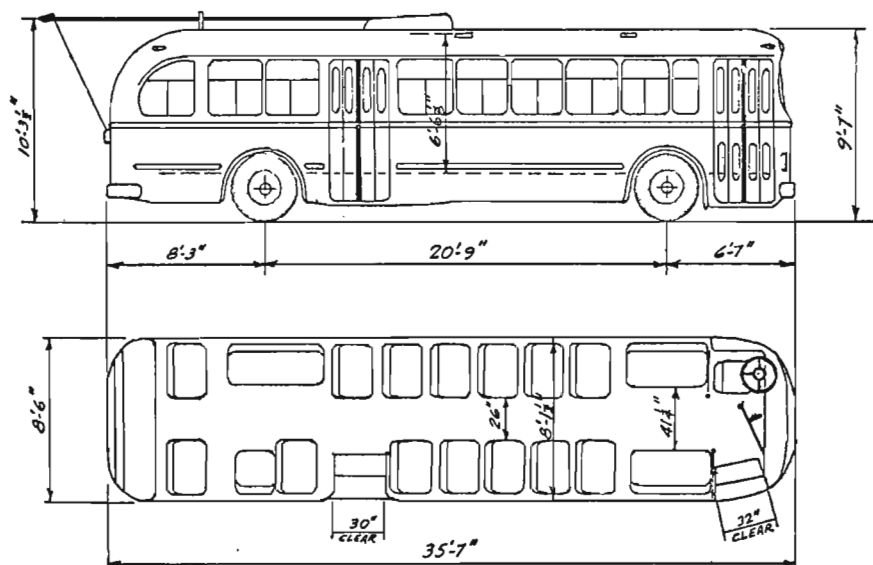
Nº IN SERVICE - 105

BUILT BY - CCF - BRILL

IN SERVICE - DEC. 1947 - 40 - CL. 4010.

JULY 1950 - 40 - CL. 4050.

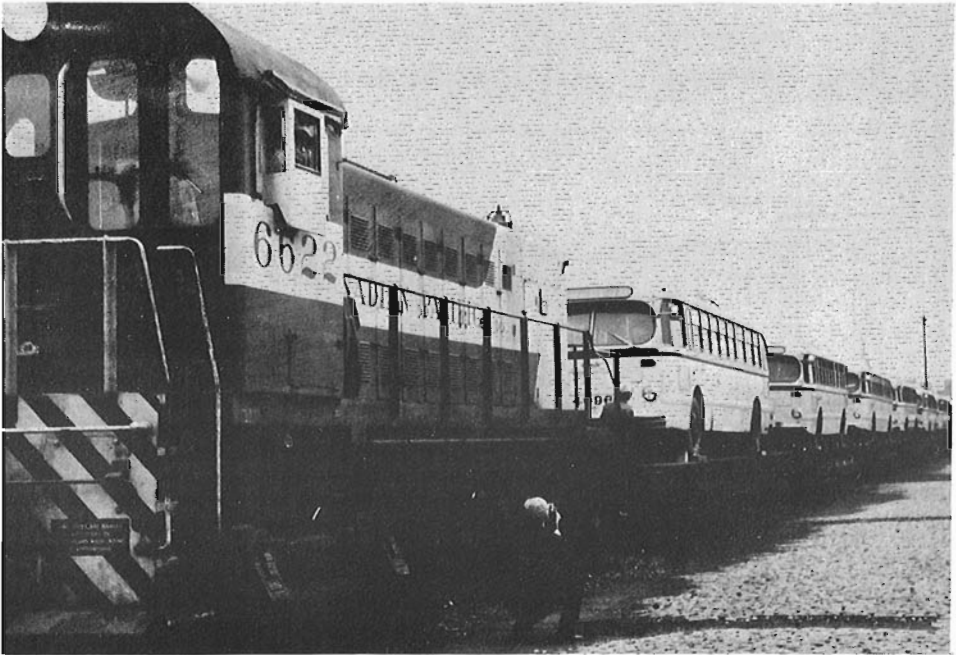
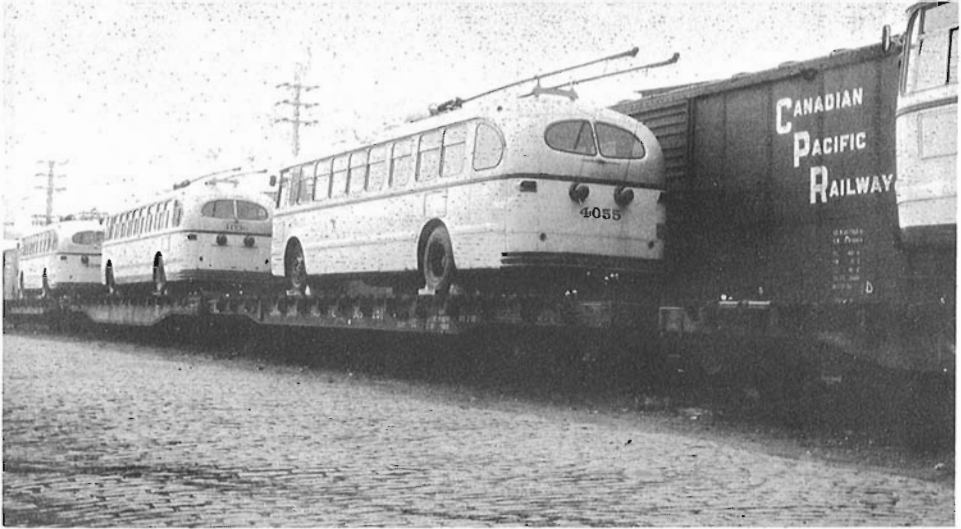
SEPT. 1952 - 25 - CL. 4090.



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DEC. 22-1947

C.B. - 39 - E.W. ISSUE 1
ISSUE 1 - AUG 19-52 CL 4050-4090 ADDED



"GETTING READY FOR THE LONG JOURNEY ... DOWN MEXICO WAY!" The first photo shows some of the buses tightly secured to the flatcars ready to leave Place Viger, while in the second, CP RAIL 6622 takes another group to St. Luke Yards and the manifest freight that will take them south! On their transfer to St. Luke, they all passed at the foot of the St. Denis property as if they wanted to say a final good bye!



Far from its AMHERST or BEAUBIEN route, former MTC 4044 glides along one of the avenues in the Mexican capital.

vehicles went back to work in order to maintain the 5-minute headway of the line. All units were subsequently placed in service, although it was reported that some were firebombed in the student riots of 1968. The remaining coaches went through a major refurbishing a couple of years ago, and the STE seems to be most pleased with them.

Today, the familiar image of the Dépot St-Denis has changed a lot since the trolley coach days. The old depot has given way to a new bus garage. Even the installations known as St-Denis South which housed the old divisional offices were torn down and a network of connecting roadways was built across the property. Of course, all yard overhead wires have been removed, the cannibalized trolley coaches were taken to the Crémazie Shops, stripped and sold for scrap. Traces of the trolley coach era have all but vanished from the city. All the vehicles are gone except for one unit, no. 4067, which is kept by the Montreal Urban Community Transit Commission. The coach, still in good condition, is currently stored at the Crémazie bus shops. As for the trolley coach routes, they have been either changed or abandoned, following the opening of the METRO.

Montréal had the distinction of having operated the first modern trolley coach system in Canada, and of being the only city in the Province of Québec where this type of vehicle was used. They will be long remembered by the travelling public of Montréal, even in this era of the METRO and the streamlined diesel bus!

MONTREAL TROLLEY COACH - ALL TIME ROSTER

<u>FLEET NUMBERS</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>NO. UNITS</u>
4000 - 4006	A.E.C./M.C.W.	1937	Electric	7
4010 - 4049	CCF/Brill	1947	T-44	40
4050 - 4089	CCF/Brill	1950	T-44	40
4090 - 4114	CANADIAN CAR	1952	T-44A	25

Trolley coaches followed streetcars into retirement and histories, such as the one you have just read, have been repeated many times in North America until people became conscious of increasing noise and air pollution, especially in large cities. They then remembered that the "bus with the sticks on the roof" was quiet, pollution free and still quite efficient and capable of moving many people in heavy traffic at a surprisingly good speed. With Toronto's decision to modernize its whole fleet (152 vehicles), trolley coaches now have not only a past, they also have a future. Other cities have shown renewed interest in them, and streamlined electric coaches are currently rolling off the assembly line bound for Edmonton, Vancouver, San Francisco, etc...

In concluding this article, without making any judgments as to whether or not these fine vehicles were removed too soon, we may wonder if electric traction will ever return to the streets of Montréal. The idea has been brought up at various occasions; however, only time will tell. If such should prove to be the case, you will have just read "PART ONE" of the Montreal Trolley Coach Story!





THE PRESIDENT'S REPORT

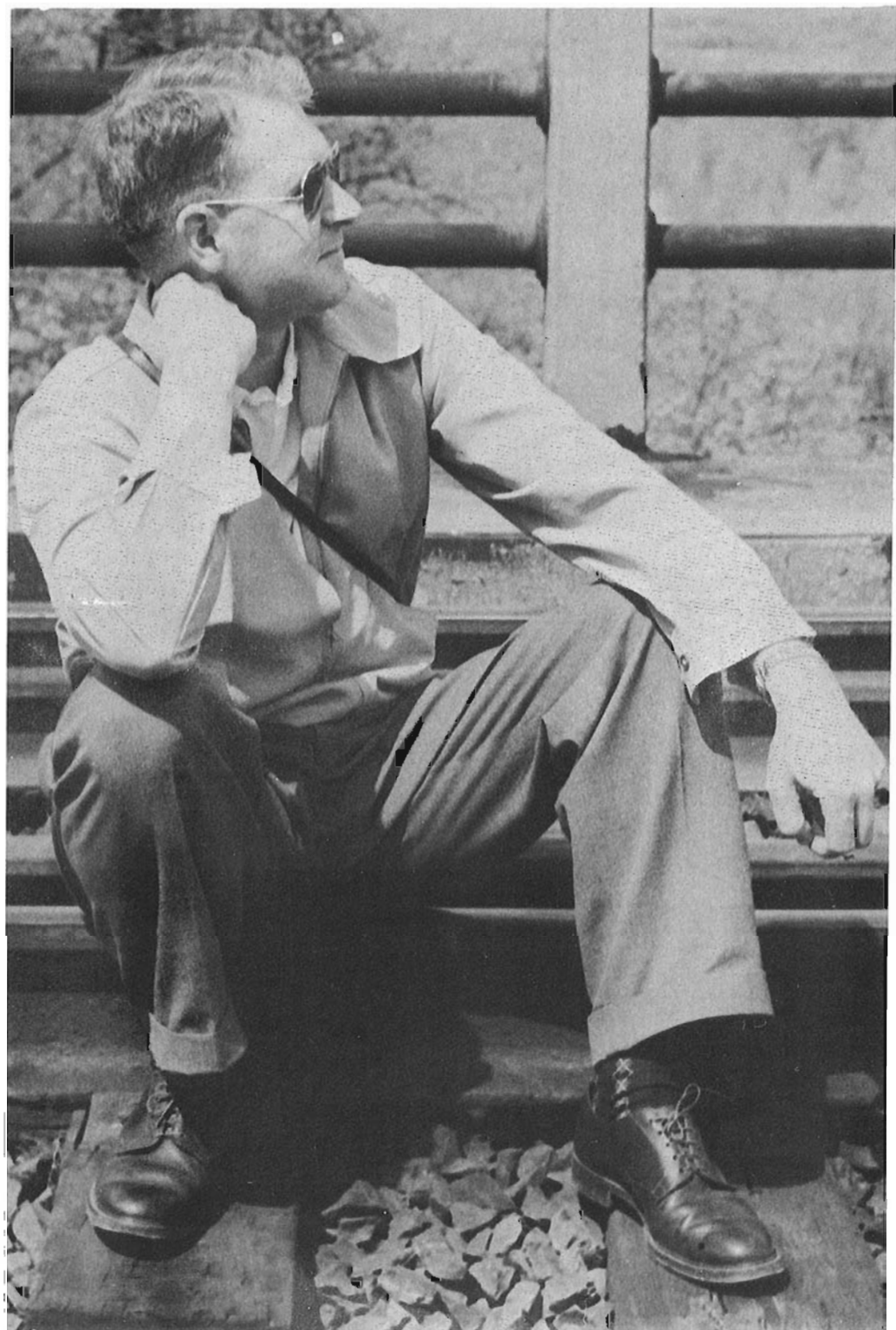
C. STEPHEN CHEASLEY

The year 1977 will see the 45th anniversary of the founding of the C.R.H.A. on March 15, 1932 at the Chateau Ramezey in Montreal. It is perhaps opportune then to review the structure of the C.R.H.A. as we enter 1977.

Although the C.R.H.A. was founded in 1932, it was not until August 22, 1941 that it was incorporated under the laws of Canada as a non-profit corporation under the name CANADIAN RAILROAD HISTORICAL ASSOCIATION. The purposes and objects of the C.R.H.A. were set out in its charter as "the collection, the preservation, the exhibition and distribution of information, relics, documents and other historical matter, relating to railways, locomotives and any other means of transportation in Canada for the mutual benefit of collectors of Canadian transportation history. The operations of the corporation to be carried on throughout the Dominion of Canada and elsewhere."

I believe that in 1977 we can properly claim success in meeting the purposes and objects of our Association set out above. The Association now has six branches and three representatives across Canada and six representatives in various countries around the world.

At St. Constant, Quebec, the Association has built the largest railway museum in Canada if not North America. Our Rocky Mountain Branch in conjunction with the Alberta Pioneer Railway Association is building a fine museum outside of Edmonton to house their growing collection of locomotives and cars. Our Ottawa Branch has maintained the railway exhibit at the Museum of Science and Technology in Ottawa since this museum opened in 1966. Our Toronto and York Division has developed an excellent railway display at the Harbourfront Development in downtown Toronto and our energetic Windsor and Essex Division have started the restoration of the Essex Station. The Association now owns a collection of over 125 locomotives, passenger and freight cars and street-cars, one of the largest collections of its type in the world. Indeed,



we now operate thirteen pieces of equipment or just over 10% of the entire collection and last year we carried over 15,000 passengers in our vehicles.

We have preserved two railway stations. We possess the finest collection of artifacts relating to Canadian railways as well as a large library of books, periodicals, timetables, plans and other documents relating to railroads in general with a special emphasis on Canadian railroads. In addition, we have on display at St. Constant a large operating "0" gauge model railway and many live steam models of various gauges of railway rolling stock.

The association publishes Canadian Rail which is distributed to over 2,000 readers each month and is Canada's leading railway enthusiasts' magazine. Our branches supplement Canadian Rail with their own very good publications; "The Marker" Rocky Mountain Branch, "The Branch Line" Ottawa Branch, "The Turnout" Toronto and York Division, "The Sandhouse" Pacific Coast Branch, and "The Semaphore" Windsor-Essex Division.

All of the Branches and the Montreal members carry on local activities such as trips, meetings and discussions, etc.

Clearly then, all members of the Association can be proud of the C.R.H.A. as we head into 1977.

MEMBERSHIP

In 1976 we set a new membership record of 1,794 paid up members. We are slowly approaching our goal of 2,000 members. This increase can be attributed to the growth of our branches, the promotion of new members at the Canadian Railway Museum and the distribution of Canadian Rail through hobby shops across Canada and a very efficient membership service.

CANADIAN RAIL

Since January 1968 the back page of Canadian Rail has had the inscription "Editor; S.S. Worthen". "Sandy" Worthen has now decided to retire as Editor of Canadian Rail and as a director of the Association effective December 31, 1976. A quick review of the issues of Canadian Rail produced under Sandy's careful eye indicate clearly why this magazine is considered the best railway enthusiasts' magazine in Canada and why Sandy is considered such a top-notch editor. Sandy's term as editor of Canadian Rail was a fitting climax to his long and distinguished career with our Association. He first joined the C.R.H.A. as a member in 1941. He served as Secretary during the years 1947 and 1948, President from 1949 through 1952, Director 1953 and 1954, President 1955-1956, Director 1957, Vice-President 1959 and 1960, Director 1961, Chairman of the Reorganization Committee 1962, Director, Archivist (until 1968), Liason Officer with Expo 1967 1973, Director 1964-1976, Spokesman of Museum Commission 1965-1968, Editor Canadian Rail 1968-1976,

← Little can be said about Sandy Worthen's contribution to the CRHA that couldn't be read in the pages of CANADIAN RAIL which he has edited for the past nine years. Caught in a more relaxful mood by Jim Shaughnessy back in 1952 we find our EDITOR EMERITUS waiting for the train.

Branch Liason Officer 1973-1975. He wrote the By-Laws of the Branches as well as the By-Laws for the Canadian Railway Museum Commission and he served as the first spokesman of the Commission. Sandy did a great deal of the work in setting up the Association's archives and in the acquisition and binding of books and periodicals for the library. On behalf of all of the members of the Association I would like to thank Sandy for his work on behalf of the Association. Sandy is truly one of the "Greats" of the Association.

IATM CONVENTION - AUGUST 1976

The Association was privileged to host this year's convention of the IATM. Thanks to the cooperation of the Toronto and York Division and the Ottawa Branch, this three city conference was a huge success and brought a great deal of credit to your Association.



Red Board for Roberval and Saguenay's No. 20 as she pulls up to the Hays Station platform with train to pick up the International Association of Transport Museum's delegates. In the foreground is Mr. John Coiley, keeper of the National Railway Museum, York, U.K. All photos in this sequence were taken by our official photographer for this special occasion Mr. John Welsh of Dorval.



The day might have been grey but spirits were high, here we see Mr. and Mrs. Gottfried North and their two sons as CN oil electric 15824 prepares to depart for Barrington Station with a full load of guests. Mr. North is the Director of the West German Postal Museum at Frankfurt.



All delegates were presented with official Canadian Railway Museum neck ties. Here we see from left to right; Mr. John Coiley; Mr. Dieter Hoheifel Secretary of the IATM; Mr. Harvey Lippincott Director of the Bradley Air Museum located in Hartford Conn.; and Mr. John Malcolm Director of the Tram Museum of New Zealand accepting the souvenirs of their convention in Canada.



Sunday lunch was provided for the delegates in the Hays Memorial Archives Building, sampling the goodies from left to right are; Mr. and Mrs. Donald Storer, Director of the Aeronautical Museum, Edinburgh Scotland: Mrs. North: Mrs. Gartner, representing the East German Transport Museum, Dresden: and Carl-Axel Alrenius Director of the Railway Museum of Denmark. Following their visit to Montreal the delegates went on to visit Toronto and Ottawa being hosted by our local branches on both occasions.

CANADIAN RAILWAY MUSEUM - ST. CONSTANT

The number of paying visitors to the museum fell quite drastically in 1976 to 24,259 although total revenues were up from 1975 due to an increase in the admission price. This reduction was due partly to the teacher strike which reduced the number of school children who traditionally visit the museum during the months of May and June and partly to the adverse effects of the Olympic Games.

The volunteer members of the Association continued to work every Saturday during the year at the museum (which is owned and operated by the Association) and carried out an extensive clean-up of the museum with excellent results. All materials and supplies for the museum are now located in one place and more green areas have been created. Trees and shrubs were planted, new drainage ditches installed and a new fire hydrant was located between the two exhibit buildings. Over 1000 tons of limestone ballast were delivered and spread on nearly all outside trackage. The arrival of Roberval and Saguenay locomotive number 20 (the first RS-2 built in Canada) was especially timely to carry out this task. The garage was enclosed and made secure and an emergency lighting system was installed in the Hays Building. The restoration of locomotives and cars which are not in buildings was continued with nearly all engines receiving new boiler lagging. A new wood deck was installed on the Montreal Transportation Commission's electric crane and the tender of the John Molson was repainted. The museum loaned the Eaton Toyville Train including track, locomotives and cars to the Toronto and York Division for use at the Harbourfront Museum during Christmas and authorized a grant of \$5,000 to this

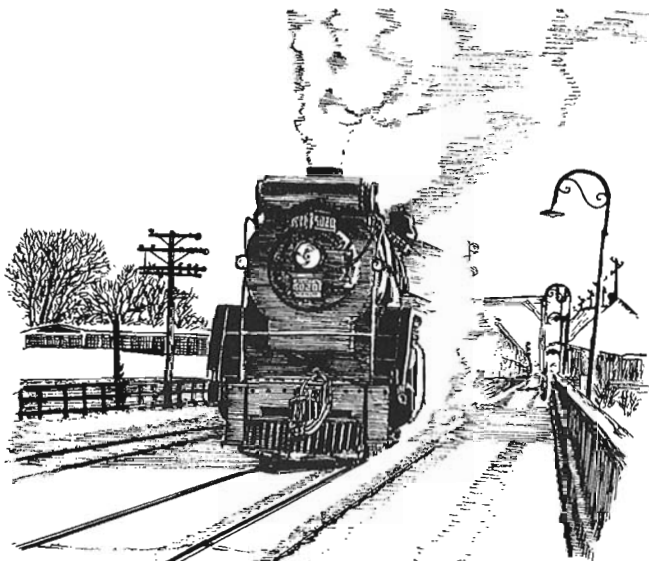
Division to help carry out restoration of the equipment at this museum. The Rocky Mountain Branch was loaned a pneumatic spike driver to help with the completion of the track work at APRA Park in Edmonton. The museum loaned pictures and artifacts to the Winnipeg Art Gallery for a travelling display in the West as well as pictures to the McCord Museum for a display in Montreal. Negotiations were started with CPR to acquire running rights over one mile of the CPR Candiack Spur next to the Museum property and a request was made to the National Museums of Canada for a \$3.8 million grant to permit the orderly expansion of the Museum at St. Constant over the next five years.

It is clear that the time has come to hire a permanent director for the Canadian Railway Museum to care for the day to day operations of the museum, to coordinate the activities carried on in the museum and to promote and advertise the museum. The Canadian Railway Museum has reached the ranks of the great museums of Canada and now deserves to have professional management in its day to day operations.

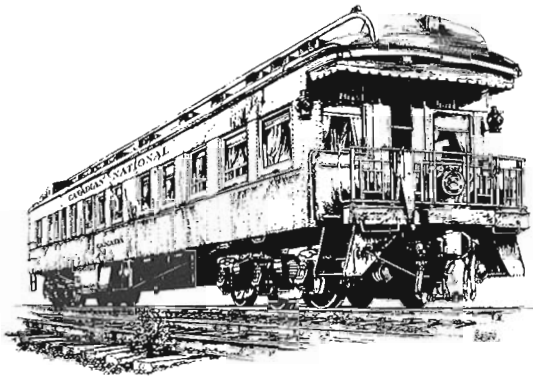
GENERAL

It has been my privilege to act as your President during the past five years. I have decided not to seek office as President this year due to the demands of my expanding family although I shall stay on the Board of Directors of the Association. I have enjoyed my years as President and I would like to publically thank my fellow directors for their help during this period. I would also like to thank you, the members of the Association for your continued support of the purposes and objects of the Association and the activities of our branches.

C. Stephen Cheasley
President



The business car



THE STATE OF NEW HAMPSHIRE, U.S.A., HAS JOINED THE GROWING NUMBER OF States which own or lease operating railroads. New Hampshire has leased that portion of the Maine Central Railroad which runs for 23 miles from North Stratford (connection with the CN's Grand Trunk), through Colebrook and West Stewartstown, New Hampshire to Beecher Falls, Vermont. This isolated portion of the MeC, the victim of severe wash-outs about two years ago, has been re-incorporated as the Stratford Railroad Company and service will be provided, as required, by the Maine Central. Chief beneficiary of this arrangement is the furniture factory in Beecher Falls.

ON 19 JANUARY 1977, CP RAIL ANNOUNCED IN THE MONTREAL "STAR" THAT IT would increase commuter fares by 11% effective 01 February 1977. Another, even more surprising statement followed. The commuter division of Canadian Pacific Limited said that it would reduce the number of passenger cars on its Montréal West Island commuter service by 15, effective 24 April 1977. These 15 cars are, in fact, RDC "Dayliner" cars and CP RAIL said it intended to reorganize its commuter services around a remaining 49 non-powered coaches, some of them bi-levels, and 7 diesel units assigned to this service. This reorganization would reduce passenger-carrying capacity by about 19%.

Mr. A.R.Campbell, General Manager of Passenger Services for CP RAIL said that if financial relief was not forthcoming from Canada's federal government, a further reduction in commuter services would be necessary in 1978.

Canadian National Railways, which also planned to raise its commuter fares on 01 January 1977, was obliged to "roll back" the effective date of the increase to 01 June 1977, following a very audible public outcry.

PROFESSOR JULIUS LUKASIEWICZ OF CARLETON UNIVERSITY, OTTAWA, HAS, IN conjunction with McClelland and Stewart Limited of Toronto, published a book titled "The Railway Game". A press report said that the book was produced under the editorial supervision of Carleton University's Institute of Canadian Studies.

Professor Lukasiewicz was described as an internationally known engineer by the Toronto Globe & Mail's John Marshall. But the comparisons which Professor Lukasiewicz makes are a little strained, to say the least. Students of railways world-wide may be puzzled by the Professor's recitation of statistics pertaining to European and United States railways and their comparison with data from rail operations now at least two years out of date.

Nevertheless, Professor Lukasiewicz's opinions attracted the attention of Minister of Transport Otto Lang, who asked both CN and

CP RAIL to provide written critiques of the book's concepts. Mr. Lang also asked Mr. Robert Potvin, a MOT public relations man, who has been with the ministry about one year, to prepare a written evaluation. Mr. Potvin told the Globe and Mail's John Marshall that he had not read the book, but he had talked to some people who had. He then gave the department's views verbally.

Mr. D.E. Todd, CN's Manager of News Services, endorsed the book's aim of promoting public awareness and debate about the subject. He also replied to many of the statements made and data cited as factual, insofar as this was possible. Mr. Robert Rice, Assistant General Manager of Public Relations for CP RAIL, did not bother to say "anything nice" about "The Railway Game", according to Mr. John Marshall. According to a report published simultaneously (January 04, 1977) and written by John Marshall, CP said that Professor Lukasiewicz used a chain of non-sequiturs to build his case and suggested that when the Professor talked about subsidies to railways, he really should be talking about subsidies to the users. In an aside, CP remarked that the Professor "appears to have a solution looking for a problem..."

As might have been expected, one of the key arguments in the Professor's book is that nationalization and unification of Canada's major railways is necessary, a proposal which has appeared ad nauseam in publications about Canada's railways.

CN's response was that "this solution does not account for "the benefits of commercial competition nor of the problems which could stem from increased governmental control..." including the likelihood of greater costs to the taxpayer." Hear, hear!

CP insisted that there is now genuine competition and that full compensation for losses on passengers and grain would provide the kind of return on investment that would attract money for modernization.

The Professor argued that there is no competition, so unification is logical and that, because private capital cannot be raised for modernization, it must come from the government under nationalization.

It is regrettable that Professor Lukasiewicz and McClelland and Stewart Limited seem to have done very little towards the reasoned resolution of an argument which has been raging for 10 of these twenty years. On the other hand, in the words of the Rabbi, "Without argument, no progress!"

S.S. Worthen.

IT SEEMS AS THOUGH THE COST OF LIVING AND THE ANTI-INFLATION BOARD are destined to be with us for quite some time yet. Canadians got their noses rubbed in it again, when Canadian National Railways announced on 20 January 1977 that they had applied for an increase in intercity passenger train fares by an average of 5%, effective February 01, 1977.

In fact, the fare hike would be 1-8% (1.0 to 8.0%) depending on the date and area of travel. Charges for sleeping car accommodation and meals were also "adjusted" to provide the same 5% overall increase in revenues from these services.

Here are some nitty-gritty details of the proposed fare hikes:

From	To	By	January, 1977	February, 1977
Montréal	Ste-Foy	Coach	Red \$ 8.50	\$ 9.25
Montréal	Ottawa	"	" 6.00	6.50
Montréal	Toronto	"	" 17.25	18.75
Montréal	Halifax	"	" 33.00	33.50
Montréal	Vancouver	"	" 97.00	90.00

In justifying the requested increases, Mr. Garth Campbell re-

minded the Canadian Transport Commission that wage costs had risen by more than 8% since CN's last fare increase in February 1976. While this is irrefutably true, it does not make the planned fare increases one whit more palatable to the travelling public.

R.D.Carr.

WRECKING CREWS WERE THE ONLY OCCUPANTS IN MID-JANUARY 1977 OF THE slightly antique but locally famous building between King, Wellington, Simcoe and John Streets in Toronto. The crews were demolishing the landmark to make way for the new Massey Hall complex, without doubt a desirable undertaking. In 1914, the building was constructed as the general offices of the Dominion Express Company, a subsidiary of the Canadian Pacific Railway Company. Later on, in 1926, it became known as the CP Express building.

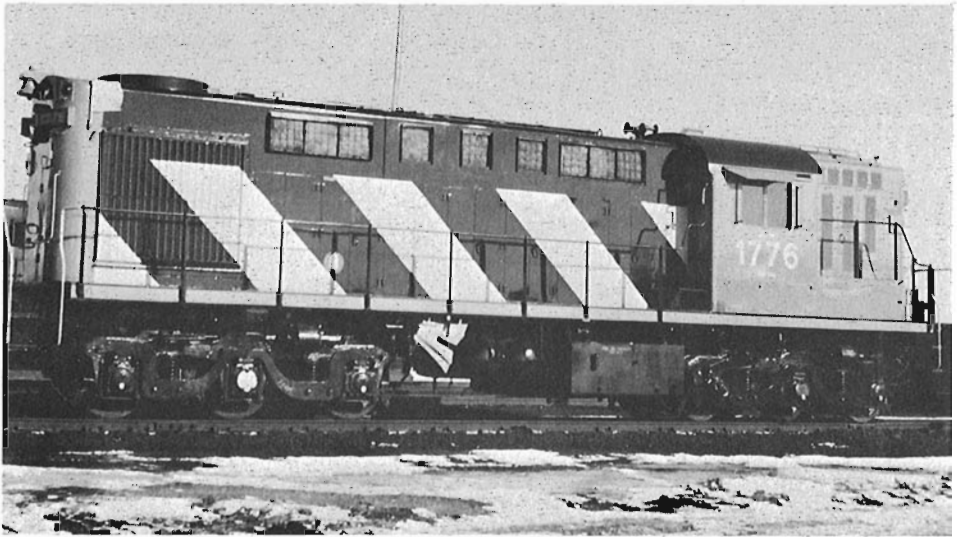
Because it once shared the King-Simcoe intersection with a hotel, a school and St. Andrew's Presbyterian Church, the corner became known among early Toronto residents as "Education, salvation, damnation and transportation."

In 1977, demolition will require about 34 weeks.

IN ORDER TO RENEW ITS FLEET OF LIGHT UNITS FOR BRANCH-LINE WORKING in the Maritime Provinces, Canadian National Railways' shop forces at Moncton, New Brunswick, have modified a number of RS 18 /DL 718 units to an A-1-A+A-1-A wheel arrangement from a B+B configuration. The six-wheel trucks, which spread the diesel's weight over more axles, were salvaged from obsolete RSC 13s and RSC 24s; the rebuilt units have been derated to 1400 hp.

Details on renumbering/rebuilding are as follows:

<u>New road number</u>	<u>Former road number</u>	<u>Trucks from</u>	<u>Outshopped</u>
3843	1750	1726	13 AUG 1975
3844	1751	1725	02 JUN 1976
3845	1752	1733	24 OCT 1975
3846	1753	1700	27 MAY 1976
3847	1754	1702	10 JUL 1975
3848	1755	1801	01 OCT 1975
3849	1756	1712	05 DEC 1975
3852	1757	1800	19 MAY 1976
3853	1758	1719	07 NOV 1975
3855	1759	1724	23 APR 1975
3857	1760	1705	27 JAN 1976
3858	1761	1701	04 MAY 1976
3859	1762	1704	25 FEB 1976
3861	1763	1715	04 JUL 1976
3862	1764	1731	10 DEC 1975
3864	1765	1734	17 DEC 1975
3865	1766	1708	27 JUN 1975
3866	1767	1710	31 MAR 1976
3867	1768	1803	14 NOV 1975
3868	1769	1728	24 MAR 1976
3870	1770	1720	27 APR 1976
3871	1771	1723	30 OCT 1975
3872	1772	1722	18 SEP 1975
3873	1773	1706	21 NOV 1975
3875	1774	1721	20 AUG 1975
3876	1775	1709	14 APR 1976



3877	1776	1730	17 OCT 1976
3878	1777	1711	07 APR 1976
3879	1778	1718	09 MAR 1976
3880	1779	1717	12 MAY 1976
3881	1780	1729	24 SEP 1976
3885	1781	1732	24 DEC 1976
3886	1782	1703	07 OCT 1976
3888	1783	1707	14 JAN 1976
3890	1784	1716	05 SEP 1976
3891	1785	1727	16 FEB 1976
3892	1786	1714	28 NOV 1976
3893	1787	1713	27 AUG 1975

These 38 modified units are assigned (Nos. 3843 through 3849) to Charlottetown, P.E.I., (Nos. 3852, 53, 55, 57-59, 61, 62, 64-68) to Moncton, N.B. and (Nos. 3870-73, 75-81, 85-86, 88, 90-93) to Halifax, N.S. The information and photograph are from Pierre Patenaude. The photograph is from the collection of Mr. George Parks.

IT SOUNDED AS IF THE NEW MANAGEMENT OF THE VERMONT NORTHERN RAILROAD had made a New Year's resolution that the property just had to operate in the black! Early in January, Morrison-Knudson's manager delivered the ultimatum that either the State of Vermont's Transportation Department would pay for the upgrading of the line to Class II (25 mph) standards by the end of the summer or M-K would decline further involvement. Currently, the speed limit (if it can be so described) on the line is 8 mph and M-K management feels that upgrading it only to Class I (10 mph) standards would be futile. The State's Transportation Department's plan did not project Class II upgrading to be complete until 1983, which, apparently, is too distant for M-K.

Meanwhile, the VNR is operating four ex-Long Island Railroad units that Rail Traction Corporation was storing at the Delaware & Hudson's Colonie Yard last summer. We thank THE CALL BOARD of the Mohawk & Hudson Chapter, NRHS, for this latter information.



AS THE YEAR 1976 DREW TO A CLOSE, KENNETH GANSEL OF OTTAWA WAS OUT taking pictures in Ottawa Station and on the north side of the Ottawa River. On 29 December 1976, Ken took the accompanying night shot of Canadian National Railways' Train 49, the "Cavalier" in Ottawa Station, about to start its run to Toronto at 23 55. Ken calls our attention to the VIA monogram on unit Number 6763, a MLW FPA 4, surprising because the Company had intimated that these units would not carry the VIA logo.



The next night, at 23 50, CN's Train 1, the "Super Continental", was ready to leave Ottawa for Winnipeg, Edmonton and Vancouver. The thermometer registered a frigid -25°C .



With the coming of the New Year, Ken caught CP RAIL's ore train Number 51, thundering across the wooden trestle on the Hilton Mines spur from mileage 33.7 on the Waltham S/D southward to end of track at Bristol Mines, 4.7 miles. The two units on the head-end scattered the newly fallen snow in all directions, as they rumbled over the trestle on 05 January 1977.





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