

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT #54

MONTREAL, CANADA

MARCH 1955

Notice of Meeting

The March meeting of the Association will take place in room 920, Transportation Building, 159 Craig Street West, on Wednesday, March 9th, 1955 at 8:00 PM,

As entertainment, it is hoped to secure a selection of moving pictures (sound), on the subject of the CNR Museum Train, and other subjects. As usual, guests will be welcome.

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Association News

It is anticipated that plans will be announced respecting the Annual Banquet in the next issue of the News Report, and it is possible that the April meeting will be the banquet meeting. The Committee has approached the Canadian Pacific Railway with a view to have the banquet in a new Canadian Pacific Railway dining car in Windsor Station, in the same manner as the 1954 banquet, which was held in a Canadian National car in Central station. No indication has been received from the railway, as yet, as to whether it will be able to handle our request.

The President, Mr. S.S. Worthen, and the Vice President, Mr. O.S.A. Lavallee attended the February 15th council meeting of the Antiquarian & Numismatic Society, at the Chateau de Ramezay, and presented a proposal, on behalf of the Association, to be allotted a small amount of storage space in which to keep our book and photograph collection; we are pleased to announce that the Antiquarian & Numismatic Society approved of the proposal in principle, and details of the location and size of the space, are to be carried on at committee level.

If the present plans for the removal of cars of the Montreal & Southern Counties Railway, on the Victoria Bridge, take effect, the Trip Committee will undertake an excursion over the local lines of the M&SC. In view of the developments outlined in the news item on page 24, the members will be kept informed of all developments, and as much advance notice as possible, of such a trip, will be given.

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THE "SUPLR-CONTINENTAL"

Recently, Canadian National Railways announced an accelerated schedule between Montreal and Toronto, and the Pacific Coast. Subsequently, it was revealed by the National system that the train would be called the "Super Continental", to distinguish it from the present well-known "Continental Limited", which will continue

to operate. The new schedule, like that of the Canadian Pacific's "Canadian", will provide a new and separate accelerated trans-Canada service. "Continental Limited" originating at Montreal and Toronto will be joined into one train at Capreol, instead of travelling across Canada as separate trains. Similarly, the Montreal and Toronto sections of the "Super Continental" will be amalgamated at Capreol. One of the attractions of the new schedule is that it will enable Canadian National passengers to enjoy the beauties of the Fraser Canyon by daylight, in addition, as the railway claims, to scheduling arrivals at the principal cities at convenient hours. Diesel-electric locomotives will be used throughout.

An abridged schedule is given as follows:

<u>Westbound</u>	<u>Stations</u>	<u>Eastbound</u>
3:25 PM	L Montreal (Central Sta.)	A 5:20 PM
5:35 "	Ottawa	
6:00 PM	L Toronto	2:15 PM
	Capreol	6:25 AM
10:30 PM	A Winnipeg	7:40 AM
8:05 AM	Saskatoon	8:25 PM
3:25 PM	Edmonton	1:15 PM
9:25 PM	Jasper	6:45 AM
1:45 PM	Vancouver L	L 2:15 PM

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Proposed discontinuation of Montreal & Southern Counties Ry. services.

Since our special release last month, no date has been set for the changeover from cars to an alternate method of transportation on the Victoria Bridge. Unofficially, it is understood that though there is a tentative plan to bring the changes into effect at the beginning of April, there is some doubt that it will actually go into effect, and there is a possibility that the replacement scheme will be postponed.

There has been some opposition reported in the press to the Canadian National Railways' proposals to make improvements to the 53-year old Victoria Bridge, and some south shore communities have indicated that the improvements, no matter how extensive, to the present bridge, could only be considered as a temporary measure, and that the only answer is a vehicular tunnel under the Saint Lawrence River. Some pressure has been brought to bear on the Federal Government to have such a tunnel, or a new high-level bridge, incorporated into the Seaway plans

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 54
March, 1955.

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M&SC (Cont'd)

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It has been learned, however, that when and if the proposal to convert the M&SC line on the Victoria Bridge to a highway is implemented, service between Montreal and the South Shore will be provided by train between Central Station and Saint Lambert Station, and that the electric railway service will continue to operate from Saint Lambert to Montreal South, and to Greenfield Park and Mackayville. The service to Marieville will continue in a similar manner, originating at Saint

Lambert. However, the completion of the conversion of the bridge will allow autobusses to replace the cars on the suburban service, and the Marieville electrification will be discontinued. Thus, if the bridge conversion plan goes through on schedule and work is commenced in the spring, the Montreal & Southern Counties Railway, as an electric line, will cease to exist before the end of the year.

| THE "MOYIE" -- CPR'S |
| LAST STERNWHEELER |
by Forster A. Kemp

(continued from January issue)

At this point, about half of the passengers went on shore, but they were replaced by others who would make the tour up to Argenta and back. Most of these passengers were United States

people from Washington and Oregon, holidaying at Kaslo, which is the point from which the Kokanee Glacier is reached. It should be pointed out that there is a road along the west side of the lake all the way from Balfour to Lardeau and around to Johnson's Landing on the east side. The remainder of the east side communities are served only by boats on the lake.

After leaving Kaslo, the MOYIE stopped at Birchdale to unload express, and at Johnson's Landing, where the first outgoing cargo was taken on. This consisted of flavourful cherries of the Bing and Lambert varieties. About 150 boxes were wheeled aboard at Johnson's, fresh from the orchards which dot the benches halfway up the mountains. These farms cannot be seen from the lake, but their products testify to their existence. After doing the required work, loading the cherries, the MOYIE crossed the lake to the west side once more and tied up at the little settlement of Lardeau. This was at one time the terminus of a 33-mile Canadian Pacific rail line to Gerrard, on Trout Lake. However, this line was abandoned about 1944, and a road

was laid down on the old right-of-way. There is still a landing dock for freight cars, with almost 400 feet of track left on the shore. Two refrigerator cars stood at the end of the track. Cars are handled by tractor with a cable at this isolated point.

Very little time was spent at Lardeau, for the MOYIE had been running against strong winds and was nearly an hour late, on its schedule. For the last stop, the MOYIE crossed the top of the lake to Argenta. This gave a good view of the Duncan and Lardeau valleys which converge at the north end of the lake. The Lardeau valley was the route of the railway line from Gerrard to Lardeau and also of a line which was graded between the same points by the Great Northern. The GN formerly reached the south end of the lake at Kuskanook and operated steamers from there to Nelson.

At Argenta, a few more boxes of cherries were added to those taken aboard at Johnson's, and Lardeau. The empty cream can which we had carried all the way from Procter was finally put ashore, and a full one taken on. The cream must be well-matured by the time it reaches Nelson, as the MOYIE only calls on Saturday. From Argenta, the return was made directly to Kaslo, where the passengers were again exchanged, and the load of cherries completed. Two open boxes were contributed, and passengers and crew ate with relish. A hail of cherry stones bombarded the water on the homeward trip.

The afternoon sun brought out more of the beauty of Kootenay Lake scenery, as we splashed along down the lake. Stops were made only at passenger ports, where passengers had gone in the morning. These were Riodel, Ainsworth, Kootenay Bay, Queen's Bay and finally, Procter.

The sun was descending behind the mountains as the MOYIE followed the ferryboat into the river, and I noted that the lost time had been made up, and that I would reach Procter in plenty of time for the train. The trucks were busily shuttling between station and wharf, bringing up the cherries for shipment to Vancouver and the prairies.

For those interested in riding or seeing this interesting remnant of bygone days, the round trip is made each Saturday. The schedule is on table 135 of Canadian Pacific folder "A". The vessel is also operated on other days of the week when there is any freight to be handled. These trips are usually made only to Riodel and Kaslo. On such occasions, barges are handled by pushing them ahead of the steamer, the towlines being made fast to the capstan which I have described. However, the Saturday trip is highly recommended to any steamboat enthusiasts, as well as to those who want to see British Columbia scenery at its best.

Train connections are not so convenient as when I made the trip, but it may be made as a stop-over, eastbound, arriving at Procter at 19:15 (7:15 PM), staying over at "Holiday Inn" and leaving at the same time the following day, after the steamer's arrival at 17:40 (5:40 PM).

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MONTREAL STREET RAILWAY
CLOSED CARS - LOT 4

THE CARS COMPRISED in Lot 4, were a group of ten closed single-truck passenger cars built in 1894 by the Newburyport Car Manufacturing Company, Newbury-

port, Massachusetts. In accordance with the practice of the Montreal Street Railway, the units in Lot 4 were numbered with even numbers between 274 and 292.

At the time these cars were purchased, many builders in Canada and the USA were engaged in filling contracts for the MSR whose seemingly insatiable appetite for cars continued for several years after the last Montreal horsecar ran in 1895.

As far as the records of the Association indicate, these were the only cars built by the Newburyport company for a Canadian electric railway. As delivered, the cars had open front and rear platforms, and probably were equipped with steps at each end on both sides. In accordance with Montreal practice, however, the front platform was totally enclosed, and the rear platform enclosed on the blind side and the end, though it was open on the step side. These alterations were made by the dictates of the severe winter weather, and were probably effected during the winter of 1894-95.

The class did not remain intact for long, however. The infamous Hochelaga carhouse fire of 1898 accounted for the destruction of nos. 276 and 284. During the first decade of the 20th Century, longer double-truck cars gradually replaced the smaller cars on the principal routes, with the result that the single truck units became available for conversion to work equipment. In 1909, No. 286 was converted to a salt car, and in 1912, No. 274 was rebuilt in the same way. In 1913, No. 278 became grinderhauling car W22, and in the same year, nos. 282, 290 and 292 were scrapped. In 1915, No. 280 became a Tower Car, and the class as passenger units disappeared in 1916, when No. 288 was scrapped. In the ensuing years, those cars which had been rebuilt as work equipment were dismantled one by one, and by 1949, the only survivor of Lot 4 was salt car No. 274, one of nine remaining salt cars -- all former passenger cars. With the development of a new system of spraying brine on the rails, the salt cars were authorized to be scrapped.

Shortly after the scrapping commenced in 1950, the Montreal Tramways Company offered to present one of the salt cars to the Canadian Railroad Historical Association for preservation and restoration as a passenger car of the 1900 era. A committee made up of CRHA members, and officials of the MTC examined the remaining cars, and selected No. 274, as it was in the best structural condition. Accordingly, the car was turned over to the Association, and the restoration is currently nearing completion.

The car is presently housed at the Cote Saint Paul carhouse through the cooperation of the Montreal Transportation Commission, where it may be seen by prior arrangement with the Association.

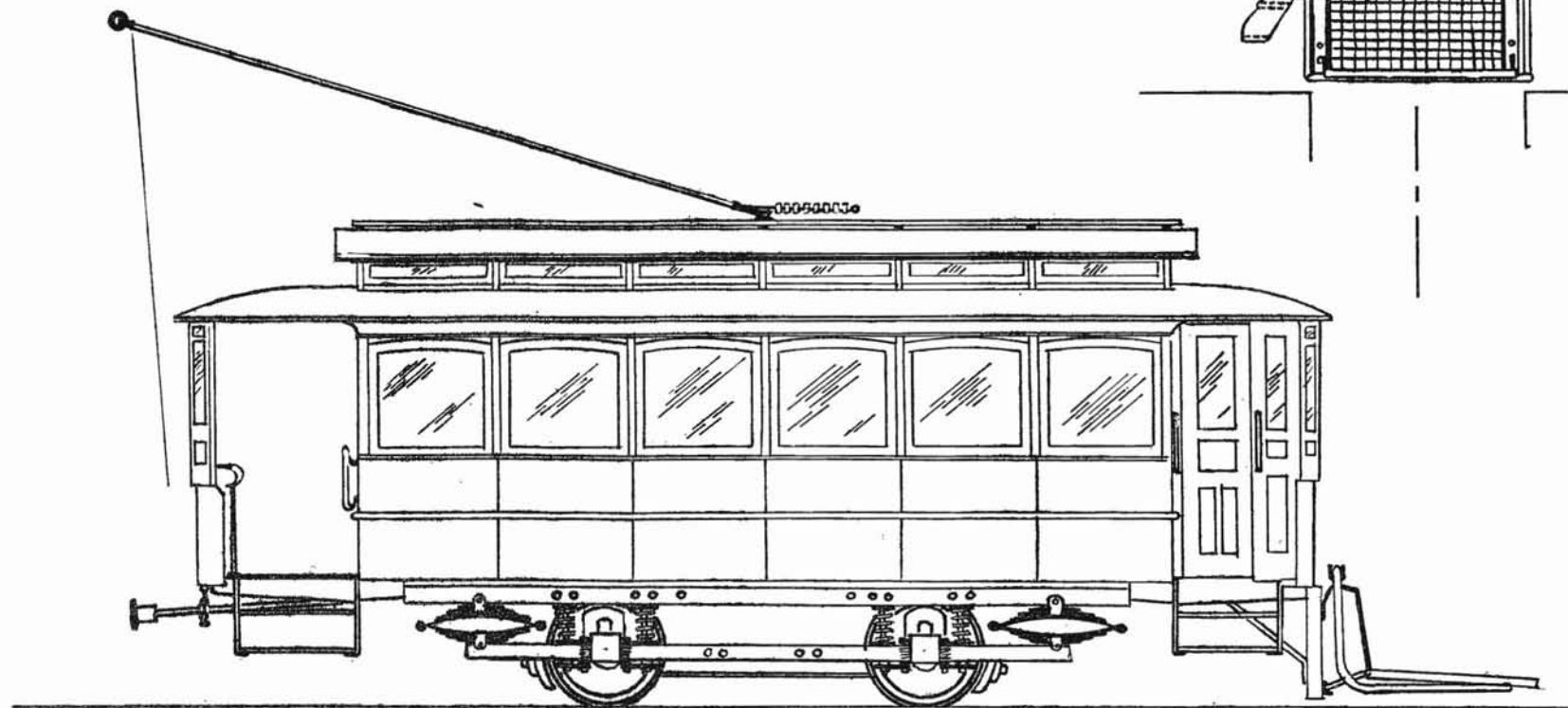
(Scale diagram appears on the next page)

MONTREAL STREET RY. LOT 4

Ten cars, numbered 274 to 292, even numbers only.
Newburyport Car Manufacturing Company, 1894.

No.274 - Re Salt Car in 1912.	No.284 - Burned 1898.
276 - Burned 1898.	286 - Re Salt Car in 1909.
278 - Re No. W22 in 1913.	288 - Scrapped 1916.
280 - Re Tower Car in 1915.	290 - " 1913.
282 - Scrapped 1913.	292 - " 1913.

In 1950, last remaining car of series, No.274, retired by Montreal Tramways Company and presented, for preservation, to the Canadian Railroad Historical Association, Inc.



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Scale of Feet

SUNDRY CENTENARIES

Two centenaries whose observance occurs at this time are worthy of note.

In Canadian railway history, it was on February 8th, 1855, that the first public railway train ran in the Halifax area. This train passed over the first section of the Nova Scotia Railway between Richmond, near Halifax, and Sackville, near Bedford, NS. While the length of the line at the time of this initial run was only a few miles, the event was one of considerable importance.

This first Nova Scotia Railway train was pulled by the engine "Mayflower" which had been built by the Mattfield Manufacturing Company of Bridgewater, Massachusetts, USA, and it consisted of two passenger cars only.

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The other centenary, while not in Canada, is of importance in America generally. It was on January 28th, 1855 that the first train in America passed from the Atlantic to the Pacific. While it could be considered "transcontinental" in a literal sense, the territory traversed was the Isthmus of Panama. The railway had been constructed from the Atlantic side at Aspinwall (now Colon) to the Pacific Ocean at Panama city, in what was then the Republic of New Granada. The building of this link was of tremendous importance to North America particularly, as it dispensed with the dangerous and lengthy passage around Cape Horn. The railway was followed, many years later, by the canal, which has become so strategic both in a military and a commercial sense.

The monopolistic nature of the Panama Railroad in pre-canal days is characterized by the exorbitant rates charged its passengers and shippers. For example, the passenger tariff one-way for the fifty-odd mile journey was Twenty Dollars in gold! No wonder the railway was enabled to declare fantastic annual dividends (as high as 24% in the early 1860's). This period of abnormal prosperity lasted until 1869. On May 10th of that year, the first North American transcontinental, the Union Pacific-Central Pacific, was completed at Promontory, Utah.

- O.S.A. Lavallee

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COMMUTER INQUIRY RESULT
ANNOUNCED

Notes have appeared in recent issues of the News Report, relating to the commuter fare issue which has centred in the

Montreal area. Hearings were held by the Board of Transport Commissioners in Montreal and Ottawa, and following the presentation of the arguments of the communities and the railway companies, the Board adjourned to make its decision. The decision was made known on February 18th, where the railways are authorized to make an approximate 50 percent increase in railway commuter fares in the Montreal area, to take effect in 30 days.

MOTIVE POWER NOTES

The following order for additional diesel-electric locomotives was placed recently by Canadian Pacific Railway:

Class DS6c	Nos. 6537-6547	Montreal Loco.	660 HP	Switchers
" DRS17b	" 8522-8529	G.M.D.L.	1750	" Road Switchers
" DRS17b	" 8530-8546	"	"	"
	(with steam generators)			
" DRS16d	" 8547-8552	Canadian Loco.	1600 HP	"
" "	" 8553-8556	"	"	" *
" DRS24a	No. 8900	"	2400	"

* - with steam generators.

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The following Canadian National Railways diesel-electric units have been received recently:

Class GPA17a	Nos. 6500-12	G.M.D.L.	1750 HP	A units
" GPB17a	" 6600-12	"	"	B "
" CPA16a	" 6700-05	Canadian	1600	" A "
" CPB16a	" 6800-04	"	"	" B "

In each case, this completes the respective order, except class CPB16a, for which unit 6805 had not been received up to press time.

Also received, during the first week of February, was one Budd RD2 unit, numbered D250, which is based at Lyster, Que. and which runs between Lyster, Richmond and Sherbrooke. The first run of this car took place on February 11th.

Ordered during 1954 and still not delivered are:

Class GR17a	Nos. 1724-50	G.M.D.L.	1750 HP	Road Switchers.
" GR16a	" 1841-58	Canadian	1600	" "

The following order was placed recently for units to be assigned to the Grand Trunk Western Railway:

Class GS12d	Nos. 7017-19	Electro-Motive	1200 HP	Switcher.
" MS10f	" 8034-35	Am.Loco.Co.	1000	" "
" GR12c	" 1505-08	Electro-Motive	1200 HP	Road Switcher.

Thousand Islands Railway engine #500 was recently shopped and is now back in service. During shopping, it was replaced by CN diesel-electric switcher #77.

Among CNR engines recently transferred to Turcot shop in Montreal for use in the Montreal area, are engines 4100 and 4102, from Toronto, and engines 92 and 93, from Hamilton. Central Vermont 2-8-0's 466 and 471 are presently in use on the Grand Trunk line to Portland.

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New Zealand Government Railways recently placed an order for 30 diesel-electric locomotives, from General Motors in Canada and in the United States. Receipt of these engines will bring the NZGR diesel fleet to 97 units. Steam locomotives now being delivered from Hillside Shops, Dunedin, are probably NZGR's last.

During 1954, the Canadian National Railways scrapped, or withdrew from service, the following locomotives.

2-6-0 type:
 E-12-a 403, 404, 405, 406 (E)
 E-12-c 424, 426. (E)
 E-7-a 849.
 E-10-a 85.
 4-6-0 type:
 F-1-b 1004, 1008.
 F-1-c 1015, 1016.
 G-16-a 1113, -20, -22, -28, -30, -32, -34, -42, -46, -48,
 -51, -53, -54, -55, -56.
 G-17-a 1161, 1165.
 H-6-b 1275
 H-6-c 1287, 1312, -16, -18.
 H-6-d 1326, -29, -42.
 H-6-g 1361, -63, -66, -79, -86, 1403, -07.
 H-10-a 1425, -26, -23, -35, -36, -37.
 2-8-0 type:
 M-4-k 1927. (E)
 M-4-m 1948. (E)
 M-1-a 2013, -22.
 M-1-b 2026, -32, -35, -42, -47, -49, -60.
 M-3-a 2093, 2102, -03, -10, -19, -21.
 M-5-a 2181, -84.
 M-5-b 2188.
 M-5-c 2190.
 M-5-d 2195, -98.
 N-3-a 2336, -37.
 N-3-b 2339, -45, -46, -49, -51.
 N-3-c 2364, -67, -68, -69.
 N-3-d 2370, -74.
 N-1-a 2407, -11.
 N-1-b 2388, -89, -94, -95.
 N-1-c 2445, -50.
 N-2-b 2489, -93.
 N-4-a 2549.
 N-4-d 2677, -78, -79, -80, -82.
 N-5-a 2701
 N-5-d 2767
 N-4-h 2817
 2-8-2 type:
 S-1-a 3221.
 S-1-f 3414, -55, -97.
 S-3-a 3701.
 0-8-0 type:
 S-1-g 3517.
 S-1-a 3520.
 2-10-2 type:
 T-1-a 4002.
 T-1-c 4020, -21, -24, -40.
 T-3-a 4208.
 4-6-2 type:
 J-3-a 5034, -36, -39.
 J-3-b 5054, -65.
 J-4-d 5119.
 K-1-a 5505.
 K-1-d 5522, -24.
 K-2-a 5544, -46.
 K-3-a 5571.
 4-8-4 type:
 U-2-e 6169.
 0-6-0 type:
 O-9-a 7222, -24, -31, -36.
 O-7-a 7265. (E)
 O-12-c 7329, -31.
 O-16-a 7349.
 O-12-a 7359.
 O-12-f 7421.
 O-18-a 7424, -30, -43, -45,
 -53, -54, -63, -68.
 O-18-b 7479, -80, -86, -88
 -90, -91, -93, -95, -97.
 O-18-c 7508.
 O-20-a 7537.
 0-8-0 type:
 P-4-a 8200.
 P-4-b 8214.
 P-4-d 8225.
 P-5-e 8340, -41.
 P-5-f 8357.
 P-5-h 8400, -09.
 P-5-j 8419.
 Diesel-Electric:
 V-1-a-b 9054.
 (E) indicates class now extinct.

Total: Steam - 169.
 D.E. - 1.

CNRAC&HBGWWDPCPRNARPGEC>
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NOTES & NEWS

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At the end of the year, Canadian National Railways applied to the Board of Transport Commissioners to discontinue all local passenger service on Prince Edward Island, with the exception of the through train service with the mainland, and provision for a new mixed train

service on weekdays only to Summerside. In 1952, CNR offered a similar proposition for co-ordinated bus and truck service, with standby train service, but this offer was not accepted.

The first of Canadian Pacific Railway's new fleet of Budd-built dining cars, the "Annapolis", was delivered to the Company early in February, and was exhibited to officers and employees in Windsor Station on February 11th. Since that time, four additional cars have been received, and they are now in service, with accompanying baggage-dormitory car, which provides sleeping facilities for the dining car crew, between Montreal and Winnipeg.

The first railway relocation as a result of the Saint Lawrence Seway construction is to get underway shortly, as the Canadian National Railways prepares to relocate its main Montreal-Toronto line some 5,000 feet north of the present tracks, between Cornwall Jct., and Cardinal, Ont. Costs may be as high as \$20,000,000.

Canadian National Railways is beginning construction of a \$300,000 diesel locomotive maintenance shop at Vancouver. It is expected to be completed this fall.

The New York, New Haven & Hartford Railroad has ordered two light-weight Talgo type trains for use on the shore line between New York and Boston. It will be built by ACF Industries.

Kitimat, BC, at the end of a branch recently opened by CNR from Terrace, is to have a modern CNR station this year, to replace a set of three prefabricated buildings now in use.

National Research Council is conducting a series of tests with both major railways, in moving British Columbia Okanagan apples in two, diesel-powered, thermostatically controlled refrigerator cars, which are the only ones of their kind in Canada.

Canadian National Railways is cutting its train times between Montreal and the Maritimes. The westbound Ocean Limited is to be speeded up by 2 hours and 20 minutes, while the eastbound time will be cut by two hours and five minutes. The companion train, the Scotian, will be accelerated 1 hour and 50 minutes westbound, and 1 hour and 40 minutes eastbound. It is claimed that this speed up is the result of dieselization carried out last fall.

Parliament has been requested to have the Government construct a rail connection between La Malbaie (Murray Bay), Que. and the Quebec North Shore & Labrador Railway, along the north shore of the Gulf of Saint Lawrence.

It is reported that train service is being provided between Hillsport, Ont. and the new mine site at Manitouwadge, by the CNR. This service is unique in that the rails have not yet been laid. The "train" mentioned in the news release is actually a sleigh train hauled by caterpillar tractors over a construction road paralleling the new railway roadbed. Eventually, when the line is completed, it will be served by a conventional mixed train.

There has been some criticism of plans to replace M&SC trains on Montreal's Victoria bridge with an additional highway space. Since this announcement was made at the end of January, there has been additional agitation to have the Government construct new bridges over the river, and in the latter part of February, a plan was revealed by interested communities to have the government aid in the construction of at least two new bridges in addition to two new tunnels to cross the St. Lawrence River.

Canadian Pacific's new car ferry PRINCESS OF VANCOUVER, designed to carry 28 railway cars or 120 automobiles, in addition to 800 passengers, between Vancouver and Nanaimo, BC is expected to go into service early in June.

While summer cruise service to Alaska be carried on separately, Canadian Pacific and Canadian National have announced a co-ordinated operation of the British Columbia coastal steamships between Vancouver, Prince Rupert, and Ketchikan. One ship, the present CPR BOCS PRINCESS NORAH, will be used, but it will be renamed. Service under this plan will commence March 29th.

Canadian National Railways passenger services will be curtailed sharply if all of the present applications go into effect, along with those which have already been authorized:

1. Abandonment of service between Falding and Scotia, Ont. (see last month's News Report)
2. CNR will substitute bus and truck service for railway operation in the New Glasgow area of Nova Scotia, virtually eliminating Stellarton-NewGlasgow as one of the nation's railway centres.
3. As reported in this issue, application has been made for discontinuance of virtually all local service in P.E.I.
4. The CNR has applied for permission to abandon service between Petitcodiac and Elgin, and between Hillsboro & Albert, in N.B.
5. A similar request by the CNR to discontinue certain services in northern N.B. is being reviewed by the Board.
6. In April, reductions in rail service between Halifax and Yarmouth on the CNR will go into effect.
7. As reported in February report, and this issue, the M&SC service is proposed to be discontinued.
8. Application to discontinue service between Montreal and Vaudreuil is presently being considered by the Board.

9. CHR passenger service between Coteau and Valleyfield was recently eliminated, as reported in these pages, when busses took over.

In addition to the foregoing abandonments, we have been advised that the tri-weekly Canadian National Railways mixed train service between Belleville, Trenton and Picton, will be withdrawn shortly. The last trip to Picton is to be made Monday, February 21st, and the final return takes place on Tuesday, February 22nd.

Also coming up is a reduction in service between St. Rosalie, Que. St. Leonard and Nicolet. On February 29th, trains 697 and 698 between Garneau and Quebec are to be discontinued.

There is an unofficial and unconfirmed report that the Canadian Pacific Railway will shortly seek to abandon the branch line from St. Lin Jct., to St. Lin, Que. in the Laurentians north of Montreal.

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THE TRANSFORMATION OF
A TOURIST SLEEPER
- FORSTER KEMP

The Canadian Pacific Railways' Angus Shops have undertaken a rather unusual programme of camouflage in order to provide tourist sleeping car accomodation in the projected new train, the "Canadian".

During the early days of the month of January, twenty-two mechanically air-conditioned tourist sleeping cars of the "G" class, having fourteen sections but no kitchens (this distinguishes them from other cars of the same series which have kitchens and ice-activated cooling systems) were taken into the Passenger Car Shops at Angus. They were placed under Equipment Order 4020. Their names will appear at the end of this article, along with the new names which they will bear after conversion. Now we follow one of the cars through the various processes at Angus Shops from the "loop" where cars come in, to the "main line" where they leave the plant to begin two years of duty.

All incoming cars arrive at the "loop" which is actually a small yard at the east end of Angus Shops property, and which is encircled by the loop which goes around the entire plant. All ensuing moves will be made by means of a transfer table. There are two of these tables, operating in a long shallow, east-west pit, in which are laid six rails. The transfer table pit separates shops #3 and #1 on the north side, from shops #4 and #2 on the south side.

After our car is removed from the "loop", it is taken to the A.C. Test Room in Shop #1, where it receives preliminary inspection and test. As soon as that formality is completed, stripping of the car is begun. It is then moved down to the Wash House at the east end of Shop #3

(To be concluded next month)