

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT #55

MONTREAL, CANADA

APRIL 1955

Notice of Meeting

The April meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, Montreal at 8:00 PM on Wednesday, April 13th, 1955. The entertainment will consist of a speaker, - - - Mr. W. P. Moffatt, Chief of Research, Canadian National Railways, whose subject will be - "Dieselization - The Present and The Future". This topic of current interest will undoubtedly be interesting and instructive, and as usual, associate members and guests will be welcome.

NOTICE RE BANQUET: Due to unforeseen circumstances, it became necessary to cancel the banquet arrangements at the last minute. The Committee is presently working on alternative arrangements in a suitable locale, at a later date. Your support of this activity is appreciated by Mr. Douglas Brown and his committee. Those interested will be kept informed of developments by telephone.

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Association News

The Association has been invited to play a part in a continuing exhibition which is to be held during the summer at the newly-renovated Chateau de Ramezay. Present plans call for a series of exhibitions to be held on various topics; the association has been asked to present an exhibition of material dealing with Canada's railways, over a several-week period.

As decided at the last monthly meeting, several meetings a year will be given over entirely to entertainment, and general business meetings will be held four times annually. In the intervals between these meetings, the regular membership will be kept informed of important and unusual developments in this column.

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MTC Birney Excursion

The Trip Committee has arranged to hold another of our popular trolley trips on the MTC. The Transportation Commission has been kind enough to approve of the use of MTC #200, the Birney Safety car, for an outing which is scheduled for Saturday, April 30th. In view of the fact that No.200 is supposedly the last single-truck Birney car owned by a transit company in North America, it is anticipated that we will have a number of guests from out-of-town. Route to be followed will be from Cote St. Paul carhouse on Church Avenue, Verdun, to Cartierville, and return, going via Girouard, returning via Westmount and Glen Road. Tickets, at \$1.50 each, are on sale by Mr. William Stannard, 136 Broughton Road, Montreal West (by mail), or from him at the April meeting.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 55
April, 1955

Editorial Address:
6959 De l'Epee Avenue,
Montreal 15, Canada.

Editor: Omer S.A. Lavallee
Asst. Editor: R.D. Brown
Committee: Robert R. Brown
Anthony Clegg
Kenneth Chivers
Ernest Modler.

CNR BOWS OUT OF
MONTREAL LAKESHORE
SERVICE

On March 25th, the Board of Transport Commissioners authorized the Canadian National Railways to discontinue its Lakeshore suburban service of passenger trains, in the Montreal area, between Dorval and Vaudreuil, Que. The CNR will still be required to give service between Montreal and Dorval; the section upon which the service is being discontinued, effective April 24th, is that part which lies parallel to the Canadian

Pacific Railway, whose stations duplicate all CNR stations.

While duplicate services have existed for some time, and in recent years, the greater majority of the passengers have utilized the Canadian Pacific trains, loss of the CNR service will be inconvenient to many commuters, as the CN trains have operated on a greater variety of schedules than the CP. Particularly, some will miss the early morning outward CN train, and the late evening returning service, as well as certain Saturday and Sunday schedules which Canadian Pacific has never operated. The Canadian Pacific has made no disclosure as to whether additional trains will be operated, though it is expected that additional equipment on existing trains will be imperative.

The Canadian National will probably continue to operate its X class 4-6-4 tank locomotives in the Montreal-Dorval service, at least for the time being.

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*		*	1955 is destined to be a bad
*	GRAND RIVER RAILWAY - LAKE	*	year for Canadian interurbans.
*	ERIE & NORTHERN RAILWAY	*	Following upon the heels of
*	ELECTRIC SERVICE TO BE	*	the sudden CNR decision to
*	CURTAILED	*	initiate the final steps in
*		*	the ultimate cessation of
*		*	Montreal & Southern Counties
*****			electric service, the Board

of Transport Commissioners, after hearings at Galt, Ont., handed down a decision on March 14th, authorizing the Grand River Railway and the Lake Erie & Northern Railway to discontinue passenger and express service by rail on the combined Canadian Pacific-controlled interurban system, which extends from Waterloo to Port Dover, Ontario, with a branch from Preston to Hespeler.

The cessation of rail service is to take place on April 24th, and will bring to a close the passenger operations of what is perhaps Canada's premier interurban line. The schedules will be handled by busses of Canadian Pacific Transport Lines after that date.

An attempt was made by Canadian Pacific Railway to have the service discontinued several years ago, but it was disallowed by the Board, after representations against the move were heard from the affected communities. When the application was made once again, recently, it was not expected that the original decision would be reversed so completely, with the result that the March 24th decision came with some surprise.

While no disclosure has been made with respect to the electrified freight train operation, it is expected that it will ultimately be replaced by diesel-electric locomotives, inasmuch as the lessened frequency of trains with the abolition of all passenger service, would hardly justify the upkeep of the electrical overhead catenary and power stations.

A final excursion is to be operated over the line on April 24th by the Syracuse Chapter of the National Railway Historical Society.

<p>OTTAWA SWEARS BY TROLLEY CARS</p>
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Counteracting the adverse reports which have been in the news of late, noting the passing of various electric lines in Canada, it is somewhat refreshing to be able to report that the Ottawa

Transportation Commission will probably not lose its electric street cars for many years to come.

In a report delivered at Ottawa on March 3rd, OTC Chairman David McMillan referred to the fact that during 1954, the OTC had purchased eighteen new busses and retired eleven street cars which had been in operation for some forty years, as a result of the changeover on Sussex Street and on the Hull route.

However, (and we quote Mr. McMillan verbatim) "it seems unlikely that the number of street cars will be further reduced for some years to come. Although Ottawa is one of the four cities where street cars remain in operation, they are still regarded as the safest, most comfortable and most economical means of urban transport and one of the few remaining vehicles of travel which allows the passenger to relax during his journey."

Continuing, he said "Although the OTC received fair compensation for business disturbance caused by the Sussex and Wellington changeovers, the substitution of busses for street cars means higher operational costs per passenger."

(Amen ! -- adding to this would be like
gilding the lily -- Ed.)

The Greater Winnipeg Transport Commission has announced that Winnipeg's remaining streetcar line - Portage Avenue and North Main street, will succumb to diesel busses in the fall.

* * * * *
 * Residents of eastern Canada,
 * THE RIGOURS OF SPRING * looking forward to the season of
 * leaves blossoming on trees, and
 * sprouts showing in the gardens
 * * * * * in the wake of winter's snow, had
 optimistically put away their snow shovels, and taken the chains
 and snow tires from automobiles. March 21st was a day with
 spring in the air, and everyone looked optimistically at their
 lawns, wondering how many more warm days would be required to
 transform the white wilderness into a vista of grass, crocusses,
 tulips and the like. They were due for a cruel awakening.

It began in Montreal with a small snowfall on March 22nd and
 23rd, mixed with some freezing rain. The weather stayed cold
 on the 24th and 25th, and the snow stayed put. It started to
 snow again on Saturday morning, the 26th, continued all night
 and all through Sunday the 27th. Aided by severe winds, the
 snow drifted and paralyzed highway traffic. By Monday morning,
 the 28th, when the wind had abated and the snow had ceased,
 the McGill Observatory had recorded some 16" of snow in the
 36-hour snowfall period. Montrealers were busily digging them-
 selves out from under the "spring" weather.

Transit services in the city were not as badly affected
 as might have been expected, the Montreal Transportation Commis-
 sion having issued a quick summons to all snowfighting equipment
 as soon as the snow began to fall. Railway services, as well,
 stood up pretty well, the worst incident being the 29-hour delay
 suffered by Quebec Central Railway train No.6 when it became
 snowed in about two miles east of Bras, Que. near Charny. The
 train was bound from Quebec to Sherbrooke on Sunday afternoon.
 No adverse effects were suffered by the passengers, numbering
 more than 100, who were stranded in the train. Food was brought
 to the train by snowmobile, and it was finally freed by snowpl-
 oughs on Monday afternoon, March 28th. Train services on the
 CPR in Quebec suffered delays of up to two hours, while some CN
 services were as much as five hours late. The only passenger
 trains cancelled by the CPR were nos.251 and 254, mixed trains
 operating between Sutton and Drummondville, Que.

Moral: "Don't take the calendar seriously".

NEW CPR EQUIPMENT EXHIBITED In Windsor Station, at Montreal,
 On Monday, March 21st, Canadian
 Pacific Railway exhibited new Budd-built RDC Davliner car 9100,
 of the RDC-2 type, as well as the tourist sleeping car "Unwin",
 newly outshopped from Angus Shops. Car 9100 is to be sent to
 the Prairie Region, along with several other RDC cars which
 are due for delivery shortly. They are to operate between Calgary
 and Medicine Hat via Lethbridge, and between Winnipeg, Great
 Falls and Riverton. The "Unwin" is the first of the revamped
 tourist sleepers which are to be used on the "Canadian" when it
 goes into service April 24th. All in all, CPR did a very credit-
 able job on these cars, which are described in Mr.Kemp's article.

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o Canadian National Railways has received
 o MOTIVE POWER NOTES o the following locomotives:
 o
 o
 ooooooooooooooooooooooooooooo Class CPB-16a No.6805 1600 HP
 Passenger A unit from Can.Loco.Co.
 Class GPA-17b No.6513 1750 HP Passenger A unit from GMDL.
 " GPB-17b 6613 " " B " "

The following locomotives are now on order:

Class CR-12d Nos.1575-92 1200 HP GMDL Road Switchers.
 " GR-12e 1593-97 " " "
 " CR-12e 1630-39 " Can.Loco. "
 " MR-10a 1544-48 1000 HP Montreal "
 " MPA-16a 6706-11 1600 HP " Passenger A units.
 " MFB-16a 6806-11 " " " B "

Engine 3410 (2-8-2 type) has been transferred from the Grand Trunk to the Duluth Winnipeg & Pacific. Central Vermont engines 466 and 472 (2-8-0 types) have been transferred to the Grand Trunk.

During March, the Canadian Pacific Railway received the following Budd rail cars:

Type RDC-2 Nos. 9100 and 9101.
 " RDC-3 " 9021 and 9022.

During the month of March, the Sydney & Louisbourg Railway received the following second-hand locomotives:

Pittsburg & Lake Erie #8042 0-8-0 type.
 " 8031 "
 Chicago & Illinois Midland #545 "
 " 546 "
 Detroit & Toledo Shore Line #32 2-8-2 type.

Shipment of Broad Gauge (5'6") 4-6-2 steam type locomotives from Canadian Locomotive Company at Kingston, Ont. to the Indian Government Railways started in the latter half of March.

Correction to CNR scrapping list in March Bulletin:
 Class E-12-c now extinct.

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NEW CPR TRANSCONTINENTAL
 TRAIN NUMBERS

With the change of time on April 24th, and the inauguration of the new "Canadian" trans-Canada service, certain train numbers will be re-allocated to eliminate duplication. Principally, as a result of the assignment of numbers 1 and 2 to the "Canadian", the present 1 and 2, Vancouver local, will carry the numbers 17 and 18. The Toronto-Sudbury

connection will be nos. 11 and 12. Since the number 17 is being used, the morning train from Sudbury to Sault Ste. Marie will be renumbered 31. Numbers 3 and 4 will be the Toronto-Sudbury connection for nos. 7 and 8. A condensed summary of the new schedules follows: (Twenty four hour time used)

17	7-3	5-9	1-11			2-12	6-10	8-4	18
2200	2020	1915	1300	L. Mtl.	A. 2150	1110	935	640	
	2300	2145	1615	L. Tor.	A. 1815	645	700		
1930	850	800	2125	A. Wpg.	L. 1150	1835	1920	915	
2030	1000	930	2140	L. "	A. 1135	1750	1830	840	
2200	815	625	910	A. Vcr.	L. 2030	1900	2000	1000	

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THE PRIMITIVE ERA IN
RAILROADING

- R.G. Harries

The following account illustrating the hardships and uncertainties of travel in Canada 100 years ago is taken from a book entitled "REMINISCENCES AND INCIDENTS OF THE REV. JOHN ANDERSON"

(published by William Briggs, Toronto, 1910)

The Rev. John Anderson was born in Scotland in 1823. Together with his parents, he emigrated to Canada in 1839 and became a Presbyterian minister in 1852. Most of his ministerial career was spent at two charges; first, Lancaster, Ont., 1852-70 and Tiverton, Ont., 1870-94. He died in 1908 at the age of 85. Writing about the early years of his ministry, Mr. Anderson says:

"In November 1857, while I was Minister at Lancaster, Ont., I was invited to visit Lingwick, in the Lower Province, to dispense the Sacrament of the Lord's Supper there. (Lingwick is now called Gould, Que. It is 7 miles northwest of Scotstown on the CPR short line to Saint John, N.B.) - R.G.H.

"After making our way on foot from Lingwick to Cookshire (about 18 miles) I took the Stage to Sherbrooke. It was a long, tedious drive as the Stage left at midnight. The night was dark and piercingly cold and the road passed over high and exposed hills. There were two other travellers on the Stage and they insisted that the driver stop at every tavern with the result that we did not reach Sherbrooke until breakfast time. In fact, we had just enough time to eat our breakfast before the train for Montreal arrived. (GTR Portland, Me. to Montreal line)-R.G.H.

"When we came to Longueuil, we found the Saint Lawrence covered with ice, neither fit for boat nor sleigh. There was no bridge at that time. How I was to get across to Montreal was a mystery. There was, however, a ferry, which consisted of a large canoe thirty or forty feet long, and which was managed by expert Frenchmen. Their greatest difficulty was met at the start in getting the large canoe clear of the land and into the moving ice. The passengers had to take their seats in it while it rested on the shore, for the moment it touched the floating ice off it went with it. Then the men had to push and draw and rock

their craft so as to make some progress across the moving icy current, which, in spite of all that could be done, carried us down the river a long distance; but after hard labor we got to the other side. It took us a long time to get there, and we had to pay sweetly for our passage.

"But this did not end my eventful journey. Christmas was now approaching, and a number of things at that season of the year had to be obtained in the city and taken back home with me to Lancaster. Among the articles entrusted to my care was a can of coal oil, which at that time was very scarce, and could not be procured except in large cities, and a nice storey-cake, which was a Christmas gift from a city lady to Mrs. Anderson. These two articles I took for safety into the railway car with me. (GTR Montreal to Toronto line) - R.G.H.

"Being a cold, dark, night, I took my seat underneath a blazing lamp and opposite the stove, which was red hot. As the car was not crowded, I placed my nice cake on the seat I was to occupy, put the oil-can on the floor at my feet, pulled off my rubbers and began to read a new book just taken from the bookstore, cutting its leaves as I read. Just as my book was getting very interesting an unearthly scream came from the back of the car. I realized at once that we were off the track. A good deal of screaming filled the car. All were in a state of confusion, not knowing the moment we might be rolled down a precipice or flung into a culvert, or dashed to pieces against some rock or embankment on the wayside. One vivid thought rushed through my mind, that in case of rolling down an embankment, my safety would be better secured by fastening myself in some way to the seat I was occupying. So I laid myself down on my back and twisted my arms around the arm of the seat, pushed by Christmas cake into a corner and held it there with my foot. But the moment this was done, the thought of my can of oil, still loose on the floor, coming in contact with the hot stove, when it would be sure to explode, came like a thunderbolt into my mind. In some way or other I managed to extend the foot that was at liberty and reached the oil-can, then with all the strength at my command I pressed it to the side.

"By this time I realized that the car was off the level, the opposite side was much lower than it ought to be, so the whole car was soon in a slanting position, and the slant increased rapidly as it rushed forward, till finally it lay at the bottom of a deep ditch. Everything on my side, animate and inanimate, was thrown to the other side, except myself, with my Christmas cake and can of oil. It was with some difficulty and care that I freed myself from the awkward bracket-like position in which I was placed. My object, however, was secured and I could say what none of the other passengers on the train could say, I received no injury. My Christmas cake was not the least bit marred in its beauty, nor did the oil-can come in contact with the hot stove. But I came very near losing my new rubbers, for before I could get down from my very uncomfortable position they were seized by a man whose mind was set on plunder, but at my imperative command, he threw them down."

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* As soon as brake rigging and generator drive are disconnected, the car is lifted off its trucks by four powerful hydraulic jacks. The trucks are rolled out, and replaced by an incongruous-looking pair of old archbar trucks, which serve as shop trucks. These are equipped with large 12x12 timbers which bear

the weight of the car body.

During the untrucking operation, interior stripping has continued. Curtains, mattresses, seats, pillows and carpets; all must come out, along with the racks, hooks, brackets and baskets, water coolers, curtain rods and toilets, mirrors and washbasins, and all electrical fixtures. The stripping operation is about two days' work in all. While this is underway, the car is receiving a thorough washing on the outside and underframe.

After the car has been divested of its doors, fixtures and fittings, its next move is either to Shop #2 or Shop #4, where some alterations are made in the wiring and piping. Ceiling panels are taken down, and the linoleum is removed from the floor. Work now begins on the exterior, with the removal of parts of the roof. These cars have a rood of closed-clerestory design, fabricated of lumber which is fastened to an underlying framework of curved wooden ribs, which are bolted to the steel frame of the car. The covering of the roof is of canvas. Nineteen of the cars are constructed that way, being former "P" class standard sleeping cars. The last three cars "Germain", "General" and "Cest" were formerly "N" class cars, and they have roofs entirely of steel.

On the wood-and-canvas roofed cars, about two feet breadth of canvas and planking is removed from the outer edges of the lower, or curved portion of the roof. This is done on both sides of the car from end to end thereby exposing the ribs and the underlying metal framework. Since the roof planking is all of tongue-and-groove lumber, a smooth-edged strip is fitted along the last plank and corner braces are put up at each corner. Electrical wiring is modified and additional insulation material is placed between the ribs.

The curved wooden ribs remind the observer of the construction of a boat, but each rib rests on a steel frame member, and it is these that are important, for a curved framework of angular bars is being attached to them at the point where they join the car sides. Arching above the ribs and the former roof, this framework is attached to the frame of the clerestory sides, about three inches above the old roof. Stainless-steel plating is fitted to the clerestory sides, covering that portion which will be exposed. As soon as the steel roof framework is completed, a number of 1/16" steel plates are tried on for size and fitted to the car. These are all of 1/16" stainless steel and include four corner plates, which are shaped and welded so as to make a more square contour at the ends of the car. There are also ten

curved sheets measuring about 10 feet by three feet, for each side of the car. After being fitted, all this plating is welded together and also welded to the framework.

The three cars which already have steel roofs require a different procedure. On these, all plating is removed from the lower roof, exposing the ribs which are entirely of steel. Wiring and insulation are modified, and the clerestory sides are plated, but no supplementary framework is applied. Instead, the new plating is reinforced with stiffening bars, so that it can be attached directly to the sides of the car and of the clerestory.

Meanwhile, a light framework of metal angle-bars is being applied to the car sides. Three horizontal strips are fastened along the lettering board, two above it, and one below, just above the windows. Then three more horizontal strips are applied below the belt rail, about 18 inches apart. Vertical strips are placed between them at intervals of about 18 inches, making a square pattern. The effect of these metal strips is to bring the metalwork even with the belt rail.

After the framework has been completed, the car is moved to a section of the shop which is fitted for stainless steel application, having bright floodlights, special electric welding machines with tanks containing helium gas, and a drainage system with large funnels. Also, special reinforced scaffolds are provided, as much of the work is done at high levels. Usually, the side plating is applied first, although some cars have the roof work done first. Two cars are placed beside each other, and the adjacent sides are plated at the same time. The base plating is the largest part of the work. It is of stainless steel, about 1/32" thick. Each side requires two sheets, each of which is about 20 inches wide and 71 feet long. They are placed so as to overlap slightly, forming seven parallel "troughs" which appear to be cut into the car sides.

After the base plating sheets are applied, finishing strips are put on, one along the bottom of the lettering board, one along and over the window ledge, and another along the lower edge of the car body. These are specially shaped, and slightly convex in form. The concave strips are then applied in the "troughs" of the base plating. Then the roof sheets are put on. There are several strips, each about 80' long and 1 foot wide, of finely fluted stainless steel, which are attached to, and over, the other plating. The final steps include application of drain strips above the doors, and of filling compound and end strips to the sides.

All of the stainless steel sheets are attached to the underlying metal by means of a special welding process which makes use of a gun. This gun, although quite small, has lines for helium and water, as well as an electric cable and a water return, which is placed into the funnel of the drainage system. The effect, apparently, is to produce a very intense heat which fuses the sheet with the underlying metal in a very small spot. The appearance of the finished work is like that of a surface which

has been rivetted with small brass rivets. The spot welds are made about one inch apart in straight lines so that this effect is accentuated.

This steel work has occupied more than two weeks but it must be remembered that other work has been going on meanwhile. The inner windows have been to the varnish room, painted in a light grey colour and returned to their places. The pipefitters have modified the piping in the car and installed some additional overhead tanks. The wiring has been modified, with switch boards being overhauled and replaced. A public-address system has been installed as well as electric water coolers. The ceilings have been replaced, all woodwork has been sanded, primed and prepared for painting. Most of the fixtures have been reinstalled, but this work is still progressing when the car is moved to shop #4.

As the fixtures are installed, they are taped and papered to protect their freshly-painted surfaces, while the car is spray-painted. Then paper is fitted over the windows and surfaces which will bear contrasting colours. Paper on the latter is arranged to be turned over for reverse protection while the other colours are sprayed on. There are already some plastic-sheathed sections which will not be repainted. Paint work has begun on the outside, too, for the exterior will still be about 60% painted surfaces. The surfaces are liberally sanded, cracks are filled and base coat is applied where needed. The car is taken to shop #3 for a short time to have its trucks replaced beneath it. When it returns, paper is applied to the stainless steel on the outside and masking compound to the window glass. The lettering board receives two splotches of yellow paint on each side, and the words "Canadian Pacific" are put on in adhesive letters. The canvas top of the clerestory is painted with aluminum paint. The lettering board and the strip below the windows is to be painted red, while the window frames, spaces between windows, doors, platforms, steps and diaphragms will receive a light silvery-grey enamel of a very glossy texture.

Almost the last job before spraying is the laying of matting in the vestibules. This is replaced entirely at this shopping and the new material must be fitted to each area, cut out and cemented in place. It is immediately covered with paper and the spraying begins. The shop has several blowers mounted on hand cars, and one of these is placed against the end of the car, its intake pipe so arranged as to take air from outside through a sliding panel in the shop door. The other end is connected to a system of wooden ducts, which are laid inside the car from end to end. The sprayers wear masks while at work, and they give the car two coats, both inside and out. All the surfaces are painted except the floor and the underframe. The paper is turned to one side or the other to isolate the colour being painted. The painting takes two days to complete, but work still continues underneath the car.

The trucks, which are now back under the car once more, have acquired a system of stabilizers, shock absorbers and coil springs to replace the old transverse leaf springs. The generator, battery boxes, water tanks and brake equipment have reappeared one by one, and the A.C. unit is reconditioned. It has remained on the

car all the time. Each part receives a coat of black paint after attachment. By the time that the painting is finished, the underside of the car is nearly complete, lacking only the batteries and a few pipes, etc.

When the painting is completed, a couple of coats of clear varnish are sprayed over the red portion of the car exterior to preserve the finish and to give the lettering an appropriate colour. Then, tape and paper are stripped off, and "touching up" begins. Stenciles and decals appear on the interior walls, doors and windows are fitted, head rests and seat arms appear, light bulbs are put into their sockets, toilets are set in place and pipes connected. Name plates are attached to the sides of the car by means of self-tapping screws. A CPR "Beaver" crest, in red and brown with chrome lettering, is fitted into special brackets at each corner. A section of stainless steel plate is fastened to the vestibule ceiling at each end, behind the train-line receptacles. It is fitted with a short roller curtain to conceal train line connector, public address and bell cables. It also bears a sign, in orange and black, which reads "STOP 32 VOLTS" or "STOP 110 VOLTS" since some of the cars are of each of these voltages. The wording is meant to prevent anyone from trainlining a 32-volt car to a 110-volt car, or vice versa.

The car then receives a coat of green paint on the floor, which is allowed to dry overnight. Linoleum is applied next, and the aisle carpet is fitted and cut, then sent back to the upholstery shop for final sewing and edging. The remainder of the upholstery materials are placed aboard after the car has received its batteries. It is removed to shop #1 for that purpose, and the battery box doors are also fitted there. They have also been plated with stainless steel.

After the batteries are on, the car is brought back to the gauge track, between shops 2 and 4, where all clearances are checked with the adjustable straightedges with which this track is equipped. If all is well, the car is placed outside the shop for a steam test and inspection. Seat cushions, mattresses, pillows, blankets and curtains are placed aboard, and window blinds are fitted.

When the car is ready, it is placed in the AC test room, Shop #1, and given a thorough test. Following this, it is given a final cleaning and taken to the lead-out track commonly known as the "main line". There it is weighed, one end at a time, and the weight is stencilled on the car. The exteriors of the cars are still non-streamlined. The clerestory top is painted in metallic grey, as are the diaphragms and curtains. Clerestory sides are of smooth stainless steel. Curved sections of roof will come even with roofs of Budd-built cars and are plated to match, with fine fluted stainless steel. Letter boards are of Tuscan Red with "Canadian Pacific" in yellow. The car still has window frames and doors of wood. These, as well as the steps and spaces between the windows are done in silvery-grey gloss enamel. The areas below the windows and between the doors are plated with stainless steel. The strip below the windows is painted Tuscan Red.

The name plates are of smooth stainless steel, and the names are in red, edged with yellow. Names on end doors are black.

The interiors of the cars are changed very little from their previous appearance. The following are the old and new names of the cars, *- indicates that name is a CPR station; #-indicates station on CNR; @- indicates station on NAR.

GARNET	-	UNWIN *	CAGE@	-	UNIVERSE	GARSON*	-	USHER
GARLAND#	-	UNICORN	GOVAN*	-	UREN*	GABLE	-	UDALL
GALVIN	-	UPSALA*	GONAR	-	URQUHART	GOULD*	-	URB-M
GLADE*	-	UPTON#	GARCIA	-	UNDERWOOD	GERMAIN	-	UXB-C105#
GREYNA*	-	URANUS	GABRIEL	-	ULLSWATER	GENERAL	-	UTL-B
GALT*	-	UPLANDS	CALE	-	ULSTER	GEST	-	UTOP-A*
GABY	-	UGANDA	GARBER	-	UMBER			
GAMBIT	-	UNITY*	GALLANT#	-	ULYSSES			

CNRAC&HBGWWDPCPRNARPGEC>
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 & NOTES & NEWS &
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 S N
 & J
L&PSQNS&LMCR&PRSA&JQCORN

As of April 1st, no disclosure had been made by the Montreal & Southern Counties as to the discontinuance of rail service across Victoria Bridge and as a result, it is presumed that no change will be made in existing schedules on April 24th.

On March 2nd, the Senate approved an amendment to the charter of the London & Port Stanley Railway, providing for the use of atomic power, in addition to the existing provisions for steam, electricity or gas propulsion.

Canadian National Railways has been authorized by the Board of Transport Commissioners to abandon operation between mileage 3.00 and 8.24 of the Scotia Subdivision (Car Works to Pictou Landing, NS), New Glasgow Division.

Further CNR service cuts to those carried in last month's Report are announced. They include Edmonton-Peers, Alta., Ashmont and Heinsburg, Alta. Allandale and Meaford, Ont., Halifax to Liverpool, NS, Lindsay and Coboconk, Ont., Winnipeg and Transcona, Man. Stratford and Sarnia and London and Clinton, Ont. In addition, CNR has petitioned the Board to abandon the Beeton-Collingwood branch. In Nova Scotia, CN has been authorized to entirely eliminate the New Glasgow area suburban passenger service. This includes lines between New Glasgow-Pictou; New Glasgow-Sunny Brae; New Glasgow-Hopewell; and New Glasgow-Pictou Landing.

A publicity run featuring new Canadian Pacific Budd-built equipment is scheduled to be run between Philadelphia and New Hope, Pa., presumably over the Reading RR, on April 15th. It is being run in connection with the Budd Co., Vogue Magazine and certain large United States departmental stores.

The Association has accumulated a large collection of photographs, plans, employees' timetables, etc. It is planned to offer them for sale in these pages from time to time in aid of our Museum Fund. Watch for announcements.

The eighth in a series on
 THE CANADIAN NORTHERN RY.
 by Anthony Clegg.



CANADIAN NORTHERN RAILWAY

Toronto, Ont.,
 June 1st, 1909.

As promised some months ago, I am sending to you with this note, copies of a few photographs that have come into my possession during the past year or so. They show various types of motive power and equipment used on our lines as well as a couple of scenes, and portraits of Messrs. Mackenzie, Mann, and Hanna - the men who have made the Canadian Northern the system it is today. At the bottom of this sheet I shall add a few notes to identify the photos as best I can. This may be better than writing on the pictures themselves.

William Mackenzie President	
Donald Mann Vice President.	D. B. Hanna Third Vice Pres.
Q. & L. St. J. No. 5, "Hon. Jas. G. Ross", one of the northern Quebec line's Rhode Island locomotives built in the year 1885.	Canadian Northern No. 222 was built a year ago at Mtl. Nobody seems to know exactly where the picture was taken.
North Battleford Yard ----- an im- portant point on the C. N. System.	A heavy grain move- ment, hauled by No. 416, one of our newest and most powerful fr- eight locomotives.
Details concerning this photo are ob- scure, but it is reported to be the first train in to Edmonton, Alberta. It is certainly typical of our pi- oneer operations.	Bringing Wheat to the Elevators... Scenes like this duplicated at all points in the west are what makes the Canadian Northern both possible and necessary.

