

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO.75

MONTREAL, CANADA

FEBRUARY 1957

Notice of Meeting

The February Meeting of the Association will be held in room 202, Transportation Building, 159 Craig Street West, at 8:15 PM Wednesday, February 13th, 1957. Entertainment will consist of a showing of slides by Mr. Ernest Modler on scenic and railway subjects in the British Isles. The photographs were made by Mr. Modler and his sister, Mrs. Hazel Hutchinson, in the autumn of 1956.

You are cordially invited to attend; as usual, guests will be welcome. In accordance with a resolution passed at the Annual Meeting, the meeting will start ON TIME at 8:15 PM.

---00---00---00---00---00---

Association News

The election of officers for 1957 took place at the Annual Meeting which was held on January 9th. The names proposed by the Nominating Committee, which included one candidate for each position remained uncontested at the meeting. As a result of a vote, the candidates were declared elected to the respective positions, which are:

President:	Anthony Clegg	Vice President:	Kenneth Chivers
Treasurer:	John Saunders	Recording Secretary:	William Pharoah
Corresponding Secretary:	R. Douglas Brown		
Advisory Committee:	R.M. Binns, Director.		
	Omer S.A. Lavallee, Director.		
	Sanborn S. Worthen, Director.		

Following the election of officers, the Honourary Officers were confirmed in their positions for 1957, as follows:

Honourary President:	Dr. Victor Morin
" Vice Presidents:	N.R. Crump (Pres., Can.Pac.Ry.Co.)
	Arthur Duperron (Chairman, Montreal Transp'n Commission)
	Donald Gordon (Pres., Can.Nat.Rys.)
	Charles E. Fisher (Pres., Railway & Loco. Historical Society)
	Edward G. Hooper (Pres., National Ry. Historical Society)
Honourary Legal Counsel:	Leonard A. Seton, B.A., B.C.L.,

The President then appointed the Committee Chairmen and other Officers, as follows:

Trip Committee:	John Marjoribanks, Jr.,
Editorial Committee:	Omer S.A. Lavallee
Museum Committee:	Walter F.G. Doran, pro tem.

Public Relations Officer: Lorne C. Perry
Sales Division: William L. Pharoah
Superintendent of Rolling Stock: Yves Saint Pierre
Chief Engineer: Robert R. Clark

The duties of the Programme and Membership committees will be handled by Mr. Douglas Brown, who is appointed Executive Assistant.

The activities of the Rolling Stock and Trip Committees, dealing with the acquisition, repair and maintenance of rolling stock and equipment, and rail trips sponsored by the Association, have been coordinated under the Railway Division, headed by Mr. O.S.A. Lavallee, who has been appointed General Superintendent. To help in the organization of the extensive maintenance work necessitated by the recent increase in rolling stock acquisitions, Mr. Neil Robertson was appointed Assistant Engineer, in this Division.

The President anticipates that the revised organization of committees and divisions, will result in attention being given constantly to all phases of our activities, in keeping with the Association's expansion.

SILVER JUBILEE BANQUET

The new Executive Assistant, Mr. Douglas Brown has advised us that arrangements are proceeding for the Twenty Fifth Anniversary Banquet of the Association, which will be held on Wednesday, March 13th, 1957. While further details will be announced in our next issue, we trust that those members and associates in Montreal will note the date so that they may arrange to be with us on this important anniversary.

On Saturday, January 19th, the 0-4-0 saddle tank locomotive, which was so kindly donated to the Association for its collection, by the E.B. Eddy Company of Hull, was moved by road, mounted on a highway float, to Montreal. It is presently stored by one of the members, and an official presentation ceremony will be had, it is hoped, at a later date.

Through the kind efforts of Mr. Austin Cross, well-known columnist of the Ottawa "Citizen" and a very good friend of the Association, we are well on our way toward another acquisition for the collection of rolling stock. The item in question is a single-truck open-bench street car, not now motorized, presently the property of the Gillies Brothers & Co. Limited lumber manufacturing firm at Braeside, Ontario. The car is one of two which were obtained many years ago from the Toronto Suburban Railway. The Gillies firm has used it as a passenger trailer on its extensive private railway at Braeside. While the early history of this car is obscure, it was built by Patterson & Corbin, car manufacturers of St. Catharines, Ontario, about 1897. The Gillies firm has indicated its willingness to dispose of the car to the Association, for restoration and remotorization, to fill the only important omission in our collection of electric cars.

Come Spring, we will need many additional hands for painting, carpentry, etc., on Thursday evenings or Saturday afternoons during the summer, if we are to keep abreast of our restoration programme for 1957. The two M&SC cars as well as the steam locomotive will require complete repainting of exteriors, while the probable acquisition of the open car will throw an additional burden on the Railway Division. If you expect to be free at these times and would like to help, the Superintendent of Rolling Stock, Mr. Yves Saint Pierre, would like to have your name.

MOTIVE POWER NOTES

During the year 1956, Canadian Pacific Railway scrapped 198 steam locomotives, the largest number scrapped in a given year since the changeover to diesel electric motive

power began following World War II. One locomotive was sold, bringing to 199, the number of steam locomotives disposed of. Balanced against this, only 115 diesel units were acquired during the same period, leaving a net reduction in motive power unit totals of 84 during 1956. The units scrapped are: (AN-Angus; WW-Weston; ON-Ogden) *No. 3522 sold to Man. & Sask. Coal Co.

D4	419	AN	Sep.	2513	AN	June	2455	AN	Sep.	5342	WW	June
	423	"	Oct.	2518	"	Aug.	2465	"	Nov.	5391	"	Sep.
	431	"	Mar.	2519	ON	Mar.	G4 2708	WW	Aug.	5420	AN	Aug.
	446	ON	Dec.	2529	WW	Aug.	2710	"	June	5453	"	Nov.
	487	AN	Oct.	2530	ON	May	2716	"	Aug.	R2 5753	"	Oct.
D10	627	WW	Sep.	2542	WW	Aug.	G5 1218	AN	Nov.	R3 5757	ON	Aug.
	642	ON	Aug.	2547	AN	Oct.	H1 2832	WW	Mar.	5766	WW	Mar.
	809	WW	Sep.	2552	"	July	M4 3425	AN	June	5767	WW	Sep.
	811	AN	Mar.	2569	WW	Aug.	3446	WW	May	5768	ON	Nov.
	819	AN	June	2571	WW	"	3458	ON	June	5777	ON	Sep.
	834	ON	Dec.	2573	AN	July	3460	"	Nov.	5779	"	"
	839	AN	Nov.	2579	AN	Oct.	3498	AN	May	5780	WW	"
	843	WW	Sep.	2601	"	Nov.	3522	-sold-*	"	5784	"	May
	856	AN	Jan.	2602	"	July	3551	AN	June	5789	"	Sep.
	859	WW	Mar.	2603	"	Aug.	N2 3609	ON	Nov.	5790	"	"
	868	AN	June	2606	"	July	3626	WW	Sep.	S1 5807	ON	Nov.
	872	"	Jan.	2607	"	Aug.	3643	AN	Aug.	5811	"	June
	897	WW	May	2608	"	"	3658	WW	Sep.	T1 5900	"	Mar.
	904	AN	Jan.	2615	WW	Oct.	3659	ON	July	5901	WW	Feb.
	905	"	June	2621	AN	Oct.	3661	WW	Oct.	5902	ON	Aug.
	912	"	Jan.	2625	"	Aug.	3697	WW	Mar.	5903	"	Mar.
	929	"	July	2630	"	"	3706	"	June	5904	"	Sep.
	948	"	June	2637	ON	Sep.	3708	ON	"	5905	"	Oct.
	949	"	July	2643	"	Nov.	3741	WW	Sep.	5906	"	Apl.
	952	"	Sep.	2646	AN	Oct.	3746	ON	Apl.	5907	"	July
	955	"	"	2647	WW	Aug.	N4 3953	AN	Oct.	5908	"	Oct.
	963	"	"	2648	WW	Aug.	P1 5159	"	"	5909	"	June
	979	WW	Oct.	2649	ON	"	5164	"	"	5910	"	Aug.
	980	ON	Nov.	2652	WW	"	5167	"	"	5911	WW	Oct.
	1013	WW	Sep.	G3 2300	AN	May	P2 5300	"	June	5912	ON	Apl.
	1014	AN	Mar.	2301	"	Aug.	5301	"	Nov.	5913	"	"
	1040	"	Jan.	2302	"	June	5303	"	June	5914	"	July
	1041	"	June	2303	"	Aug.	5304	WW	May	5915	"	May
	1043	"	Mar.	2304	"	May	5305	AN	"	5916	"	Sep.
	1047	"	Dec.	2305	"	Aug.	5306	"	Sep.	5917	"	Apl.
	1048	"	Sep.	2307	"	June	5308	"	June	5918	"	May
	1101	"	"	2308	"	May	5309	WW	May	5919	"	June
	1108	"	June	2309	"	June	5310	"	Oct.	U3 6261	WW	Oct.
G1	2204	"	Aug.	2311	"	Aug.	5311	"	June	6264	ON	Apl.
	2205	"	"	2315	"	Oct.	5312	"	Oct.	6268	AN	July
	2211	"	Sep.	2320	"	June	5313	"	Sep.	6273	"	Oct.
	2212	"	Nov.	2322	"	Aug.	5316	"	June	6279	ON	Dec.
	2213	"	Aug.	2324	"	"	5317	"	"	6284	"	Nov.
	2216	"	June	2325	"	Sep.	5320	AN	Sep.	6285	WW	Oct.
	2222	"	Nov.	2395	"	Nov.	5322	WW	June	6288	AN	June
	2232	"	Aug.	2418	"	"	5326	"	"	6297	WW	Sep.
	2234	"	"	2422	"	"	5328	AN	Dec.	V5 6603	AN	July
G2	2510	"	Nov.	2436	WW	Mar.	5336	WW	June	V3 6904	"	Oct.
	2512	"	July	2453	AN	Nov.	5339	"	"	V4 6920	"	"

V4 6931 AN Oct.; V4 6945 WW May; Shop SL5 AN May

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Editorial Address:
Box 22, Station B,
Montreal 2, Canada.

Editor: Omer S.A. Lavallee
Deputy Editor: R.D. Brown
Asst. Editor: Forster Kemp
Committee: Anthony Clegg
Kenneth Chivers

Research Historian:
Robert R. Brown
Manuscript Custodian:
Sanborn S. Worthen

The 115 diesel units acquired by
Canadian Pacific Railway during 1956
are as follows: 18

HS5a	10-11	400hp	Canadian	★
DS6f	6548-59	660	" Montreal	
DS6g	6560-61	"	"	
DRS16e	8557-68	1600hp	"	@
DRS16f	8569-81	"	"	@
DRS16g	8582-8600	"	"	
DRS16h	8601-10	"	Canadian	
DRS17c	8611-35	1700hp	Gen.Motors D.Ltd.	
DRS24b	8901-04	2400hp	Canadian	£
DRS24c	8905-10	"	"	
DRS24d	8911-20	"	"	

★- Not accepted account overweight.
@- Steam Generators each unit.
£- Two steam Generators each unit.

The thirty nine DS6 class 600hp switch engines ordered for delivery in 1957, will bring numbers used by these units up to No.6600, presently used by a V5a class 0-8-0 switcher. As a result, the nine remaining V5a's, Nos.6600-02, 6604-09, will be renumbered 6960-6968, in the same order. In this connection, No.6607 has already been renumbered 6966, and the others will follow at a later date.

Canadian National Railways 2-10-2 steam locomotive No.4100 Class T4e is to be renumbered 4190. Budd RDC units owned by the CNR have also been renumbered. Following is a list of CNR RDC units with old and new numbers, including those on order: (E- indicates baggage and express

			M-	"	"	"	"	mail.)
RDC1	Present No.	D-200	New No.	D-100	Levis-Riv.du-Loup.			
	"	D-201	"	D-101	Quebec-Chicoutimi.			
	(on order)	"		D-102-				
		"		D-103				
		"		D-104				
		"		D-105				
RDC2	Present No.	D-250	New No.	D-200	Calgary-Edmonton			
RDC3 -M-	"	D-100	"	D-300	Newcastle-Fredericton			
	(on order)			D-301				
RDC3 -E-	Present No.	D-101	New No.	D-350	Calgary-Edmonton			
	(on order)			D-351				
RDC4 -M-	Present No.	D-150	New No.	D-400	Levis-Riv.-du-Loup.			
	(on order)			D-401-2				
RDC4 -E-	Present No.	D-151	New No.	D-450	Quebec-Chicoutimi			
	(on order)			D-451-2				

White Pass & Yukon Route has ordered an additional three 800hp road diesel locomotives from General Electric, similar to the two presently in service. It is announced that this will complete Dieselization of the international 3'0" gauge carrier, extending between Skagway, Alaska and Whitehorse, Y.T.

Canadian Pacific Railway engine 3004, now the last of its class in use in eastern Canada, has not operated since the end of the strike. Previously, it was making one trip each week to Ottawa, on train #427 on Saturday, returning Sunday with #422. It was also handling trans-Canada runs between Glen Yard and Angus Shops.

With the removal from service of all 2-8-2 type steam locomotives of 19 the 300 series, main line passenger service on Canadian National lines in Newfoundland has been dieselized. Trains are hauled by two diesel units and heated by a steam-generator car. One report indicates that the generator car is carried between the two locomotives, but this seems improbable unless the cars are equipped with connections for the locomotive multiple-unit controls.

During the Canadian Pacific firemen's strike, some seventy-five diesel units were sheltered in Angus Shops buildings. Most of them were kept in the Locomotive Shops, but the passenger car shops were used to store 27 units. All types of units were included from "Train Master" #8918 down to 660 hp switcher No. 6500. This is the largest number of diesels that have ever been on the Angus Shops property at one time.

SOME NOTES ON THE MINERAL RAILWAYS OF NOVA SCOTIA (continued)

(Issued to supplement the Association's
Railway & Mineral Railway Map of Cape Breton.)

by Robert R. Brown

DOMINION IRON & STEEL COMPANY - Marble Mountain Limestone Quarry
West Bay of Great Bras d'Or.

- 1902 - Quarry opened at Marble Mountain to supply crushed limestone required for fluxes in the steel mill at Sydney.
- 1918 - Operation discontinued.

The stone was lowered from the quarry, which was 300 feet above the level of the lake, to a crusher, by means of a double skip-car system by which the descending loaded car was made to hoist the empty one. From the crusher to the storage bin and from the bin to the loading pier, the stone was carried by conveyor belts.

In addition, there was a standard-gauge tramway which ran from the wharf and climbed the side of the mountain by several switchbacks to the top of the hill, and then back into the quarry.

Motive Power: The line was worked by 0-4-0T engines sent over from the mill at Sydney when needed. Although listed in the DISCO roster, they cannot be individually identified.

DOMINION IRON & STEEL COMPANY - Sydney, NS Industrial shunting
in yard of the steel mill.

No.	Type	Cylinders	Dri.	Weight	Year	Builder	Disposal
101	0-4-0T	12x16"	34"	48,000#	1910	Porter	sc.
102	"	"	"	"	"	"	sc.
103	"	"	"	"	"	"	sc.
104	"	"	"	"	"	"	sc.
106	"	"	"	"	1912	Montreal #49498	sc.

DOMINION IRON & STEEL CO. (cont'd)

114	0-4-0T	17x24"	42"	48000	1900	Pittsburgh	Ac.1942		sc.
115	0-6-0	"	49"	104000	1924	Davenport	Ac.1930		Sold
116	"	"	"	"	1904	"	"		"
117	"	19x26	50"	130000	"	Montreal	#29874 Ex S&L/#11		sc'37
118	"	"	"	126000	"	"	29875 " 12		sc'32
119	"	"	"	"	1907	"	42749 " 13		sc'38
120	"	"	"	"	1909	"	45666 " 14		sc'39
121	"	"	"	120000	1918	Baldwin			sc.
122	"	"	"	104000	1899	"			sf'10
122	"	"	"	112000	1910	Baldwin			sc.
123	"	18x24"	50"	104000	1899	Pittsburgh	#1981		sc.
124	"	"	"	"	"	"			sc.
125	"	"	"	"	"	"			sc.
126	"	19x24"	50"	"	1898	Schenectady			sc.
127	"	"	"	"	1900	"			sc.
128	"	"	"	"	"	"			sc.
129	"	"	"	"	"	"			sc.
130	"	18x24"	52"	"	1902	Kingston	#557 Ex S&L/#30 Re#140		140
131	"	"	"	"	"	"	558 " 31		141
131	"	"	"	108000	1919	Montreal	#60567		sc.
132	"	"	"	"	1906	"	40666		sc.
133	"	"	"	102000	1893	"			sc.
134	"	19x24	50"	110000	1902	Schenectady			Sold
135	0-4-0	16x24"	51"	104000	1900	Rhode Island	#3201		sc'28
136	"	"	"	"	"	"	3202		"
Nos.135 and 136 were tender engines bought from the International Power Company.									
140	0-6-0	18x24"	52"	104000	1902	Kingston	#557 Ex.#130		£
141	"	"	"	"	"	"	558 " 131		sc.
Nos.150 to 157 were narrow gauge (3'0")									
150	0-4-0T	"	"	74000	1912	Porter			sc'45
151	"	"	"	"	"	"			sc.
151	"	14x22"	40"	"	1942	Montreal	#69741		£
152	"	"	"	"	1939	"	69240		£
153	"	"	"	"	1902	Porter			sc'36
153	"	14x22"	40"	"	1937	Montreal	#68802		£
154	"	"	"	"	"	Dickson			sc'19
154	"	14x18"	36"	"	1919	Porter			sc.
155	2-6-0	12x16"	37"	"	1890	Kingston	#394 '98 ex G&CB		sc'28
155	0-4-0T	14x18"	36"	74000	1928	Porter			sc.
156	"	14x22"	40"	80000	1935	Montreal	#68702		sc.
157	"	12x16"	35"	40000	1912	Schenectady			sc'43
200	0-6-0	21x26"	50"	162000	1914	Schenectady	Ac.'41		£
201	"	"	"	148000	1924	Baldwin	"		£
202	"	"	"	158000	"	Richmond	Ac.'42		£
							Ex New Haven #214		£
203	"	"	"	154000	1929	Alco	Ac.'44		£

£- Indicates in service in 1955.

Incredible as it may seem in a coal mining region, this company is replacing its steam locomotives with diesels !

- 1858 - Hub area leased to E.P. Archbold of Sydney, associated with Messrs. Hubbard, Howe, Converse and Emery of Boston.
- 1861 - Standard gauge railway line built from the Hub Mine at Table Head near Glace Bay to an artificial harbour at the mouth of Renwick Brook
- 1863 -m Little Glace Bay Colliery opened near the Hub Mine to work the Harbour Seam.
- 1865 - The Boston partners withdrew to form the Caledonia Mining Co.
- 1877 - The Hub Mine closed.
- 1894 - March 1st, The Glace Bay Mining Company bought by the Dominion Coal Company and part of the Glace Bay Railway became part of the main line of the Sydney & Louisbourg Railway. The branch down to the harbour was abandoned soon after.

Motive Power

? O-4-OT 10x18" 43" 1863 Neilson
Possibly builder's date should be 1866
Retired in 1889 and scrapped in 1894.

E.P.ARCHBOLD O-6-OT 10x16" 36" 1889 Baldwin #9271
In 1894, it became S&L No.7 and in 1901 renumbered No.2

GOWRIE COAL MINING COMPANY Gowrie Mine to Cow Bay 1½ mile.

- 1864 - Gowrie Mine opened by driving a level from the beach through the old French Workings of 1724-58. Later, numerous shafts were sunk, each one being further from the shore than the one before it. A short cable-operated tramway was built to the wharf at Cow Bay.
- 1877 - The Balmoral shaft sunk about one mile from the shore and the railway extended to it. A locomotive bought to work level section
- 1894 - March 1st, The Gowrie Coal Mining Co. bought by Dominion Coal Company. The mine was closed soon after and the railway aband'd.

Motive Power

LASSIE O'GOWRIE 4-4-OT 10x16" 42" 1872 Hunslet #95
No.1 Was to have been No.7 of the Prince Edward Island Ry.
but was refused by that road. Bought by Gowrie Coal
Mining Co. in 1877. Scrapped in 1894.

BLOWERS P.ARCHIBALD 4-4-OT 10x16" 42" 1879 Hunslet #228
No.2 Ordered through J.R. Banks and originally bore the
name FORMOSA. Scrapped in 1894.

(to be continued)

CNRAC&HBCPRGWWDNARDARPGEC>
R
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C
S
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L&PSQNS&LRSMCR&PA&JONRQCRGRR

NOTES AND NEWS

by
Forster Kemp

* Pacific Great Eastern Railway has
concluded an agreement with the CNR
and the CPR to permit handling of
freight traffic over the Second Narrows
Bridge between Vancouver and North
Vancouver. Although the line between
Squamish and North Vancouver was com-
pleted last summer, freight has contin-

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ued to be moved by barge because of switching charges, it is said.
With the signing of the agreement, PGE has offered a steam-powered tug
and a 12-car wooden barge for sale and a 12-car steel barge for rent
or lease. It intends to retain one barge for emergency use in case
the Second Narrows Bridge should be damaged by shipping. The bridge
spans Vancouver Harbour at low level and its draw spans have occasion-
ally been put out of action by passing ships.

- * British Columbia Electric Railway discontinued its Marpole-New West-
minster passenger service on November 18th, 1956. The service between
Marpole and Steweston, on Lulu Island, continues to operate. It is
the only remaining electric passenger service in western Canada.
- * Further details are now available on the projected new railway from
Shelter Bay, Que., which was reported last month. The line, another
artery for the iron ore which underlies the Ungava area of Quebec,
will extend from Shelter Bay, Que. for a distance of 150 miles north-
ward to the first mining site. Later, a second mining site will be
developed near Mount Wright, about 70 miles further north, and about
100 miles of railway will be built to reach it. A shipping port is
proposed at Shelter Bay and large concentrator plants are to be built
at the mine sites. These will produce high-grade iron ore pellets
from the low-grade natural ore, which is about 30% iron. Construction
is to begin this spring and to be completed in 1961. The undertaking
is known as Cartier Mining Company, and is a subsidiary of United
States Steel Corporation, the largest steel producer in the U.S.A.
- * Aklavik Constructors, of Edmonton, Alta., a partnership of four west-
ern Canada construction firms, has been awarded the contract for the
roadbed of the new spur to the Mystery Lake-Moak Lake area from the
Hudson Bay Railway, for which map was carried last month. The spur
is to be completed by November 1st. Another spur is to be built to
Grand Rapid on the Nelson River, where a power plant is to be built
for this International Nickel Company project.
- * Quebec Central Railway's conventional passenger trains Nos. 1 and 2,
5 and 6, are to be replaced with Budd RDC-1 "Dayliner" cars early in
February. Cars tentatively assigned will bear numbers 9061 and 9062.
- * Following a special trip for officials and press representatives on
January 29th, Pacific Great Eastern Railway inaugurated its new
"Cariboo Dayliner" service with Budd RDC cars on January 31st, between
North Vancouver and Prince George. The regular train which is thus
replaced was known across the continent for its motley but interesting
assortment of passenger cars, many of which were acquired from United
States interurban lines. The replacement has its compensations, how-
ever. Passengers will now be able to enjoy the incomparable scenery
of the Fraser Canyon north of Lillooet, where the railway is carried
on ledges more than 2,000 feet above the river.

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- * Canadian National Railways is building new freight switching yards at four points across eastern Canada. They are being constructed at Truro, NS., Joffre, Que. (near Levis), Montreal, and Sarnia, Ont. All except that at Montreal will be used as enlargements to the present facilities. The Montreal yard is to be a hump-retarder installation, and is intended eventually to replace Turcot Yard for classification purposes. Clearing and stumping of the site have now been almost completed, and grading is under way.
 - * Canadian National Railways and the Federal Government have spent almost twenty million dollars in attempting to establish a modern ferry service between North Sydney, NS and Port-aux-Basques, Nfld., and the end of such expenditures is not yet in sight. A breakwater was completed at Port-aux-Basques last year, but it was found insufficient to calm the waters alongside the new terminal pier so that the M/S "William Carson" can be unloaded in safety. It is now proposed to spend two to four million dollars on further development of the harbour. The "Carson" continues to run in freight service between North Sydney and Argentia, Nfld.
Meanwhile, despite the schedule contained in Table 6 of its Folder A, the CNR continued to operate daily steamer and train service to Newfoundland until January 17th. On that date, the SS "Cabot Strait" one of two vessels used in the service, ran aground on a sand bar off Cape Ray, near Port-aux-Basques, during a violent storm. The water proved too shallow to permit the launching of life boats, so the 12 passengers and 39 crewmen were brought ashore by fishermen in dories. They completed their trip to Port-aux-Basques by train. The vessel was not heavily damaged and was expected to be refloated in a few days, provided that good weather prevails.
 - * London & Port Stanley Railway announced that with the discontinuance of 25-cycle Hydro power to its St. Thomas rectifier station, passenger service between St. Thomas and Port Stanley would be discontinued "on or about" January 15th. The phrase "on or about" apparently left plenty of leeway, as the deadline was later set back to February 1st. Meanwhile, no information has been received concerning the railway's application to the Board of Transport Commissioners for permission to abandon all passenger service. A newspaper report from London reads that an alert legal sleuth has unearthed a clause in the railway's charter which requires it to operate two excursions each week to Port Stanley. It is not known how the railway intends to surmount this difficulty. It is apparently possible to run one passenger car to Port Stanley using only power provided from the rectifier at London. Another, though temporary problem, concerns the diesel-electric locomotive No. L4, which is undergoing repairs. It is not certain whether these repairs will be completed before the St. Thomas power is cut off. It is thought possible that an electric locomotive can handle two cars up the grade out of Port Stanley using only the London power. Stockpiles of coal and oil are built up at Port Stanley during the summer months and are moved to London as required during the winter. This constitutes the main traffic at Port Stanley.
 - * The first station name has been selected for the Canadian National's new 23-mile branch line near Bartibog, New Brunswick. It is "Heath Steele", commemorating the name of the mine to be served by the branch.
 - * New York Central RR has been granted permission by the ETC to abandon its Ottawa-Cornwall-St. Lawrence River Bridge line, after February 1st.

TORONTO TRANSIT COMMISSION MARINE NOTES -

The Toronto Transit Commission recently disposed of its ferry "Bluebell". She was sold to the Corporation of Metropolitan Toronto and is presently being cut down to a barge, for garbage service. As far as I know, she is one of the last two side-wheel paddle steamers left in Canadian registry. The other is the "Trillium", also of the TTC fleet, and almost exactly identical. The latter is still available for service but, as far as I know, she did not run at all last summer, as passenger traffic to Toronto Islands is diminishing very fast.

The present TTC marine fleet now consists of the Diesel double-end ferries "William Inglis", "Sam McBride" and "Thomas Rennie"; the steam side-wheel double-end ferry "Trillium"; the motor tug "Aylmer", steam tug "T.J. Clark" and Scow #1. The last three are used in Island freight service.

-- Eric D. Edwards

TENDER MEMORIES -- -- An "LCL Shipment" by Robert R. Brown.

FERROEQUINOLOGISTS sometimes wonder why, on the Canadian National Railways, the engine numbers are not painted in a conspicuous position on the tenders, but appear only on small interchangeable number boards on the rear end of the tenders under the back-up light.

For ten or fifteen years before and after the turn of the century, Canadian railways painted the name of the road on the sides of the cabs and the engine numbers in small figures on the front number plate, on the headlight, on one of the domes, and also on the sides of the tender tanks where the numbers appeared in very large figures, generally done with shiny gold leaf or aluminum paint to enable wayside operators to recognize the numbers easily by the dim light of oil lanterns. On well-equipped roads, like the Canadian Pacific, the practice had many advantages, but on the poor old Canadian Northern with its varied assortment of decrepit locomotives, it was a constant source of trouble. A tender might fail because of a leaky tank or a damaged truck while the engine itself was in reasonably good running order. Chronic motive power shortage made it imperative that the unit be restored to service as quickly as possible, so the tender would be detached and sent to the shops for repair. Any idle tender found in the yard would be pressed into service as a substitute. This meant that a painter was kept fairly busy painting out former numbers on the tanks and painting the new ones on. Many early photographs of Canadian Northern locomotives show that such changes had been made recently on the tenders.

When the late S.J. Hungerford was appointed Superintendent of Rolling Stock of the Canadian Northern Railway in 1910, he made many changes among them a new system of lettering and numbering locomotives and tenders. He had the engine numbers, in large figures, painted on the side panels of the engine cabs but on the sides of the tender tanks, there was only the name of the road - "CANADIAN NORTHERN".- On the rear ends of the tanks, cast iron brackets were attached which loosely held number boards, about 24 inches long by about 8 inches high, on which the engine numbers were painted. Thus if a tender had to be transferred from one engine to another, it was a simple matter to lift out the original number board and substitute another. This arrangement continues to the present day -- even on suburban tank engines which have no tenders!

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- #3 December 1949 (.10¢) - News; British Railway Operations.
- #21 August 1951 (.10¢) - Standard Railway Signal Indications.
- #28 September/October 1952 (.15¢) - News; Philipsburg Railway & Quarry Co.
- #30 December 1952 (.15¢) - News; MTC Passenger Cars at Dec. 31/52. Lotbiniere & Megantic Railway.
- #44 April 1954 (.10¢) - News; Map of Canadian Railways in 1854.
- #58 July/August 1955 (.15¢) - News; End of M&SC Service over Victoria Bridge; Crossing the River (Victoria Bridge) Part 5.
- #59 September 1955 (.15¢) - News; Retirement of MTC Equipment; Crossing the River, Part 6.
- #65 March 1956 (.10¢) - News; Canadian Northern Railway, Part 11.
- #66 April 1956 (.15¢) - News; Crossing the River - Victoria Bridge /Part 9.
- #67 May 1956 (.15¢) - News; Canada Atlantic 4-4-2's with drawing. Crossing the River, conclusion.; Royal Bank of Canada monthly Letter - "Canada's Memorials".
- #68 June 1956 (.10¢) - News; Reports on Trips 21 (M&SC #104 & 102) and #22 (MTC #997).
- #69 July/August 1956 (.15¢) - News; MTC Retirement on June 24/56; MTC roster of passenger cars at July 1/56; CNR renumbering; MTC 1200 class.
- #70 September 1956 (.15¢) - News; PGE Extension to North Vancouver; MTC Pageant.
- #71 October 1956 (.15¢) - News; Reports on Trip 25 (MTC #1046) and #26 (CPR to Knowlton); End of M&SC service;
- #72 November 1956 (.15¢) - News; Origin and Development of Sleeping Cars (Part 1); List of MTC Tramway routes at September 1956; Centenary of GTR Montreal-Toronto link; Story of CPR 2-10-4's with drawing.
- #73 December 1956 (.15¢) - News; Mine and Industrial Railways in Cape Breton (supplement to map - part 1); Origin and Development of Sleeping Cars (Part 2); End of M&SC Service; Introduction to series on Canadian Locomotives.

Bulletin #18 - "The Last Broad Gauge" - Story of the Carillon & Grenville Railway, by Robert R. Brown, with map and roster. .25¢ per copy.

Bulletin #19 - "Official Cars of the Canadian Pacific Railway "
All time roster of business, instruction, superinten-
dent's, pay, dynamometer, photographer's, cars, &c.
.50¢ per copy.

MISCELLANEOUS MATERIAL AVAILABLE ON REQUEST ACCOMPANIED BY
TWO CENT CANADIAN STAMP.

- Vol.1 No.1 of "TTC Headlight" - "Getting to Know Us".
 - TTC pamphlet - "How to Use Canada's first Subway".
 - Some notes on rail network of the Montreal Transportation Commission (1954)
 - Royal Bank of Canada Monthly Letter "Railroads in Canada".
 - Story of Montreal Street Railway 901 class. (no drawing)
 - Index of News Reports 1-30 (1949 through to Dec.31/52)
 - Story of MTC Observation Cars (MTC Publicity Dept.)
 - Notice giving details of MTC Pageant (August 1956).
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