



crha News Report

P.O. BOX 22.

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EVERGREEN BOUGHS and artificial snow, apparently in the absence of the real article, decorate a single-track electric car making its way along the streets of Ottawa to the acclaim of thousands of citizens in holiday mood. The time: Christmas Eve, 1897. Santa Claus, on the roof of the car, was impersonated by Ottawa Electric Railway Vice-President Warren Y. Soper, one of the fathers of Canadian electric traction.

**NOTICE
OF
MEETING:**

The regular December meeting of the Canadian Railroad Historical Association will be held in the McConnell Engineering Building, McGill University, Montreal, southwest corner of University and Milton streets, on Wednesday, December 14th, 1960, at 8:15 PM. As usual, a cordial welcome will be extended to members and guests.

Members are also asked to note that the Annual General Meeting at which annual reports will be given and election of officers for 1961 held, is scheduled for Wednesday, January 11th.

THE ASSOCIATION SECURES A MUSEUM SITE

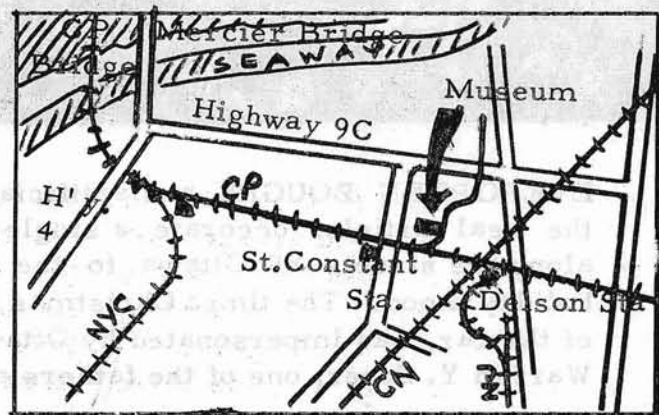
On Saturday, December 3rd, the Association issued a press release to the newspapers announcing the fact that a tract of land had been acquired by the Association under lease from Dominion Tar & Chemical Company, upon which the Association will erect the long-planned transportation museum.

The land, a 10-acre rectangle, will be leased for twenty-five years, and is renewable at the end of that period. It is situated in the Parish of St. Constant, adjacent to the property of the Canada Creosoting Company, a subsidiary of the chemical company. The Canadian Pacific station at St. Constant is only a few hundred feet from the property, which is bounded on its longer side by 4' 8½" gauge and 2' 6" gauge tracks of the creosoting plant, and on one of the shorter boundaries by the disused Canadian Pacific Railway spur to Candiac. The site is flat, virtually clear of trees, and is well drained by a brook on the western and northwestern boundaries.

A map accompanying shows the position of the property in relation to the railways and highways in the area of the Lachine Rapids and of the Saint Lawrence Seaway.

Acquisition of the land is the culmination of over two years of active effort on behalf of the Museum Committee headed by Dr. Robert V.V. Nicholls. The Museum Committee was organized in the spring of 1958, and among its

terms of reference it was empowered to examine and recommend upon a suitable site upon which to erect permanent storage and exhibition buildings. Certain requirements dictated by practicality and experience had to be met by any site selected -- it had to be adjacent to a railway line so that the exhibits would be available for temporary removal from time to time; it had to be within reasonable travelling distance of the city of Montreal, where the majority of the active members reside. Another important requirement was that it should be near principal tourist routes. All of these desirable features have been met in this property which is adjacent to both principal Canadian railways and also to the Napierville Junction Railway which is the Canadian subsidiary of the Delaware & Hudson RR. It is only seven miles in a direct line from downtown Montreal, and it is visible to passengers coming into Montreal by train through Delson from Eastern United States and Maritimes localities. It is also less than a mile from Highway 9C.



ASSOCIATION NEWS

The trend toward new members is continuing very satisfactorily, thanks to the efforts of our energetic Membership Committee, headed by Mr. Stephen Cheasley. At the October meeting, nine persons were elected to membership in the Association, after having been introduced at a previous meeting. The following persons were elected to Regular Membership :

Mr- Jean-Guy Majeur
 Mr. Gerald McGurhill
 Mr. Peter Murphy
 Mr. Peter Nicholls

The following persons were elected to Junior Membership at the same time:

Mr. John Hay
 Mr. Doug Henry
 Mr. Jacques Loiselle
 Mr. Lindsay Terreau
 Mr. Ken Wilson

The following persons were introduced, for the firsttime, for later election to Regular Membership in the Association:

Mr. Walter Bedbrooke
 Mr. Ken Brown
 Mr. Claude Garreau
 Mr. Gerald Leblanc
 Mr. Ed McMahan
 Mr. C.W. McNeil
 Mr. Ken Ward

The following persons were introduced, for the first time, for later election as Junior Members of CRHA:

Mr. Richard Palmer
 Mr. Hugh Rowland.

The total of regular and junior membership now stands at 114, in addition to approximately 475 subscribers to CRHA News Report who are, in effect, associate members of the Association.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

News Report No. 117
 December, 1960.

Editorial Address:

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Canadian Pacific Passenger Car Roster

Your Editor was recently handed an all-time roster of Canadian Pacific passenger-train cars, giving numbers, names, dates of building, builder, dates of rebuilding and renumbering, disposition, length, weight, wheels and other usual specifications of more than five thousand passenger-train cars, head-end, passenger and official, which the Canadian Pacific has owned since 1881.

This work is the "magnum opus" of Mr. James Shields, and is an exhaustive reference work almost without parallel. Its appeal is admittedly limited, but we feel that enough interest might be generated to have it reproduced in some form. We are therefore willing to consider the publication of this work, and while the cost would depend directly upon the response from our readers, feel that, with reasonable support, copies of a book numbering in excess of three hundred pages could be made available for between \$5.00 and \$7.50 per copy.

Readers, then, who would be willing to purchase one or more copies of such a publication within this price range, are invited to write to the Association, before December 31st, and a decision will be made after that date, to be communicated to all who write in. Send no money -- all that we seek is a pledge of good intent. Mark envelope "Roster".

THE NOVEMBER 6TH RE-ENACTMENT

About one hundred and eighty persons participated in the Canadian Pacific Railway steam excursion from Montreal to St. Lin on Sunday November 6th, when engine 29 pulled a three-car train to commemorate the 75th anniversary of the driving of the last spike on the Canadian Pacific transcontinental line, which had taken place three quarters of a century before, in time, and 2,500 miles away, in distance, at Craigellachie, B.C., in Eagle Pass, November 7, 1885.

Highlight of the excursion was the re-enactment of the famous and historic original ceremony, which took place at mile 3.3 of the St. Lin Subdivision, just north of St. Lin Junction. The place of Lord Strathcona was taken by our Honourary President, Donald F. Angus, who did a creditable job of driving the special commemorative spike, which the Association had had prepared, into the tie at the re-enactment site. The photograph of the event which accompanies this issue shows Mr. Angus at the historic moment, surrounded by other CRHA personalities, each replacing in position, though not in appearance, the notables and the workmen who were present for the original photograph, which formed the subject of our November cover

True to the admonition of William C. Van Horne at the original event, those present near St. Lin Junction were either "employees of the railway, or had paid their own fare"; the spot had been carefully selected in advance by Mr. Jack Beatty, and was concurred in by Mr. O.S.A. Lavallée of the Trip Committee, and was actually situated in the middle of a swamp so that there would be no intruders. Not even the train crew knew where the stop was to be made, as all movements over the St. Lin Subdivision that day were made by virtue of a "work order", giving the spec-

ial train exclusive right of track. When the train arrived at the location, Jack Beatty, like Brigham Young, merely said, "this is the place" -- No.29 stopped and everyone disembarked.

Some few moments were taken while Mr. Kenneth Heard selected the personalities for the scene, and it is much to his credit that with nearly 200 onlookers, he was able to obtain an accurate "tableau" portraying the original picture.

After Mr. Donald Angus drove the re-enactment spike, which, like the original driven at Craigellachie was just an ordinary spike, three cheers were given for the Canadian Pacific Railway, and then a few words were addressed to the assembly by the Canadian Pacific's official representative, Mr. Frank Pouliot, Assistant General Manager, Atlantic Region.

Lending propriety to the occasion was the fact that the train carried one of the original spikes driven at Craigellachie, which had been kindly loaned to our President, Dr. Nicholls, by the present Lord Strathcona who lives in Scotland. This spike was the one which the original Lord Strathcona had driven crooked, accidentally, at the 1885 ceremony, and it had been yanked out and replaced by a second one. The bent spike was retrieved and pieces cut from it to make souvenir diamond-set scarf pins. Now somewhat mutilated, it is nonetheless an authentic souvenir of the Eagle Pass ceremony, which ranks in the forefront of events in the history of transportation in the Dominion of Canada.

Following the re-enactment, the train proceeded to St. Lin and then returned to Montreal, during which time participants availed themselves of many photograph "run-pasts". The trip also marked the last run of A1 class 4-4-0.

engine No. 29, which was built in 1887 by the Canadian Pacific Railway at Montreal, and which will be preserved by the Association at the National Rail Transportation Museum at St. Constant Quebec.

The train included a baggage buffet car, and two steel 800 series suburban coaches, the maximum train permissible for the 4-4-0 engine on the Subdivision. The suburban cars were not as comfortable as conventional equipment, but, as each car has seating capacity for 103 persons, it was the only way we were able to seat the persons in attendance.

Despite a light snow which had fallen in metropolitan Montreal on the night of November 5-6, the trip was marked by fine, sunny weather, and it is evident that, as usual, those who came on the trip enjoyed themselves immensely.

THE 75TH ANNIVERSARY BANQUET

We would venture the statement that no one present at the 75th Anniversary Banquet which was held on Monday, November 7th, could deny that this was indeed the most successful and outstanding social event ever sponsored by the Association.

More than one hundred persons sat down to an enjoyable and excellently-prepared meal in the Alouette Room of the Canadian Pacific Railway's Windsor Station in Montreal on the evening of the actual 75th Anniversary of the Driving of the Last Spike. Members of the Association and their wives, families and friends participated in this event with a very evident "family atmosphere", such as our banquets in the past have always engendered.

The Guest of Honour and also speaker of the evening was Mr. Norris R. Crump, President of the Canadian Pacific Railway Company,

and also an Honourary Vice-President of our Association. His subject covered a number of little-known facts about the history of the Canadian Pacific Railway, and it was delivered in an interesting and informal manner, as befitted this occasion. The range covered by Mr. Crump's remarks betrayed his intimate familiarity with many Canadian books of a historical and biographical nature; one wonders how he has time for such pursuits as the head of one of the world's largest privately-owned transportation complexes! He was accompanied by Mrs. Crump.

Other head-table guests included our President, Dr. Nicholls, and his charming wife. Our Honourary President, Mr. Donald Angus and Mrs. Angus, who hardly need introduction to the Montreal members of CRHA; Mrs. William Van Horne, grand-daughter by marriage of Sir William Van Horne, Their Graces, the Viscount and Viscountess Hardinge, descendants of Sir Sandford Fleming; Mr. and Mrs. W.M. Hall, President of Dominion Tar & Chemical Company and his wife; Mr. Geo. H. Baillie, Vice-President, Operations, of the Canadian Pacific Railway and his wife, and Mr. Leonard A. Seton, Q.C., CRHA Legal Counsel.

Dr. Nicholls proposed the Toast to the Queen, and also that to the Canadian Pacific Railway Company. Mr. Seton proposed the Toast to the Founders of the Canadian Pacific Railway Company, and Mr. Geo. H. Baillie in his turn proposed a Toast to the Canadian Railroad Historical Association. Another invitee, Mr. R.A. Emerson, Vice-President, Canadian Pacific Railway was unable to be present, due to previous commitment before the Royal Commission on Transportation at Ottawa.

Highlight of the observance was the cutting, by Mr. Crump, of a special 75th Anniversary Cake, prepared by the Restaurant Staff.

THE DAY THE B. C. ELECTRIC
SWITCHED TO THE RIGHT SIDE
by O.S.A. Lavallée

Complications developed for the B. C. Electric Railway when Rule of the Road was changed from left to right in 1922.

Notwithstanding the fact that the highway "rule of the road" is now almost universally accepted that traffic shall keep to the right, the notable exception being the British Isles, the practice of keeping to the left, in the early days of motoring, was in far more widespread acceptance. In Canada, motor cars and, in our own preserve, street railway cars, kept to the left at least in Nova Scotia and British Columbia, and possibly elsewhere.

While it may seem that, in embarking on this topic, we may be invading the preserve of our friends in the automotive field, the change in the "rule of the road" had a profound effect on street railways, involving costly and sweeping alterations to rolling stock, track, switches, and overhead. The most extensive electric railway system affected by such a change was the British Columbia Electric Railway, and an account of the steps taken to cope with the change from "keep to the left" to "keep to the right" in 1921, makes interesting reading on a little-known facet of trolley operation.

In the year 1920, the Legislature of the Province of British Columbia passed an Act changing the rule of the road from the so-called British practice to that in general use elsewhere in Canada; the Act came into effect on July 15th, 1920, generally throughout the Province but an exception was made for the lower mainland area, and also the general area of Victoria, where the British Columbia Electric Railway offered extensive service. In these excepted areas, the Act was not to come into force until December 31st, 1921, giving the B.C.E.R. almost a year-and-a-half to prepare its organization and equipment for this sweeping, all-embracing change.

At the outset, the B.C.E.R. estimated that the cost would approximate \$1 million but a later, detailed figure set the charges at about \$800,000, of which the Provincial Government tentatively agreed to pay half, but this was later reduced to \$350,000. Early in 1921, the Company prepared its plan of attack. While the changes to track and wire could not be effected until the actual moment of changeover, work proceeded on the interim conversion of rolling stock, by taking each car into the shops, having new entrance and exit doors installed on the right-hand side of all bodies, which were then temporarily boarded up. The work was done at the Prior Street shops, with about fifteen cars being removed from service for this work at a time. Room to accommodate cars being changed was made by laying five tracks on the second storey of the Mount Pleasant carhouse. Simultaneously, orders were placed for the special steel required for intersections and switches.

From the outset, the B. C. E. R. was prepared for the worst. No precedent existed for the conversion of a transit system of the size of that operated by the Company, and in the early stages of preparation, the Company felt that a period of several days would probably elapse during which the Company would be unable to offer any service. Gradually, as the time for the changeover approached, this pessimistic outlook was dissipated and plans made to have the change take place in the early hours of Sunday, January 1st, 1922. This was the most advantageous time for the change, since only 160 cars were required

for a normal Sunday's traffic, nearly fifty less than the weekday requirement of 206 cars in Vancouver alone. Monday, January 2nd, being the official observance of New Year's Day, only 170 cars would be required, thereby giving two full days to prepare for the first normal rush traffic period on Tuesday, January 3rd.

By the end of July, 1921, some 160 cars had been fitted with new doors on the right-hand side. It should be appreciated that all of these cars would have to be shopped once again, after right-hand operation had started, to remove completely the old left-side doors, steps, and gates. This was estimated to consume another eighteen to twenty-four months following the change. In addition to the cars, the B.C.E.R. had to relay 44 crossovers in pavement and 12 in unpaved locations, also seven paved and one unpaved wye tracks. Nineteen electric switches had to be placed in adjoining tracks, together with a number of derails, spring switch points and corresponding trolley wire frog positions and suspension. While these changes largely affected the city systems in Vancouver, New Westminster, North Vancouver and Victoria, the interurban lines were affected to the extent that elevation of tracks had to be changed on curves for opposite operation on double track, and shelters on these lines, principally those between Vancouver and New Westminster, changed to "near-side" positions on opposite tracks. Interurban rolling stock was not affected.

As the crucial day approached, the Company announced that 269 cars had to be changed, comprising 189 single-end passenger cars, 73 double-end passenger cars, 6 snow sweepers and 1 snow plough. This, the management announced, included twenty different types of car, so that it was impossible to adapt a standard plan for all equipment. It was expected that things in Victoria might be simplified by the arrival of new one-man Birney safety cars, already equipped for right-hand operation.

The Company's confidence in the ability of the track to bear traffic in opposite operation was not strengthened by an experiment performed in the wee hours of a summer morning in 1921, when an electric car was taken out on the lines after the regular cars had ceased operation, making a tour of downtown Vancouver on the right-hand side. The car showed a tendency to derail on curves, and to counteract this, grinding of rails was undertaken as part of the preparation programme.

In the last month of the old operation, a programme of public education was undertaken, through posters and lectures by the Company and by police in schools and other organizations. Films were also prepared and shown, but in spite of these precautions, the railway company was convinced that the first weeks of the new system would be marked by an increase in traffic accidents, as well as by a general slowdown in operating speeds and in traffic generally, until drivers and operators became accustomed to the new practice.

Finally, the long-awaited day came. At 6a.m. on Sunday, January 1st, 1922, the first cars ventured from the carbarns, after track crews had started work during the night to make the eleventh-hour track changes. After a careful first day of operation, the Company noted with some satisfaction that there had been no accidents to speak of, the only disadvantage being an undue caution being exhibited by those in charge of road vehicles, resulting in the traffic flowing very slowly. The master mechanic at the Prior Street shops, Mr. G.A. Dickie, announced with some satisfaction that not only had the planned

programme of converting all cars temporarily been given effect, but that five single-end and twenty double-end cars had been permanently and completely changed over.

In an amazingly short time, motorists and car crews alike became adjusted to the new arrangement. A few weeks after the change went into effect, the General Manager of the B.C.E.R., Mr. Geo. Kidd, received a communication from the Provincial Premier, Hon. John Oliver, who said, in part, "The government is highly pleased with the results of the change in the rule of the road so far. That there has been no confusion and no increase in accidents reflects great credit upon the B.C.E.R., upon government and municipal officials, and the hearty co-operation of the public".

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BANQUET FEES

The Treasurer of the Association has asked us to remind the membership that a number of those who were in attendance at the Banquet of November 7th, have not as yet paid for their tickets, which were \$2.50 each. Rather than send individual notices, Mr. Walbridge has asked those who have not paid to arrange to settle their accounts as soon as possible so that there will be no outstanding collectible bills shown on the annual financial statement to be presented at the Annual General Meeting in January.

Cheques or money orders should be made payable to the Association and forwarded to Box 22, Station B, Montreal, to the attention of the Treasurer, marked "Banquet".

MONTREAL'S SUBWAY

As referred to elsewhere in this issue, the long-discussed plan for a rapid transit network in Montreal appears finally to have been placed in motion. The activity comes principally as a result of an electoral mandate to Mayor Jean Drapeau and his "Civic Party", expressed at the municipal elections of October 24th, 1960. In spite of the fact that Mr. Drapeau, during his previous administration in 1954-57, took no action on the Montreal Transportation Commission Report recommending a subway and even, on occasion, went on record as favouring other alternatives, his three years out of office brought him to the realization that the election of 1960 would only be won on a "subway" ticket. Despite the fact that all of the other candidates were also in favour of rapid transit (one candidate even going so far as to promise physical start on a subway within sixty days of his election as mayor), the public awarded a clear victory to Jean Drapeau and to his party. True to his word, the Mayor lost no time in setting the wheels in motion, and in the brief month-and-a-half which has ensued, has caused amendments to be prepared for submission to the Legislature of the Province of Quebec, empowering the City of Montreal and/or the Montreal Transportation Commission to undertake the construction of a rapid transit rail system.

If these amendments are submitted to the Legislature in January, as is presently expected, it is entirely probable that the first sod starting physical work on a subway for Montreal will be turned in the spring of next year. Further progress will be reported in these pages.

A department of news and commentary, by
O B S E R V A T I O N S Anthony Clegg

- ★ The CN insignia for Canadian National Railways' "new look" reported as probable last month, is now without doubt the officially adopted emblem for the National System. The new series of boxcars being outshopped by the Canadian Car Company's plant at Ville St. Pierre for the CNR all carry the new style lettering in place of the former maple leaf crest.
- ★ Canadian National stations in the Montreal area have recently been getting new coats of paint and some have been appearing in wierd and wonderful colour schemes. The station at Val Royal, for example, is now dark grey, the shelter on the north side of the tracks is a bright red and white, while the freight shed is a light blue. Roxboro is similar but at Mount Royal the shelter is blue. At St. Eustache the station building is dark grey, the waiting room door is blue and the freight and employees' door is red. The shelter at the same point is grey, yellow and white, while the sectionmen's sheds are red and yellow.
- ★ Both the Canadian Pacific and the Canadian National Railways forecast a dismal future for Canadian railway travel in their submissions to the MacPherson Royal Commission on Transportation. The C.P.R. was the more outspoken, foreshadowing the gradual doom of the passenger train and the abandonment of many branch lines. Over the next 20 years, the privately owned railway plans to scrap about \$64,000,000 worth of passenger equipment, abandon many unprofitable passenger runs, concentrate on fast inter-city routes and fight for more freight traffic. Approval of the Board of Transport Commissioners is to be sought this year to abandon five branch lines totalling 77 miles in Western Canada and four branch lines involving 63 miles in the East. If the CPR doesn't get a reasonable rate on export grain traffic -- it wants to double the present rate, with the federal treasury bearing the cost -- then more than 2,500 miles of prairie lines will be candidates for abandonment. Vice-President R. A. Emerson, the CPR spokesman said that the CPR and CNR are studying areas where they might pool their passenger trains and active study is being given to a programme whereby one railway discontinues its passenger trains and leaves the service to the other in the hope it may make money. The Government was also asked whether it wants to pay the cost of storing passenger equipment that would be scrapped but may be needed for national defence. Canadian Pacific proposals did not advocate government subsidies, but the Canadian National's submission called for Federal subsidies for unprofitable passenger runs or branch lines deemed essential; far-reaching freedom for Canada's railways to shape their prices and services for a running battle for freight business against competitors; a wide-ranging review of all federal rail legislation aimed at cutting out red tape and outmoded restrictions; and creation of a new public climate to permit railways to abandon passenger trains or branch lines that are in the red and are no longer needed for the public good.
- ★ Like the CPR, the CNR announced plans to abolish or restrict free travel passes issued to a wide group of government officers and others. It also backed the CPR plan to get the federal government to pay for free rides granted by law to members of parliament and senators. The CNR brief, submitted by A.H. Hart, Vice-President of sales and S.F. Dingle, system vice-president, did not forecast any drastic scrapping of passenger equipment as the CPR did but it did indicate plans for "a great

reduction" in conventional passenger service tied to a decline in the amount of equipment and facilities that would have to be replaced in the future.

★ Of significance to Canada's railways in their struggle to retain their share of the Canadian travel dollar is the recent announcement of Trans Canada Airlines and Canadian Pacific Airlines. The airlines plan to revise fares effective January 2, 1961. In effect, fares will be reduced on most non-stop flights more than 600 miles in length, remain the same on flights between 400 and 600 miles, and be increased on flights of less than 400 miles. The discount on round-trip, first-class fares will be lowered as much as 27 dollars one-way, while on shorter flights there will be increases to a maximum of 17 dollars. Adjustments will also be made in excursion fares and free baggage allowances.

★ The threatened strike of "non-operating railway employees across Canada was postponed by last-minute Government legislation entitled "The Railway Operation Continuation Act" passed on December 2, 1960. The strike scheduled for 8 A.M. local time December 3rd, was to back up demands for the 14¢ per hour raise awarded to the workers by the Government-appointed Arbitration Board. The Government, however, heeded the "inability-to-pay" pleas of the railway companies and made any strike illegal until May 15, 1961 when the Royal Commission on Transportation will have made its report and the "freeze" will have been removed from Canadian freight rates.

★ CNR's Budd-built RDC numbered D-204 has recently been re-engined, and is now propelled by two Rolls-Royce engines instead of the conventional General Motors powerplants. Installation of the Rolls-Royce motors was carried out at the Railway's shops in Montreal. Previous to its conversion, D-204 was in regular service on the Ottawa-Barry's Bay run but the unit is now operating between Richmond and Quebec City via Lyster and Victoriaville.

★ A new, high-speed public facsimile service between Toronto and Montreal has been inaugurated by Canadian National and Canadian Pacific Communications. The system, to be known as wirefax, is the first of its kind in Canada and will instantly reproduce an exact copy of typed or hand-written letters, reports, drawings, sketches and documents between the two cities. CN-CP offers wirefax facsimile service on the same basis as the telegram. The material to be copied can be picked-up or delivered by messenger. It is also possible to use the service on a collect basis. As all material is reproduced in its original form at destination, wirefax will provide precise transmission of copy material. The new service also permits the sending of letters and reports in foreign alphabets. Wirefax, operating on a 24-hour schedule, accepts any copy prepared on paper $9\frac{1}{2}$ inches in width, with the actual material to be transmitted spaced within the machine's scanning area of eight inches in width. Normally, the length of material to be sent is not restricted by the machine's capability, however, during the initial operation, length of material is being limited to 24 inches. Copy to be transmitted by wirefax should be written or typed or printed on white or light-coloured paper in 10 point type or larger. CN-CP expect to extend wirefax to other centres as demand for the service increases.

★ The Canadian National Railways is planning to extend "Piggy-back" freight service to the Niagara Fruit Belt before the end of the year. Facilities have already been installed in St. Catherines and Niagara

Falls for the service while ramps have yet to be built at Welland and Fort Erie to complete the peninsula system.

- * During the month of November, Brig. Guy Gauvreau was appointed Chairman and General Manager of Montreal's transit organization, replacing Mr. Arthur Duperron, retired. Mr. Gauvreau assumed the post effective Nov. 13, joining Mr. Marcel Lafaille and Major Robert Hainault, Commissioners of the M.T.C. Throughout his ten year term as General Manager of the M.T.C., Mr. Duperron has been sympathetic to the aims of the CRHA and is one of its Honourary Vice-Presidents. While, during his term of office, buses finally replaced electric trams as the transit vehicles of Montreal, his appreciation of the part played by the electric railway in the development of the city resulted in a selection of valuable transit relics being preserved for historical purposes.
- * For the last year or so there has been little news of C.R.H.A. interest concerning the M.T.C.. Now, however, it appears that rapid transit proposals are being revived with a little more hope than in the past. Brig. Gauvreau, the new head of the M.T.C., in one of his first official talks, has put forward an idea suggested by the C.R.H.A. over ten years ago -- that of incorporating rapid-transit lines into the major street-widening and expressway schemes. The locale suggested by Mr. Gauvreau is between St. Lawrence and St. Denis Streets. Whether Montreal must afford a completely underground subway system can be debated; its need for an efficient rapid transit railway is obvious.
- * A fully automatic boxcar dumper that would completely empty a load of grain in four minutes has been demonstrated in scale-model form by Seabar Equipment Limited at Winnipeg. One tilt of each end of the box car and it is completely empty. No manual shovelling - no side tilting. Levers open the doors on both sides, then on the first tilt one end of the car is emptied, the grain discharging out both open doorways at once. At the push of a button a baffle swings in from either side, sweeping the grain from the doorways. These baffles, which are the heart of the system, then meet inside the boxcar, forming a plow-shaped barricade which holds the remaining grain. The second tilt which upends the other end, empties this half of the grain which is funnelled out by the baffles so none can get back into the lowered end. The track is levelled, the boxcar rolls off. Total elapsed time - four minutes. Total labour force - one man. One man who pushes the buttons on the remote control box. Complete cost of the new dumper is expected to be from \$170,000 to \$190,000, including installation which should take from three to four weeks. It was designed either for easy conversion of existing sheds or for installation in new elevators.
- * Approval is expected of a plan to operate two large ferry boats between Prince Rupert BC and Haines, Alaska and another similar ship from Kodiak Island to the Alaska mainland. Other transportation improvements in the Pacific Northwest area include plans for upgrading and asphalt paving of the Alaska Highway from Fort St. John to the Alaska border and construction or improvement of other roads in Alaska, Yukon, and Northern B.C. Work on the rail line that is a-building in the same area, the Pacific Northern Railway, is meanwhile stalled for the winter. New legislation is expected at the next session of the B.C. Legislative Assembly to untangle the legal wrangles surrounding the P.N.R. line.
- * Passenger service on the 114 mile railway line between Fredericton and Newcastle, N.B. will soon be a thing of the past. The Board of Transport Commissioners has approved an application by the CNR to discon-

tinue passenger trains No. 627 and No. 628 upon one month's notice filed with the Board and posted in stations along the line. This will eliminate the first mainland provincial capital from the National System's schedules. Nos. 627 and 628 were the first trains on the CNR to be regularly equipped with a Budd RDC unit. This was in February 1954 when D-100, an RDC-3 was placed in service on the central New Brunswick run.

- ★ Devil's Gap Lodge, near Kenora, Ont., will not be opened for the 1961 tourist season because of changing travel habits, a CPR spokesman said recently. The railway company is negotiating for the sale of the 37 year old lodge in the Lake of the Woods area, which consists of a main lodge and 22 adjoining cabins accommodating 85 guests. It has served as a gathering place for anglers and summer vacationists, mostly from the northwest region of the United States. Originally it was designed to promote passenger traffic for the CPR, but changing travel habits, including widespread use of the private automobile for vacation travel, have resulted in the lodge outliving its original purpose.
- ★ The New York Times tells of an enterprising Maine business man who has plans to care for some of the evicted passengers of the Maine Central Railroad which has discontinued all rail passenger service. Thirty-four year old Galen L. Cole, president of Coles Express, which moves freight in trailer trucks through Maine and into the Maritime Provinces has devised a hybrid vehicle that is a cross between a bus and an over the road truck. The vehicle consists of a truck tractor behind which is a passenger compartment seating ten people and a thirty eight foot trailer. Cole has applied to the Maine State Public Utilities Commission and the Interstate Commerce Commission for authority to operate his tractor bus trailer. Mr. Cole's company serves 150 points in Maine and has operating rights into New Brunswick and Nova Scotia.
- ★ The small town of Capreol, on the CNR's transcontinental line near Sudbury, Ont., has featured in two news items during past weeks. The first was the announcement that CN running-trades employees have formed "The Association of Railway Running Trades" which they hope will spread to railway operating employees across Canada. A major goal of the Association will be to publicize employment conditions. Opposition of Capreol workers to a CNR proposal to extend the length of certain train crew runs had repercussions in Parliament recently when D. Fisher, M.P. warned that the plan might cause a wildcat strike and disrupt all CNR service through Northern Ontario. By making runs of around 300 miles in 11 hours, instead of the present 150 miles in 6 hours, it was alleged crews would become fatigued and safety jeopardized. Before the date set for the trial fast-freight run, the Canadian National announced that the experiment was being postponed.
- ★ Steam power was being used in mid-November at Ribeco near St. Hilaire as processing of the 1960 sugar-beet crop got under way. Operated only during the rush of the short sugar-beet season, the engine is believed to be an 0-4-0 saddle tank switcher.
- ★ The feasibility of using the CNR tunnel under Mount Royal as a subway between Dorchester boulevard and the Cartierville area will be studied in a \$60,000 survey approved recently by the Montreal Metropolitan Commission. The purpose of the survey is to determine the passenger potential -- both regular commuters to and from work, and others using the underground during non-rush hours -- who would be attracted to this subway.