



crha News Report

P.O. BOX 22,

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 133

MAY 1962



The sun was setting on Montreal's wooden-bodied trams as M. T. C. 711 climbed out of the Girouard Subway in April 1949. Three years later, the class was extinct.



THE MUSEUM

The following donations to the Museum Fund are gratefully acknowledged:

Mr. Robert J. Askevold	\$ 5.00
Mr. J. M. Mitchell	1.50
Mr. W. J. Nutt	7.50
Miss Barbara J. Whitley	100.00
Mr. K. B. Crawford	5.00
Mr. John S. Fayne	5.00
Mr. Henry E. Bender, Jr.	5.00
Mr. F. J. Wright	5.00
The Mercantile Bank of Canada	50.00
Jenkins Bros. Limited	100.00
Dow Chemical of Canada, Limited	200.00
Imperial Tobacco Company of Canada	500.00
The Canadian Salt Company Limited	250.00
Province of Quebec	25,000.00
Steep Rock Iron Mines, Limited	100.00
Lewis Eric Reford	100.00
Northern Electric Company Limited	250.00
Mr. A. C. Riddington	5.00

Total	\$ 26,689.00
Previously acknowledged	18,119.24

GRAND TOTAL \$ 48,808.24

FURTHER CONTRIBUTIONS WILL BE MOST WELCOME

\$ 161,191.76 yet to come !

INDEX TO NEWS REPORTS 1959 - 1960 - 1961

Does anyone want an index to the News Reports for the years 1959

1960

1961

?

Tell us if you do. They will be sent only to those who get their written requests to us before June 30, 1962.

Notes and News

by W. Pharoah



- ★ The Board of Transport Commissioners has dismissed a bid by Wabush Lake Railway for running rights over the Quebec North Shore and Labrador Railway. Wabush Railway sought a board order granting it the right to run its own trains over a 216-mile section of the Quebec North Shore and Labrador Railway - the major part of a rail haul from rich Labrador iron ore deposits to shipping facilities on the St. Lawrence River. Wabush told the board it was unable to reach an agreement with the Q.N.S.&L. for such running rights. It also said that if it didn't get the running rights it would have to build a new railway at a cost of between \$85 million and \$90 million, which would largely duplicate the existing rail facilities. The board ruled that it is "neither necessary nor desirable" that Wabush should get the right to run trains on the existing rail line. The order said that Quebec North Shore, as a common carrier, can handle Wabush traffic in its own trains and can be "required" to charge just and reasonable freight rates.
- ★ CCF and Conservative MPs suggested in the Commons that Canada's two big railways might have to be integrated soon into one national system. But neither Erhart Regier of the CCF nor Grant Campbell of the Conservatives was sure which way integration should be brought about. Both confessed they didn't know whether the publicly-owned CN should take over the CPR, or whether the privately-owned CPR should take over CN.
- ★ Under the heading "Tell it to Marines" the Windsor Star makes the comment: "One Windsor business man complains bitterly about the cancellation of the night train to Toronto. He says that if the weather should cancel the evening plane to Toronto, there will be no train to take him to the Queen City. We can just see the faces of the railroad men when they hear that complaint."
- ★ Two Canadian Pacific Railway local passenger trains operating between Saint John and McAdam, N.B., daily except Sunday and a gasolene-electric passenger car which operates between Fredericton and Fredericton Junction were removed on April 28.
- ★ Rubber tyres will replace steel on the Montfort Subdivision right-of-way of the CNR if the National System's application to give up its line between St. Jerome and Lac Remi, Que., is approved. A public hearing by the Board of Transport Commissioners has been scheduled for May 17 at St. Jerome to consider the matter. If approval is received, the rail line, originally built in 1897 as the narrow-gauge Montfort Colonization Railway, will be abandoned and part of the right-of-way will be taken over by the Quebec Autoroutes Authority for extension of the Laurentien Autoroute. This was revealed at a recent press conference given by Mr. J. A. McDonald, CNR St. Lawrence Region Vice-President, and Mr. Guy Poloquin, President of the Quebec Autoroutes. The exact agreement between the railway and the Autoroutes Authority was not disclosed, but it was stated that CN could save some \$300,000 per year if the line were abandoned. The publicity surrounding the proposed abandonment of this line contrasts strongly with the usual retrenchment programme, whereby service just fades away and last Saturday's train turns out, on Monday morning, to have been the final run over the line.

In the news these days is Canadian Pacific's passenger service between Fredericton and Fredericton Jct., in New Brunswick, provided by trains 107, 108, 111 and 112.

The railway wishes to discontinue the service due to falling revenues but Fredericton is very reluctant to assume the "honour" of being the first Canadian provincial capital to be without any railway passenger service. Our photograph, taken by Mr. Gerry Lapointe, shows gas-electric unit car 9005, which with its running mate 9003 are the last of their breed in the country. The picture was made on March 10th, 1962 at Fredericton.



- ★ The first revised edition of the "uniform code of operating rules" to appear since 1951 was issued to thousands of railroaders recently. The new book makes allowances for technological changes that have taken place in the last few years. The revisions take effect on October 28.
- ★ Port Moody, the original Pacific terminus of the CPR, feels that historic engine 374 should be displayed in that town, not in Kitsilano Park, Vancouver, where it presently resides. Letters have been sent to the CPR and the City of Vancouver requesting movement of the ancient 4-4-0.
- ★ Pacific Great Eastern, following experimentation, has decided upon a dark green colour with orange lettering for its motive power. Several engines have already appeared in the new livery.
- ★ Railway Appliance Research Limited's locomotive 115, the newest addition to the Pacific railway scene, is in service switching the bulk loading dock of Vancouver Wharves Ltd., in North Vancouver. The three-truck oil-burning Lima Shay was acquired recently from Canadian Forest Products on Vancouver Island.
- ★ Comox Logging's 2-8-2 number 11 is back in service at Ladysmith, B.C. while repairs are made to Baldwin diesel 7128. When the steam locomotive was brought out of storage, her crew had to be called from retirement.
- ★ The Great Northern Railway closed its passenger station in Vancouver on April 1 and began running its trains into the CNR station as a joint operation. The move required little more than throwing a switch in the yards because, for years, CN has used Great Northern track between the Vancouver yards and New Westminster. The move was effected without loss of jobs as Great Northern employees continue to service Great Northern trains.
- ★ British Railways is undergoing a face-lifting that will mean slashing services and staff. With the railways heavily in debt and running a large annual loss, the Government decided drastic remedies were needed. Already there has been two rounds of price increases and a type of market research inquest into freight and passenger services. Unprofitable branch lines are certain to be stopped and handed over to road transport, carrying of small parcels as freight will be ended, commuter services will be maintained around big cities but many other local services will go to avoid cluttering up main lines. The idea is to get fewer and faster trains in action on a paying basis. Rail staffs might be slashed by as much as 200,000 men from the present level of about half a million.
- ★ A robot railroad engineer is being tested on an electric train between Moscow and Leningrad. The electronic machine takes account of specific features of the line's elevation and the strength of headwinds, reacts to signals and adjusts its speed to arrive at stations on time. Vladimir Yefimov, representative of the Leningrad Railroad transport engineering institute said the device is still far from perfect but its economies would permit big economies since only one man - an observer - instead of two would be needed in the cab. The machine always makes the best of driving conditions. Meanwhile, the Soviet railroad ministry will soon introduce more and faster train services, cutting hours off travelling time on most main routes. The time taken for the Moscow-Vladivostok



CN's NEW RED, WHITE AND BLUE FARES



One of the most radical developments in the last sixty years of railroading was announced by CNR President Donald Gordon last April 5th. This was the revolutionary new passenger fare plan developed by the National System in hopes of attracting a more substantial volume of passenger traffic to the railways. Known as the "Red White and Blue Plan" or the "Maritime Fare Experiment" the scheme will be in effect for one year from May 1, 1962, on CNR lines in N.B., N.S., P.E.I. and Quebec (trains 1, 2, 3, 4, 59 & 60 Montreal-Charny and all trains east of Charny).

A CNR pamphlet describing the plan is included with this issue of the News Report.

Basically the new plan eliminates classes of transportation fares and everyone pays the same basic fare depending upon the day on which travel commences. Coach fares have been drastically reduced, in many cases below the costs of driving an auto, while increased charges are effective to reserve enclosed sleeping car space - a luxury not offered by competing forms of transportation.

However, complimentary meals will be provided for passengers in reserved accommodation where meal services are in operation.

While various classes of fares have been eliminated, the cost of travel will vary depending upon the date on which a journey is commenced. The cost of travelling on days when the volume of passengers is large (blue days) will be greater than the cost of travelling the same distance at times when volume is light (red days). Medium traffic days are white. The CNR calendar shows clearly which days are red, which are white, and which are blue. The colour of the calendar date determines the colour of the ticket and thus the cost of the journey.

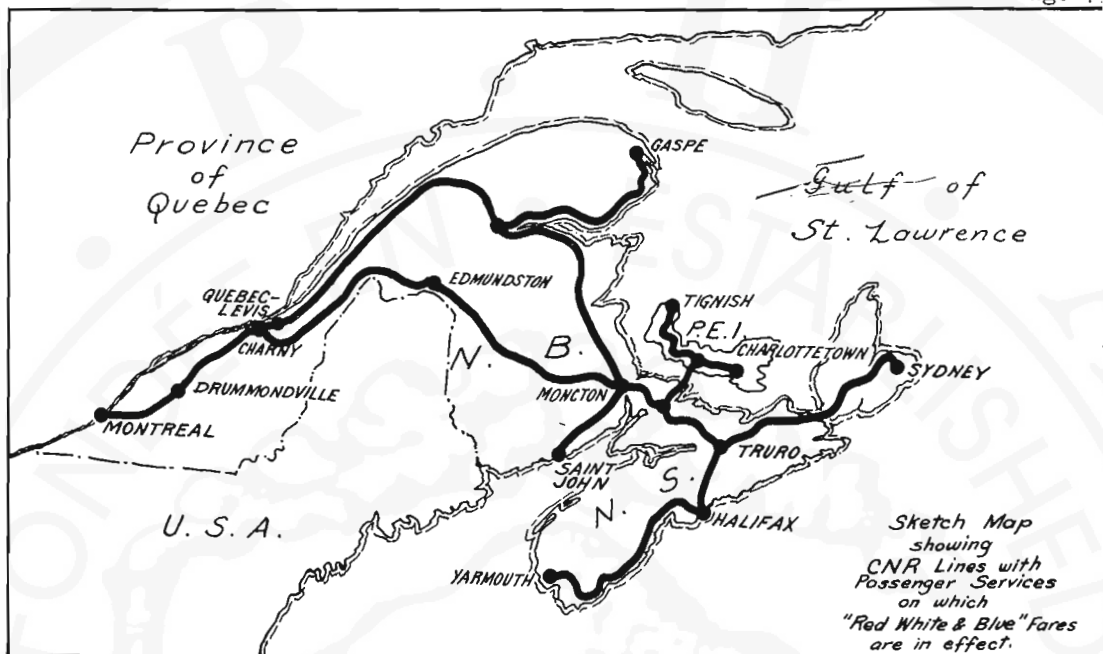
No stopovers are permitted on the low-cost red and white tickets but children under 12 travel at half fares and 150 lbs of baggage will be checked on each adult ticket as heretofore.

A sketch map indicating the rail lines on which the Red White and Blue plan is in effect is shown below.

Results of C.N.'s new "Red, White and Blue" fares
reported on May 3rd.,
comparing May 1st, 1962 with April 10th, 1962.

Travellers on Ocean Limited from Halifax	-- almost 300% increase.
Ticket sales at City Ticket Office, Halifax	---- 600% increase.
Ticket sales at Halifax Station	----- 50% increase.
Ticket sales at Moncton	----- more than 200% increase.
Passengers leaving Sydney, N.S.	----- almost 400% increase.
Passengers leaving Saint John, N.B. (CNR)	----- more than 50% increase.
Revenue at Charlottetown, P. E. I.	----- 300% increase.

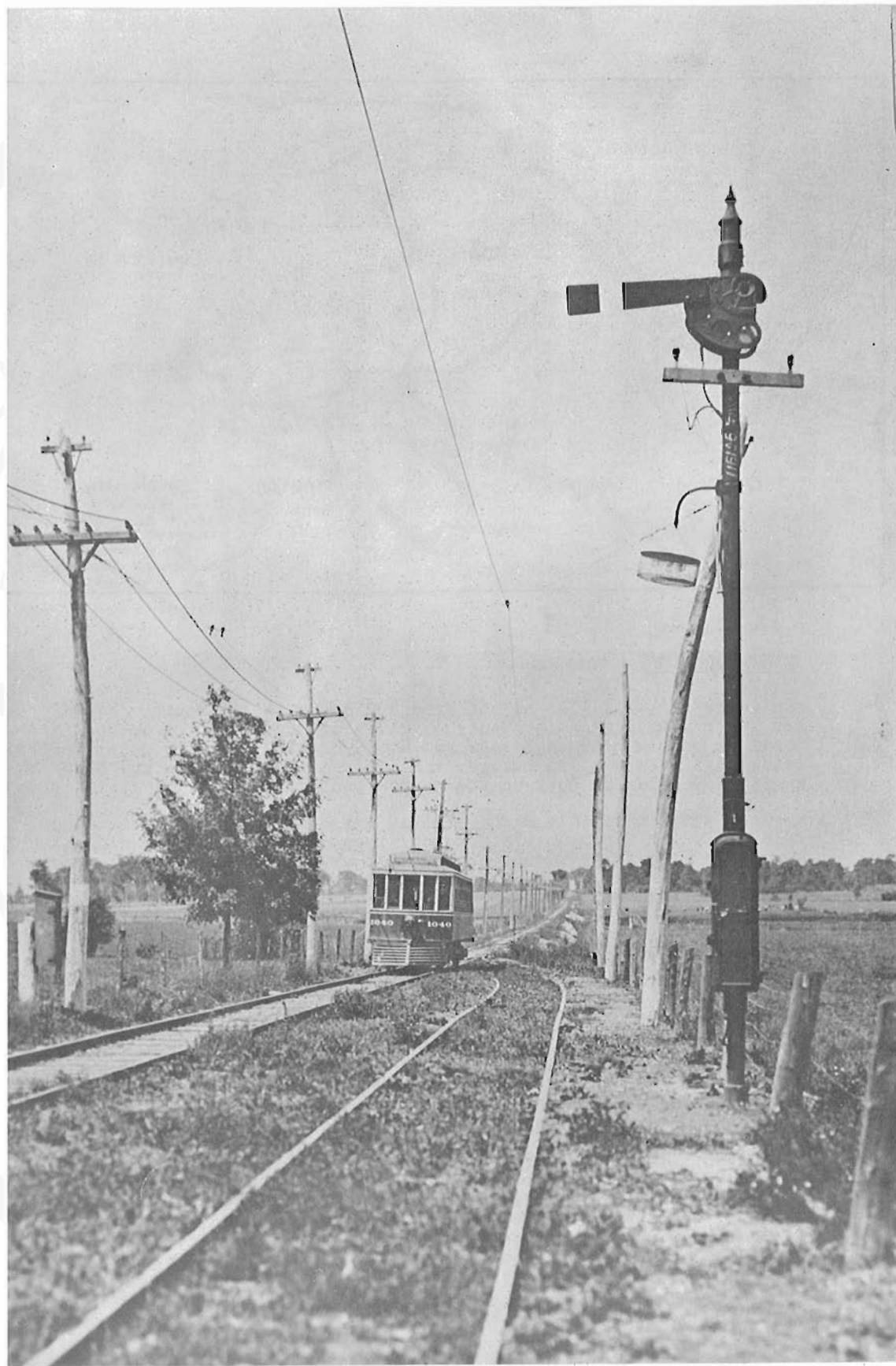
(Ed. note: Let us hope that this tremendous increase in passenger business will keep up, and that railway personnel will convert the new passengers into constant patrons of rail services by showing that there is more than a phrase to the National's "Courtesy and Service" motto.)



NOTES and NEWS - continued

run across Siberia will be cut from 192 hours to 170 hours. Faster trains, running at a steady 65 miles an hour, will be introduced on routes between Moscow and Kiev, Brest, the entry point for travellers from western Europe, and other cities. Trains may soon run at 100 miles an hour on the Moscow-Leningrad route.

- ★ Vermont state officials and operating union officers of the Rutland Railway, which has been strikebound since last September, are discussing an interim emergency order which would permit service to be resumed on Rutland tracks, pending decision by the Interstate Commerce Commission on management's abandonment petition. Meanwhile Salzburg Short Line rail interests have offered to buy parts of the line in the Bennington area, Bellows Falls district and the Rutland-to-Burlington main line. The New York Central seeks to acquire the portion between Norwood and Malone Junction.
- ★ Engine crews, yard workers and office personnel in the yards of the St. Louis-San Francisco Railway were doing their jobs as usual, while routine orders droned over their walkie-talkie radios. Suddenly, the little speakers poured out guitar music and a Spanish song. "How did you like that, amigos of the Frisco Railroad?" asked the singer. "These are your little Latin friends again." The concerts started the day after a walkie-talkie disappeared from a caboose. Each day for a week, just after school was out, the songs, guitar music and fiesta handclapping would come on the air. City detectives and Federal Communications Commission agents moved over a four-mile-wide area, getting a directional fix on the sounds. Finally, the agents arrived at a house near the yards. Peering into a basement window, they saw seven children of Mexican descent sitting in a circle around the transmitter on the floor. No charges were filed. "We would have stayed on the air longer every day, senor", said one boy, "but we were afraid the batteries would run down and we could not talk to you any more."



"No. 1040 - Call the Dispatcher"

ONE WARM SUMMER DAY in 1913, a photographer set up his cumbersome eight-by-ten plate camera on its tripod, near the north end of Youville siding on the Back River line of the Montreal Tramways Company. His subject was not the track nor yet the rolling stock, but the brand-new Nachod semaphore-telephone, one of a series of such instruments which had just been installed along various outlying MTC lines. Then, to complete his photographic composition, he waited for the next southbound car to come along.

Presently, over the brow of the hill in the background came No. 1040, bound from Sault-aux-Recollets to Montreal; as the car bore down on the north switch at forty miles an hour, the photographer waved his arms wildly, and a quick application of the straight air brought the car down to a speed in keeping with the slow-speed camera shutter, the motorman sounding meanwhile an inquiring note on his two-tone air whistle. The shutter clicked, and this pastoral scene was preserved for posterity, showing cows grazing where today rise block upon block of suburban duplexes, and the traffic-lights considerably outnumber trees.

The view is looking north from Cremazie Road, along the Millen private right-of-way, with the car near what was later Emile-Journault Street. The upper-quadrant semaphore did not govern the operation of cars; rather, it was the annunciator for the telephone mounted in the box on the pole. The "stop" indication meant that the motorman was to stop and call the dispatcher.

The illustration is from a history of the Montreal Park & Island Railway, now in preparation as the next in our series of publications dealing with rail transit in and around Montreal.

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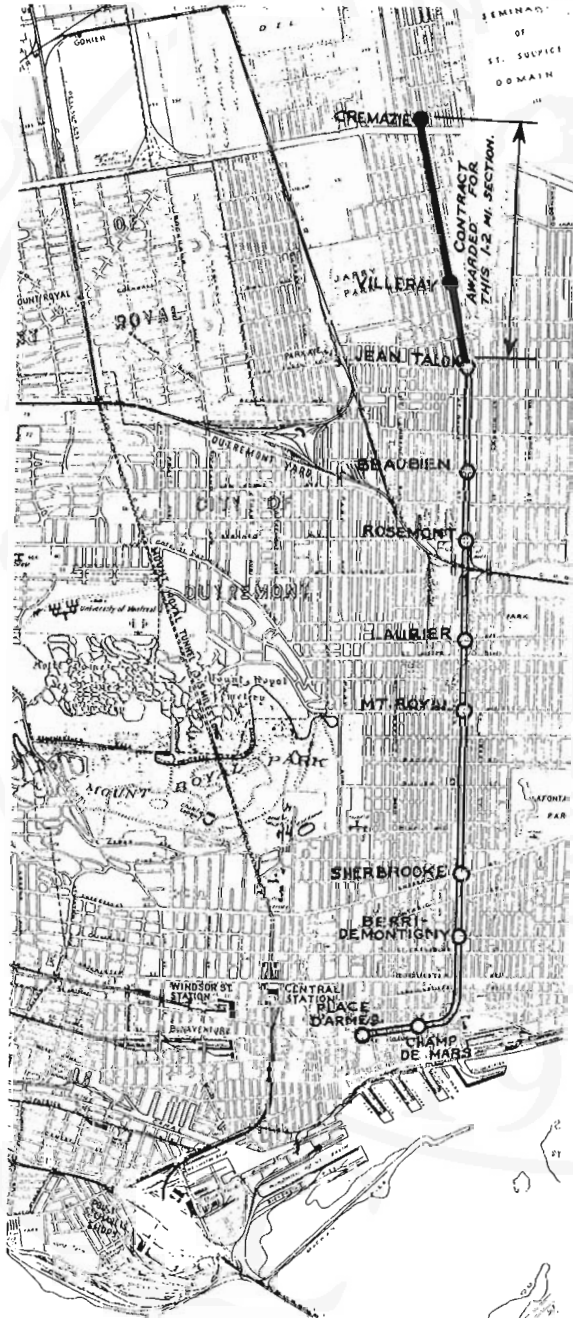
A typical suburbanite who commutes by auto puts out close to \$24 more per month than his neighbour who uses the train, a recently completed study shows. That figure is for a 20-mile one way trip; the premium the motorist pays is greater for longer distances. Results of the study were distributed by the Chicago & North Western Railway in Chicago but apply equally as well to other North American commuters regardless of their railroads' names or locations. Comparative cost findings based on 40 miles per day for 243 days a year are as follows:

	<u>Automobile</u>	<u>Public Transit</u>
Gasolene	\$213.19	
Parking charges	182.25	
Wear & service	97.20	
Tolls	145.80	
Insurance	27.04	
Commuter tickets		\$277.55
Drive home to station		31.10
Local bus in city:		
station to business location		72.90
	<u>\$665.48</u>	<u>\$381.55</u>
	\$55.46 per Mo.	\$31.80 per Mo.

Métro Montréal



by Omer Lavallee



ON WEDNESDAY, April 25th, the City of Montreal awarded the first contract for construction of the City's long-sought and much-discussed subway rapid transit system. The successful tenderers were The Foundation Company of Canada, Limited, and Charles Duranceau, Limited, who have contracted to build a 1.2-mile section of the subway extending from a point a short distance north of Metropolitan Boulevard, to a point just north of Jean Talon Street, under Berri Street. This section of the tunnel will be cut through solid rock and the contract also calls for reinforced concrete lining. The contract price is \$1,834,000.

The 1.2-mile Jean Talon-Metropolitan Boulevard segment is a part of a 5.52-mile north-south subway, roughly parallel to St. Denis Street, which is to run from Metropolitan Boulevard to a point downtown at or near the Montreal Transportation Commission's Craig Terminus. This line, and a second 4.02-mile east-west subway extending from Frontenac Street to Atwater Avenue under DeMontigny, Ontario, Burnside and St. Luke streets, are planned to be operated by pneumatic-tired rolling stock modelled after that in use on the Paris "Metro". Another line is under negotiation which would use existing Canadian National Railway tracks through the Mount Royal Tunnel, from Notre Dame Street to Cartierville and Sault-aux-Recollets, employing conventional railway subway cars of the pattern in general use in North America. The city will shortly negotiate with CNR on the

utilization of the Mount Royal Tunnel line, and in view of the smaller amount of work required to transform this railway route into a rapid transit line, it is expected that it will be in operation somewhat before the two rubber-tired equipment routes, which are not scheduled for completion until 1966.

Possibly of most interest in connection with the opening of the tenders, which took place at the Montreal City Hall on Tuesday, April 24th, was the great variation in the amounts tendered. Eleven bids were made ranging from \$1,834,000 (which was the successful bid) to \$4,498,088. Only thirty hours after the tenders had been opened, Mr. Lucien l'Allier, City Director of Public Works, recommended to Council that the Foundation-Duranceau tender be accepted. Later, the contractors announced that work would begin in May, with a sod-turning ceremony at which Mayor Jean Drapeau is expected to officiate.

The contract calls for the completion of the 1.2-mile tunnel in 700 working days, or by May 1st, 1964. Work will be carried on during two working shifts daily except Sunday, from 7 AM to 3 PM, and from 3 PM to 11PM. The tunnel is semi-circular in section, and the single bore will accommodate both tracks. In addition to the amount of the tender, the city administration set aside \$396,000 for incidental expenses associated with the contract, making an approximate overall cost of \$2,230,000 for the first section. The city administration commented that the bids were well within the estimated construction costs and predicted that the whole 9.54-mile rubber-tired system would be completed for the \$132,000,000 which was voted by city council on November 3rd, 1961, comprising \$110,000,000 for construction and fixed equipment, and \$22,000,000 for the rolling

stock. The north-south line now on the verge of construction will have eleven stations, while the east-west line will have ten stations. It is expected that further tenders would be called during the month of May.

Another unusual feature of the subway construction in Montreal is that it is being built entirely by the City of Montreal rather than by the Montreal Transportation Commission, which is the normal competent body charged with public mass transportation in Greater Montreal. Legislative provision has been made for the City if it desires, to turn the Metro over to the MTC for operation, and there is every reason to suppose that such will be the final outcome. Press reports have indicated that the Transportation Commission in the beginning was not in agreement with the city on its choice of small-sized rolling stock on the grounds of passenger comfort and economy of operation, the MTC favouring large cars interchangeable between the various routes.

The Drapeau-Saulnier administration in Montreal have apparently, however, been impressed by the claimed efficiency of the Paris method, and the smaller tunnels required though inevitably it will result in non-interchangeability of rolling stock as between the north-south and east-west routes and the CN tunnel application. Also, the rubber tires system will reportedly be completely in tunnel, with no open-cut sections: conversely, the CNR tunnel line will only be underground in the Mount Royal Tunnel proper.

As in the Paris Metro, the pneumatic-tired equipment will also be equipped with conventional flanged wheels, which will be used at switches, in shop areas, and in the event of flat tires developing while en route.

" GZOWSKI BRIDGE "

by Omer Lavallee

The first major operation at the museum site for the 1962 season took place on Saturday and Sunday, April 14th and 15th, when a wood-and-steel truss bridge was erected by militia units of the Canadian Army over the St. Pierre brook at the west end of our property. The bridge will carry the access road in from the public road, to the museum grounds, and the absence of such a structure up to now has prevented the construction of a planned access road for light motor vehicles and pedestrians.

The bridge was constructed by the 3rd Field Engineer Regiment of the Royal Canadian Engineers under the command of Colonel Henry Langston. Other reserve militia units also assisted, notably the Royal Canadian Electrical & Mechanical Engineers whose detachment was headed by Major Ian Macorquodale, the Royal Canadian Army Medical Corps (who maintained an ambulance and first aid post) and the Canadian Provost Corps, whose men performed traffic duties. Major Macorquodale in civilian life is a member of the Railway Committee of our Association.

After arrival on Saturday morning with a varied and impressive array of military vehicles, the Army set to work, and Saturday saw the temporary abutments constructed, lines strung across the river, and a start made on the construction of the trusses, on the ground. The bridge, about fifty feet long, fourteen feet in width, and of the through truss type having a capacity of about five tons, was put in place by late Sunday afternoon. It was erected on the west bank, then rolled into place with the aid of a "gin pole" and hoist on the east bank. Four truss rods have still to be placed, and the flooring put in on the structure, and this is expected to be done early in the month of May.

Considerable interest was generated in the village of St. Constant over the mass influx of Army personnel and equipment, and there was some excitement following an unconfirmed rumour that the reason for the military operation was that a bomb had been found in the creek! Needless to say, as the bridge took form and the real reason for the operation became evident, this story was dispelled.

The timbers for the bridge were supplied on very short notice by our friends in the Canada Creosoting Company, while the steel I-beams were purchased from Dominion Structural Steel Co. Limited. In accordance with military tradition, our army friends suggested that the bridge be named, and that the person so honoured should be a prominent Canadian railway civil engineer, who had also had a military career.

Accordingly, it was suggested, that the span be named after Colonel Sir Casimir Stanislaus Gzowski, the distinguished Polish exile whose name was a byword in Canadian engineering circles in the Nineteenth Century. A suitable sign was prepared, bearing the inscription "GZOWSKI BRIDGE" with the name of the army unit which constructed it and the year. At a later date, the bridge will be transferred onto concrete abutments to be constructed by the Association; it is presently on timber cribwork.

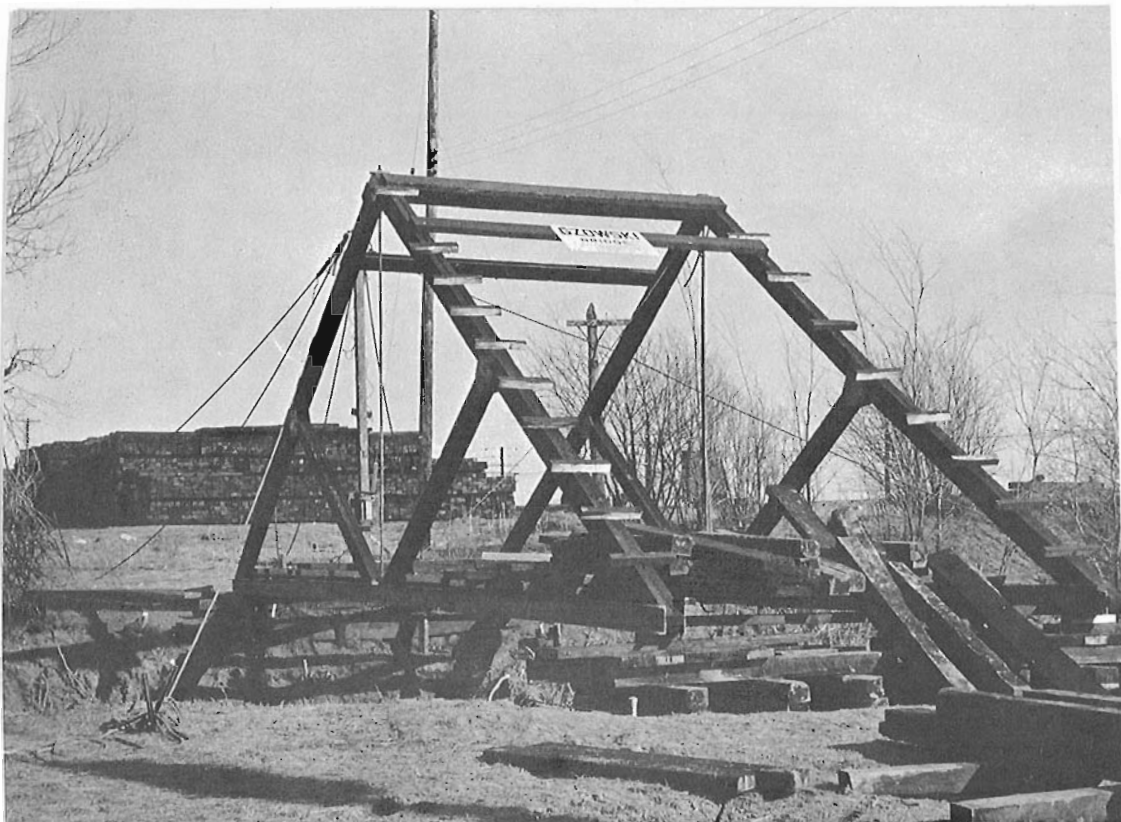


Photo - Ian Macorquodale

The Officers and Members of the Association would be remiss if they were not to acknowledge their thanks and appreciation to the authorities of the Army's Quebec Command, who graciously permitted the work to be carried out as a reserve army exercise, and to the officers and men who participated, despite a varied combination of Canadian spring weather conditions, which included brilliant sunshine, rain and snow!

¹(Biographical Note) SIR CASIMIR STANISLAUS GZOWSKI, K.C.M.G.

Born at St. Petersburg, Russia, March 5th, 1813, son of Stanislaw Gzowski, a Polish nobleman, hereditary landowner of Hudow, in the District of Minsk.

Participated in the abortive rebellion of 1830, imprisoned and liberated in 1833 on condition that he go to America. Sailed from Trieste in November 1833 and arrived in New York, March 1834.

Already an engineer, admitted to the Massachusetts Bar in 1838.

Married to Charlotte Beebe of Geneva, N.Y., in 1839.

Came to Canada in 1844 after work on the Erie Canal.

One of the founders of the Engineering Institute of Canada.

Engaged in railway, canal and road projects in Canada during his lifetime, one of his most notable accomplishments being the International (railway) Bridge at Fort Erie, Ont.

In November 1872, Lieutenant Colonel of the Central Division of Toronto Volunteers, and in April 1873 Lieutenant Colonel on the staff of the newly-formed Canadian engineering forces.

1879 Colonel in the active Militia of Canada.

In May 1879, made Honorary Aide-de-Camp to Her Majesty Queen Victoria.

February 1881, Member of the Institute of Civil Engineers (England).

March 1881, Fellow of the Royal Geographical Society.

On July 2nd, 1890, created Knight Commander of the Distinguished Order of Saint Michael and Saint George.

Died at Toronto, Ontario, in 1898.



NEW RAPID TRANSIT CARS FOR TORONTO

While rapid transit for the metropolitan area of Montreal is still very much a political football, the first Canadian-built subway rapid transit car was recently outshopped in the city by the Montreal Locomotive Works. Far from heralding an end to traffic congestion in the city where it was constructed, however, the car was destined to the Toronto Transit Commission, and was shipped from Montreal on April 13th.

The unit is shown here, after being loaded on board Canadian Pacific flat car 418125, an 85-foot unit converted in 1961 from a steel-underframed sleeping car.

The subway car, TTC No. 5300, is the prototype unit of a series of thirty-six cars now under construction for the Toronto system, which will help to provide rolling stock for the new University subway line now nearing completion. The remaining cars will be delivered during the course of 1962.

No. 5300's ample dimensions (75' in length and 10'6" in width) will seat 86 persons, but when fully loaded, the all-aluminum car will accommodate some 300 passengers.

(Photo Can. Pac. Ry.)

NEW APPOINTMENT FOR MR. R.M. BINNS

It is with great pleasure that the Association records the appointment of Mr. Richard M. Binns as Director of the newly-created Research and Development Department of the Montreal Transportation Commission. A valuable member and Director of our Association, Mr. Binns leaves his present post as Director of the Traffic and Service Studies Department to assume the new post, created recently by the Commission. The members of the Association extend congratulations and very best wishes.



PACIFIC MAIL

by
Peter Cox,
Pacific Coast Representative

Canadian National 4-8-2 type No. 6060 has been restored at Transcona Shops in Winnipeg and will be leaving soon for Jasper and permanent display.

CN 6001, the only steamer remaining at Transcona after last year's frantic scrapping activity is presently under the torch. Sister engine 6000, moved over from Fort Rouge in the last week of April, is also being cut up.

CN 6077 is the only steamer at Fort Rouge, and awaits a buyer. 6066 is still at Kamsack, Sask., pending possible sale to The Pas, Man.

CN 2164 and 5114, moved to Transcona from Edmonton some weeks ago, presumably for dismantling, have not been cut up as yet.

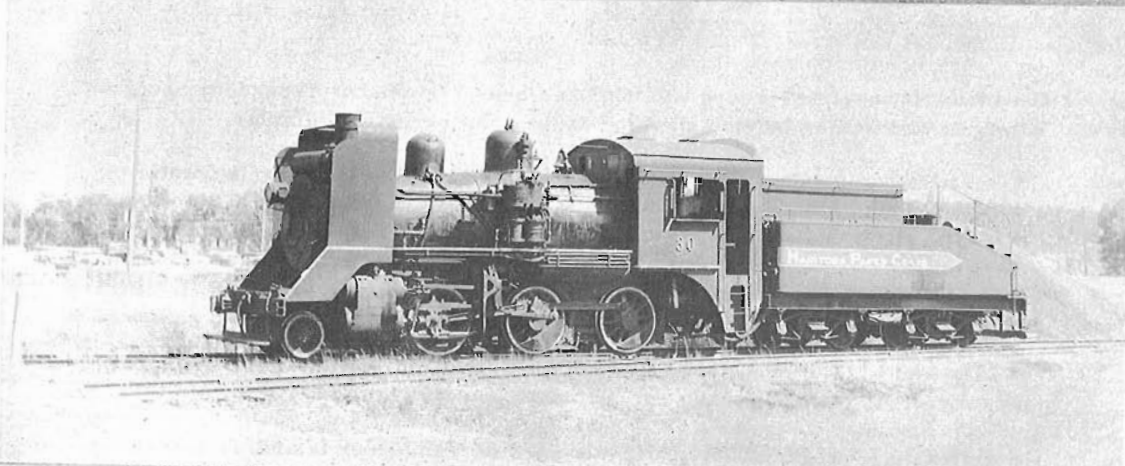
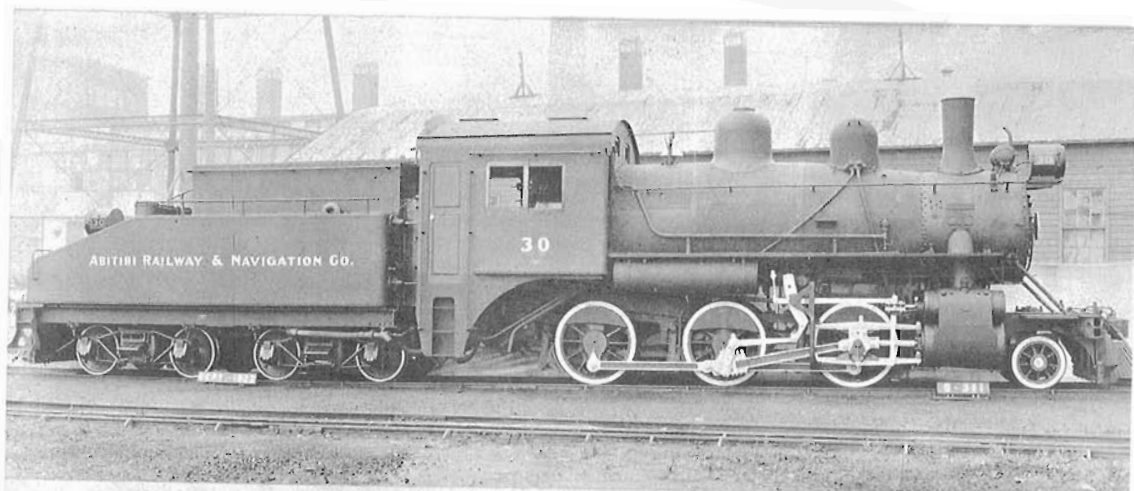
CN diesel 3, a GE 44-tonner, formerly used on Vancouver Island, is now at Transcona backshop receiving repairs pending sale to International Chemical Company of Yarbo, Sask. IC wishes to operate this unit and a GE 25-tonner (acquisition unknown) by remote control.

City of Winnipeg Hydro is abandoning 25 miles of its 31-mile line in eastern Manitoba. All rail equipment will be kept, although only used occasionally. Famous 4-4-0 No. 3 (built 1882) will continue to be available for service.

When this summer's passenger traffic causes CN's "Continental" to increase its consist, its schedule will be accelerated to a running time approaching that of the "Super Continental". As readers will note in the new public timetable, two sets of times are shown for No.3 west of Winnipeg. However, the employee's timetable shows this train as No. 43. The corresponding eastbound "Continental" is known as No. 44, but originates at Watrous, Sask.

Pacific Great Eastern's self-propelled car 107 (ex CN 15823) is being retired. Instead of conversion to work equipment, which is the fate of all former PGE passenger cars, 107 is destined to be dismantled and sold for scrap. Her last run was made on August 5th, 1961, when she hauled open car 14 on an enthusiasts' excursion. Railway clubs in the Pacific Coast area have expressed an interest in purchasing this car for restoration, but as yet no one has purchased this historic railcar.

CN passenger unit 6500 is equipped with an electric bell. The new device is on test, and appears quite satisfactory. Its operation is invisible outwardly, as the traditional air-powered hammer has been removed.



TWO LOCOMOTIVES TO BE GIVEN TO MUSEUM BY ABITIBI POWER & PAPER COMPANY LIMITED

A seventy-ton, three-truck Shay-g geared locomotive, and a comparatively modern 2-6-0 type tender engine are the Association's two latest acquisitions for the Canadian Rail Transportation Museum, bringing the total number of steam locomotives to thirty, and to railway vehicles of all types to an even fifty.

The latest acquisitions are promised by the Abitibi Power & Paper Company Limited, who use the Shay, No. 70, on standby service around Abitibi's Iroquois Falls, Ont. plant. No. 30, the 2-6-0, works at the plant of the subsidiary Manitoba Paper Company at Pine Falls, Man. Both locomotives are presently in operating condition.

The two locomotives have interesting backgrounds. The Shay was built in 1926, and after use by contracting firms, was in service for the Standard Chemical Company at South River, Ont., until about fifteen years ago when it was sold to Abitibi. No. 30, a forty-year-old 2-6-0 was originally built by Montreal Locomotive Works, and there is an interesting legend that it was built for use in China by a contractor, who lost his life in guerilla warfare before the engine was completed. It was then sold to the Abitibi Railway & Navigation Company, the linehaul operation of the Iroquois Falls mill, before that facility was abandoned. The engine was then sent to the Manitoba plant, as a switcher.

During its years of service No. 30 has been altered somewhat as shown in the photographs of both locomotives which appear on the opposite page. The top pic-

ture shows No. 30 as built, and the other view, taken in 1959, shows its appearance today. The third photograph is a recent picture of No. 70 in typical surroundings at Iroquois Falls. In addition to the replacement of the conventional pilot on the 2-6-0, by the familiar footboards, the engine has also acquired smoke deflectors, which were undoubtedly influenced by the practice obtaining on the Ontario Northland Railway; quite possibly ONR installed this equipment during a periodical shopping of the engine for Abitibi. The practical value of deflectors on a 2-6-0 of No. 30's design can be the subject of some debate, but they are perhaps no more unusual than the enclosed all-weather cab, which was usually to be found only on much larger machines.

The Shay -- unusually for such a locomotive, -- sports a feedwater heater, which was not original equipment on No. 70. This locomotive is the last geared locomotive in Canada east of the Rocky Mountains, and both engines represent types not yet to be found in the museum collection.

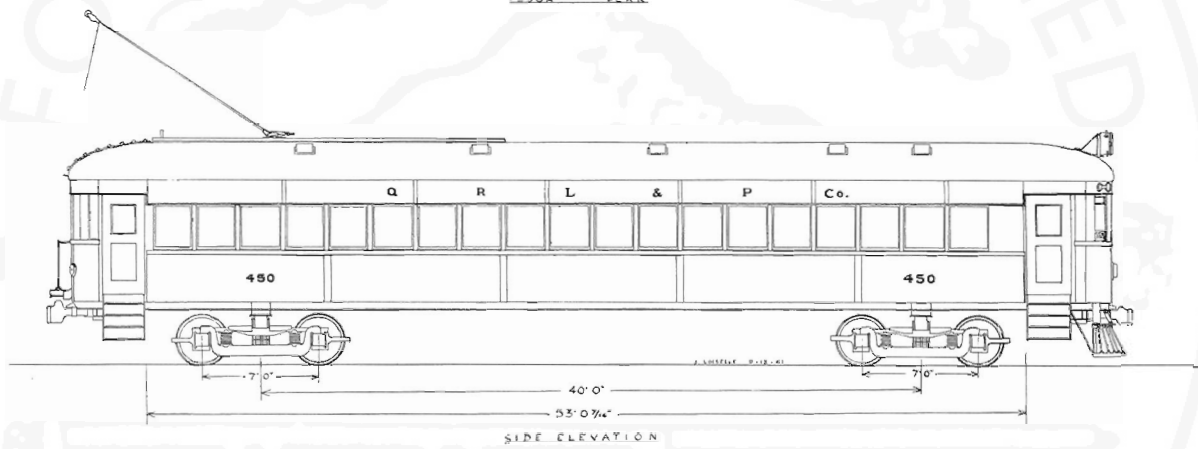
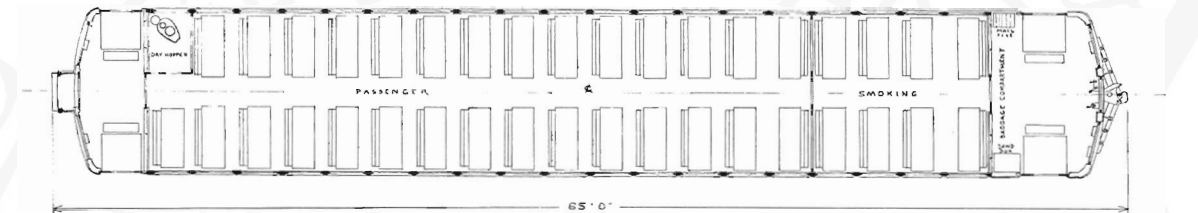
Delivery of the engines to the Association will await the obtaining of alternate motive power to replace these two units according to advice received by our President.

The Association is pleased to record its thanks and appreciation for this gift to the Abitibi Power & Paper Company Limited, a distinguished Canadian company representing Canada's largest industry.

(Next Page ---->)

THIS MONTH'S DIAGRAM

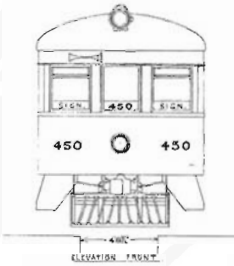
Our drawing this month is a side and front elevation and plan, to scale, drawn by our member Jacques Loiselle, and depicts the 450 class cars of the late Quebec Railway Light & Power Company. One of these cars has been preserved by the Seashore Electric Railway Museum at Kennebunkport, Maine, U.S.A.



QUEBEC RAILWAY LIGHT & POWER CO. MONTMORENCY DIVISION
 NO 450-453 ELECTRIC INTERURBAN CARS

BUILT	OTTAWA CAR MFG CO
YEAR	1930
GAUGE	4'8 1/2" 1.46 M.
LENGTH	53'0 1/2" OVER THE WHEELS
	65'0" WITH BUFFERS
EXTREME WIDTH	10'-0"
	HEIGHT 12'-8"
TRUCKS	27 MCB 3X
D.W.B.	7'-0"
TOTAL W.B.	47'-0"
WEIGHT	

DCC 1961



SCALE: 1/4" = 1 FOOT

HOW TO GET TO THE NORTH SHORE RAILWAYS

by F. A. Kemp

Possibly this should be left until the last instalment, but as there are a number of ways of making the journey, and the writer did not choose the most direct way, and has been asked about it several times, a brief account of all the routes available will follow. There is no guarantee that all services will operate in 1962, however. It will be necessary to make detailed enquiry, especially with regard to boat services.

The principal "ports of entry" for the North Shore Railways are Baie Comeau for the Quebec North Shore Paper Co. mill railway, Port Cartier (Shelter Bay) for the Cartier Railway, Sept-Iles (Seven Islands) for the Quebec, North Shore & Labrador Railway, the Carol Project, the Arnaud Railway, and the Wabush Railway, and Havre St. Pierre for the Romaine River Railway.

BY ROAD: Highway No. 15 was extended to Sept-Iles in 1960, passing through all of the above places except the last; it is expected that work on the link between Moisie and Mingan will be done and perhaps completed in 1962. It is about 575 miles from Montreal to Sept-Iles, paved to Baie Ste. Catherine where a ferry crosses the Saguenay River to Tadoussac. From Tadoussac, the road is mainly a gravel one, with some paved sections, to Baie Comeau, then a rather rough gravel section (the last part to be completed) extends to Riviere Pentecôte, and the last 55-mile section to Sept-Iles is paved, with short, paved side roads to Port Cartier (both sides) and Clarke City. Bus service is operated from Quebec to Baie Comeau by Autobus A. Drolet Ltée. and from Baie Comeau to Sept Iles by Autobus Sept-Iles. Both operate twice daily, except Sunday. Frequent service operates from Montreal to Quebec.

BY AIR: Three airlines operate regular service in the area. Trans-Canada Air Lines has three daily flights between Montreal and Sept-Iles, with stops at Quebec and/or Saguenay. Viscount aircraft are used, requiring from 2 hours 35 minutes to 3 hours 20 minutes. Economy fares are \$28 each way or \$42 week-end return (23-day). Quebecair, Inc. has three flights daily except Sunday between Montreal and Baie Comeau and two others between Rimouski and Baie Comeau. One of these continues to Gagnon, Wabush, and Schefferville and another to Sept-Iles and Wabush. Fairchild F-27 aircraft are used; the Montreal - Sept-Iles trip, stopping at Quebec, Rimouski, and Baie Comeau, takes 3 hours 45 minutes. Fares: Montreal - Baie Comeau \$27, Sept-Iles \$28. Rimouski - Baie Comeau \$10. No special return fares are offered. Fares rise steeply north of the river. Montreal - Gagnon \$49, Wabush \$51, and Schefferville \$63. Matane Airways operates from Matane to Shelter Bay Airport daily, also serving other points. I do not have further details on this service.

BY BOAT: This is slower and more expensive than other routes, but it commends itself to those who enjoy a little relaxation in their travel. There are a number of steamers, motor vessels and ferries serving the area. From Montreal, the Clarke steamships "NORTH SHORE" and "NORTH PIONEER" serve most of the north shore ports, including Clarke City, Shelter Bay, Sept-Iles and Havre St. Pierre. The voyage to Sept-Iles requires three days and costs \$56 one way, \$101 return first class or \$18.20 second class one way. The motor vessels "JEAN BRILLANT", "MATANE", and "UNGAVA" serve most of the

ports from Baie Comeau to Havre St. Pierre on various days of the week, operating from Rimouski and Matane. The trip from Rimouski to Sept-Iles via Baie Comeau and several other ports takes 16 to 17 hours and costs \$14.20 one way or \$25.55 return first class or \$9.50 second class one way. Meals and berths are extra where required. A ferry service operates between Ste. Anne des Monts (Gaspé) and Sept-Iles, making one trip each way daily in about 8 hours at a fare of \$6.50. The return trip is made at night. A large auto ferry has been purchased for cross-river service, but its proposed terminals are as yet unknown. Rimouski and Baie Comeau would be a logical guess. A visitor to the area might like to include the justly-famous Saguenay Cruise in either direction; this may be done in conjunction with automobile, bus, or air transport, or with rail transport between Montreal, Quebec, and Chicoutimi. In this way, visits to the Roberval & Saguenay (Arvida - Port Alfred) and the Alma & Jonquiere Railway might be included. The steamers "ST. LAWRENCE" and "TADOUSSAC" operate on two days of every three between Montreal, Quebec, Tadoussac and Bagotville, and will carry passengers and automobiles between all ports. The Saguenay River is best seen on the trip from Bagotville to Tadoussac which is made in the morning. The steamers remain at Bagotville overnight so passengers can board in the evening and sleep on the ship. Saguenay Airport is only about six miles from Bagotville Wharf, and Chicoutimi (CNR) about 15 miles with frequent bus service. This boat ride is highly recommended for a break in the journey.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 • Station B • Montreal 2 • Quebec • Incorporated 1941

NEWS REPORT: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association.

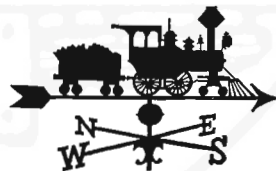
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