



crha News Report

P.O. BOX 22,

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 134

* * *

JUNE 1962



THE RECENT ABANDONMENT of the Laurentian Mountain section of Canadian National's Montfort Subdivision in Quebec Province, brings to mind steam-hauled passenger services of not so many years ago. This photograph shows CNR 4-6-2 No. 5295 leaving Lac Remi, Que., with the evening passenger train on January 8th, 1955.

Photo Anthony Clegg.

Association News

by Stephen Cheasley

At the May meeting of the C.R.H.A., Mr. J. Shields entertained the members with an informative, illustrated lecture on the wooden passenger cars of the C.P.R. It is hoped that before long, Mr. Shields will make these pictures and information available in book form so that all will be able to enjoy the fruits of Mr. Shields' masterful research work.

The membership committee has announced that Mr. William Pullen has been elected to Regular Membership in the Association, while the following persons have been elected to Associate Membership:

- | | |
|---------------------|---------------------------|
| Mr. Wayne Brown | Mr. Russell E. McAllister |
| Mr. V. H. Coley | Mr. Winston McDonald |
| Mr. Eric W. Johnson | Mr. Gordon Parish |
| Mr. R. W. King | Mr. William T. Sharp |
| Mr. Edward Liddle | Mr. James L. Stevenson |

The membership committee also states that the new categories of membership in the CRHA are now available, and application forms may be obtained by writing to Mr. Lindsay Terreau. Of particular interest to subscribers is the new class of "Associate Membership". This was designed for those who cannot attend meetings of the CRHA because of distance, etc., but who wish to be enrolled as a member of the Association. It costs only \$4.00 per year to become an Associate. Just ask Mr. Terreau for your application form.

CANADIAN PACIFIC ENGINEMEN'S TRIP TICKET OF 1884.

The trip ticket, Canadian Pacific Railway form 209, reproduced below, was uncovered recently by Mr. Jack Beatty of the Association, and is of considerable historic interest. The ticket covers shunting duty at North Bay, Ontario, starting at 7:00 PM on May 30th, 1884, and ending at 4:00 PM the next day -- 21 hours! The engine concerned was Saint Lawrence & Ottawa Railway No. 9, the "Lucy Dalton", which had been acquired by the Canadian Pacific Railway with the assets of the Ottawa-Prescott line in 1884, and immediately sent to North Bay where it worked for some time, eventually being renumbered Canadian Pacific #322, first series. The engine was a 4-4-0 built by Taunton in 1873.

Though the immediate effect of the renumbering and repainting of this engine by the Canadian Pacific was to remove the name "Lucy Dalton" which it had carried on the St.L&ORy, nonetheless, the engine was always known by this name, even after it was sold to the Parry Sound Colonization Railway (as No. 1) in 1890.

By the way, the enginemen who performed the prodigious feat of working 21 hours in one stretch were Lott Britton and Johnson Elliott, engineman and fireman, respectively. The trip ticket also notes that 1½ cords of wood were taken on board during this duty.

Form 209.

C. P. R. CO.—Engineman's Trip and Casualty Report,

North Bay Station, May 30 1884

DATE.	No. of Eug.	No. of Train.	From	To	Hours late.
1 30	9	Pilot	Lucy Dalton		H. P. M. 4-00
2					P. M. 4-00

Shunting *at North Bay*

No. of Hours *21*

Fuel taken at *North Bay*

Quantity *1 1/2 cords wood*

Lott Britton Engineman.
Johnson Elliott Fireman.
 Conductor.

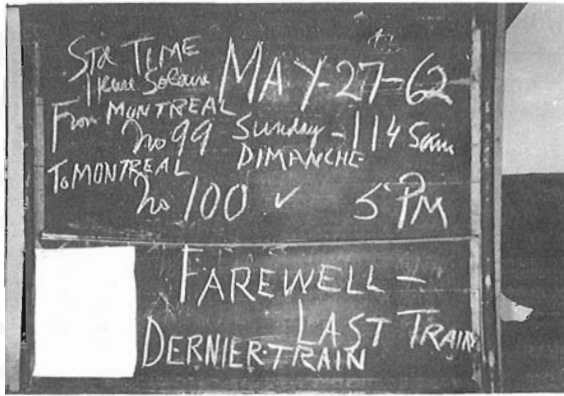


photo: Robert Halfyard

Montfort Farewell

One of the most quickly-executed abandonment proceedings in recent memory was that of the portion of the Canadian National Railways' Montfort Subdivision between St. Jerome and Lac Remi, Que. With the decision, in April, of the Montreal Laurentien Auto-route Board to extend the Autoroute to Ste. Adele, using the CNR right-of-way to St. Sauveur, the railway applied to the Board of Transport Commissioners for permission to abandon the line. A hearing was held in the Law Courts Building at St. Jerome on May 17 and 18, and the decision was handed down immediately that the CNR could abandon the line, after May 31st., provided that ten days' notice be given. The notice was issued on the following day, and the last passenger trips were made on the following week-end by trains 93, 92, 99 and 100, the last-named making the return trip on Sunday, May 27th, 1962 which marked the official end of passenger service over the 54 mile line.

A sunny Sunday morning saw a number of Association members gathered in Central Station, rather surprised at the number of coaches provided for Train No. 99. Diesel-electric "A" units 6790 and 6771 headed the train, with combination car 7167 running backward and six coaches of the 5000, 5100, & 5250 series. About 85 passengers entrained at Central Station -- they had 480 seats to chose from! Some of these were bound for Mt. Royal, Val Royal and St. Eustache, but others boarded the train at these stations, so that about sixty persons rode through to the Laurentians.

Suburban train 354 awaited us at Roxboro, where we required only a brief pause to switch

back onto the main line. At St. Jerome, engine 3709 reposed on the siding once used to hold hopper cars of coal for steam engines. The speed was reduced as we travelled north from St. J. under the Autoroute which is to displace the rail line, over the creaking trestle (observing the permanent slow order) and then along the highway and up to St. Sauveur.

Here the train was invaded by a Sunday School picnic! About 100 persons, mostly women and children of St. Francis' Church, St. Sauveur, boarded the train, bound for Arundel. The trip had been planned before the abandonment went through, and only by chance did it coincide

cont'd. on P. 92

with the last train. At Morin Heights, a similar number of people from Trinity Church joined the party, so the cars were well-filled, although not overflowing.

The stiff climb up to Montfort required the two diesels to exert most of their 3,600 horsepower, and black fumes rose from their stacks as wheel flanges protested vigorously on the sharp curves.

At Newaygo, a "run-past" was staged on the traditional lake-side curve. This was flawlessly executed but resulted in leaving behind one person who got off at the wrong place. (He continued to Lac Remi by hitch-hiking.)

Thirty five minutes late as we growled up to the 1506 foot summit near Laurel, then down to Lac Chapleau and Sixteen Island. The long wharf here made a good spot to take a broadside picture of the train. Pine Lake, Weir, the long straightaway by Beaven Lake, then the stop at Arundel, where the children and their escorts left the train.....much quieter!

The Huberdeau spur brought us to the Riviere Rouge, still spring-swollen and filled with logs. The rapids were foaming as we passed by on the "China Clay" extension and rumbled over the steel bridge. Gray Valley received its last passengers but Rockway and Kasil were passed as quickly as the sharp curves would allow, the old China Clay siding's disuse giving reason for the line's abandonment. A glimpse of the village nestling in the valley heralded our descent to Lac Remi, where we arrived fifty one minutes late.

The work train had removed the wye and three of the sidings the previous week, leaving one for the use of the engines in running around the train. The combination car was placed in the siding, the other cars coupled to

it and pushed in, then the engines ran around, coupled on and backed into the station. Unit 6771 was thus in the lead on the return trip.

The ensuing four hours were spent in exploring the village and surrounding countryside and in having lunch - there was later a comparison of notes on the meal facilities which were ample for a village of this size.

As the hour of five in the afternoon approached, the passengers re-boarded the train, and the departure was made on time. Many people came down to each station to see the last passenger train, - amongst them the parish priests at Lac Remi and Huberdeau. Most of the homeward trip was made on time, and the downhill portions were characterized by clouds of white smoke given off by the brake shoes. The picnic party was somewhat subdued on the trip back to St.Sauveur, and the number of passengers was increased by those who had come up on No. 93 Friday evening.

At St. Jerome, a northbound freight awaited in the siding, and the wye at Rinfret held a crane, flatcars and other equipment for the dismantling work which was to begin the following morning. The train made somewhat better time through the Shawbridge area than the traffic on the parallel highway, which was then moving very slowly indeed.

Montreal was reached pretty well on time after a pleasant but rather saddening day in the Laurentians. The mountains and the scenery will still be there but travel will not be the same again.....

So ended another chapter in the history of Canadian railroading --- the story of the Montfort line --- always a line more noted for its scenery than for its revenues.

Fredericton Passenger Service Curtailed

Fredericton, New Brunswick -- tree-shaded, riverside capital of Canada's "Picture Province", became the first provincial capital to be deprived of regular passenger train service. This dubious and undesired distinction was acquired on the rain-sprinkled evening of Saturday, April 28th as Train No. 122 of the Fredericton Subdivision, Canadian Pacific Railway, arrived at York Street Station, thus ending a service which began on this 22.2-mile line in 1869.

The train consisted of gas-electric unit 9003 and baggage-buffet-coach 3051 with Messrs. B.A. Allen as conductor, J.L. Heenan as engineman and L.H. Harris, baggageman. This equipment and crew made two round trips between Fredericton and Fredericton Junction under train numbers 107, 108, 111 and 112. Gas-electric car 9005 was stored at Fredericton; these two cars had provided most of the passenger service on the line for several years and had also been used on McAdam-St. Stephen and Woodstock-Chipman services in addition to many local services in other parts of Canada.

The train was well-filled on the last day of operation, but not overcrowded. A considerable

amount of mail was carried, much of it being transferred to and from Saint John-McAdam trains 101 and 102, which also made their last runs on that day. Among passengers were Mr. J.A. Beatty and the writer from the Association in Montreal, and Mr. Warren Anderson from Fredericton, in addition to several younger enthusiasts attending the University of New Brunswick.

Chartered SMT buses are now used to transport passengers to and from Trains 41 and 42 at the Junction. Mixed train service is still in operation between Fredericton and Chipman, N.B. daily except Sunday, and this is the passenger-carrying train serving the capital city. The Fredericton Subdivision now bears only the weight of freight trains 60 and 61 and occasional extras. The picturesque station names -- Three Tree Creek, Rusagonis, Waasis, Glasier, Osborne, Doak, Morrison and Salamanca -- will soon vanish into the memories of old Frederictonians along with the gas-electric cars, Pacifics, Mikadoes, Ten-Wheelers and 4-4-0 types back to the woodburners of the Fredericton Railway which have hauled passengers on the road to the Elm City.

-- Forster Kemp

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.

"Effective April 29th..."

by Forster Kemp

In addition to the "last runs" more fully summarized elsewhere the Canadian National mixed train between Farnham and Granby, Que. and the Pacific Great Eastern passenger train service between Prince George and Chetwynd, B.C., were withdrawn. The latter was replaced by a bus service to Dawson Creek, B.C. The Granby service was not publicly advertised, but remained in the employees' timetable after Montreal-Waterloo passenger trains were withdrawn. Mr. Ernest L. Modler of the Association attended the last run of the Granby-Farnham service on Saturday, April 28th, 1962.

CANADIAN PACIFIC RAILWAY CHANGES

Canadian Pacific service from St. Paul to Banff and Vancouver will operate via Winnipeg this year and two schedules are provided for the "Dominion" between Winnipeg and Vancouver to allow more time at Winnipeg during the summer months. The additional schedules bear numbers 5 and 4, the regular ones 7 and 8. Both will operate if more than one train is required on any given day.

The mixed train schedules from Chipman to Norton, N.B., has been operating as far as Young's Cove Road only due to ice damage to the bridge at Cody, N.B. An application for abandonment has been submitted.

"Dayliner" service between Montreal and Quebec has been quickened to 3 hours and 45 minutes by the simple expedient of cutting out some more of the station stops, leaving a rather formidable list of localities without passenger service.

The station and siding at Isle Cadieux, Que., have been removed, but it is still a flag stop for several suburban trains. The portion of the Piles Subdivision between Garneau and Grandes Piles has been abandoned as reported earlier. That part of the Kingston Subdivision between Calabogie and Snow Road, Ont., has been abandoned also. The 14.4-mile northern section from Renfrew to Calabogie is now listed as the "Renfrew Spur" of the Smiths Falls Division with all movements being considered within yard limits. The 61.3-mile southern section from Snow Road to Kingston still has its mileage measured from Renfrew, the shortened Subdivision now beginning at mile 42.3 (Snow Road) and ending at 103.6 (Kingston). Also abandoned is 6.9 miles of the Drummondville Subdivision, extending from Enlaugra to Knowlton, Que. As on the reconstituted Kingston Subdivision, mileage is still measured from Enlaugra, with the subdivision beginning at Mile 6.9 (Knowlton) and extending to mile 58.8 (Drummondville). Enlaugra wye has been left intact.

CANADIAN NATIONAL RAILWAYS CHANGES

Reductions of service were made right across Canada at this "change of time". Mixed trains 285 and 286 now carry passengers only three times a week between Bridgewater and Yarmouth. Railiners 607 and 608 (Truro-Halifax) were withdrawn, thus cutting the morning service between Halifax and Sydney. Railiners 651-654 and 653-652 (Quebec-Edmundston) were withdrawn and replaced by tri-weekly mixed trains Edmundston-Monk and Monk-Joffre. Trains 67-68 and 69-

70 continue to operate between Levis and Edmundston until the end of May as passenger extras. These trains were not shown in the October 1961 public timetables, as they commenced operation only in December 1961. It is not possible to make a continuous journey from Edmundston to Joffre (Charny) by the mixed trains.

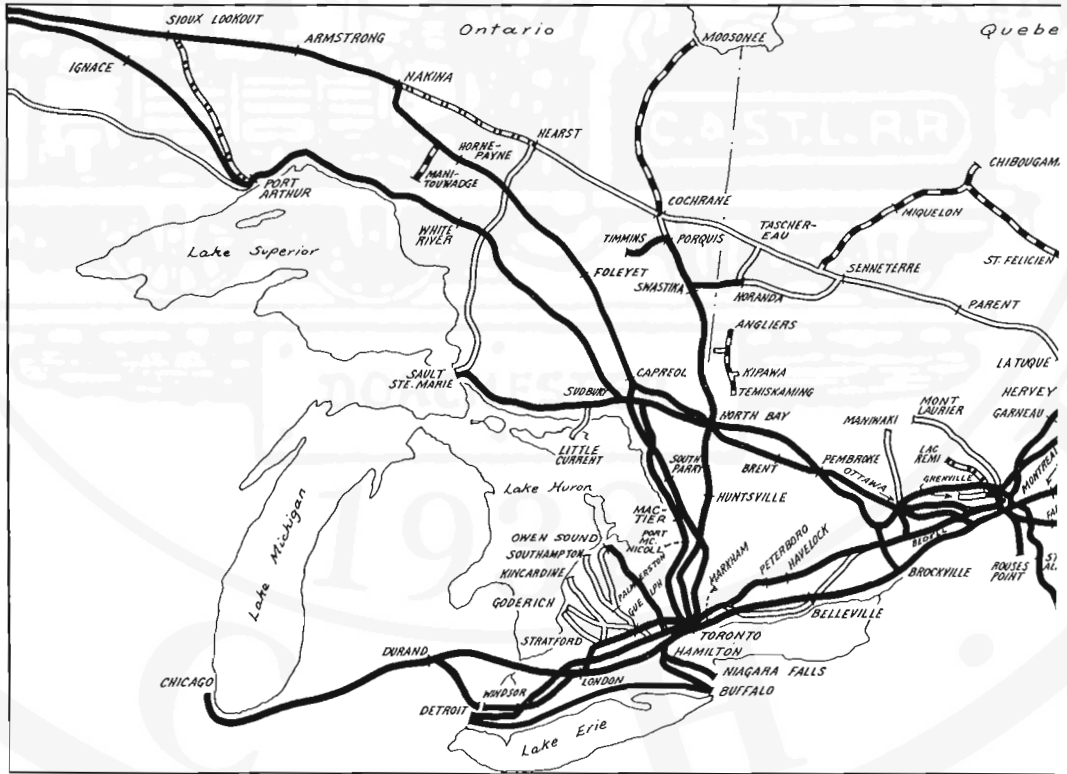
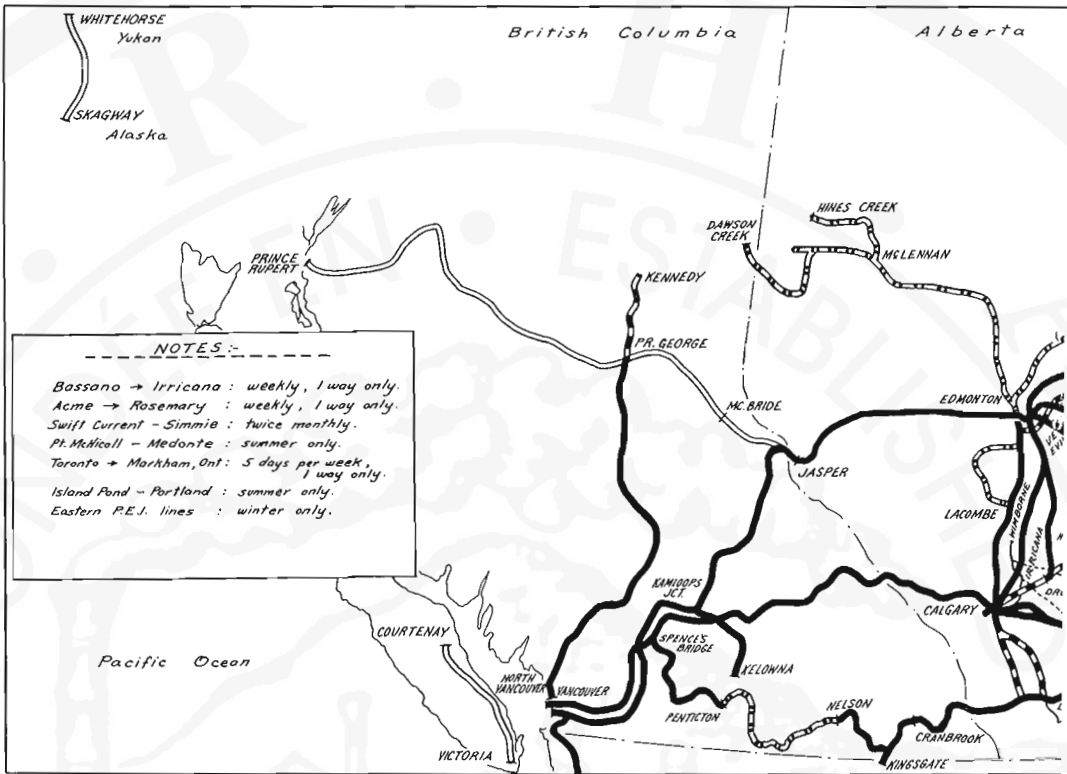
An advance section of Train No. 2 (The Ocean Limited) will operate from Montreal to Campbellton during the summer on Friday nights. It will convey the Riviere-du-Loup, Mont Joli and Campbellton sleeping cars and is a reincarnation of the old St. Lawrence Special (No. 57). Montreal-Toronto Sunday train #114 has been joined by a running mate, No. 105, cutting the time of Nos. 5 and 14 by one hour. Trains 7 and 8 will not operate on Sundays during the summer, but their dining and parlour cars will operate on 105 and 114. Trains 18 and 19 (overnight local express Montreal-Toronto) now run behind trains 16 and 17. Sunday trains 118 and 119 still keep their former earlier departure and arrival times.

A complete change was made in services between Toronto, Hamilton, Niagara Falls, Stratford, London and Windsor. This has resulted in the elimination of trains 75 and 82 (The Forest City) Toronto-Sarnia; 83-183 Toronto-Windsor; 18-118 Windsor-London; and 118 (Sun.) and 80 (Ex. Sun.) London to Toronto; 11-111 and 34 Toronto-London via Guelph. Service between Toronto and London via Brantford is reduced to five trains from six; via Guelph to two from three; between London and Sarnia to three from four and between London and Windsor to three from four. Windsor-Toronto sleeping car service has been eliminated, and train 10 now leaves Windsor twenty minutes after train 16.

Hamilton requires a separate paragraph as changes there have been most extensive. Trains 6 and 17 westbound and 16, 14, 10, 6 and 18 eastbound no longer stop at Hamilton. This is to eliminate backing between Hamilton and Bayview, as Hamilton is about three miles down the Niagara Falls line. Westbound trains run in and back out, eastbound trains back in. This has been changed by running the Niagara Falls Railiners 691 to 696 inclusive to Dundas, on the main line, where they meet trains 5, 6, 14 and 17. Passengers from the west bound for Hamilton on train 16 are carried by bus. There is no connection for No. 18 but passengers may wait 54 minutes for No. 696. No. 10 does not stop at either Dundas or Hamilton. A new mid-day service between Toronto and Hamilton is offered by trains 57 and 58, while the only conventional Niagara Falls service is provided by trains 89-90, which run through to Toronto (the opposite number is either express only or deadhead equipment). The Niagara Falls line is unusual in having an unbalanced schedule (there were formerly five trains to Niagara Falls and three to Toronto; now the total is three and four respectively).

Toronto-Hamilton commuter trains 74, 76, 79 and 81 now bear numbers 920, 922, 921 and 923. Toronto-Markham commuter train is 900 and Toronto-Guelph trains (replacing former trains 10 and 11) are 910 and 911. Stations between Hamilton and Niagara Falls and between London and Windsor are no longer served except for Train 9, which stops at some of those between Glencoe and Windsor. The exceptions are Chatham, Glencoe, Grimsby, Jordan and St. Catharines. Trains 41 and 44 continue to operate Toronto-Huntsville only.

On the transcontinental service, trains 102 and 103 will operate Capreol-Winnipeg during the summer season to handle express



Notes and News



"Notes and News" this month is somewhat abridged as Mr. Pharoah, the News Editor, is on holidays. He will be back again in time for the next issue.

Continuing the aggressive merchandising campaign for railway passenger business on main line trains, the C.N.R. has announced two more radical moves and given glimpses of some future things now under study by the National System.

Pierre Delagrave, C.N.'s general passenger sales manager is reported as having said recently in Toronto that the system hopes to be in the passenger business for generations to come. A radical redesigning of passenger car layouts, Montreal-Toronto fares as low as \$6, and cars with executive suites are all under consideration. For scenic routes, camera cars much freer of obstruction than any dome car are planned. Cars featuring buffet and bar or lounge and automat also are being looked into. To encourage train travel immediately, the National plans to simplify ticket purchases. Beginning June 1, 1962, any person with a telephone listing will be able to get a ticket in the next mail by telephoning any CN passenger office.

While Mr. Delagrave would not predict when the "Red, White & Blue" plan might be extended, it was reported that patronage on some runs had risen 117 percent. ... "only walking is cheaper...."

The other radical scheme was launched by General Mills limited in cooperation with the C.N. This is the promotion idea that ties in train travel with breakfast cereal. The unusual premium offer gives youngsters of 16 years of age and under a train trip free with every purchase of Cheerios, Country Cornflakes and Caramel Puffs. General Mills and CN officials hope the promotion will sell lots of cereal and get today's youngsters train-travel conscious. About one million cereal cartons have been printed with train travel certificates redeemable for a ticket to any point on the National Railways. Each certificate is good for about 50 miles of travel. They can be used for group trips or general travel, but can not be used for commuter runs. No more than one premium can be applied to a single rail fare.

On May 10th last, the Ontario Northland Railway observed its 60th Anniversary. The first sod was turned on May 10, 1902 on the line which was then known as the Temiskaming and Northern Ontario Railway. The line, owned by the Province of Ontario and which originally ran from North Bay to Cochrane, was extended to James Bay during the 1930's and gave Ontario its only salt water port at Moosonee. In the 1940's the name was changed to the present O.N.R. to avoid confusion with the Texas and New Orleans line in the southern U.S.A.

Passenger service on the Pacific Great Eastern Railway from Kennedy north into the Peace River area was changed from rail to bus, effective April 29, 1962, on account of the limited amount of passenger traffic in the area. P.G.E. passenger trains now stop 104 miles northeast of Prince George, through travellers continuing into the Peace River area by road.

Prime Minister John Diefenbaker said recently while touring Quebec on his campaign train that the best way to reach the people was from the end of a train. ... "flying at 12000 feet, people really don't identify you".

General Railway Signal Company has announced that it has received a 2.5 million dollar contract from the Canadian National for the construction and installation of automatic signal equipment in the new CN freight yard being constructed near Toronto.

"EFFECTIVE APRIL 29th..." - cont'd.

cars normally carried in trains 3 and 4. Accelerated schedules are provided for No. 3 between Winnipeg and Vancouver and for No. 4 from Saskatoon to Winnipeg. These are carried in employees' time-tables as 43 and 44, and will operate during the summer season. Local trains 11 and 12, will operate Winnipeg-Saskatoon during the same period. Local trains 91 and 92, Saskatoon-Edmonton via Biggar, have been withdrawn. Trains 9 and 10 now operate three times weekly between Saskatoon and Calgary. Baggage service to intermediate points Regina-Saskatoon and The Pas-Flin Flon has been sharply curtailed.

Canadian National Railways have experimented with removal of mixed train services and sleeping car lists from their public timetables; we are glad to note that they have both reappeared. The CNR folder "A" is bilingual from coast to coast, and we can now reserve an upper or lower in "voiture-lits classiques" or find that NAR #1 operates "lundi et jeudi" from Edmonton to Dawson Creek, but what about the translation of Saint John, New Brunswick as "St. Jean" ? Why not similar treatment for St. John's, Newfoundland ? Saint Johners resent abbreviation of their city's name, so they may also object to its translation.

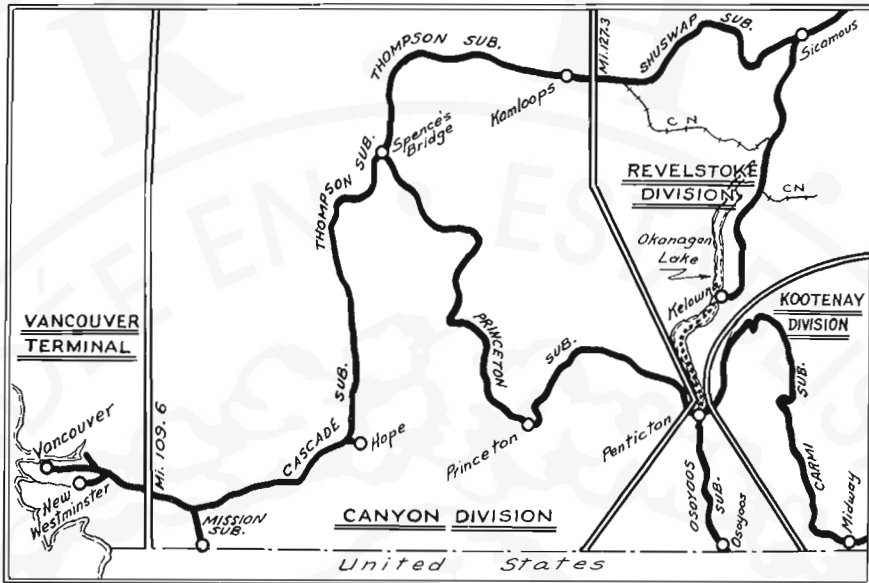
STEAMSHIP NOTES

Canadian National Railways now shows the B.C. government ferry service to Victoria and passengers are usually routed that way, but the C.P.S.S. Nanaimo and Seattle services are still shown, in another place. Canadian Pacific has reestablished the Victoria-Port Angeles service for the summer season; it was not operated last year. The Chicago, Duluth and Georgian Bay Transit Company will use Midland, Ontario as a port of call this year for SS "North American" replacing Parry Sound, Ontario. During early July, calls will be made at Port Arthur by SS "South American". This is one of only four remaining passenger steamship lines on the Lakes; the others are C.P.R., D. & C. Navigation, and Owen Sound Transportation Company.

NOTES and NEWS - Cont'd.

Editorial comment in the Halifax "Chronicle-Herald" speculates on the weekday train from Toronto to Markham #900, shown in the recent issue of the CNR timetables. ".....there is no return schedule.....what happens to all the trains which go there? At the rate of five a week, Markham must already have a sizeable collection of rolling stock and motive power.....In recent years, Nova Scotia has witnessed the abandonment of several passenger services, and the disappearance from the scene of a great deal of equipment. Perhaps it has all gone to Markham"

Box cars of the Alaska Railroad are now making their first appearance on Canadian rail lines. Six cars from the northern railway have arrived at Prince Rupert, with the first return docking of CN's "Aquatrain" service, linking Whittier with Prince Rupert. The red and yellow cars will travel to destinations in Canada and the U.S. before returning with loads destined to Alaska via the B.C. port. Conversely, cars from Canada and other U.S. lines will be shipped to the U.S. Northern State via the Aquatrain. The tug and barge service, with a capacity of 24 freight cars, makes the 810 mile trip from Prince Rupert to Whittier in less than five days.



CANADIAN PACIFIC REDISTRIBUTES DIVISIONAL TERRITORY IN B. C.

Effective July 1st, 1962, Canadian Pacific will carry out a redistribution of divisional territories in British Columbia, which will see the creation of a new division, the Canyon Division, and the disappearance of an existing one, the Kettle Valley Division, which is to be divided up among three other Divisions. Disappearance of the Kettle Valley Division, with headquarters at Pentiction, will finally obliterate the memory of the former Kettle Valley Railway, a CPR subsidiary in southern British Columbia which was assimilated into the parent system more than thirty years ago.

Disappearance of the Kettle Valley Division comes about as the inevitable result of the abandonment of the troublesome but scenic Coquihalla Subdivision two years ago, which reduced the Division to three subdivisions only. Conversely, the present Vancouver Division has become large and cumbersome, embracing as it does the terminal facilities in the CPR's Pacific port, as well as a good deal of the operation in the Fraser Canyon. The Vancouver Division will therefore be divided into two, with the terminal facilities at Vancouver, New Westminster and Coquitlam making up a new Vancouver Terminals Division, and the balance of the Division, plus more than half of the present Kettle Valley Division, forming the new Canyon Division.

Changes from the present are as follows:

- Vancouver Terminal: East end Pitt River Bridge, mile 109.6
 Cascade Sub. to mile 129.0 Cascade Sub., including Ioco Spur.
 Mile 0 to 8.4 Westminster Subdivision.
- Canyon Division: East switch Kamloops, mile 127.3 Shuswap Sub. to mile 128.8 Shuswap Subdivision.
 Mile 0 to 121.5 Thompson Subdivision.
 Mile 0 to 109.6 Cascade Subdivision.
 Mile 0 to 10.1 Mission Subdivision.
 Mile 0.8 to 177.8 Princeton Subdivision.
 Spur from Odlum to Hope (old Coquihalla Sub)
- Revelstoke Div'n: Present territory extended to include Okanagan Lake operations and mile 0 to 36.4 Osoyoos Sub. Pentiction Yard, mile 133.5 to 133.7 Carmi Sub. and mile 0 to 0.8 Princeton Subdivision.
- Kootenay Division: Present territory extended to include mile 0 to mile 133.5 Carmi Sub. (east switch, Pentiction)

Métro Montréal

- O. S. A. Lavallee

In a surprisingly modest ceremony, considering the magnitude of the project and the salutary effect which it will have on traffic conditions in the city, work was started on the rapid transit system for Montreal on Wednesday, May 23rd, 1962. After short speeches by Mayor Jean Drapeau of Montreal, and other dignitaries, Mr. Lucien Saulnier, Chairman of the City Executive Committee sounded a whistle at 8 a.m. which started excavation for the first time on Berri Street near Jarry. Construction workers employed by the contractors, "Foundation-Duranceau" (a combined name for Foundation Company of Canada and Charles Duranceau Limited), then broke the pavement surface of Berri Street, on the site of the Jarry rapid transit station. Work will continue in both directions for about 3,000 feet from this point, the first contract embracing a 1.2-mile section from Cremazie to Jean Talon as detailed in last month's News Report. This initial phase, cut and cover in solid rock, is to be completed by May of 1964. The work is being performed on "Line No. 2", one of the two lines on which it is proposed to use small-section pneumatic-tired rolling stock patterned after that used in Paris. The rock excavated in Berri Street is to be trucked to the Canadian National's l'Assomption Subdivision right-of-way in the north end of the city, to enable this right-of-way to be widened for use by Line No. 3, which will employ large, conventional railway rapid transit cars.

During his speech, the Mayor indicated that the subway would be entrusted to the Montreal Transportation Commission for operation, upon completion.

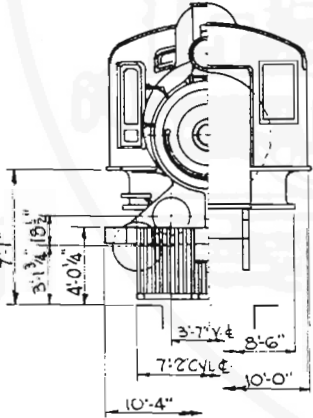
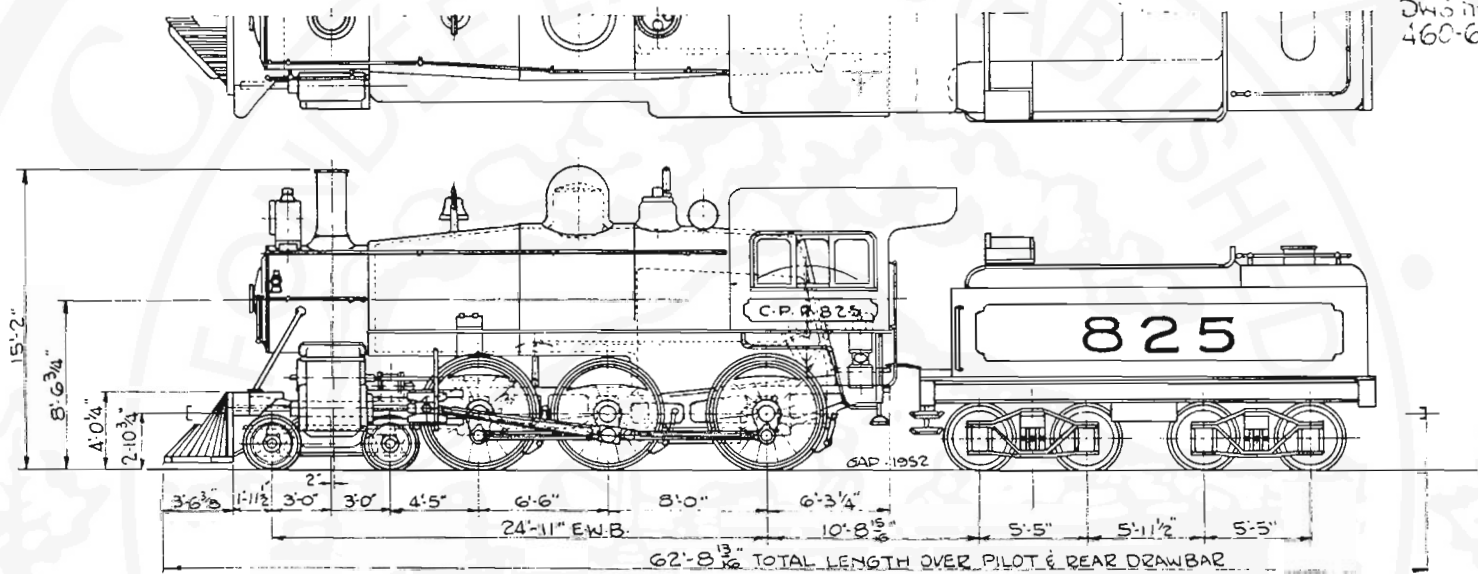
The ceremony was accompanied by a religious benediction pronounced by the parish priests of the two Catholic parishes whose boundary lies along Jarry Street: Msgr. Simeon Charron of Notre Dame du Rosaire Parish, and Canon Marcel Beaudry of St. Vincent Ferrer Parish. The Chairman of the Montreal Transportation Commission, Brig. Guy Gauvreau, also spoke briefly.

The excavation is designed to permit the construction of a single tunnel carrying both tracks. The tunnel, semi-circular in design, is being built at a depth of from 40 to 60 feet below the surface, in solid rock. It will have a cross section of 350 square feet. The Jarry station excavation is to be 500 feet long with a cross section of 720 square feet.

Subsequently, on Monday, May 28th, the Drapeau-Saulnier administration called for tenders for construction of the second section on or before June 29th, to be opened on July 3rd. This section will extend from a point north of Jean Talon Street where the first contract ends, under Berri and St-Vallier streets, to a point south of Rosemont Boulevard. It will include the stations at Jean Talon, Beaubien and Rosemont Boulevard, and is designated Contract 2-A-2 the first contract being 2-A-1. It is expected that further tenders will be called in the near future for construction of the station at Cremazie (the outer terminal of Line 2) and for the tunnel connecting this station with the MTC Youville-Cremazie shop property. Contract 2-A-2 calls for completion of work by July 1964.

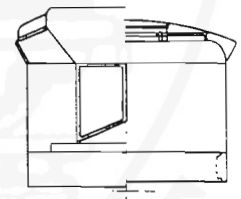
cont'd. on P. 103

DWG NO
460-6



GRAPHIC SCALE 0 5 10 15 20

CANADIAN PACIFIC - CLASS E-5e - 4-6-0
 CYLINDERS - 20" x 26" BOILER PRESSURE - 210"
 LEADING WHEELS - 30" DIA. DRIVING WHEELS - 70" DIA
 TENDER WHEELS - 40" DIA. ARCH BAR TRUCKS
 TOTAL WEIGHT ENGINE - 166,000#
 BUILT - NORTH BRITISH LOCO. WKS. MAY. 1903 #6339
 AS C.P.R. # 825
 RENUMBERED # 874 IN 1905
 RENUMBERED # 2074 IN 1912
 SCRAPPED - 1941.



DIAGRAM

THIS MONTH'S DIAGRAM - CANADIAN PACIFIC 4-6-0 CLASS E-5-e.

North British Loco. Co., 1903, serial nos. 6339-50, 6417-36.

Even rarer than the 4-4-0 in the last days of Canadian steam locomotive operation was the high-wheeled 4-6-0, whose era had passed on three decades ago with the disappearance of the fast, light passenger train in this country. The Grand Trunk and the Canadian Pacific possessed quite a large number of such locomotives of which the CPR class E-5-e engines were fairly typical.

This month's diagram features one of these interesting engines and the draughtsman, Mr. G. A. Parker, has portrayed it as built, with clean and compact lines unfettered by ugly exterior plumbing. No. 825 was the first of thirty-two similar engines (Nos. 825-856, CPR first numbering series), built by the North British Locomotive Company at Glasgow. They possessed 20x26" cylinders, seventy in. driving wheels, carried 210 pounds steam pressure, weighed almost 150 tons with tender in working order, and were all outshopped in 1903. In 1905, the series was first classified E-5-e (having had no class assignment when built) and the engines were renumbered to the series 874-905. Most of the class survived until the beginning of the second World War --- long past the time when the railways offered services for which such engines were designed.

The units of CPR class E-5-e were dismantled as follows:

2074	1941	2082	1939	2090	1938	2098	1941
2075	1941	2083	1939	2091	1939	2099	1930
2076	1939	2084	1939	2092	1939	2100	1930
2077	1941	2085	1939	2093	1938	2101	1939
2078	1939	2086	1930	2094	1939	2102	1938
2079	1939	2087	1939	2095	1941	2103	1938
2080	1939	2088	1941	2096	1938	2104	1939
2081	1939	2089	1939	2097	1939	2105	1941

METRO MONTREAL - Cont'd.

In order to test construction materials for the subway, both for design and utilitarian purposes, the City proposes to construct a "mock-up" subway station in a large chamber located under the Jacques Cartier Bridge structure on St. Helen's Island. This will afford a preview of the appearance of stations on the Montreal system, which, it is reliably reported, will be large and commodious.

Mr. William Pharoah and his bride (Miss Lina Caron)
May 26, 1962.

(For the information of those who wondered, Mr. Pharoah's CRHA membership number is 114 - see P.55)





GREAT SLAVE LAKE RAILWAY VAN

Our Pacific Coast Representative, Mr. Peter Cox, made this photograph of one of the first pieces of rolling stock to appear in the livery of Canada's newest rail carrier -- the Great Slave Lake Railway. The car, CN conductor's van 78811, is painted bright yellow, with black roof, trucks, handrails and lettering -- the latter including the now-familiar trademark symbol and initials of the parent Canadian National Railways. Mr. Cox advises that two other CN vans were treated similarly, Nos. 78878 and 79034, and all left Port Mann, B.C., (where the new paint was applied) for Edmonton on June 7th.

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