



crha



# News Report

P.O. BOX 22,

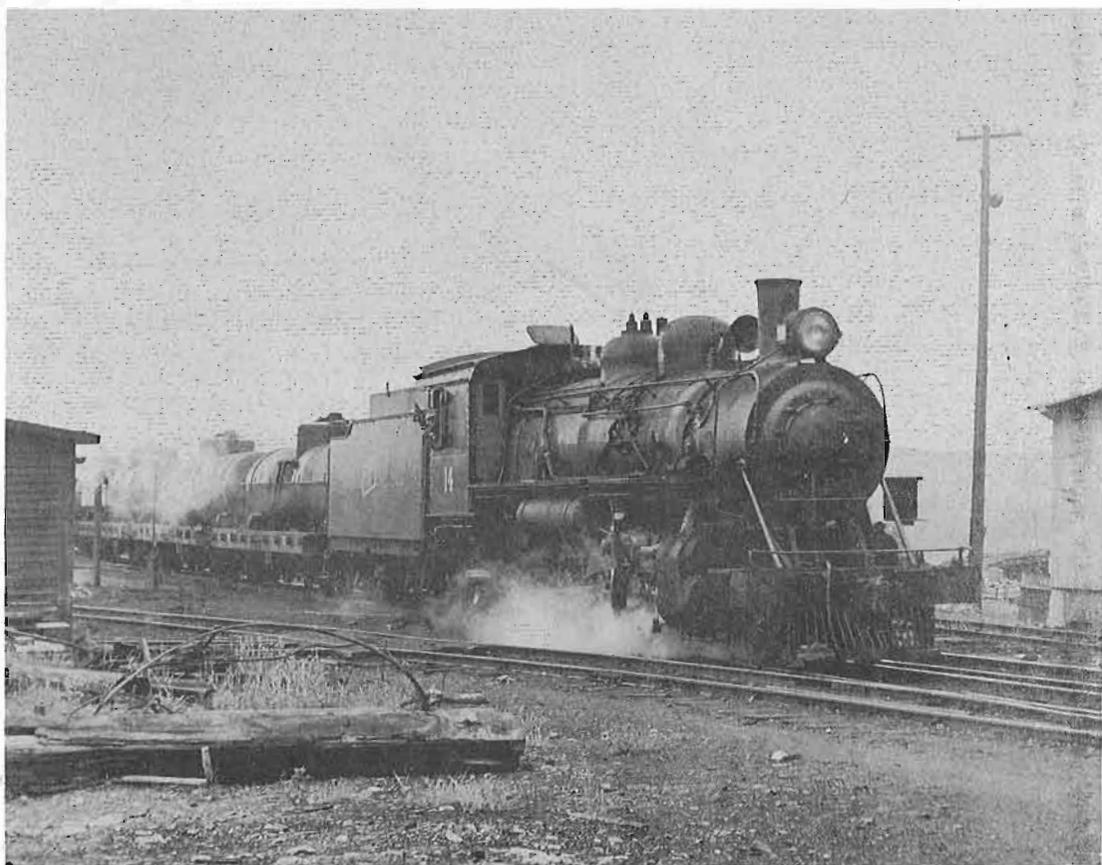
STATION "B"

MONTREAL 2, QUEBEC

NUMBER 119

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FEBRUARY 1961



Narrow-gauge common carrier in Newfoundland is the Grand Falls Central Railway, formerly the Botwood Railway of the Anglo-Newfoundland Development Company. Picture, taken in 1956, shows a 42"-gauge 2-8-2, No. 14, arriving in the paper mill yard at Grand Falls with a train of tank cars from Botwood, the port whence Newfoundland newsprint and ore are shipped to many parts of the world.

Photograph by O.S.A. Lavallee

## Association News

The Annual Meeting and election of officers for the 1961 season was held at McGill University on Wednesday, January 18th, 1961. Reports for the year, given by the officers and chairmen of committees, indicated that 1960 had been an unprecedented year in every respect, and that it had seen a great increase in the society's activities and scope. The Treasurer reported a very satisfactory financial position, and other reports commented on the very enjoyable trips, banquets, and meetings held throughout the year. Membership, including regular and junior members, and subscribers, was now in excess of six hundred.

Following the reports, the President vacated the chair in favour of Mr. John Saunders, who acted as Chairman while the Nominating Committee read the slate of officers they had prepared. There being no further nominations from the floor, Mr. Saunders declared the candidates on the slate elected by acclamation. The officers for 1961 are:

President: Robert V.V. Nicholls  
 Vice-President: Omer S.A. Lavallee  
 Treasurer: A. Stephen Walbridge  
 Secretary: William L. Pharoah  
 Directors: Anthony Clegg,  
             R. Geoffrey Harries,  
             David R. Henderson,  
             Sanborn S. Worthen.

There followed the election of Honorary Officers, as follows:

Hon. President: Donald F. Angus,  
 " Vice-Presidents: N.R. Crump,  
             President, Can.Pac.Ry.Co.  
             Donald Gordon,  
             Chairman and President,  
             Canadian National Railways,  
             Brig. Guy Gauvreau,  
             Chairman, Mtl.Trans.Comm.

Brigadier Gauvreau was elected in anticipation of his acceptance, which had not been received, due to shortness of time, before the election.

In recognition of his long interest in, and sympathy with, our affairs, the retired Chairman of the Montreal Transportation Commission, Mr. Arthur Duperron, was made an Honorary Life Member of the Association.

This Annual Meeting, having been devoted to reports of the most successful year in the history of CRHA, could not but conclude on the same note of success which characterized the proceedings; the Membership Committee proceeded to propose the names of fifteen new members, an all-time record. The meeting was attended by fifty-nine persons, which was also an all-time record.

The following person was elected to Regular Membership in the Association:

Mr. V.H. Young.

The following person was elected to Junior Membership in the Association:

Mr. Bill Prince

The following persons were introduced, for the first time, as candidates for Regular Membership:

Dr. E.H. Bensley  
 Mr. D. Angelo Gismondi  
 Mr. Edward Jordan \*\*  
 Mr. Conrad F. Harrington  
 Mr. J.E. Langlois  
 Mr. Albert H. Modler  
 Dr. James MacFarlane  
 Mr. Peter Payan  
 Mr. David Scott  
 Mr. H. Greville Smith \*\*  
 Mr. Garth Stevenson  
 Mr. L. Taylor

(continued on page 28)

.....after seventy-eight years.....

A FOND FAREWELL TO THE

# Orient Express

**T**RUE COSMOPOLITANS everywhere will mourn the news of the passing of the "Orient Express", probably the most famous railway train in the world, which is to be removed shortly, due to declining patronage. Apparently, passengers on recent trips could be counted on the fingers of one hand. It is true that some of its "relations", the "Arlberg-Orient Express" and "Simplon-Orient Express" will continue to perpetuate its name, but the original train, which made its way across half-a-dozen kingdoms and duchies from Paris to Vienna for the first time, back in 1883, will cease to exist shortly. Once patronized by the very cream of the aristocracy of Europe, its varnished and veloured six-wheeled sleeping cars exemplified the dream of Georges Naegelmackers, the energetic Belgian from whose fertile brain emerged what we now know as "La Compagnie Internationale des Wagons-Lits et des Grands Express Europeens".

The "Orient Express" belonged to another era, before the emergence of socialism and bolshevism, when the nobility were rich, haughty and aloof, the peasants less than poor. The badge of its "hauteur" was the fact that it spurned third class accomodation, catering only to first and second.

The British humour magazine "Punch" in a recent issue, recorded the passing of this famous train in an article whose passages are peppered with accounts of Armenian merchants with pockets full of "currants and gold coin, playing Bosnian Cribbage with Her-

cegovinan murderers going south for the assassination season", or beheaded Turks in the dining car still holding unspilled cups of coffee!

Exaggeration? ..Perhaps, but not as extreme as one would be led to believe. Doubtless the files of the International Sleeping Car Company are replete with incidents scarcely less probable, while the general public has at its disposal the generous and detailed fiction of Agatha Christie and Georges Simenon.

It seems regrettable that a service of more than seventy seven years' duration should thus be brought to a close; however, the times which brought the Express into being, have long departed. Gypsies with violins have been supplanted by partisans with guns. The royal slippers from which Tokay wine was sipped are now in short supply. Diplomats and politicians emulate Daedalus and fly, nowadays, spurning terrestrial travel.

Better, far, that the "Orient Express" should die, than that it suffer oblivion.



# CN's new trademark

by Lorne C. Perry

THE EDITORIAL COMMITTEE has been receiving lots of comments about CN's new trademark design, and I feel, therefore, that some of the reasons for it might be set out, as well as the thinking that went into its development.

It all began a few years ago when CN made an attitude study to determine the travel habits of Canadians. Trained researchers travelled across Canada asking questions of 4,000 adult Canadians, each of whom had made a trip of more than 100 miles within the previous year. The interviews in each case lasted more than two hours. Towards the end of the questionnaire, there were a number of questions about what people thought of the railways as opposed to other means of transportation.

It turned out that Canadians have a very poor image of railways. They see railway employees as having steady jobs with a pretty dreary existence, as being rather unhappy in their work. Canadians believe that railways don't do much advertising, are slow about experimenting with new methods and services, and aren't very eager to improve their performance.

Actually, most of this is untrue. CN alone has spent over a billion dollars in the past ten years on modernizing and improving its physical plant. The question is: why don't the railways get the credit for it? Well, seeing is

believing, and the public doesn't get a chance to see many of the improvements that have been made; such things as CTC, micro-wave, dieselization, new terminal facilities, IBM computers and training programs are behind the scenes. What the public sees is the same drab old railroad.

The objective of the CN's redesign program is to put a new package on an already much improved product. What manufacturer, having invested a billion dollars in product improvement, wouldn't then spend a few more dollars on package design?

The trademark design is the focal point of the program but everything it appears upon will also get a face-lifting. For example, 300 new insulated boxcars built by Can-Car bear the new symbol. But we didn't simply replace symbol for symbol. The rest of the lettering was restyled and grouped into a neat block, upgrading the general appearance of the cars. The first 300 cars had the trademark design on the left and the specifications on the right; this is apparently not acceptable to the AAR as it conflicts with interchange standards. However, CN feels that this arrangement is an aesthetically superior one, and though future cars will be stencilled with specifications to the left and trademark on the right, the existing cars will not be altered until they come due for painting in the regular schedule; in the interval, they will be retained in domestic service.

CN laid down a set of conditions for the designers who developed the trademark:

1. It must be expressive of the whole system, not just the railway operation.
2. It must express modernity, and efficiency.
3. It must be bilingual.
4. It must be simple enough to be applied effectively to either a boxcar or the handle of a spoon.

The designers deduced that the one thing common to all areas of CN's operation was motion -- the movement of men, materials and messages from one point to another; and what better way to express this than with a continuous line? Point number one, above, led to the conclusion that the symbol should be built around the letters CN rather than CNR since the R stands for railways and CN is so much more than a railway. Anyway, the R has no meaning in French.

The "single thickness line" method of drawing was selected because symbols so constructed have a durability and timelessness unmatched by

other drawing styles. Natural forms, such as the maple leaf were ruled out because they are incompatible with the mechanized giant the new trademark was meant to express. Legibility, memorability, ease of reproduction and easy recognition are all strong points of the new CN design.

The objective now is to establish schemes and patterns for the appearance of every object used by CN in providing its services to the public. The actual implementation of these designs will take years, but all the time, the company will be working towards a uniformity and consistency hitherto unknown.

I hope that this explanation will make it clear to the reader that this design was not the whim of a moment, but was carefully thought out with specific goals in mind. The principal aim is to provide a better climate of acceptance for the services which the company has to offer. The redesign program should help sales force improve CN's competitive position, and at the same time, demonstrate to employees that management is convinced that there is a future in the railway business.



DRAWING shows arrangement of the new Canadian National trademark design as it has been applied to three hundred new boxcars. Future applications of the paint scheme shown will embody the design on the right and the specifications on the left, in accord with North American railroad practice.

--Drawing from "Keeping Track", CN house organ.

# C.P.R. Engine Dispositions 1960



DURING 1960, though the use of the steam locomotive declined markedly on the Canadian Pacific Railway, only 189 locomotives were scrapped or disposed of, contrasted to 223 during 1959. Engines scrapped during the year ending December 31st 1960, included 46 4-6-0s; 74 4-6-2s; 4 4-6-4s; 28 2-8-0s; 25 2-8-2s; 4 2-10-0s and 6 0-8-0s. In addition, one 4-4-0 and one 4-6-0 were sold to persons interested in historical preservation.

The complete list of disposals follows, in numerical order as has been customary in past years.

<u>A-2 4-4-0</u>	<u>D-10 4-6-0</u>	<u>G-5 4-6-2</u>	<u>G-2 4-6-2</u>	<u>N-2 2-8-0</u>	<u>P-2 2-8-2</u>
136 $\phi$	1057	1284	2504	3616	5418
	1064	1285	2508	3617	5460
<u>D-4 4-6-0</u>	1074	1288	2527	3628	5467
	1081	1289	2541	3630	
425	1083	1294	2559	3633	<u>R-1 2-10-0</u>
445	1085	1295	2583	3671	
453 #	1087	1299	2596	3681	5754
	1092	1300	2598	3691	5755
<u>D-10 4-6-0</u>	1097		2633	3694	
	1100	<u>G-1 4-6-2</u>		3696	<u>R-2 2-10-0</u>
	1104		<u>G-4 4-6-2</u>	3699	
807		2203		3701	5768
815		2214	2704	3719	5781
851	<u>G-5 4-6-2</u>	2218	2717	3722	
857		2228		3729	<u>V-3 0-8-0</u>
870	1203	2235	<u>H-1 4-6-4</u>		
882	1205			<u>P-1 2-8-2</u>	6907
899	1206				
908	1208	<u>G-3 4-6-2</u>	2838		
922	1216		2840	5107	<u>V-4 0-8-0</u>
930	1217	2353	2844	5118	
934	1219	2354	2864	5139	6928
935	1221	2361		5141	6929
964	1221	2364	<u>M-3 2-8-0</u>	5146	6932
966	1222	2379		5149	
970	1229	2380	3379	5152	<u>V-5 0-8-0</u>
974	1230	2385	3387	5168	
987	1235	2390		5171	6961
989	1236	2403	<u>M-4 2-8-0</u>	5185	6968
990	1242	2405		5206	
994	1247	2407	3440	5216	
995	1250	2423	3442	5238	
1006	1252	2427	3476	5260	
1007	1253	2438	3491		
1009	1254	2442	3492	<u>P-2 2-8-2</u>	
1011	1257	2464	3523		
1015	1259	2467	3524	5330	
1023	1271	2468	3529	5343	
1025	1272	2469	3544	5362	
1026	1275	2470		5367	
1044	1276	2472	<u>N-2 2-8-0</u>	5370	
1046	1277			5375	
1049	1281		3600	5378	
1055	1282		3604	5412	

Canadian Pacific Locomotive Disposals (cont'd)

## EXPLANATION OF SIGNS:

- ∅ - Engine 136, Class A-2-m, 4-4-0, built by Rogers Locomotive Company in Paterson, N.J., U.S.A., in August, 1883, sold to Mr. Neil McNish of Toronto in June 1960.
- # - Engine 453, Class D-4-g, 4-6-0, built by the Canadian Pacific Railway Company, Montreal, in January, 1912, sold to Mr. O. W. Link of New York, U.S.A., in December, 1960.

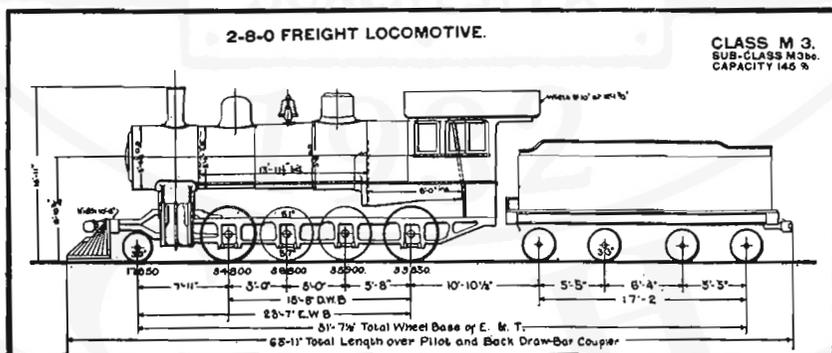
C.P.R. LOCOMOTIVES TO BE PRESERVED BY THE ASSOCIATION

In his report at the Annual Meeting on January 18th, on behalf of the Rolling Stock Committee, Mr. O.S.A. Lavallee, Chairman of the Committee, reported that the Association planned to preserve eleven Canadian Pacific steam locomotives of representative types in the National Rail Transportation Museum at St. Constant, Que. As of the end of 1960, all of these locomotives were in storage at Angus Shops, Montreal, at Weston Shops, Winnipeg, or at Ogden Shops, Calgary. They are in addition to No. 144, class A-2-q, which was presented to the Association in November, 1959, and is stored at Angus Shops.

The eleven engines are:

No.	Class	Type	Builder	Date	Total Weight *	Stored
29	A-1-e	4-4-0	C.P.R.	Sept. 1887	110 tons	Angus
492	D-4-g	4-6-0	"	Dec. 1914	128 "	"
999	D-10-h	"	Montreal	Sept. 1912	177 "	"
2231	G-1-v	4-6-2	C.P.R.	June 1914	216 "	"
2341	G-3-d	"	Montreal	Sept. 1926	257 "	Weston
2850	H-1-d	4-6-4	"	Aug. 1938	280 "	"
2928	F-1-a	4-4-4	Kingston	Mar. 1938	213 "	Angus
3388	M-3-b	2-8-0	Schen'y	Sept. 1902	156 "	"
5468	P-2-k	2-8-2	Montreal	Nov. 1948	289 "	Ogden
5935	T-1-c	2-10-4	"	Mar. 1949	360 "	"
6271	U-3-e	0-6-0	C.P.R.	June 1913	115 "	Angus

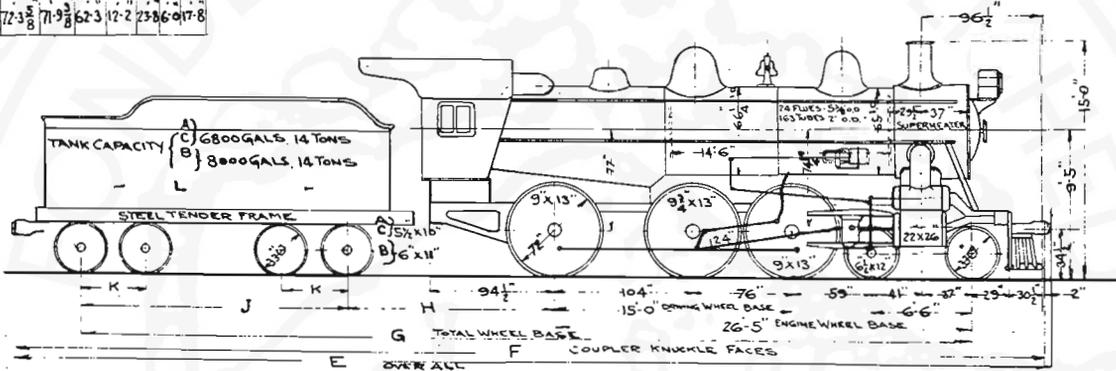
\* - "Total Weight" is total loaded weight of engine and tender.



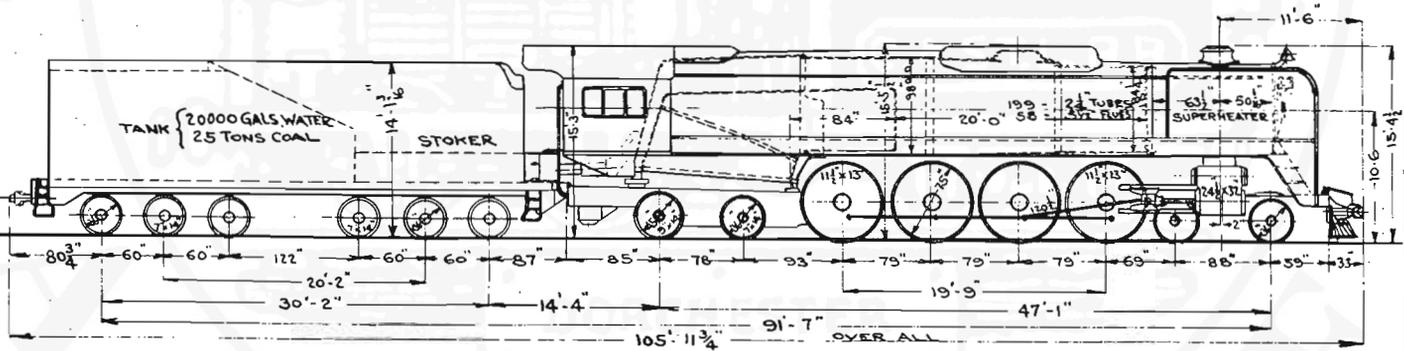
DELaware & HUDSON RAILROAD  
 \*\*\*\*\*  
 LOCOMOTIVE DIAGRAMS  
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TANKS	E	F	G	H	J	K	L
6800 GALS	68-1 <sup>1</sup> / <sub>8</sub>	67-7 <sup>3</sup> / <sub>8</sub>	59-0 <sup>1</sup> / <sub>2</sub>	57-0 <sup>1</sup> / <sub>2</sub>	56	54	48
14-TONS							
8000 GALS	72-3 <sup>5</sup> / <sub>8</sub>	71-9 <sup>3</sup> / <sub>8</sub>	62-3	62-3	23	6	17-8
14-TONS							

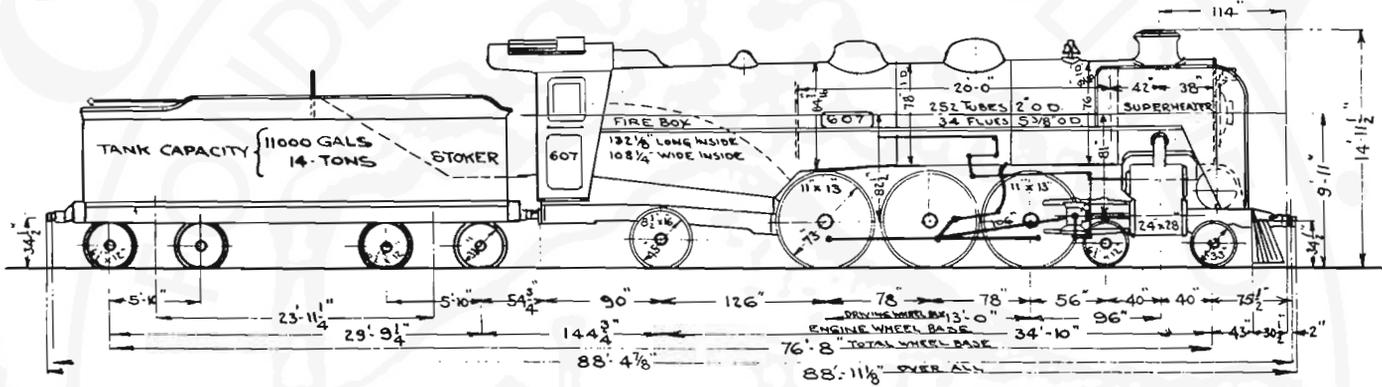
4-6-0 Engine Class D-3, Nos.500-502,505,506,508,557-561.  
 A- 500,558,559. B-502,505,506,508,557,560,561. C-501.



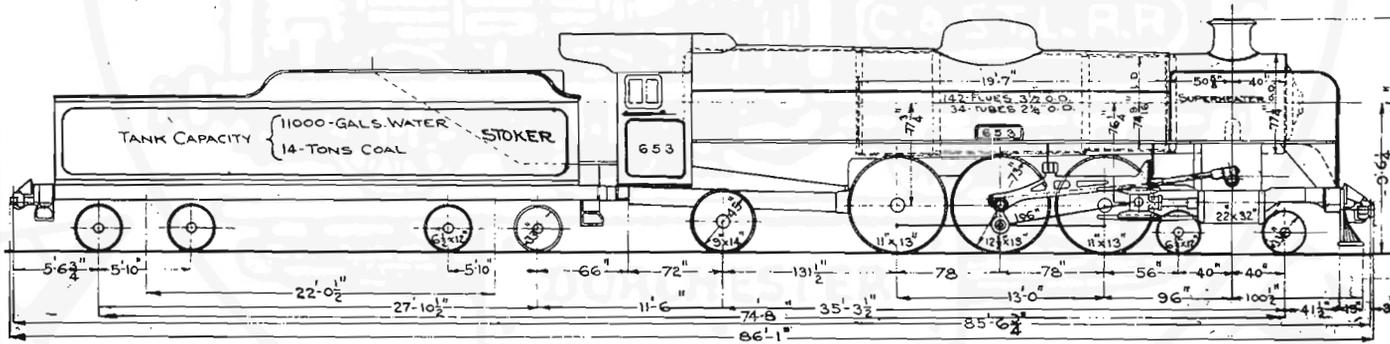
4-8-4 Engine Class K, Nos.300-314



4-6-2 Engine, Class P, Nos. 603-607, 609.



4-6-2 Engine Class P-1, No. 653





A summary of the building of the Delaware & Hudson Railroad between Whitehall and Rouses Point, N.Y.

**W**ITH THE SELECTION of Delson, Que., for the museum site, some interest has been stimulated in the Canadian operations of the Delaware & Hudson Company, whose wholly-owned subsidiary, Napierville Junction Railway Company connects with Canadian Pacific Railway and Canadian National Railways at this point. The synthetic town name of Delson is also derived from the Delaware & Hudson system. Accordingly, it seems appropriate at this time to set out the history of the D&H's Canadian connection, and, in a later issue, to give a similar analysis of the D&H's other Canadian subsidiary, the Quebec, Montreal & Southern Railway Company, which was acquired by Canadian National Railways in 1929.

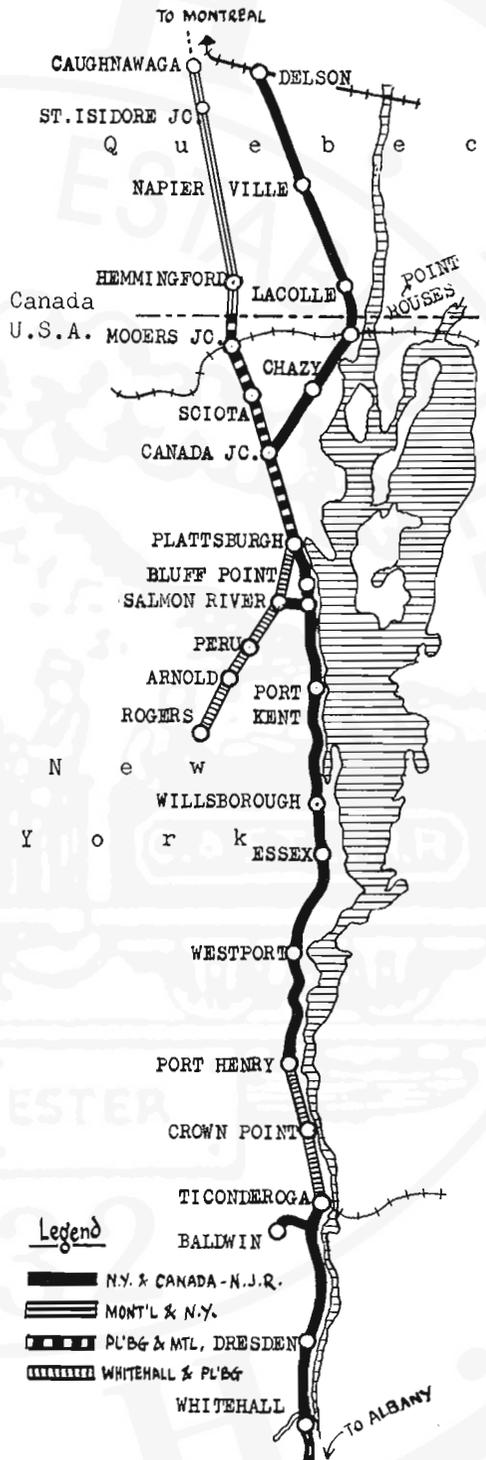
It will be one hundred and ten years, this coming September, since the city of Montreal was first connected with the railway system of New England, and with New York City, by way of what is now the Central Vermont Railway. In August of 1852, the first rail connection was afforded with the western shore of Lake Champlain below Rouses Point when the Montreal & New York Rail Road Company, opened its line from Caughnawaga, on the south shore of the Saint Lawrence River just above the rapids of Lachine, by way of St. Isidore and Hemmingford, Que., to the Province Line, where it connected with the Plattsburgh & Montreal Rail Road, continuing the route through Mooers to Plattsburgh. Passengers travelling this route left Montreal by train for Lachine, at which point the whole train was embarked aboard the train ferry "Iroquois" (believed to be the first train ferry in the western hemisphere) for the short trip to Caughnawaga. The train then proceeded to Plattsburgh, the travel time from Montreal to the Lake Champlain port taking between four and five hours. From Plattsburgh, steamer service of the Champlain Transportation Company was available on the lake, connecting to Whitehall, N.Y., whence the Saratoga & Washington Railroad, opened on December 10, 1848, gave through rail connections to Troy and Albany. From Albany, steamer service was utilized on the Hudson River to New York.

The Plattsburgh & Montreal Rail Road, which was incorporated in the State of New York on March 28th, 1850, intersected the Northern Rail Road of New York at Mooers, giving connections westward to Ogdensburgh and eastward to Rouses Point, St. Albans and other New England points. Between the time of the completion of the Champlain & Saint Lawrence Rail Road, between St. Johns and Rouses Point in August, 1851, (which paralleled the M&NYRR a few miles to the east) and the opening of the Grand Trunk Railway of Canada from Montreal to Brockville in 1855, a favourite travel route from Montreal to the foot of Lake Ontario was to take the M&NY to Mooers or the C&StL to Rouses Point, then travel westward on the Northern Rail Road to Ogdensburgh.

In the twenty years following the connection to Plattsburgh, many pressures, physical as well as political, prevented the extension of a rail line completely along the western shore of Lake Champlain.

On February 16th, 1866, the Whitehall & Plattsburgh Railroad Company was incorporated to build between those two points and effect the desired connection. The route surveyed by the W&P took its course quite far inland in the Ausable River area, to the south of Plattsburgh. A section extending from the latter place to this river at Rogers, N.Y., was opened in 1868; a further section from Addison Junction, now Ticonderoga, to Port Henry, was completed in 1870.

At this stage, certain Vermont roads, notably the Rutland and the Vermont Central, viewed with alarm what they conceived to be a raid on their northbound traffic. Work on the W&P extending from Plattsburgh to Rogers was discontinued before construction could proceed south of the latter point, and on May 1, 1869, this section was leased to the Montreal & Plattsburgh Railroad (successor to the Plattsburgh & Montreal Rail Road) who operated it as part of its system extending from the border above Mooers to Plattsburgh. During 1869 and 1870, desultory efforts were made to resume construction between Rogers and Port Henry, but by this time the Rutland Railroad had decided upon its strategy to restrain the building of the railway down the western shore. In accord with this policy, therefore, the Rutland, on September 16th, 1870, leased the Addison Jct.-Port Henry part of the Whitehall & Plattsburgh, for twenty years from October 1st, 1871. This then-isolated railway was linked with the Rutland after December 1st, 1871, when the Addison Railroad was built from Addison Jct. to Leicester Jct., Vt. A few months after the lease was concluded, the Rutland leased the Montreal & Plattsburgh on January 23rd, 1871. This lease included the Plattsburgh-Rogers section of the Whitehall & Plattsburgh. On January 30th, 1871, the Rutland assigned both leases to the Vermont Central and the Vermont & Canada railroads. This action effectively tied up further progress on the west side of Lake Champlain, which was, of course, exactly what the Vermont roads had intended.



This situation was hardly satisfactory to a group of men in Plattsburgh who remained interested in the prospect of a west shore railroad, and early in 1872, Hon. S. M. Weed of Plattsburgh approached the Delaware & Hudson railroad with a proposal to seek another charter to build up the west shore of the lake, ignoring the existence of the existing lines which were under control hostile to Plattsburgh interests. The Delaware & Hudson saw potentialities in a Canadian connection, and as a result, on March 16th, 1872, yet another company, the New York & Canada Railroad was incorporated, with power to build from Whitehall to the boundary of the Dominion of Canada in Clinton County. The D&H lost no time; some construction work was done in 1872, and this had the desired effect on the Vermont controllers of the piecemeal Whitehall & Plattsburgh, when they realized that the charter of the New York & Canada enabled it to build another line, parallel, if necessary, to the W&P. Accordingly, they offered to lease the W&P to the NY&C, rather than lose their investment. The inevitable result was, that on February 23rd, 1873, the Whitehall & Plattsburgh, the Montreal & Plattsburgh and the New York & Canada railroads were merged and consolidated into the New York & Canada Railroad Company. In the spring of the same year, a new through route was surveyed, leaving out the already-completed line from Rogers to Plattsburgh, and substituting a line which followed Lake Champlain practically all the way.

On November 30th, 1874, the Whitehall-Port Henry section was opened to through traffic, a distance of 39.75 miles. Of this, that section from Whitehall to Addison Jct., (now Fort Ticonderoga) was entirely new construction, while the remaining section from Fort Ticonderoga to Port Henry, built by the Whitehall

**CASTL.R.R.**

**DATA FOR DIAGRAMS ON PAGES 20-21:**

Class:	<u>D-3</u>	<u>K</u>	<u>P</u>	<u>P-1</u>
Builder:	Alco	Alco	Alco	D&HCo.
Year Built:	1905-07	1943	1914	1931
Weights on Driving Wheels:	160,000#	270,000#	193,600#	192,100#
Total Weight of Engine:	208,000#	470,000#	296,500#	298,000#
Total Weight, Engine	A&C 323,200#			
& Tender, loaded:	B 343,000#	768,000#	458,000#	459,500#
Tractive Effort:	A&C 30,150#			
	B&C B 34,000#	63,000#	42,750#	50,300#
Steam Pressure:	A 200#in <sup>2</sup> .			
	B&C 225#in <sup>2</sup> .	285#in <sup>2</sup> .	225#in <sup>2</sup> .	275#in <sup>2</sup> .
Valve style:	Piston	Piston	Piston	Poppet
Valve Motion:	Walschaert	Walschaert	Walschaert	Rotary cam

Diagrams and data from official Delaware & Hudson Railroad Locomotive Diagram Sheets.

Story notes from "A Century of Progress 1823-1923" -- official history of the Delaware & Hudson Railroad Company.

& Plattsburgh, was relocated in certain parts. Early in November, 1875, the line was completed from Port Henry to Plattsburgh, the final link in the west shore railway along Lake Champlain.

It is not surprising that President Dickson of the D&HCo. would want to observe the completion in a suitable fashion and accordingly, on Tuesday, November 16th, 1875, a special train left Albany for Montreal, hauled by the locomotive "Saratoga", and consisting of a baggage car, a hotel car, seven Wagner palace cars, an official car, and an open observation car. Aboard were some of the more illustrious railway and business personalities of the day, including John Jacob Astor, J. Pierpont Morgan, Samuel Sloan and Cornelius Vanderbilt. President U. S. Grant of the United States was also invited, but was unable to attend.

The train proceeded only as far as Plattsburgh on the first day, and on November 17th, 1875, with the engine "I. V. Baker" heading the train, it went on to Mooers and Rouses Point, where a stop was made while the "I.V. Baker" was uncoupled and a Grand Trunk engine replaced for the remaining run into Montreal. Arrived in Montreal, the visitors from the United States were entertained at a reception at the Corn Exchange, presided over by the Mayor of Montreal, Dr. Hingston. Three hundred guests were served at this huge collation, which was followed by that flow of professional oratory characteristic of America in the Nineteenth Century; the scene can be more readily imagined than described.

The route followed by this initial train utilized the Northern Railroad from Mooers to Rouses Point, and it did not take the Delaware & Hudson long to initiate steps to make a "short cut" to Rouses Point. On November 27th, 1876, a new line was opened between Canada Jct., about halfway between Plattsburgh and Mooers, and Rouses Point. This gradually supplanted the original line, which fell steadily into greater disuse until its abandonment on February 7th, 1925.

The Grand Trunk was used as the connection into Canada until April, 1907, when the Delaware & Hudson purchased the charter of the Napierville Junction Railway Company, which it was then engaged in building between Rouses Point and St. Constant, Que., where the GTR intersected the Canadian Pacific Railway. This line was completed on May 20th, 1907. For another ten years, however, the Delaware & Hudson Railroad continued to use the Grand Trunk and its Bonaventure Station in Montreal until 1917, when, by Order of the Privy Council No. 3178, November 10th, 1917, it changed its Montreal connection over to the Canadian Pacific Railway, running thereafter into Windsor Station.

Until ten years ago, the Delaware & Hudson ran its very distinctive steam locomotives into Montreal at the head of freight and passenger trains. At first, 4-4-0s and "Mother Hubbard" 4-6-0s were used in this service, gradually being supplanted by the 600 class 4-6-2s. In the last ten years of steam operation, the 300 class 4-8-4s held down the runs regularly until, almost overnight, the Delaware & Hudson, in typically methodical manner, dieselized its freight and passenger road operation with 1500-h.p. diesel-electric road switchers.

Today, at Windsor Station in Montreal, the Delaware & Hudson trains are still a familiar sight, offering clean, comfortable and scenic services through to Albany and to New York. The D&H passenger service is one over which the spectre of reduction or curtailment never seems to hang. Let us hope that it remains to observe its centenary, a scant fourteen years hence.

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# Observations

A department of news and comment, by  
Forster A. Kemp



WITH THIS EDITION, a former compiler of "Notes and News" returns to the tail-end section of the News Report, now appropriately titled "Observations". Readers are cordially invited to join us on the "Observations" platform by sending in any items of railway interest which they may have noted personally or which appear in local publications. Changes in service, abandonment hearings, new lines or facilities, equipment changes, shortlines, private and industrial railways; also inland and coastal steamships, especially those connected with the railways; all these are of interest to us. Send all items to "Observations", CRHA News Report, Box 22, Station "B", Montreal 2, Quebec.

- Before the onset of winter in the Montreal area, the Canadian Pacific Railway moved most of the steam locomotives remaining in the Eastern and Atlantic Regions to storage at Angus Shops or at St. Luc Yard, at Montreal. It became known that twenty-seven of these would be available for service if required. At the time of writing, very few movements have been made, but it is reported unofficially that one or two engines have been used in snowplow or Jordan spreader service, at night, in the Montreal Terminals. Some engines have also been used to supply steam at the Glen coach yard to supplement the stationary heating plant at that point. Two locomotives were prepared for use in passenger service on Friday, December 23rd, but were not required. A severe snowstorm, or an upturn in traffic might cause the situation to change but in the meantime, anyone seeing a steam locomotive in operation may consider himself fortunate.
- The Legislature of the Province of Quebec has given the City of Montreal and the Montreal Transportation Commission authority to proceed with the long-awaited subway system for the City of Montreal. On January 26th, the Private Bills Committee of the Legislature gave the City exclusive authority to proceed with subway construction; a week later, the MTC charter was amended to permit it to undertake the construction of rapid transit lines and to operate them. MTC spokesmen indicated that work could now go ahead on this long-deferred project and that physical work would start "by June". The subway plan now envisioned comprises a 14.7-mile east-west and north-south system, to be built simultaneously at a cost of some \$300 million, to be financed by the City of Montreal, with some financial contribution from the City of Westmount, through which the east-west route will pass, and from the City of Outremont, which will benefit directly. A map and details will be given in the next issue of the News Report.
- Coupled with this comes the news that a Montreal manufacturer will soon start to build subway cars -- for Toronto. The Toronto Transit Commission has awarded a contract for thirty-six 74-foot cars to Montreal Locomotive Works, Ltd., which, of course, is known principally for its production of steam and diesel electric locomotives for Canadian and foreign railways since 1904. The company submitted the lowest of ten bids from builders in Canada, the United States, Britain, Japan and West Germany. Contract price is reported as \$3,968,264. The cars were designed

- in co-operation with the Pullman-Standard Car Manufacturing Company, and will be 74 feet, 5-5/8 inches long; weigh 64,000 pounds, seat 84 passengers and have four doors on each side. Six of these long cars will provide the same space as eight of the present 57-foot TTC subway cars. Some re-alignment of curves in the Yonge Street subway will be made to permit their operation, since the University line will, at first, be an extension of the Yonge route. The new cars will be of unpainted aluminum construction. Six cars of this material have been in service since 1956.
- Severe winter rain storms caused a break in railway services joining the Vancouver area to the rest of Canada during January, as slides and washouts plagued CN, CPR and PGE lines, trapping trains and ending service for considerable periods of time. The CN line between Boston Bar and Kamloops was expected to be closed for two weeks, and several bridges would have to be built where none existed before. The Canadian Pacific line, it is reported, was severed in eighteen separate locations.
- Railway service in the United States, in the New York City area, was seriously disrupted in January by a strike of railway tugboatmen, who set up picket lines at Grand Central Terminal, ending NYC and New Haven passenger and commuter services. Carfloat and ferry services had been stopped earlier, and the effect threatened to spread to Pennsylvania Station, which would cut the service between Boston and Washington.
- Canadian National increased passenger fares by 20% and automobile and truck fares by 10% on the "Bluenose" ferry service between Bar Harbour, Maine, and Yarmouth, N.S., effective January 15th.
- Canadian Pacific Railway has recently introduced a 40-foot automobile transporter which is designed to be carried on piggyback flatcars and to carry four automobiles. This has evoked the remark that with automobiles riding in trucks on trains, all that remains is to carry passengers in the automobiles. (The station restaurants would have to provide "curb service".)
- Radio rides the rails in western Canada as Canadian National has placed 300 radio sets in use on freight and passenger trains from the Lakehead to the Rockies, permitting two-way communications between engine and train crews, flagmen, terminals and selected way stations. It is hoped that operations will be speeded up by this, probably the most extensive use of train radio yet made in Canada.
- The Government of Alberta has indicated that the survey for the long-discussed railway from Grimshaw, Alta., to Great Slave Lake, in the North West Territories, will start in late January and probably take most of the year. Traffic on the new project would consist largely of lead and zinc ore, of which an estimated 225,000 tons would be shipped annually from Pine Point mine to the Consolidated Mining & Smelting Co. smelter at Trail, B.C. Northern terminal of the new railway is planned for Hay River, N.W.T., with a spur line to the Pine Point mine.
- The Board of Transport Commissioners will hold a hearing in Renfrew, Ont., on February 1st, to hear an application by Canadian National Railways to discontinue passenger trains 89 and 90 operating between Ottawa and Barrys Bay.
- Effective March 1st, CPR trains 517 and 518 running across the International of Maine, will operate Mondays and Thursdays westbound, Tuesdays and Fridays eastbound, instead of thrice weekly.

ASSOCIATION NEWS (cont'd)

The following persons were introduced, for the first time, as candidates for Junior Membership:

Mr. Keith Henderson\*\*  
Mr. Daniel Laurendeau  
Mr. John D. Taylor

\*\* - In absentia.

SOCIAL

While it has not been our practice to turn the "Association News" column into a "society page", the many friends of two of our more popular and energetic members will be interested to

know that our indefatigable Publisher, a member and officer for many years past, Mr. John Saunders, was united in holy matrimony with Miss Winifred Cook, in Montreal, on January 28, 1961. Also, during the month of January, Mr. Bill McKeown, who has been a tireless worker for CRHA particularly in the running of our excursions, announced his engagement to Miss Elaine Jacques of Toronto. The date for the marriage has not been announced, as yet.

As if it was not already implied, the Editorial Committee extends its congratulations and best wishes to both of the happy gentlemen, and to their undoubtedly equally joyous ladies.

ASSOCIATION ACQUIRES L&PS RY. CAR NO. 14

During October, the London & Port Stanley Railway advertised three of its famed electric interurban cars for sale by tender. In the succeeding sale, the Association acquired car No.14, built by the Niles Car Company, for the sum of \$500.00

L&PS No. 14 is one of the largest interurban cars ever to be built for a Canadian electric line, and its removal from the property of the original owners was effected shortly after its purchase. The car is presently stored on the property of the Dominion Rubber Company at Kitchener, Ontario, where it is looked after by a number of the Association's subscribers and members. No. 14 is to remain in Ontario for the present.

## Canadian Railroad Historical Association

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

EDITOR:	Omer S. A. Lavallee
DISTRIBUTION:	John W. Saunders
ASSISTANT EDITOR:	William Pharoah
COMMITTEE:	Anthony Clegg, Forster Kemp Paul McGee

CHAIRMAN, PUBLICATIONS COMMITTEE: David R. Henderson.

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