

Canadian Rail



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Canadian National electric locomotives 105 and 104 were easing an evening commuter train out of Mount Royal Station last summer, as Photographer Paul McGee recorded the scene for "Canadian Rail". Self-propelled M.U.coaches provide a basic suburban service on the line, but are supplemented at peak periods by about a dozen electric locomotives of three types. Most are operated in pairs to haul the "crush hour" trains, which average 10 cars apiece.



IRON HORSE EXCURSIONS

The "Bull's Head" Trip

...by F.A. Kemp

The sun on Saturday morning, October 13th, was a most welcome prelude to the railway excursion to Sherbrooke after a rainy period extending over five weeks. Engine 5107 (Canadian National Railways class J-4-d, 38%) made its appearance at Central Station in Montreal about eight o'clock in the morning - the first steam locomotive to run into the station since July 1961 when 6153 pulled the Victoriaville special train from the terminal. Locomotive 5107 was backed slowly into Track 9 and was coupled to the six-car train which included a baggage car fitted with several outlets supplying 110 volts AC for tape recorders, open barred doorways and several desks and tables. These were for the sale of CN souvenirs, food, drinks, and CRHA publications. Behind this was "Pullman Convert" coach 5240 with open windows for the fresh-air-and-cinders devotees and four 5500 series air-conditioned coaches. The train had a seating capacity of about 400 persons.

An amenity which made its presence known as we left Central Station was the public-address system, supplied through the co-operation of the Upper Canada Railway Society, its President, Mr. Edward Jordan and our Trip Committee Chairman, Mr. James Brown. The system was used to inform the passengers of our "runpasts" and other activities during the day, as it is similarly used on U C R S excursions from Toronto. Connections between cars are made by using the electrical train line which is used to supply current to disabled cars until a terminal is reached. The amplifier and the microphone are mounted in one of the cars, usually in mid-train, and speakers in each car connected to the train-line, with all jumpers between cars in place. If switching is necessary, the jumpers are removed and replaced later.

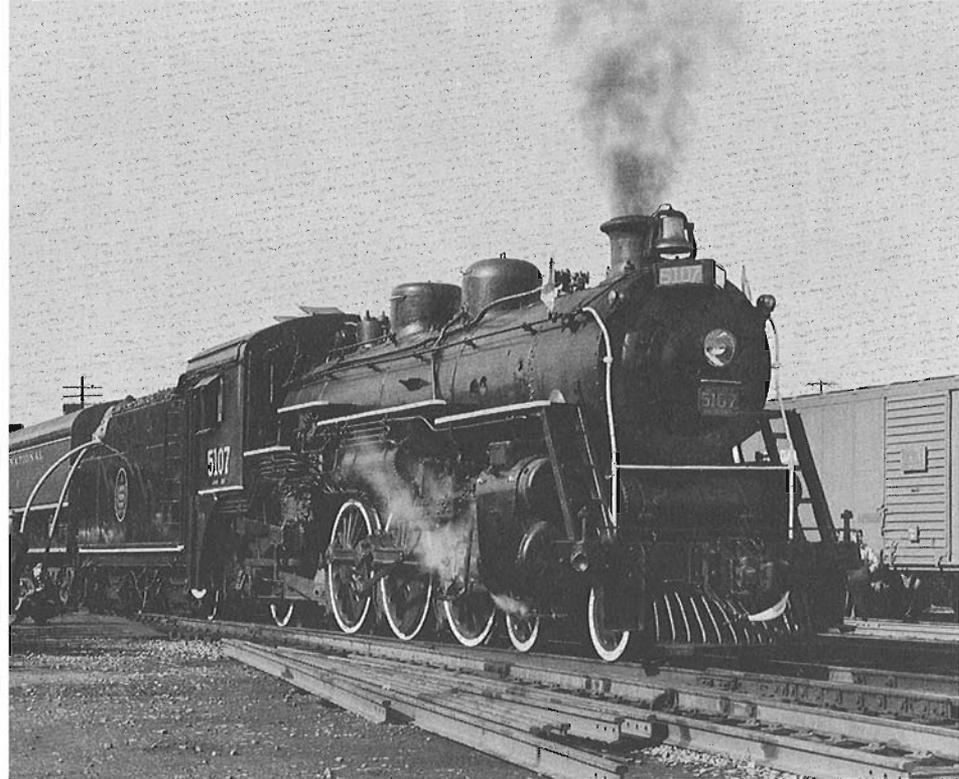
A number of stops due to signals between Central Station and Bridge Street gave Mr. Brown an opportunity to introduce himself with a few welcoming words. Announcements were repeated in French and a number of people helped with this task during the day.

At St. Lambert the refreshment concession was taken aboard and set up in two locations, one in the baggage car, the other in the second-last coach. The impromptu snack bars began operating almost at once, and were soon running short of sandwiches, indicating a lack of breakfast for some of the passengers.

A fast run was made to Beloeil, then a slow move across the bridge to Otterburn Park, where our first run-past of the day was made. A bright sun illuminated the placid Richelieu, the bridge's black trusses and the brilliant colours along the riverbanks and up the orchard-girt slopes of Mont Saint Hilaire, as 5107 sent a satisfying smoke-plume into the air.

To make steam, water is needed, and at St. Hyacinthe, a fire pumper was on hand with two hoses to fill the tender in short order during a stop of about fifteen minutes. Passengers were on the look-out along this section for a manifest freight train containing a flatcar carrying Old Sydney Collieries locomotive No. 25 enroute to Delson, but they looked in vain for the freight did not pass until we were well beyond Ste. Rosalie Jet.

This photo, and others illustrating article, by Jim Brown.



Our attention was soon occupied in preparing for two more photo stops in quick succession. Under cloudy skies, they took place on a curve by a farmer's pond one mile east of Dandy, and in a cutting surmounted by a wooden overbridge two miles east of South Durham. Both were speedy runs, the latter especially so, since it was on a downgrade and the bridge shook from the impact of 5107's exhaust as the train passed underneath.

As we departed from this stop, a voice with a heavy, if undefinable Old Country accent announced that in Richmond, one might obtain Bull's Head Ginger Ale. A few minutes later, a similar announcement was made in a different accent. The result was that while 5107 again replenished her water supply, many of the passengers stocked up on Bull's Head, depleting the local supply and demonstrating the power of advertising! The operation of filling 5107's tender was done in more leisurely fashion than at St. Hy, resulting in a stop of about half an hour.

After leaving Richmond, we had only a short time to prepare for the next run-past, over a short bridge near Morse. Fortunately, the freshly-plowed field adjacent to the track proved dry, so we could cross it to obtain a better photographic angle. The sun reappeared here, but clouds covered it repeatedly throughout the day. The colours in the St. Francis Valley were at their best particularly at the Falls below Bromptonville.

Arrival at Sherbrooke was made at approximately 1:40 P.M. with departure scheduled for 3:00 P.M. Servicing of the locomotive, however, took longer than expected and the train left Sherbrooke about 3:40 P.M. (See detailed log compiled by Ernest Modler below). Three photo stops were made on the homeward journey, one just north of Sherbrooke, the others at the two crossings of the St. Francis River. The first of these, below Bromptonville, was one of the most attractive spots on the line. The other took place in the gathering darkness below Richmond, but made an effective evening movie when taken at full aperture. The usual stops were made at Richmond and St. Hyacinthe for water (and Bull's Head). The St. Hyacinthe stop also gave night photographers a chance to practice their art. Passenger stops were made at Beloeil and St. Lambert, and 5107 left us at Bridge Street while Diesel-electric 8029 hauled us to Central Station.

All present agreed that it had been a most enjoyable day, although it will probably be remembered as the "Bull's Head Trip". A detailed log of the trip, compiled by Ernest Modler is appended below.

C.R.H.A. - CNR Special - October 13th, 1962 - by E.L.Modler.

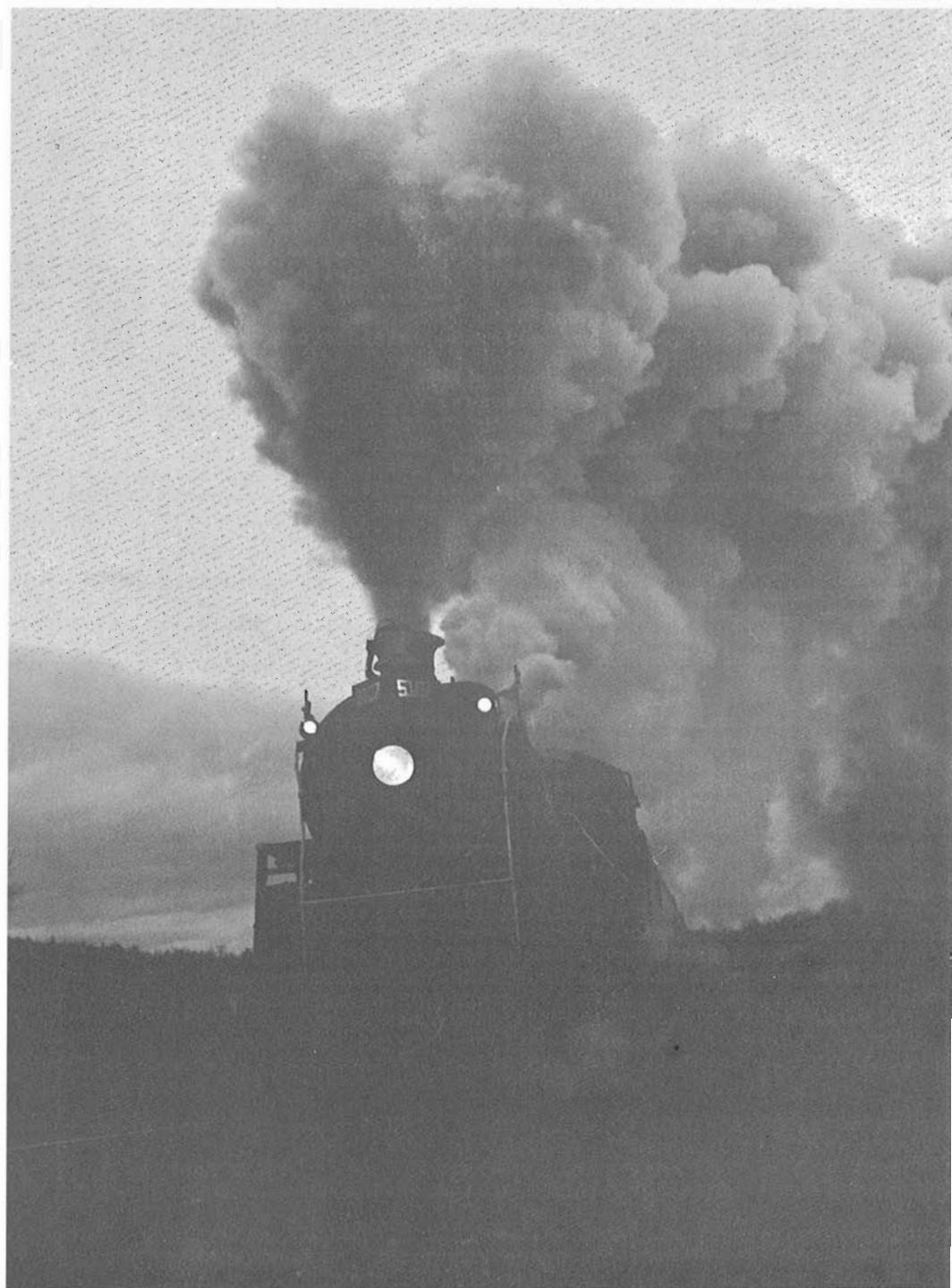
Engine 5107 -Montreal to Sherbrooke and Sherbrooke to Bridge Street
Engineer E.W.Lane and Fireman G.A.Martin

Engine 8062 -Bridge St. to Montreal "Central Station Reverser"
Engineer C.S.Cooper and Helper S.Sabourin

Train crew: Conductor Jodoin. Trainmen Labrosse and Villeneuve.

Officers: L.F.McCarthy, Passenger Sales Mgr., Montreal Area.
J.D.Robitaille, Asst. Superintendent, Champlain Area.
J.R.Brault, Trainmaster-Road Foreman, Champlain Area.
M. Chadwick, Asst. Foreman, Montreal Yard Diesel Shop.

C.R.H.A. Committee: J.Brown and S.Walbridge.



Consist: Express 9131
 Coach 5270
 AC coaches 5625, 5639, 5506, 5619
 Estimated weight of train: 405 tons.

Passenger Extra 5107 East

	M.P.	Mile	Schedule	EST		
				Arr.	Lv.	
Central Stn.	0.0	0.0	1. 8.20		8.29 $\frac{1}{2}$	
St.Lambert	70.3	4.0	a. 8.35	8.49		
			1. 8.40		8.55	
Otterburn Pk.	55.0	19.3	--	9.17	9.33	Movie run.
St.Hyacinthe	40.9	33.4	a. 10.00	10.04		
			1. 10.15		10.20	Water, orders
Mile 13.5	13.5	60.8	--	10.57	11.16	Movie run.
Mile 8.9	8.9	65.4	--	11.26	11.44	Movie run.
Richmond	0.0	74.3	a. 12.15	12.02		Water, orders
						Meet Ex.3868 West.

Work Extra 5107

Richmond	71.5	74.3	1. 12.30		12.36 $\frac{1}{2}$	
Bridge 63.9	63.9	81.9	--	12.53	1.04	Movie run.
Sherbrooke	46.8	99.0	a. 1.40	1.29	1.31	
Frnt.House Spur	46.7	99.1	--	1.33 $\frac{1}{2}$		Coal, water, Turn engine.
Also clear #16(eng. GT 4449) and Extra 4444 East (Number 490)						
Sherbrooke	46.8	99.2	1. 3.30		3.32 $\frac{1}{2}$	
Mile 48.2	48.2	100.6	--	3.36 $\frac{1}{2}$	3.49	Movie run.
Bridge 54.6	54.6	107.0	--	4.02 $\frac{1}{2}$	4.13	Movie run.
Richmond	71.5	123.8	a. 4.40	4.41 $\frac{1}{2}$		Water, orders

Passenger Extra 5107 West

Richmond	0.0	123.8	1. 5.10		5.00 $\frac{1}{2}$	
Bridge 1.8	1.8	125.6	--	5.08	5.18	Movie run.
Montbec Jct.	40.6	164.4	--	6.05	6.28	Let #59 go ahead(Eng.6761)
St.Hyacinthe	40.9	164.7	a. 7.25			
			1. 7.45	6.31 $\frac{1}{2}$	6.45 $\frac{1}{2}$	Water, orders
Beloil	55.4	179.2	--	7.04 $\frac{1}{2}$	7.05	
St.Lambert	70.3	194.1	--	7.29 $\frac{1}{2}$	7.34 $\frac{1}{2}$	
Bridge Street	1.9	196.2	--	7.40 $\frac{1}{2}$		Change eng's.

Passenger Extra

Bridge Street	1.9	196.2			7.46 $\frac{1}{2}$	
Montreal(Central)	0	198.1	a. 9.00	7.53		

CN to Coteau and Cantic

-- by S. Walbridge.

Two well-groomed steam locomotives and a sunny day combined to provide the ingredients for a very pleasant Iron Horse Excursion on October 14th, 1962. Canadian National's No.5107, closely followed by future museum exhibit No. 6153 were the centre of attraction for 600 excursionists from Montreal to Cantic, Que.

The first of six "speed runs" was perhaps the most spectacular. Running west, the engines were put to work on the escarpment between the Ottawa - St.Lawrence River area and the height of land to the west. The steep banks of each side of the cut provided adequate vantage points for the dozens of photo-hungry passengers.

cont'd. on Page 185

Métro Montréal



by O.S.A. Lavallee

If Montreal gets its World's Fair in 1967, the Mayor of Montreal has pledged in a pre-civic-election speech that he and his municipal political party "would carry out a rigid timetable to complete the new subway by the spring of 1966". Thus, the two-system underground network would be in full operation one year in advance of the exposition which, in marking the centenary of Canada as a nation, would bring millions of visitors to the city.

The mayor added that the 21-mile subway system would be built at a cost of \$150,000,000 and that already initial costs in awarding the first contracts "allow of the consideration of extension of the initial system". He went on to say that Line No. 2, the so-called "north-south" line, would not terminate at Craig Terminus of the MTC, but would be extended to Central Station immediately. Up to the present time, such an extension had been deferred until the rest of the system had been completed. He indicated that consideration was being given to the construction of other lines in the city "as soon as their economic feasibility is justified".

Recently, the administration revealed that up to September 22nd, 1,056 feet of the projected subway system had been tunnelled. This work was confined to Contract No. 2-A-1, under Berri Street in the vicinity of Jarry Street. Two other contracts have since been let, but physical work has not started as yet. The first was awarded on July 10th, for the southward continuation of Line No. 2, while the other contract, No. 1-A-1, the first on the east-west Line No. 1, and covering tunnelling between Atwater and a point east of Mountain Street, was awarded on October 1st to a combination of The Foundation Company of Canada, Limited, Charles Duranceau Limited, and the Parisian firm, Société de Construction des Batignolles. The contract price for contract 1-A-1 is the "total approximate" price of \$1,979,449.00. This was the lowest of six tenders. At the same time as the announcement was made of the awarding of the contract to Foundation-Duranceau-Batignolles, the city council voted sufficient credits to cover correlated expense amounting to \$410,551, making overall probable cost on this contract \$2,390,000.

In the period September 17-22, excavation on contract 2-A-1 had proceeded at the rate of 29 feet per day, it was revealed.

Tour through Transit Tunnels

-- by A. Clegg.

The writer, on Sunday, October 21st, was amongst others who, at the invitation of Mayor Jean Drapeau, visited the site of Montreal's long-awaited subway construction. Guests had been warned to wear rain coats and rubbers, while hard hats were provided at the construction site. The coats were more of a precaution than a necessity, but rubbers were certainly needed for a comprehensive tour of the excavation.

Access to the underground was from the main adit near the corner of Berri and Jarry Streets, where the contractors - Foundation Company of Canada and Charles Duranceau Limited - have set up their usual construction sheds, compressors and stockpiles. Berri Street at this point is completely closed to all traffic except pedestrians, - sidewalks are still intact to allow entry to the adjoining buildings, but the roadway as such has disappeared.

After having received our hard hats, which incidentally were surprisingly comfortable to wear, we descended the sloping ramp. It was observed that the first few feet of depth were lined by metal piling driven into the pavement of the former street while below that, excavation appeared to have been blasted or drilled out of solid rock. Technical details of the work are unfortunately not accessible to us at the present time, and it is said that the contractors are using a method of excavation still pretty much a secret from their competitors.

The underground layout was very well lighted and ventilated, and except for the light grey mud underfoot, it was unexpectedly clean. The mud on my rubbers, however, became almost cement-like when it had dried. The tunnel itself stretched as far as the eye could see in both directions beyond the barricades, set up to keep the guests from wandering too far. Actually, there was not too much to inspect in the way of details, but it was a pleasant sight to note the beginnings of the rapid transit lines for which Montrealers have waited so patiently throughout the decades.

IRON HORSE EXCURSIONS - cont'd....

The brief stop at Coteau gave us views of two passenger and one freight trains before the wye to Valleyfield was cleared for our use. No longer in view were the turntable and enginehouse of a few years ago. The Valleyfield Fire Dept. watered the engines in both directions, at a curve familiar to CRHA members. It recalled to mind the situation on March 30th, 1958, when the thirsty tenders of CN 1165 and 1391 were filled from a hole in the ice at this spot as spring fishermen reclined in deck chairs beside their fishing lines.

Two more photo runs were served before lunch at Cantic --- one on the curve at Valleyfield after the watering was completed, and one near Barrington. Photographers were kept busy during the two hour layover at Cantic, while a game of "How are they going to water, turn, and coal the engines?" was being played. Answers: The tenders were filled by a fire engine at the bridge across the Richelieu River; (2) the train was wye'd by pulling to the east, backing onto the main in the direction of East Alburgh, then pulling across the diamond at Cantic Station to a point opposite a siding, where (3) a crane was waiting to coal the tenders.

Three more speed runs were staged on the return journey between Cantic and Valleyfield, while the remainder of the fall leaves contributed colourful background scenery. The failing light forced cancellation of the final scheduled run-past.

Should this excursion prove to have been, in fact, the 'last' last run of steam power in the Montreal area, it was a very memorable occasion.



1. General view of track laying train on the Great Slave Lake Railway, Monday 27th August, 1962. Eighteen miles north of Roma, Alberta.



3. Rear view of track laying train on C.S.L.Ry. Ties are fed forward by trough on left side of cars. Men on rear car drop supplies of tie plates, bolts, etc. along new track, men on ground insert tie plates under rail and complete bolting of rail joints.

wooden template. Two others swing rail into place, while men in distance spike it onto ties. Operator in cab works rail hoist on overhead track, while whole train moves forward at about six feet per minute.



Visit to GREAT SLAVE LAKE RAILWAY

--by Eric Johnson and Wayne Brow.

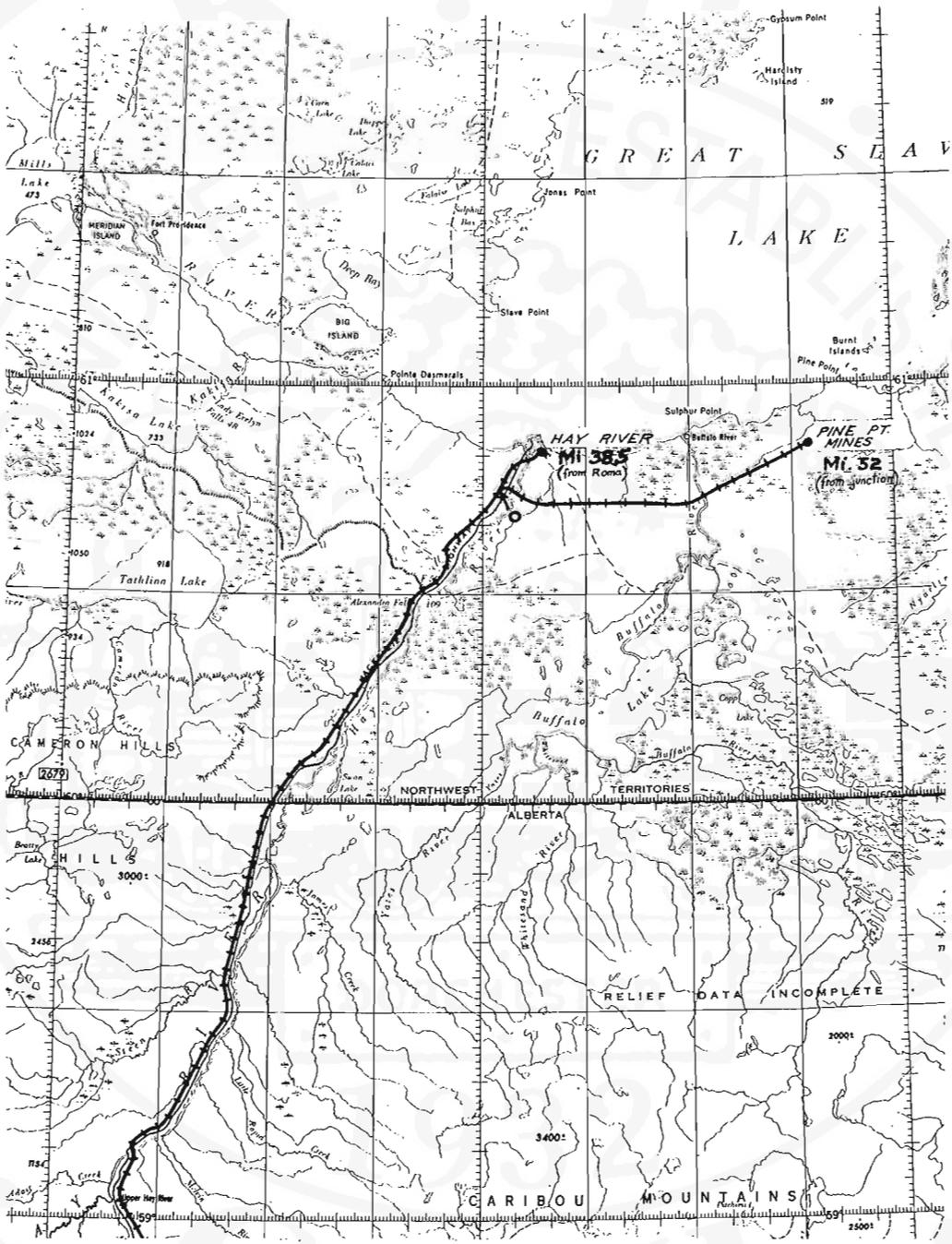
During August, Mr. Wayne Brow and I visited the Great Slave Lake Railway. An immense amount of material is now assembled in the yards at Roma. Milepost "0" of the railway is actually about a mile west of Roma (on the Northern Alberta Railways) and the track immediately turns north into the G.S.L. yard which is about $\frac{3}{4}$ of a mile long and ends just north of Highway 2 (Peace River - Grimshaw). G.S.L. advertised for tenders for a masonry headquarters building at this point during the month of September. Two G.S.L. cabooses were in the yard as was G.S.L. 1, a diesel crane painted yellow. All other cars were CN.

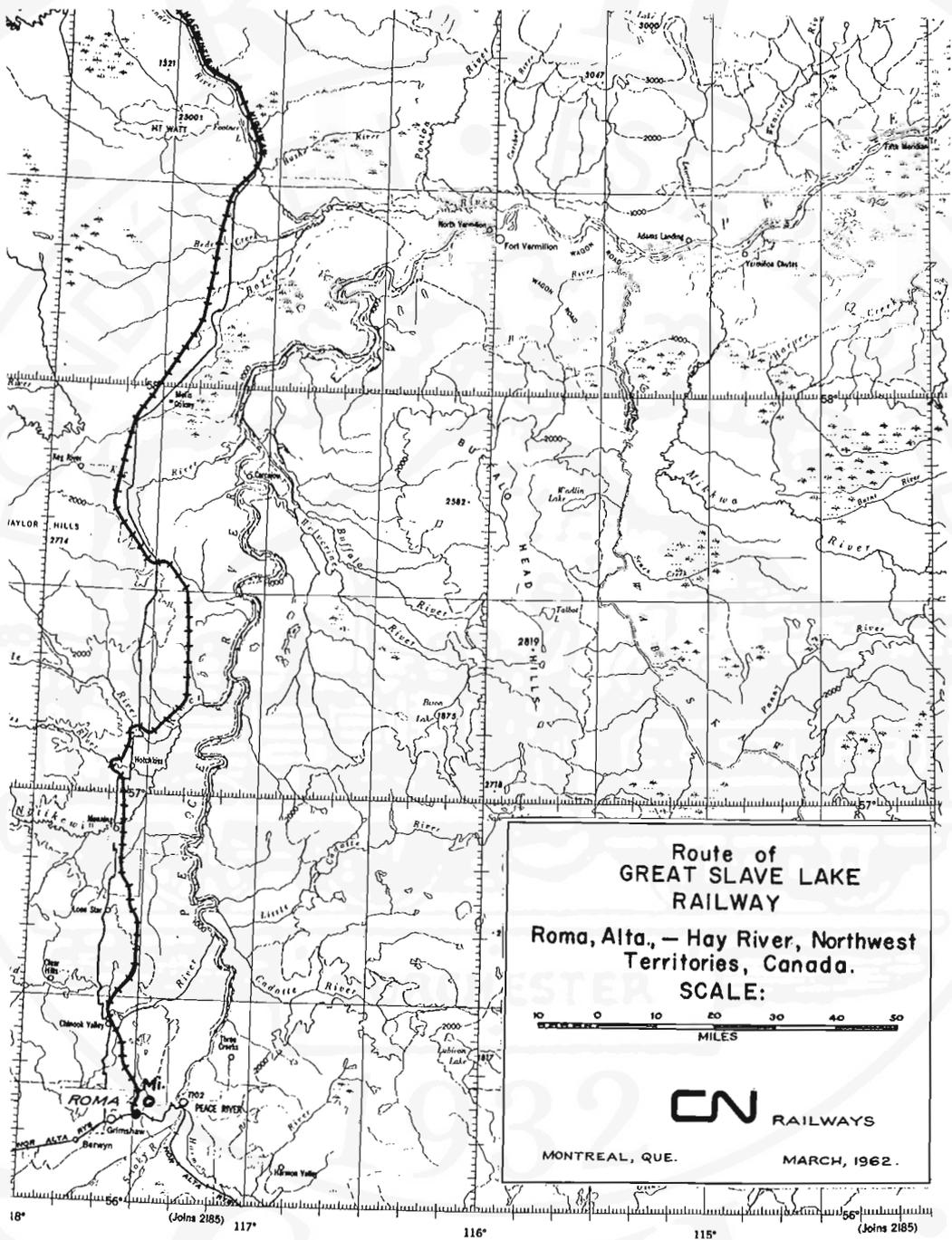
The main line of the G.S.L. heads off in a generally northerly direction but diverges a little to the west through a partially developed area in which most of the dirt roads peter out after a mile or so. We were thus unable to follow the line directly. Instead, we drove west to Grimshaw and then headed north for some fourteen miles on the Mackenzie Highway until we turned east on a dirt road to intersect the line. We were very fortunate and picked the right road which brought us right to the head of track (M.P. 18.5). The new grade stretched off to the north, although it was broken half a mile away by an incomplete trestle over the Whitemud near Chinook Valley. To the south, brand new track glistened in the gentle drizzle. As we watched, a temporary 20-car spur was laid to provide refuge for the bunk cars to enable more supplies to reach railhead, and then work continued on the main line.

The first car lifts rail forward from the first flat behind it -- by an overhead electric runway -- and swings it out to be laid on the ties which are carried forward on the left side of the cars. Two men swing each tie into place, a third aligns them with a simple gauge, a fourth swings each rail into place while a fifth bolts it to the previous rail. Another man distributes tie plates and spikes to about every sixth tie and the rail is fastened down by two men using pneumatic spike drivers. One man rides the first car which creeps forward, pulling the work train and supplying power to the spikers, tie trough, and so on. Two more men handle the rail on the flat cars, two more load the ties and one or two follow the train with a mechanical spike driver putting in the remaining tie plates and spikes. (Except the ones at rail joints which the machine cannot handle.) That makes fifteen men and they can lay a mile of track in a day!

In addition, there is a gang of about six men who align the track further back again and act as general labourers. For example, they build temporary grade crossing ramps from lumber at grade crossings.

Further back again, a CN switcher -- No. 1043 -- was pushing a train of ballast. There are already two ballast pits in the first eighteen miles of track. On the front end of this train were the work cars in which the crew live and these were to be placed on the temporary spur. Transportation is provided by a train of section cars.





18° (Joins 2185) 117° 116° 115° (Joins 2185)

Association News

by Stephen Cheasley



Construction of the railway trackage at the Museum site has been progressing weekly under the guidance of Mr. Jim Bickerton and Mr. Ian Macorquodale. The large, and sometimes inexperienced work gangs have been successful in constructing nearly 200 feet of first class trackage. It is hoped that many other members will take advantage of the Saturday work sessions to come over and give the regulars a hand. Mr. Bickerton has advised us that he would welcome the help of any members. We suggest that as many as possible try to help this worthy cause.

The following persons were recently accepted as Associate Members of the C. R. H. A.

Mr. Ian Pullen	Mr. Robert Smythe
Mr. Stewart Donaldson	Mr. Raymond Firmin
Mr. Yves Havry	Mr. G. L. Millington
Mr. Stuart Graham	Mr. Christian Harries
Mr. John de Belle	Mr. Herbert Frank
Mr. Edward Haines	Mr. Douglas Wingfield
Mr. Roderick Fournier	Mr. Robert Gilmour
Mr. Noel Weaver	Mr. Allen Jorgensen
Mr. Hyman Mandel	Mr. Ronald Bryant
Prof. Stanley A. Nielson	Mr. Ungor Atto
Mr. Anthony Marlin	Mr. George Oliver
Mr. Wayne Steele	Mr. Arnold Jones
Mr. Mark Boundy	Mr. William Clarke
Mr. Robert Cox	Mr. Gordon Wells
Mr. Valentine Wm. Wilson	Mr. Donald Smith

We are especially pleased to note that on this thirtieth anniversary year of the C.R.H.A., the following members have been with the Association for thirty years:

Mr. John Loye
Dr. R. V. V. Nicholls
Mr. Donald F. Angus
Mrs. C. L. Terroux
Miss Anna O'Dowd



Photo of the first vehicle to operate over trackage constructed by CRHA volunteer labour. Passengers on the four-wheel unit were Ron. Bryant, Stephen Cheasley, Michel Belhumeur, Jacques Loiselle Douglas Henry and Lindsay Terreau. Propelling the vehicle were Bob Cox and Jules Doyon.

"PIGGYBACK", that transportation innovation of the mid-Twentieth Century, experienced an interesting and different application recently when a Canadian National Railways flat car, No. 663095, was pressed into service to transport nothing less than a standard-gauge steam locomotive and tender. The engine, No. 25 of Dominion Steel & Coal Corporation Limited's coal operations, made the 800-mile journey from Stellarton, NS, to Montreal in only three days; it was consigned to the Canadian Rail Transportation Museum at Delson, Que. The locomotive, a very rare 2-4-0 type, is a gift of DOSCO, in whose service, and that of its predecessors, it has spent sixty-two years.

The unusual method of moving a locomotive was decided upon in view of the four-wheeled and timber-framed tender which No. 25 possesses, and also out of a desire to avoid submitting the locomotive to the rigours of such a long move. The engine was available for service at Stellarton until August.

No. 25 has 16x24" cylinders and 54" driving wheels, and carries 120 pounds boiler pressure. The light weight, including tender, is 85,000 pounds. The Association acknowledges its appreciation to Dominion Steel & Coal Corporation, Limited, and in particular to its Vice-President and Secretary, Mr. G.C. Broadbent, through whom the transfer of the little Baldwin was arranged. Accompanying the engine was an extensive file of specifications and boiler inspection certificates, as well as some five tons of spare parts which will be very useful if the locomotive is to be operated, as is presently planned. These parts include many cylinder and valve gear members, extra grates and springs.

The locomotive has many interesting features and associat-

ions to recommend it historically. It was built by The Baldwin Locomotive Works in 1900, (serial No. 17881) to the order of the General Mining Association, which controlled the fortunes of most of Nova Scotia's coal mines in the Nineteenth Century. When new, it was a side-tank locomotive of the 2-4-0 arrangement, carrying the



Locomotive No. 25 rides Piggyback to Museum



road number 8 and the name "E.E. Bigge", after one of the British directors of the G.M.A. No. 25 is stated to have been the last locomotive ordered by the G.M.A., whose interests were sold out in the same year as the locomotive was received, to the Nova Scotia Steel & Coal Company. It is worthy of note that the first locomotive of the General Mining Association is the famed "Samson", built by Hackworth in 1838 and now preserved at New Glasgow, N.S.

In 1905, the Coal Company purchased two more Baldwin 2-4-0 tank locomotives (serial nos. 23937 and 23954) which were named "Senator McGregor" and "John F. Stairs".

About 1910, in order to increase the fuel capacity, the side tanks were removed and replaced by four-wheeled tenders. The pedestals and wheels of No. 25's tender still bear the imprint of the Nova Scotia Steel & Coal Company. It was about this time, possibly when the conversion was effected, that the engines became Nos. 25, 26 and 27. For the best part of their career, the 2-4-0s called the Sydney Mines roundhouse their home, operating over the Sydney Mines Railway of the Nova Scotia Steel & Coal Company. This railway, extending from the loading pier at North Sydney to the Princess No. 1 colliery at Sydney Mines, is itself of great historical interest in that construction was initiated in 1834 and operation commenced, with horse haulage, in September 1836. The use of locomotives came at a later stage. The railway, now dieselized, is thus in its 126th year of operation.

In recent times, Nos. 25, 26 and 27 bore the name of "Old Sydney Collieries", a subsidiary of NSS&CCo., and later of Dominion Steel & Coal Corporation, Limited. Used mostly to handle the inevitable coal hopper cars, the locomotives daily became passenger engines at shift-change time at the mines, pulling a miners' "commuter" run.

Dieselization inevitably came to the OSC railway and Nos. 26 and 27 were scrapped. Early in 1961, No. 25 was transferred from Sydney Mines to the DOSCO Acadia Colliery at Stellarton, now used only as a coal-washing plant. The locomotive had already been promised to the Museum, and this temporary assignment served to bring it 170 miles closer to Montreal. There, in the company of an 0-6-0 and a 2-6-0, 25 served its remaining months until the arrival of a diesel-electric engine early in August, when DOSCO informed the

Association that the locomotive could then be released.

The locomotive was loaded on board its flat car at the Acadia Colliery, and it was moved from Stellarton on Wednesday, October 10th. It was delivered to Moncton, and left the new yard there on train 441 at 10:50 AM on Friday, October 12th. A short twenty-eight hours later, CN flatcar 663095 and No. 25 were in Montreal. It was moved in the CN wayfreight to Delson on Tuesday, October 16th.

It is interesting to observe that participants in our October 13th excursion just missed seeing the locomotive at St. Rosalie Jct. by a scant half hour. Train 441 arrived there just after No. 5107 had left for Richmond and Sherbrooke.

Our 2-4-0 is the second* locomotive to arrive at the museum as a representative of the extensive system of railways operated by the Canadian coal industry. The collieries pioneered in adapting railways to serve purely industrial needs. Reciprocally, during the 125-year era of the steam locomotive, railways were among the mines' best customers.

*- The first was Maritime Coal, Railway & Power Co., No. 5, a Pittsburgh-built 4-6-0.

EQUIPMENT AT THE MUSEUM:

The arrival of No. 25 brings to seven* the number of units of motive power and rolling stock now at Delson:

QRL&PCo. 401, interurban car.
 " 105, combination car.
 Maritime Ry. 5, 4-6-0 loco.
 L&PS Ry. 14, interurban car.
 UTLX 11204, tank car.
 QNS&L 1112, 4-6-0 locomotive.
 OSC 25, 2-4-0 locomotive.

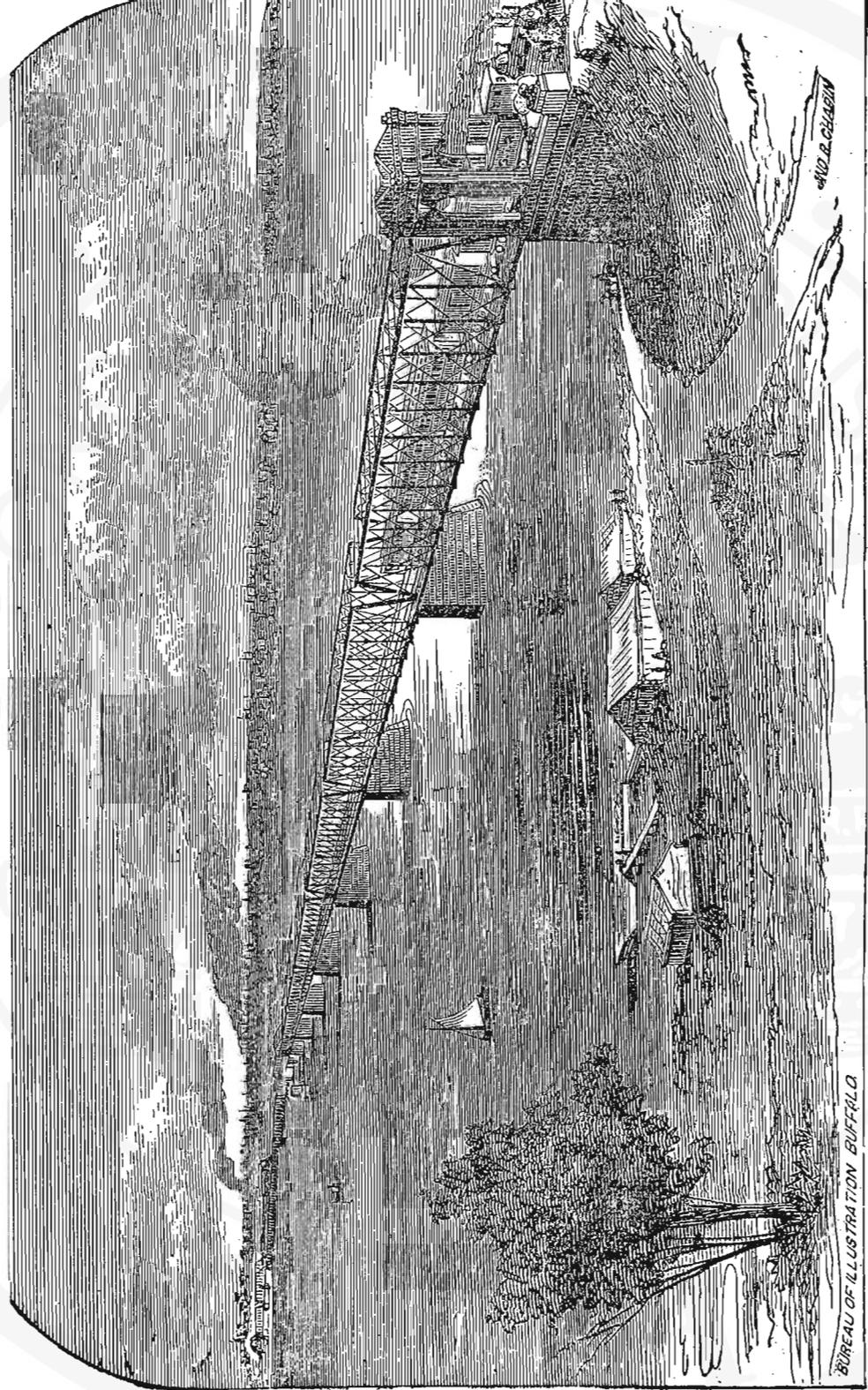
*LASH! Make that figure eight... L&PS Ry. 10 arrived November 13th.

Notes and News



Compiled by W. L. Pharoah.

- * Elevated rapid transit lines may be constructed on ramps over CN and CPR railway tracks through Metro Toronto, Toronto Transit Commission chairman Clarence Downey is reported as saying. The plan, which could cost half that of subway construction, is already being studied by TTC engineers and Metro planners. "We could build our lines above the railway tracks, extending in five directions from the city like the spokes of a wheel", said Mr. Downey. The rails would go on concrete decks, supported on columns, leaving space for railway freight trains below.
- * Work has begun on Western Australia's \$125 million project for conversion of the Kalgoorlie-Perth railway to standard gauge. First contracts have been granted for 32 miles of route through the Avon Valley.
- * A new barge called the "Griff-nip" will replace the Aquatrain barge "ABC20" on CN's route between Prince Rupert, B.C. and Alaska. The new barge is more stable and will be able to withstand rougher fall and winter waters. The Griff-nip will carry the same number of railway freight cars as the ABC20, i.e. 20 cars. It is the same length but is six feet wider.
- * CN shops in Moncton are converting 23 flat cars into container carriers. In their new rôle the cars will each carry six of the containers developed for speeding up shipments to and from Newfoundland. The containers can be loaded at a mainland point, moved to North Sydney aboard the specially-adapted flat cars, swung aboard ships of CN's Newfoundland service, and unloaded on the island for further movement by rail to their destination. Shippers like the speed, ease of loading and freedom from damage afforded by containers.
- * One brokerage firm, Bache and Co. had this to say on the formation of the \$30 million Canadian Pacific Investments. "The traditional railway business is now a very losing proposition, and it could well be that CPR has begun a general reorganization of the company to change its whole character." One theory is that the investment company would be spun off from the CPR. This would make it possible to detach CPR's rail operations from its more profitable interests. In turn, this may make it possible some day to merge the rail operations with those of the CN.
- * CN has abandoned its trestle between Alburg and Rouses Point, N.Y., severing its connection with the Rutland Railroad. The trestle was over 100 years old. (ELM)



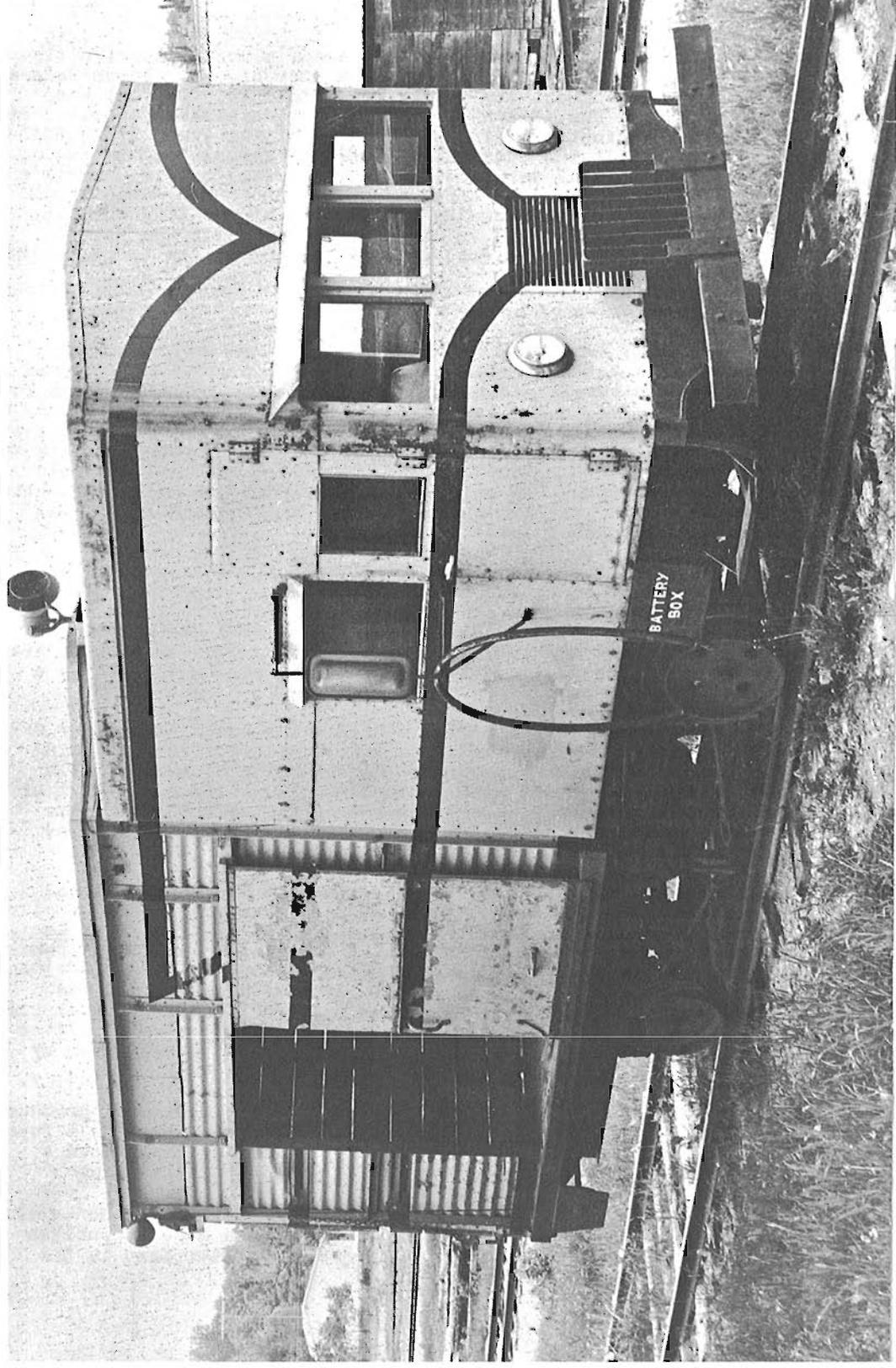
W. R. CHAPIN

BUREAU OF ILLUSTRATION BUFFALO

A new postage stamp honouring one of Canada's most eminent citizens of Polish birth, Sir Casimir Stanislaus Gzowski, will go on sale at post offices throughout the country on March 5th, 1963, it was announced by the Hon. Ellen L. Fairclough, Postmaster General. Sir Casimir Gzowski took part in the building of the Grand Trunk Railway and also built the International Bridge across Niagara Falls. The stamp, which will mark the 150th anniversary of Sir Casimir's birth, will be of the five cents denomination. CRHA members will recall that the bridge recently constructed at the Delson Museum was named "Gzowski Bridge" in honour of Sir Casimir who was so intimately connected with railway construction in the country. (DSZ)

Engraving opposite illustrating Niagara Falls International Bridge from the collection of Herbert G. Frank Jr.

- ✧ A news item has been received concerning the recently abandoned County Donegal Joint Committee's Railway which until a few years ago served the lovely countryside of north-west Ireland. Soon it will be shipped -- all five hundred tons of it -- to the U.S.A. to be re-built on a New Jersey estate. Mr. Ralph Cox, one-time dentist and fighter pilot and now boss of a U.S.A. airline, bought the complete narrow-gauge line for £10,000 plus. But that was only part of his expense. To ship the the railroad across the Atlantic will cost another £15,000 and to restore the rolling stock will probably cost another small fortune. (JET)
- ✧ Bus drivers and their employers would like to see some new railway crossing signs to indicate abandoned lines, or have the rails lifted. Buses often stop at crossings where tracks are grown high with weeds, and rails rusted, delegates to the annual meeting of the Ontario Motor Coach Association said. Such unnecessary stops are considered a possible cause of rear-end collisions as well as a nuisance.
- ✧ A senate committee has approved a bill which would permit the CPR to build a \$682,000 branch rail line into Canada's first producing potash plant at Esterhazy, Sask. Construction of the 15½-mile line, linking the plant with Bredenbury, 200 miles south-east of Saskatoon, would begin before the end of the year and take six weeks to complete. The plant already is served by the CN line which runs through Esterhazy.
- ✧ The Financial Post tells of the "...time the Canadian National Railways proposed to drop one of its passenger trains from a city in Western Ontario to Toronto. Immediately a delegation of local businessmen from the cities and towns affected asked to see Donald Gordon, President of CNR. When they had assembled he said: 'Gentlemen, the train we propose to take off is, according to the schedule, due to arrive at the Union Station in about five minutes. I am wondering how you gentlemen happened to arrive at my office ahead of the train?' Every man jack of them had driven down by car."
- ✧ Pope John made Vatican history when he made a 400-mile pilgrimage by train to the towns of Loreto and Assisi. The last time a Pope took a train was 100 years ago when Pope Pius IX inaugurated a trunk line from Rome to the town of Velletri, 40 miles south.
- ✧ CN trains 109 - 110 - 119 - 120, daytime locals between Montreal and Garneau have been discontinued. (ELM) (We hope to publish our regular resumé of timetable changes by Forster Kemp in the next issue of Canadian Rail - Ed.)



BATTERY
BOX

N.M.R.A. Convention at Montreal

Montreal experienced its largest gathering of rail amateurs between August 16th and 19th, when the National Convention of the National Model Railroad Association met at the Queen Elizabeth Hotel. With a registration of something over seven hundred, representing areas in all parts of Canada and the United States, the convention established a record attendance for Canada, and at least placed itself on an equal footing with such gatherings in the U.S.A.

To keep the delegates occupied, a widely varied programme was arranged and carried through successfully by a Convention Committee headed by Mr. A. Herman Cole of Dorval and including Dr. Roy Dohn, owner of what is reputed to be the largest privately-owned model "pike" in Canada.

The delegates began registration at the hotel on Thursday, August 16th. Friday was given over to clinics at the hotel, visits to private and club layouts by chartered bus, and for those seeking the prototype, one tour took participants to Point St. Charles Shops of Canadian National Railways, followed by a visit to the MTC Youville Shop to view streetcars of all types and vintages in the collection of the MTC and that of our Association.

On the Saturday, a rail trip outing was had behind CNR 4-8-4 No. 6153 to Joliette, Que., where the visitors enjoyed a barbecue luncheon in the municipal arena, accompanied by wine served courtesy of the town. Entertainment was provided by French Canadian folk dancers. The return to Montreal was topped off by a banquet at which CRHA President, Dr. Nicholls, spoke briefly, followed by the presentation of awards in the model building contests. Among the award-winners was Mr. Jim Shields of our association, who took four prizes for his three TH&B passenger car models in $\frac{1}{4}$ " scale.



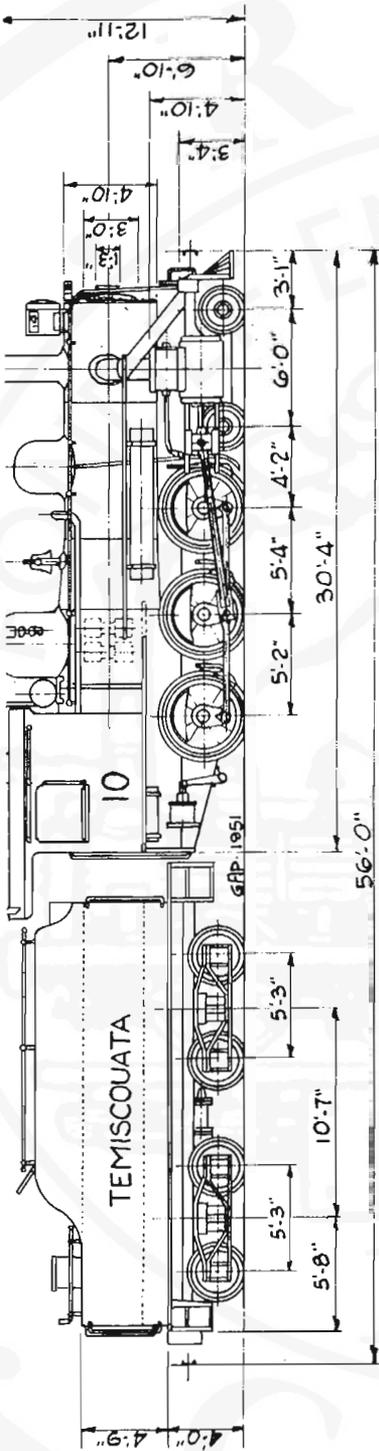
MODEL STUDENT: Twenty-nine-year-old James A. Shields spends his working hours for the Company in the office of the chief of motive power and rolling stock at Montreal. In his own time he constructs wooden rolling stock models which won him 1st, 2nd and 3rd prizes during a recent Model Railroad Association convention. He is shown with several models which are constructed to quarter-inch scale. He holds a combination baggage and express car, 1913 vintage. Below are: a baggage-coach unit introduced in 1910, and a first-class coach which went into service in 1905.

(OSL)

Contributors to Notes & News:

D. Stoltz (DSZ)
 E. L. Modler (ELM)
 J. E. Tinkler (JET)
 O. S. Lavallee (OSL)

Paul McGee snapped this interesting home-bred maintenance of way car on Thurso & Nation Valley Railroad in June 1962. Still operating about seventy miles of track, T&NV serves Singer Sewing Machine Co. in vicinity of Thurso, Ripon, and Cheneville, Quebec.



TEMISCOUATA - 4-6-0 No 10

BOILER PRESSURE - 160

CYLINDERS - 18" x 24"

LEADING WHEELS - 24" DIA.

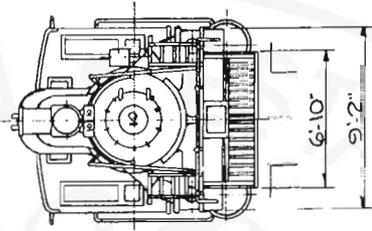
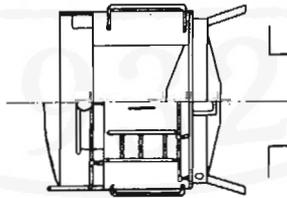
DRIVING WHEELS - 51" DIA.

TENDER WHEELS - 33" DIA.

BUILT BY MONTREAL LOCOMOTIVE WORKS.

SERIAL No 49897 BLT 1911

SCALE - 3.5 MM = 1 FT 0"

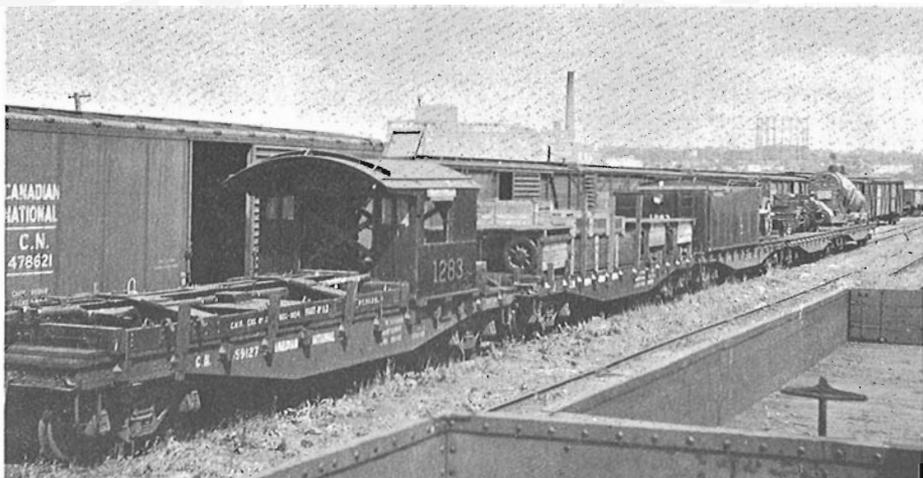


O'BRIEN MAC DOUGALL O'GORMAN #7

CANADIAN GOVERNMENT RYS #4521

TEMISCOUATA - #10

CANADIAN NATIONAL - #1018 - 21%
F.1c



CANADIAN NATIONAL steam locomotive 1283, pictured on the cover of the April, 1962, issue as Canadian Northern 222, was subsequently shipped to Australia for use on the Commonwealth Railways of Australia. Unlike our QNS&L locomotive's recent trip from Seven Islands to Montreal, the CN engines were not shipped across the Pacific as assembled units but in a knocked-down condition. CN 1283 was ready for transfer from flatcars to ship at Vancouver on June 20, 1942, when Peter Cox obtained this interesting photo showing the various parts of the ten-wheeler at the B.C. port.

DIAGRAM

This month we reproduce a drawing of Temiscouata Railway Number 10, a 4-6-0 locomotive which later became Canadian National 1018, class F-1-c. The diagram is the work of Mr. G. A. Parker of Lachine, to whom we are indebted for a series of fine locomotive drawings. Other samples of Mr. Parker's work will appear regularly in future issues.



Engine rides frozen ground

A rather novel moving job was this one, contracted to Dominion Bridge by the City of Winnipeg. This CNR locomotive, weighing 530,000 lbs, as moved for 2 miles from downtown streets to Assiniboine Park, where it will become a museum piece. Dominion Bridge utilized the frozen prairie ground to tow the old engine across farmland. With a crane, a small crew laid a few sections of track. Then the locomotive was hauled forward, the track dismantled behind and put in front again.





Isn't this nice? All those sway-backed, prehistoric colonist cars we usually commute in have been sent out West for the Grey Cup specials!"

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