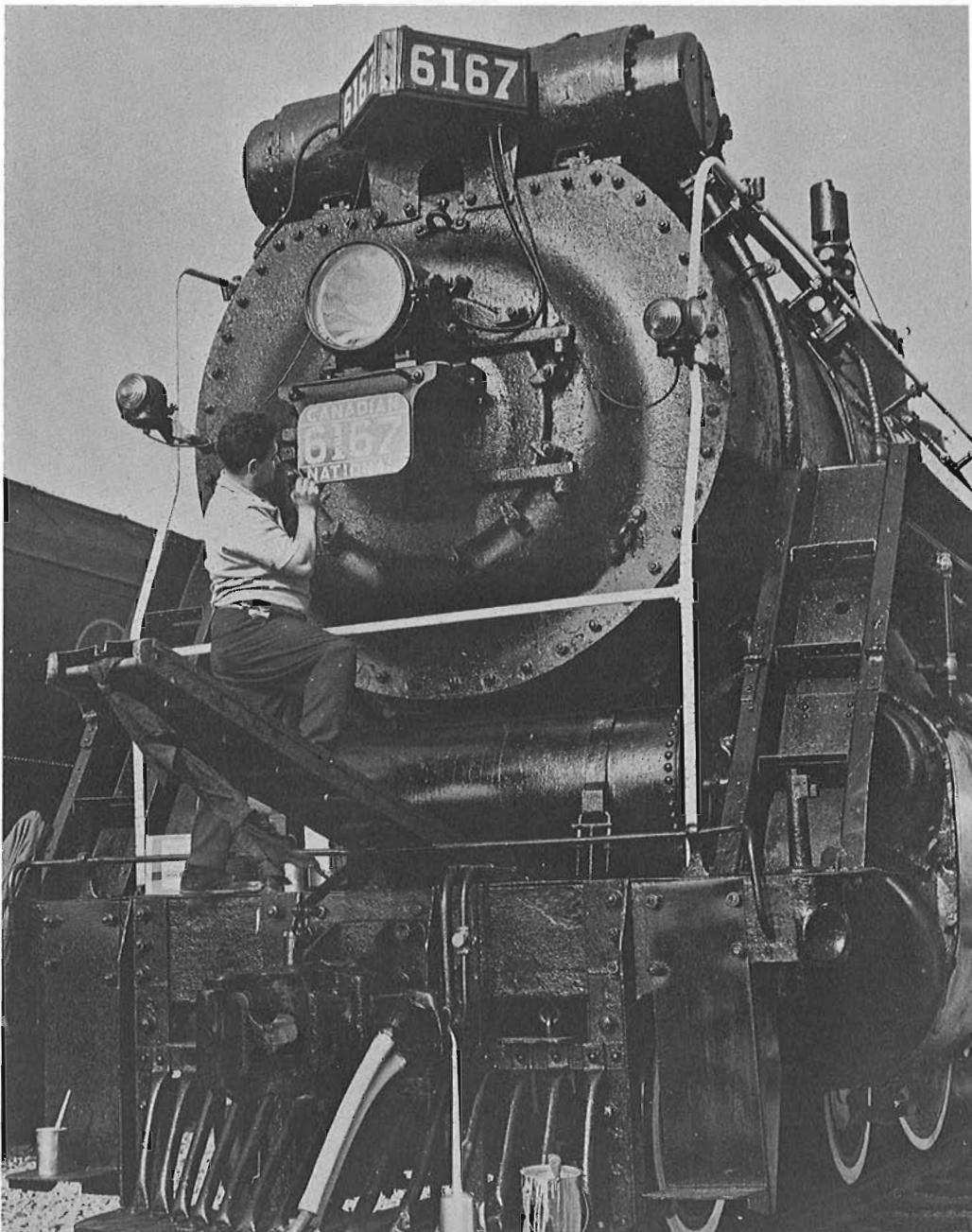
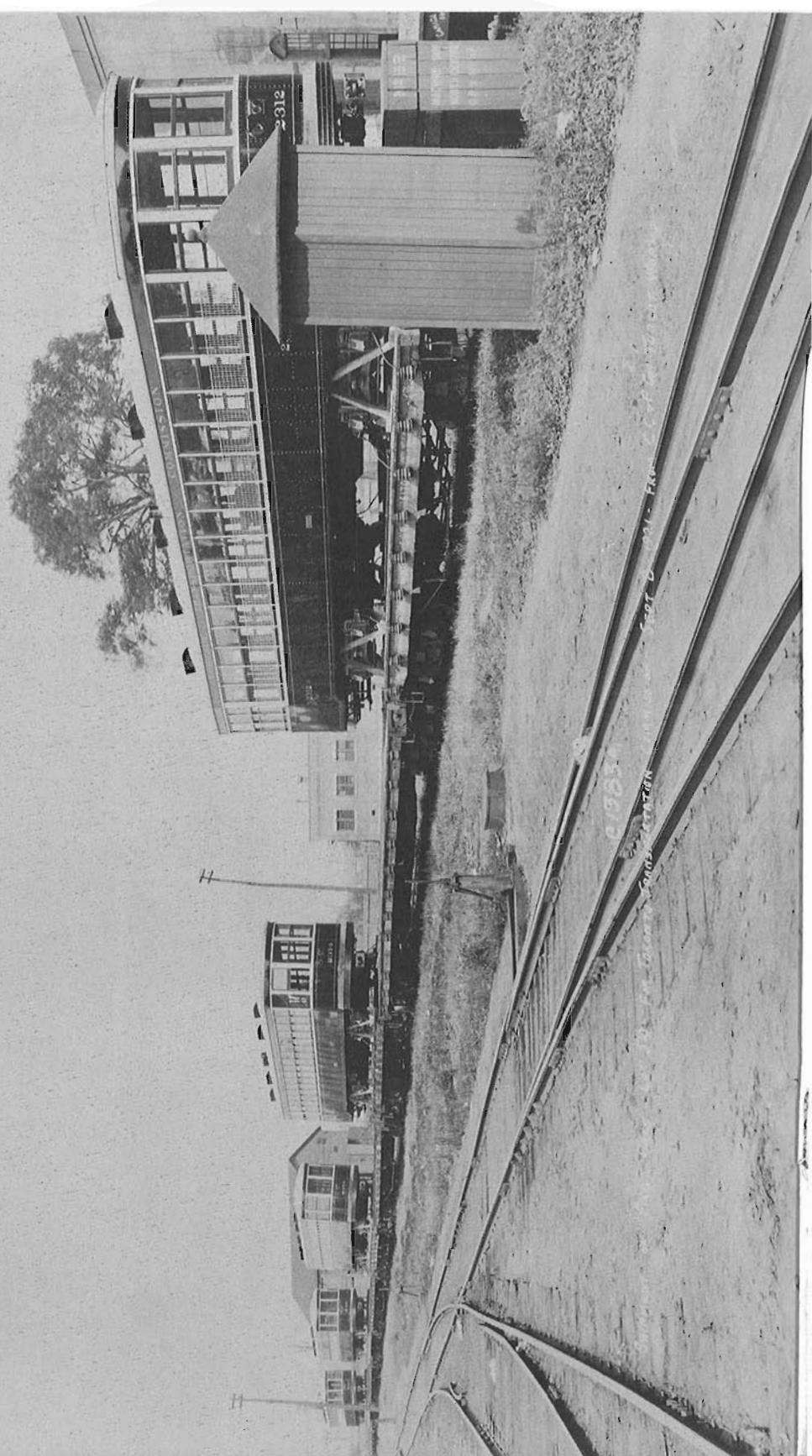


# Canadian Rail



Number 149 / November 1963





# Toronto Streetcar for Museum.

Fred. Angus

On July 18, 1963, Toronto Transit Commission streetcar No. 2300 arrived at Delson aboard C.P.R. flatcar 301038. No. 2300 was very kindly donated to the Association by the T.T.C. and before leaving Toronto's Hillcrest shops, had its gauge changed from TTC's 4 ft. 10 7/8 inches to standard 4 ft. 8½ inches.

This car is of considerable historic importance, as it was the first car built for the Toronto Transportation Commission when it took over the lines of the old Toronto Railway Co. on Sept. 1, 1921. At that time most of the T.R.'s cars were of wooden construction, some dating back to the 1890s, and the new Commission set about at once on a large scale modernization programme. The "Peter Witt" design was employed for the new cars, which were of steel and of the most advanced type of construction. The main feature of the Witt system was that entrance was by the front, and the conductor was situated halfway down the car. A passenger could either stay in the front half and pay as he left, or pay on passing the conductor and ride in the rear half of the car. In either case the exit was by a large door in the centre, there being no door in the rear. This made possible quick loading at car stops, and consequent speeding up of service.

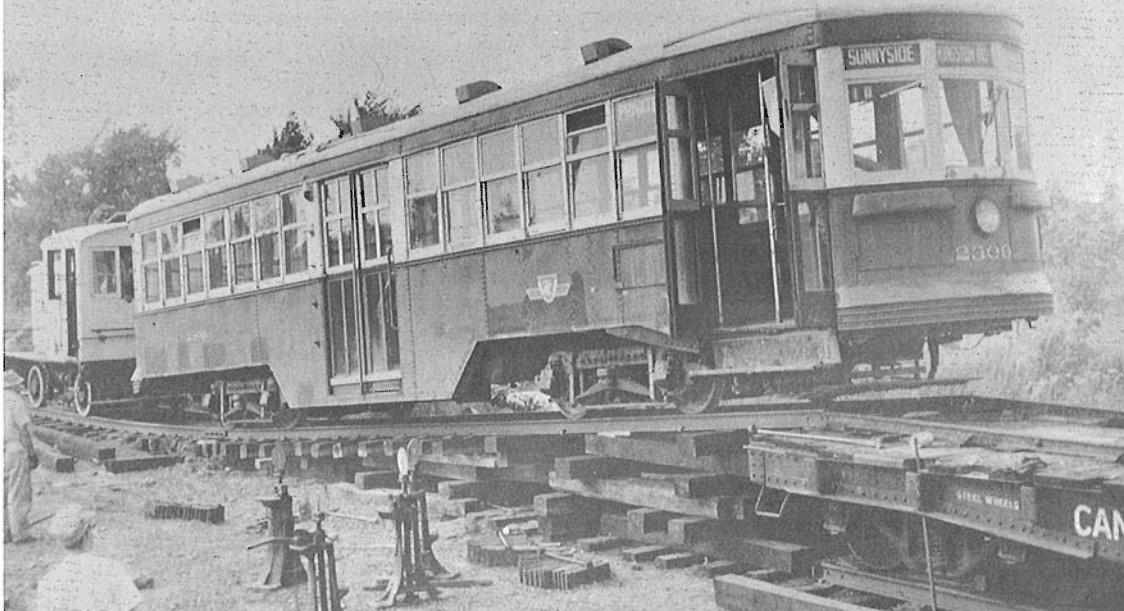
In all, between 1921 and 1923, the T.T.C. ordered 575 new cars. These were made up of 250 large motor cars 51 ft. long, 100 smaller motor cars 47 ft. long, and 225 trailers. The motors carried even numbers between 2300-2678, and 2700-3018, while the trailers had odd numbers between 2301-2419, and 2701-3029. These cars were built by Canadian Car and Foundry in Montreal (475 cars), Ottawa Car Mfg. Co. in Ottawa (50 cars), and Brill (50 cars).

No. 2300 was one of the "Large Witts", was built by Can-Car, and was the first of the order, being completed in August, 1921. The new equipment was first placed in service on October 2, 1921, and the modernization programme was completed in 1923. Subsequently no new cars were built until the year 1938 when the first PCC.s made their appearance.

2300 saw some alterations during its years of service. In 1935 in common with all Witts, a blue light was placed on the roof, as well as 4 lights on the dash. In 1936, the wooden seats were replaced by leather covered seats, and in the same year cars 2300-2322 were converted to pay-enter one man operation. Also, the gear ratio was changed to permit higher running speeds, as these cars were often used on the Long Branch route.

In this somewhat changed form, 2300 continued in passenger service until 1951. In that year it became a training car, and continued in use as such until 1962, when, with the near complete retirement of non-P.C.C. equipment, car 4000, the first P.C.C. in Toronto, became the new training car, replacing 2300. For some time its fate remained in doubt, but, since the T.T.C. had offered the CRHA a Witt car, it was finally decided to choose 2300, as it was felt that such

LEFT: The Toronto Transportation Commission's 2300 series cars were new when this photo was taken at the Canadian Car and Foundry Company's plant opposite Turcot Yards in 1921. Now a surviving member of the class is being preserved at the Canadian Rail Transportation Museum at Delson.



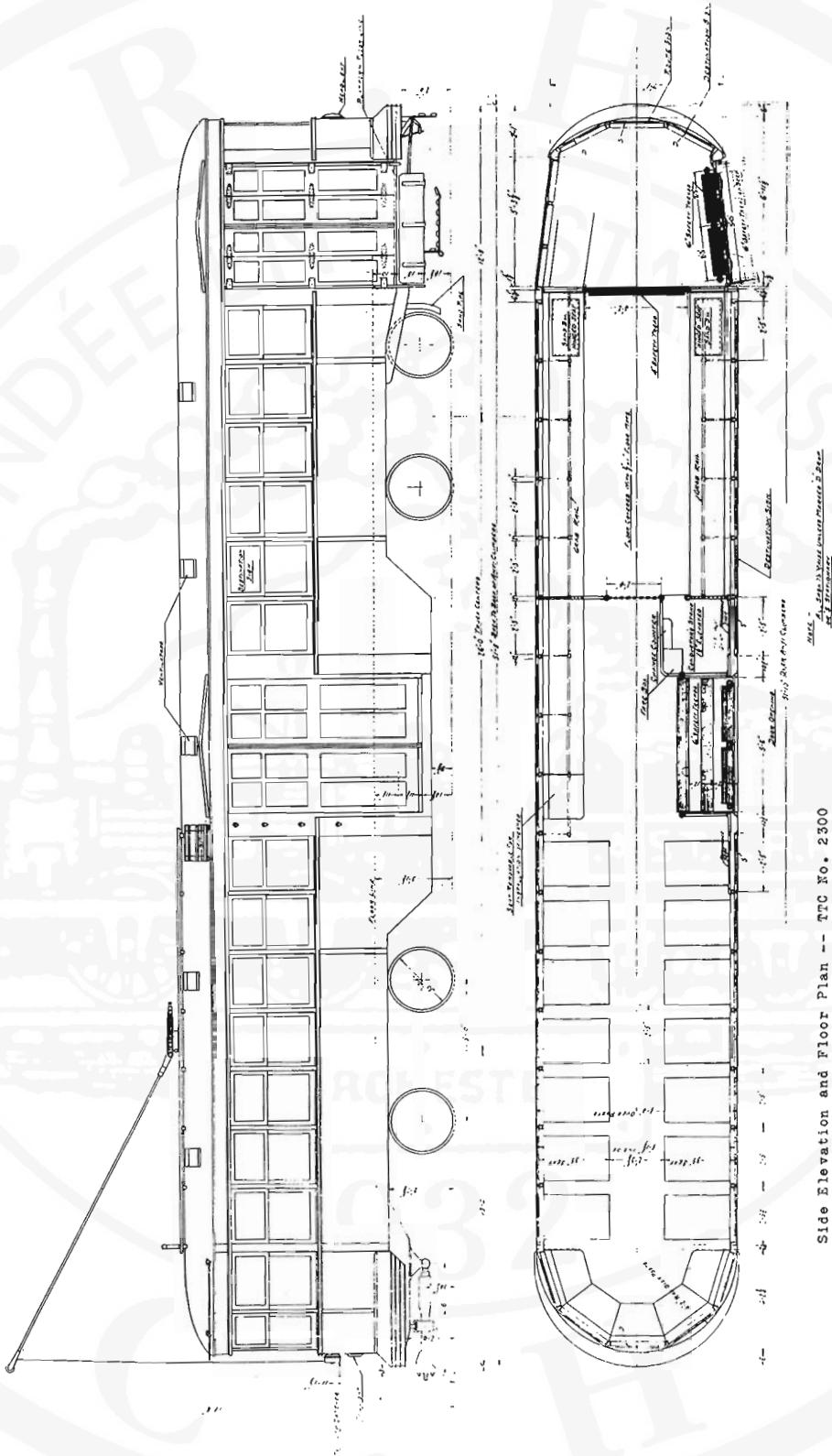
.....the fastenings securing the tram were cut away, and at 4:00 p.m. on Saturday, July 27th, 1963, No. 2300 was pulled off T. T. C. rails for the last time.....

Photo: Fred Angus

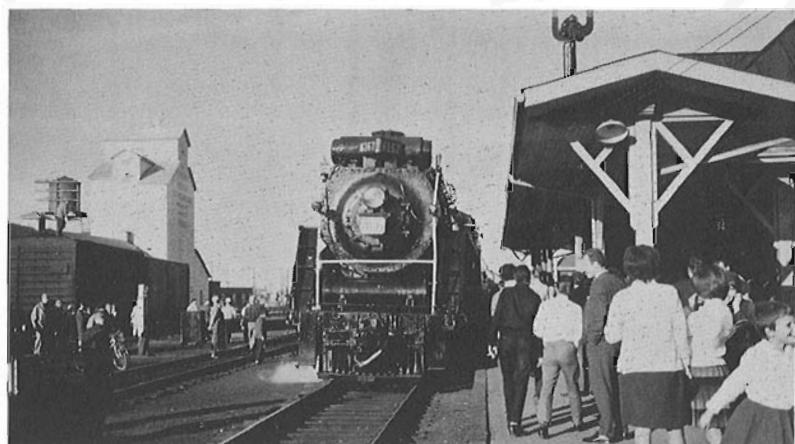
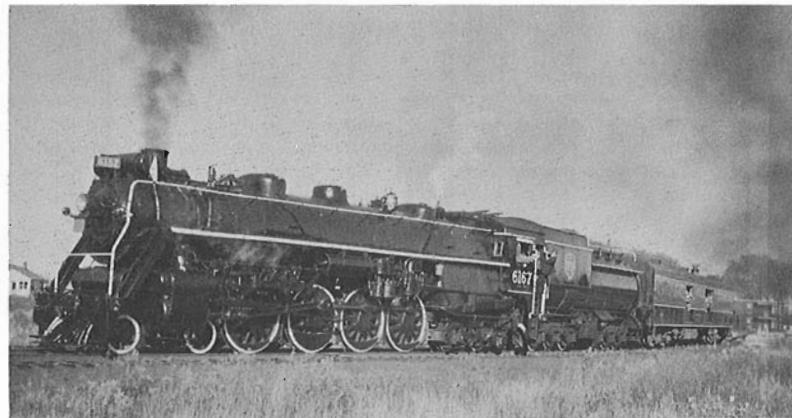
an historic car, having survived in good condition for so long, deserved a better fate than being neglected and scrapped. Accordingly, the car was repaired and regauged at Hillcrest, a pair of TTC 60 lb. rails fastened to the flatcar, and the streetcar was loaded and shipped to Delson, passing en route within a mile of the now abandoned Can-Car plant where it was built, 42 years ago.

With 2300 at Delson aboard a flatcar, the big problem was how to unload a 51 ft., 25 ton streetcar without a crane. The problem was solved by jacking up the moveable portion of our "old faithful" stub switch, so forming a ramp up to the end of the flatcar. The fastenings securing 2300 were cut away, our gas electric No. 9 moved gingerly up the ramp, coupled to the streetcar, and at 4:00 p.m. on Saturday, July 27, 1963, 2300 was pulled backwards off T.T.C. rails for the last time, and moved slowly and carefully down the ramp to "terra firma".

By this method of unloading, the wiring and brake rigging were not disturbed, and the entire car is complete and in excellent condition. This is the only standard gauge Toronto Witt car in existence, and one of only two large T.T.C. Witts to have been preserved. Thus, No. 2300 fills a large gap in the C.R.H.A. collection, by representing both another Canadian city and a major type of electric railway vehicle. It will be an important exhibit in the museum at Delson.



Side Elevation and Floor Plan -- TTC No. 2300



# STEAM



to  
**Victoriaville**

by F. Angus and  
E. L. Modler.

Anyone passing through Montreal's Central Station on the morning of Sunday, October 27, 1963, could not have helped noticing the large number of people carrying cameras, and sporting railway badges, engineers' caps and the like. The reason for this was soon obvious: this was another C.R.H.A. steam excursion.

This year the destination was Victoriaville, 106 miles east of Montreal, and the motive power was C.N.R.'s famous 4-8-4 Northern type steam locomotive No. 6167. This engine has seen frequent use on excursions in the Toronto area in the last few years, but this day marked the first time it was so used on a trip from Montreal. The summer-like weather which had set record high temperatures during much of October continued through the 27th, and, despite some apprehension, the day was clear and bright, ideal for the trip.

Departure time was set for 8:30 a.m. The long line of passengers slowly disappeared through the gate leading to the track, and soon all but 30 of the enthusiasts were aboard. The remaining 30 were due for a special experience. Arrangements had been made to charter an open-top bus which would pace the train along the parallel highway between St. Lambert and Beloeil, a distance of some 20 miles. The bus could be ridden by anyone who had an excursion ticket, and who paid a small additional fare, and so, at 8:20, the bus departed from in front of Central Station. At 8:34, Passenger extra 6167 East consisting of a 12-car train of 9 coaches, 1 baggage car, and 2 Cafeteria cars, steamed out of Montreal to start the memorable trip. St. Lambert was passed at 8:50, on time, where the train became Work Extra 6167. Soon after the bus appeared in sight, paralleling the train and affording a unique opportunity of photographing the engine. Conversely, passengers on the train had a unique opportunity of photographing the bus - another C.R.H.A. first.

At Beloeil the train stopped and the bus passengers boarded, bringing the total passenger list to 622, the most yet carried on a C.R.H.A. trip. At this point we had the first runpast of the day, and this was, in fact, a double feature. The train discharged some passengers at Beloeil, then performed a movie run, let off more people at Otterburn Park, across the Richelieu River, then made another run, and picked up both groups of people; thus one had the opportunity of photographing the train from either side of the river. Departure from Otterburn Park was made at 9:48, and, following a 24-minute water stop at St. Hyacinthe, a high speed runpast was made at Upton. The crews changed at Richmond and more water was taken. Also, 120 bottles of Bull's Head Ginger Ale, kindly donated by Bryant's, were placed aboard. Those who were on last year's trip to Sherbrooke needed no introduction to Bull's Head, and this welcome donation was distributed free of charge to the younger passengers. Then on to Victoriaville, which was reached at 1:30.

On reaching Victoriaville, the entire train was turned on the Y, 6167 received coal and water, and at 3:12, the train pulled out on its return journey to Montreal. Two more runpasts were held at bridges at mileages 63.9 and 73.7, a further water stop and change of crew at Richmond, and the train, now Passenger Extra 6167 West, proceeded, stopping at St. Hyacinthe for water and night photography, Beloeil and St. Lambert to discharge passengers, and Bridge Street to change engines. Here, 6167 was taken off and replaced by electric engine 187, to the accompaniment of photographers' flash bulbs. Central Station was reached at 7:28 p.m., only 3 minutes late, so completing another great C.R.H.A. trip.

The C.R.H.A. and the Trip Committee take this opportunity to thank those whose efforts made this excursion a success. Special thanks is due to Canadian National Railways for their co-operation, also to the Montreal Gazette, and to radio stations CJAD CFCH and CFOX, whose publicity made the trip known to many who would otherwise not have attended. Many others, too numerous to mention, also deserve our thanks.

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CANADIAN NATIONAL RAILWAYS - Special # 437-63.

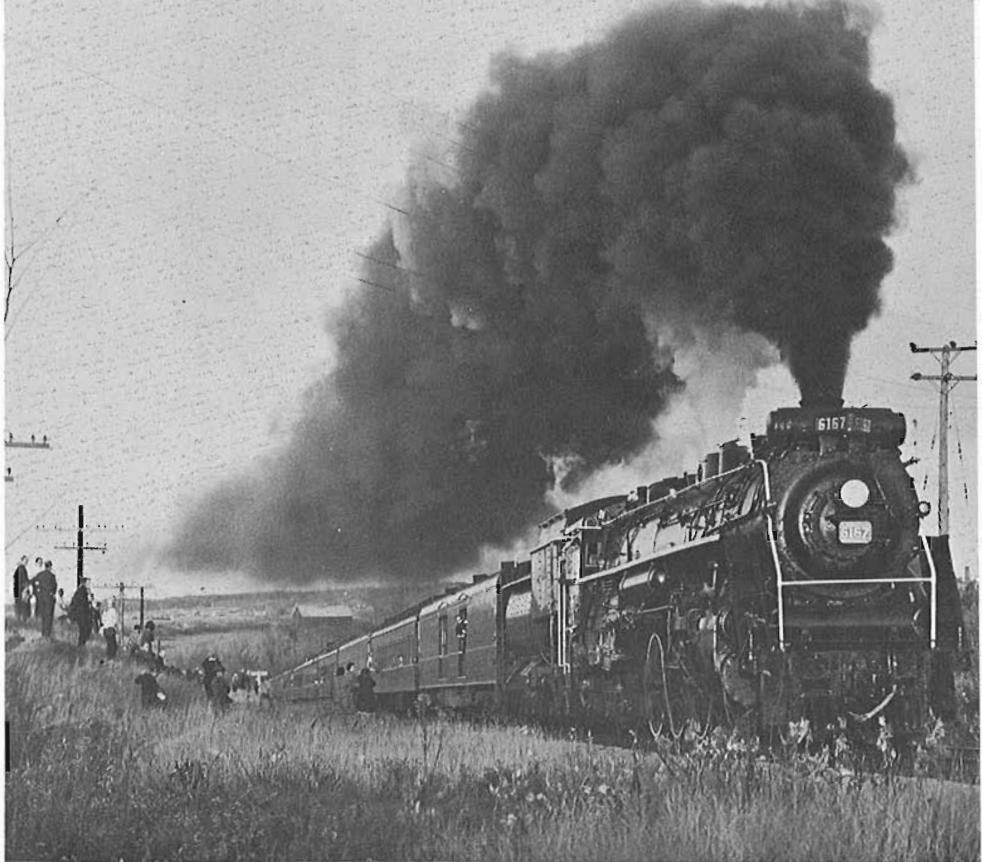
Engines & crews: 6167, Montreal-Richmond Engineer, C. Glenn  
Fireman, J.A. Dooner  
6167, Richmond-Vict'ville Eng'r., J. Parenteau  
Fireman, J.L. Rochefort  
187 (electric) Bridge St.-Montreal  
Engineer, H. Rondeau Helper, R. Chapleau

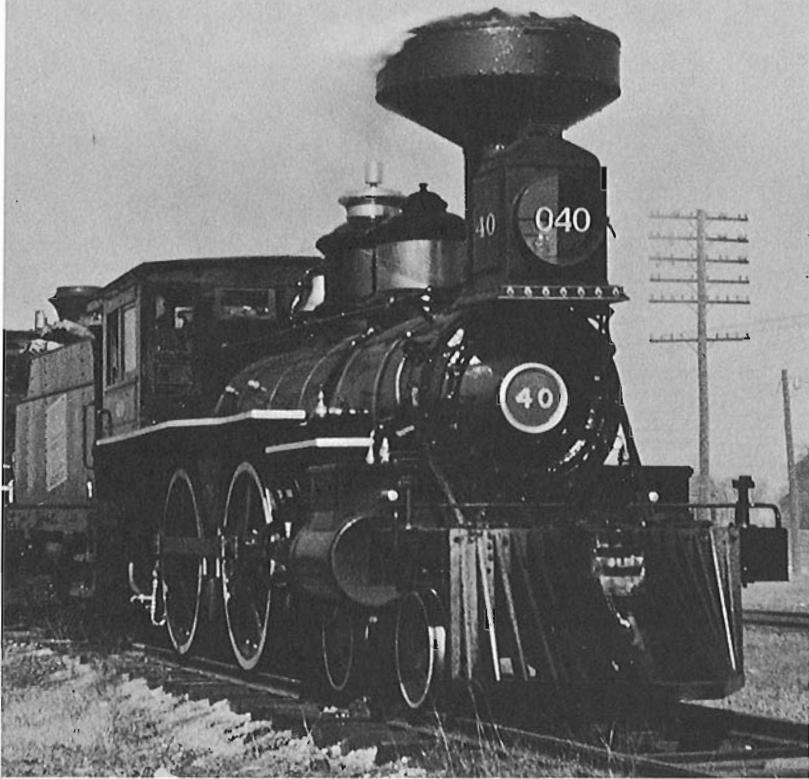
Train crews: Montreal-Richmond Conductor Motugas  
Trainmen, Morin and Brady.  
Richmond-Victoriaville Conductor Legendre  
Trainmen, Labonte and Lacroix.

Officers:  
C.N.R. W. Edge, Supervisor of Passenger Sales, Montreal Area.  
W.C. Buell, Transportation Officer, Champlain Area.  
J.R. Brault, Asst. Superintendent, Champlain Area.  
E.O. Rood, Master Mechanic, Champlain Area.  
M. Chadwick, Sr. Asst. Foreman, Montreal Yd. Diesel Shop.  
CRHA. W. Pharoah and P. Murphy

Consist:  
12 cars: Express car 9131  
Coaches 5371, 5444, 5369, 5638, 5511, 5370,  
5582, 5378, 5367  
Cafeteria cars 493, 497  
Weight of train (excluding engine): 890 tons.

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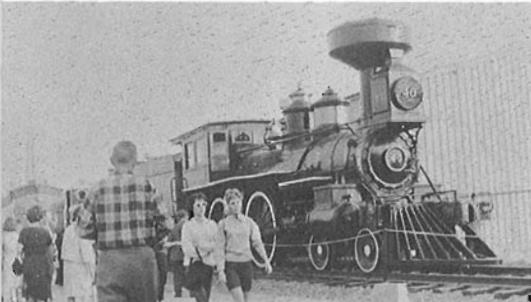




Somewhat over twenty thousand persons visited the CNR's train and locomotive display at Dorval, Que., over the weekend of October 18-20. Sharing the honours for attention were the National System's 6153 and 40, the CRHA's British locomotive "Waddon" and a partial consist of the CN's "Super Continental". The equipment was lined up on the Dorval spur in the above-mentioned order, and visitors were invited to enter the cab of 6153 as well as tour through the renovated and refurbished cars of the Continental.

Literature and information describing the historic steam engines were distributed by members of the CRHA, while CN representatives were on hand to answer queries regarding the passenger equipment. This included a modernized dining car, three sleeping cars, a lunch-counter car, the "Matinee" lounge and coach-lounge 3001. A diesel "A" unit was at the head-end to supply steam heat and to provide a finished appearance to the train.

Photos: R. Halfyard and A. Clegg



# The WINTER Timetables

NEW FARES, TRAINS, FOLDERS  
HIGHLIGHT FALL TIME CHANGE

But Passenger Service Cuts Continue in Many Areas

by Forster A. Kemp

If a review of the new timetables of Canadian railways was to appear in the daily press, it might bear the above headline, for the end of Canada's summertime confusion (Daylight Saving Time) has been the occasion for Canadian

National to extend its "Red, White and Blue" passenger fares to Western Canada and for Canadian Pacific to introduce its competitive "Faresaver" plan, which is not quite so Calendar-bound as the CNR plan.

## THE NEW FOLDERS.

The most striking departure in the new folders has been in Canadian Pacific Folder "A", which now has a black cover, printed in red. Separate folders are to be provided for the French and English languages, although the appearance of the French edition was delayed due to an error. This ends a period of about seventy years during which "Folder A" has had a yellow cover. The interior layout has changed very little, except for the system map, which has been changed back to the Poole Bros. 1938 edition from the more recent, but almost-unreadable, one in the April issue.

The Canadian National abandoned its recent fascinating photographic mosaic covers in favour of a twelve-month calendar of RED, WHITE AND BLUE days, with some sample fares on the back. Inside the "equipment" tables have been separated from the schedules and put in the back of the book, in Official Guide fashion. The map and fares are also in the back. Tables have not been renumbered, making it easier to pinpoint discontinued passenger services.

## THE NEW TRAINS AND SERVICE CHANGES.

Canadian National accounts for most of these, with much rescheduling of trains and re-assignment of equipment, including RDC units. The entire service between Moncton and Saint John, N.B., has been converted to Railiners with an additional train (Nos. 623 & 624) operating daily in each direction. Trains 643 and 644 now operate daily instead of six days a week.

The Ottawa-Montreal service has been increased to five trains in each direction (3 express, 2 local) with the addition of late-evening train 49 leaving Montreal at 11:30 p.m. Trains 47 and 46 now make the journey in 1 hour 59 minutes. Trains 45 and 50 are now locals between Coteau and Ottawa, as are 3 and 4 "Continental".

Between Montreal and Toronto, extra Pool trains known as "Holiday Specials" have been introduced during the Christmas and New Years peak periods. These trains are scheduled to make the 335 mile journey in exactly 6 hours, the fastest timing since the early 1930s.

## THE WINTER TIMETABLES -- continued

In the Montreal-Vancouver service, the schedule of Train No.1 the "Super Continental" has been reduced to 66 hours and that of No. 2 to 65 hours, 40 minutes, finally bettering the famous 67 hour run made in 1925 by oil-electric railcar 15820. These trains now have all seats reserved in coaches and feature "refreshment lounges" (bars) for both coach and sleeping car passengers. These were provided by removing the smoking section of a 5435 series coach and the bedrooms and buffet from a "fort" car and installing panelled lounges with venetian blinds and drapes. The lounge coaches are numbered in the 3000 series and the first-class lounge cars in the 2300 series; names and numbers will appear next month. Dinettes, as well as dining cars, will operate throughout the winter. The "Continental" Trains 3 and 4 now carry 8-section 1-bedroom buffet sleepers between Montreal and Saskatoon, after two winters of coach-only operation. Connecting trains 177 and 178 now have coach accommodation in addition to the sleeper formerly carried.

In the Montreal-Halifax service, coach seats on the "Ocean Limited" (trains 1 and 2) are now reserved, but the principal feature has been the re-appearance of trains 59 and 60 "The Scotian" as a full-fledged train with a diner and four regularly-assigned sleepers including a "Fort" bedroom buffet-lounge car (not all of them are being converted to lounges). The westbound "Scotian", departing from Halifax in the early evening, allows a better connection with the "Super Continental" at Montreal. The "Maritime Express" has become a Montreal-Campbellton local train with coaches and a cafeteria car. A connection to Moncton is provided by Train 104, but no sleeping cars are operated.

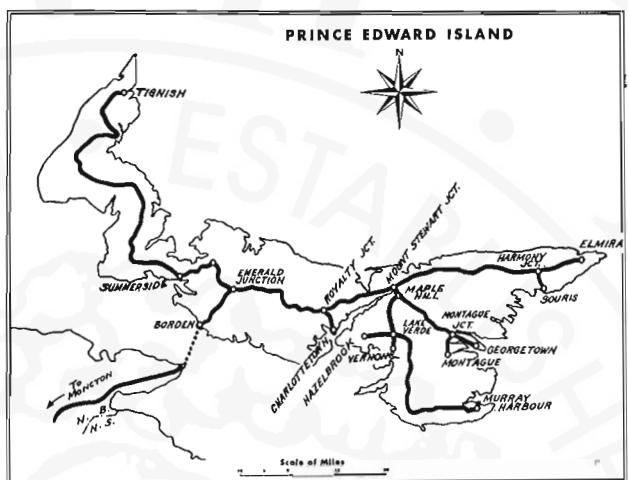
SERVICE REDUCTIONS AND DISCONTINUANCES.

The following passenger and mixed trains were discontinued, ending all service on the lines they served:

<u>RY.</u>	<u>TRAIN NUMBER</u>	<u>BETWEEN</u>	<u>AND</u>	<u>FREQUENCY</u>	<u>REPLACEMENT</u>
CN	Mixed 239-240	St. Felicien	Chibougamau	Tri-weekly	None
CN	Bus 81-82	Longlac	Fort William	Daily	Greyhound X
CN	Bus 79-80	Geraldton	Longlac	Daily	Greyhound X
CN	Psgr. 5-6	Winnipeg	Regina	Ex. Sat.	None
CN	Psgr. 9-10	Winnipeg	Saskatoon	6 days wkly,	None
(discontinued May 18-passenger service ended between Canora and Saskatoon only - Winnipeg-Canora served by Trains 75-76)					
CN	Psgr. 9-10	Saskatoon	Calgary	Tri-weekly	None
(discontinued May 16)					
CN	Psgr. 693-694	Kamloops Jct.	Kelowna	Daily	Greyhound
CN	Mixed 221-222	Saskatoon	North	Twice	
			Battleford	weekly	none
CP	Psgr. 123-124	McAdam	Edmundston	Ex. Sun.	None
CP	Psgr. 211-212	Moose Jaw	Macklin	Tri-weekly	None

X-The CN bus services made close connections with main line trains at Longlac. The Greyhound service does NOT connect with ANY CN train in EITHER direction at EITHER end of the run. This marks the end of scheduled bus services operated by Canadian National. The Detroit-Windsor bus service is operated by Greyhound under contract.

In Prince Edward Island, the mixed train services formerly operated six days weekly from Charlottetown to Souris, Georgetown, and Murray Harbour will operate three times weekly this year from Dec. 16 to April 25. Each train will leave Charlottetown in the morning and return in the afternoon. The Murray Harbour train will run via Mt. Stewart Jct. to Lake Verde, thence to Hazelbrook, return to Lake Verde, then to Vernon (the famous loop) return to Lake Verde, thence to Murray Harbour, repeating the process on the return trip. Lake Verde thus has six trains a day! The tri-weekly Summerside - Tignish mixed train will not operate this season.



Other trains discontinued include Railiners 609-610 between Halifax and Moncton; 631-632 between Charny and Mont Joli; 197-198 twice weekly between Senneterre and Chibougamau; 211-212 weekly mixed between Armstrong and Sioux Lookout; 215-216 weekly mixed between Redditt and Winnipeg; 215-216 weekly mixed between South Parry and Capreol.

In Saskatchewan, tri-weekly Saskatoon-Hudson Bay Trains 31-32 were replaced by Railiners, quickening their schedules and adding the usual 600 to their numbers.

Canadian Pacific Trains 427-428 Sudbury-Sault Ste. Marie, Ont., were deprived of their sleeping car and buffet-coach and are now straight coach trains.

#### A FEW NOTES.

Some of the service changes this year were not made at the change of time, but earlier, or, in one case, later. The withdrawal of CN Trains 9 and 10 was made in May, of CN 5 and 6 in June, and of CP Trains 211 and 212 in July. CP Trains 123 and 124 are scheduled to make their last trips between McAdam and Edmundston, N.B., Saturday, November 15.

The new fares are not universal as yet, but it is simpler to state where they do NOT apply than where they do. These areas are as follows: Pool Service zones - Montreal-Quebec via Trois Rivieres (CP) and via Richmond (CN) - Montreal-Toronto and Ottawa-Toronto (except via Ottawa-new fares apply Montreal-Ottawa); Quebec & Montreal - Lac St. Jean area - Chicoutimi, Dolbeau (CN); Quebec & Montreal - Abitibi area - Senneterre - Rouyn - Cochrane (CN); Medicine Hat - Lethbridge - Nelson - Penticton - Spences Bridge (CP); International routes - Montreal - Boston and New York; Toronto - Chicago; Winnipeg-St. Paul and Vancouver-Seattle.

On "RED" days, it is cheaper to travel Montreal-Toronto via North Bay than over the direct route!

# The M.T.C. Historical Collection.

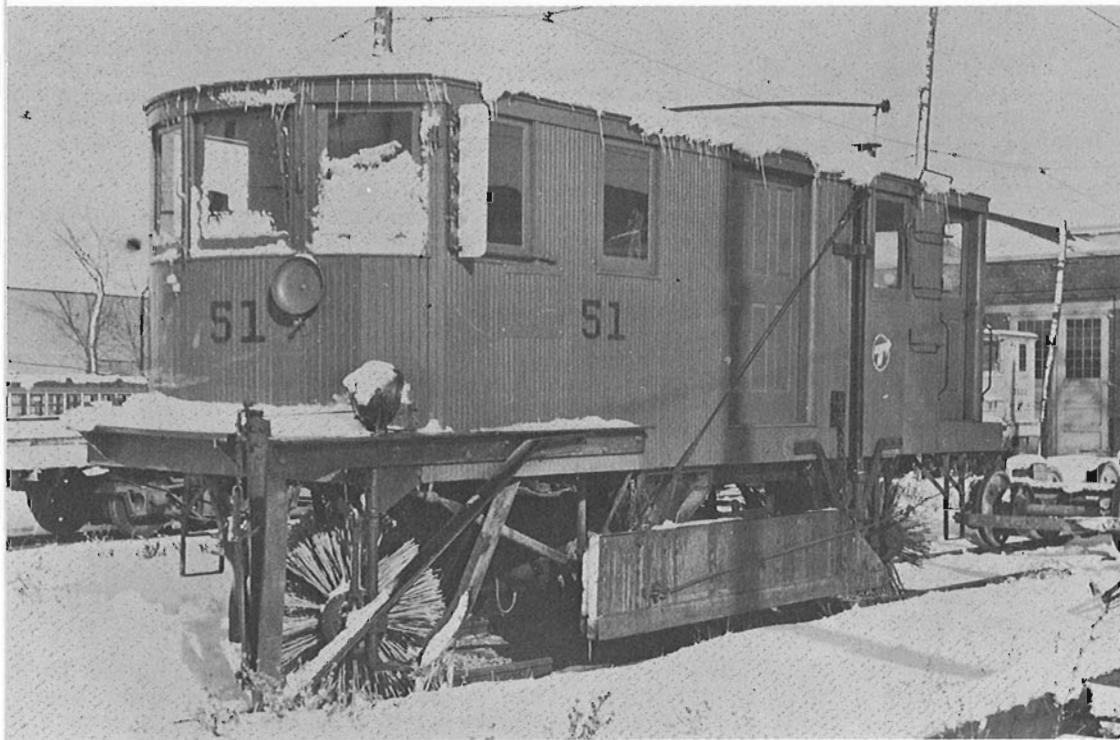
R. M. Binns

## MOTOR FLAT CAR NO. 3151.

Four of these cars were built by Canadian Car and Foundry Co. in 1925, - Nos. 3150 to 3153. Length over end sills is 34 ft. and the weight is 41,500 lbs. The under-frame is of steel, and the capacity is rated by CCF as 55,000 lbs. and by MTC 40,000 lbs. Trucks are of the standard MTC freight car archbar type with GE80 motors and GE402 control.

Nos. 3150 and 3152 were converted to snow plows in 1950, - the latter being sold to Cornwall Street Railway in 1957.

No. 3151 was used for construction work and for carrying supplies, principally crossties, timber, castings, etc. It is equipped for side stakes.



## SINGLE TRUCK SWEeper NO. 51.

This was one of the more modern single truck sweepers in the MTC snow fighting fleet. It is one of four (Nos. 50 to 53) built by Ottawa in 1928. The others were scrapped in 1957.

No. 51 has high-speed brooms driven by bevel gears instead of chains. It is typical of much of the snow fighting equipment that kept Canadian street railways operating through winter storms. The weight is 39,000 lbs.

TOOL CAR NO. 3200.

A number of special cars were employed by the MTC for transporting fare boxes to and from the Cashiers Dept. at Head Office. Two of these, Nos. 3011 and 3012, were built at Youville Shops in 1920 and 1922 respectively. In 1928 a third car was built, No. 3200. Collection and delivery of the boxes was made on a siding off Place d'Armes Hill, behind the Head Office building then located on the southwest corner of Craig St. and Place d'Armes Hill. In 1929 the headquarters were moved

to the present location at Craig and Côté Sts.; and the "Transportation" cars, as they were called, were withdrawn and trucks substituted. Nos. 3012 and 3200 were thereafter used as tool cars while No. 3011 was converted to a Pay Car. Thus, No. 3200 served its original purpose for only about one year.

No. 3200 has a steel under-frame and wood body 37'6" long. The car weighs 43,400 lbs.

DOUBLE TRUCK ONE-MAN PASSENGER CAR NO. 1959.

Montreal was late in adopting one-man operation on lines other than light shuttle services, but in 1926 a medium-sized, light one-man car was developed by MTC engineers and Canadian Car and Foundry Co. which was to prove highly successful. This was the 1900 class which were purchased in three groups:- Nos. 1900 to 1949 (1926), Nos. 1950 to 1964 (1928) and Nos. 1965 to 2004 (1929), making altogether 105 cars in the series, plus six double-end cars of the same design, numbered 2600 to 2605. A cream and maroon paint scheme was adopted to signify front entrance to waiting passengers.

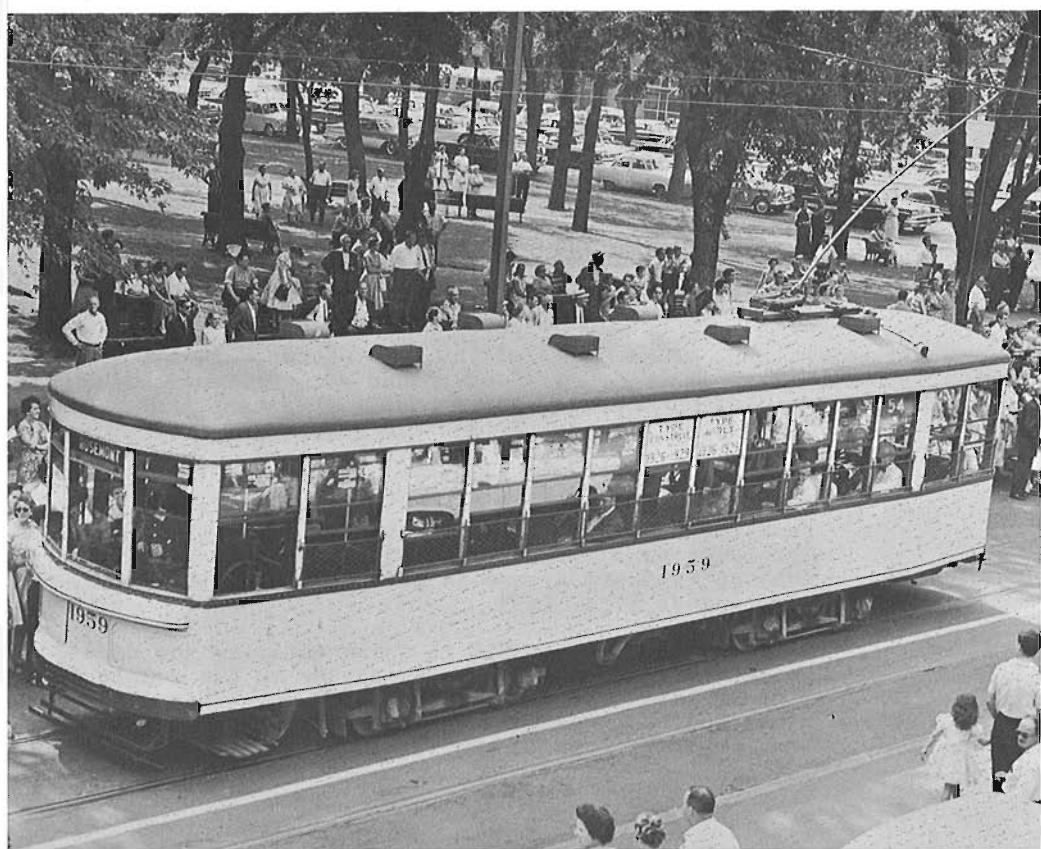
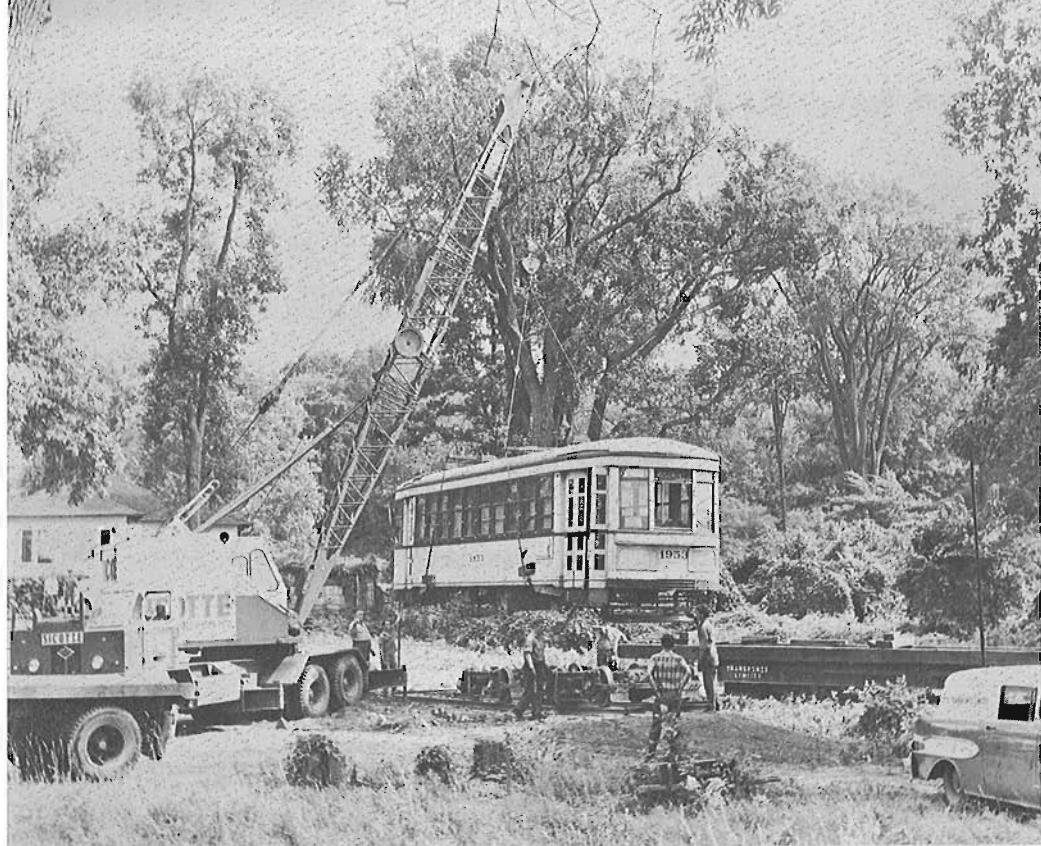
Our example, No. 1959, was of the 1950 sub-class. There were some construction differences between the three groups, but essen-

tially the dimensions and equipment were the same:- Length overall 41'2", weight 36,250 lbs. with body of composite steel and wood construction. Equipment consisted of K 35-SB control, with WH.510-A2 motors rated at 42 HP. Brakes were Can. WH. safety car equipment with M-28 variable load brake valve. Trucks CCF type F 790 with 26" wheels.

Some of these cars remained in service until the end of tramway operation and No. 1959 was chosen for preservation because, in addition to being in good condition, its number coincided with the final year of electric car service in Montreal. Another car of the same group, No. 1953, has been preserved by Mr. Donald Angus, our Honorary President, at his Senneville property.

The upper photo on the following page shows MTC 1953 reaching its final resting place at Senneville, Que. The lower photograph shows MTC 1959 making its final trip up Papineau Avenue as part of the historic parade, August 30th, 1959.

On page 234, number 3517 is shown entering the ceremonial gate at the Mt.Royal carhouse at the completion of this historic parade. 3517, the last tram purchased for passenger service in Montreal, was also the last streetcar to operate in the City.

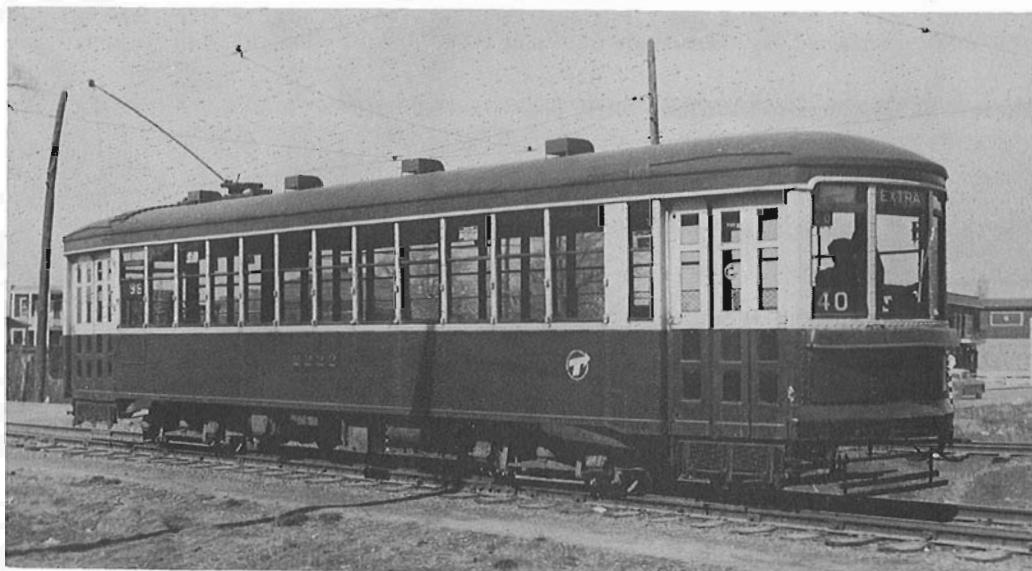


**DOUBLE TRUCK PASSENGER CAR  
NO. 2222.**

This car is a good example of the lightweight designs developed in many places during the late 1920s. On the premise that many of the major lines were best served by two-man cars, Montreal Tramways Co. made important purchases of modern two-man cars in 1927-28-29. The 2100 class, of which our No. 2222 is a member of sub-class 2180, were received from C.C.& F. Co. in three groups Nos. 2100 to 2149 (1927) Nos. 2150 to 2179 (1928) and Nos. 2180 to 2239 (1929), making in all 140 cars.

The cars were smooth-running and popular with the public. In construction, which is of composite steel and wood, every effort was made to create a pleasant interior without projections of straps, bars, light bulbs or cords.

Trucks and motors are the same as those under No. 1959. Control is K35-XB manual, without "dead man" feature. Brakes are WH. straight air M20 valve. An odd feature for cars of this type and period is the manually operated front door. The car is 46' 2" overall and weighs 37,800 lbs.



**PCC CAR NO. 3517.**

Being well supplied with modern cars, MTC did not take advantage of the PCC design which emerged in the late 1930s. During the war, however, shortage of cars became serious and some second hand equipment was acquired in the United States in 1941 and 1942. After that time the only equipment available was from a limited output of PCC cars by St. Louis Car Co. Late 1943 an allotment of 25 of these cars was

granted and the order placed. This was to be more or less of a trial, as there was some doubts as to the suitability of this type for Montreal's winter conditions. The order was almost immediately reduced to 18 because of restrictions placed on the manufacture of transit vehicles by US war production authorities.

The eighteen PCC cars, numbered 3500 to 3517, were put in service in March, 1944, on the

Outremont line (Route 29) where they remained for almost their entire life. This line was chosen because it covered diverse sections of city where a fair cross-section of the population would have a chance to use the new cars. Also this line provided some fairly long stretches where the cars would not be mixed with the older types on overlapping routes. With some minor adjustments, and by discontinuing the use of the track brake the cars performed quite satisfactorily. These PCCs were really a wartime version, as substitute materials and some alternative equipment had to be used. The body shells were fabricated by St. Louis and the trucks supplied by Clark Equipment Co., in Chicago. The cars were assembled and finished by Canadian Car and

Foundry Co. in Montreal. Length is 46 ft. and the weight 37,000 lbs. Motors are WH 1432-55H-300V series connected in pairs.

During the final year of tramway operation the PCCs were transferred to the Papineau and Rosemount lines, these being the last lines to go. No. 3517, being the last passenger car purchased, was appropriately selected to be the last car to operate on the streets of Montreal. After participating in a parade and suitable ceremonies on August 30th, 1959, No. 3517 pulled into Mount Royal carhouse through an archway labelled "The End of an Era". We are indeed fortunate to have for the museum the first and the last Montreal electric car, spanning a period of sixty-seven years.



# Canadian Pacific

## FARESAVER PLAN



The Canadian Pacific Railway unveiled details of its "FARESAVER PLAN" on October 21 last, and followed with a more complete description in a recent issue of "Spanner", the company publication. In brief, the plan provides reduced fares on CP passenger trains, except in the Pool Zones (Toronto to Quebec City) and on international runs. The "FARESAVER" plan will thus enable more and more people to enjoy low cost travel on Canadian Pacific trains all across Canada (except as noted above). Here's how the plan works:

Fares are greatly reduced in all travel classes -- in reserved seat coaches, in tourist cars and in first class sleeping cars. The basic passenger fares fall into two main categories --- those for passengers making one-way trips in excess of 520 miles, and those for shorter journeys. For travellers going more than 520 miles, there is one low bargain fare good every day of the week. This rate is identical to the Canadian National's "Red day" fare. For travellers who are going on trips of 520 miles and less, there are two fare levels. The lower level (again matching the C.N.'s Red day fare) is good for trips started on any day except Friday and Sunday. The higher fare (identical to CN's "White day" fare) applies to the heavier traffic days of Friday and Sunday.

Passengers occupying room accommodation or sleeping car space have the alternative of purchasing tickets covering passage fare and accommodation only, (with the opportunity of separately purchasing meals of their choice in the dining car or dome coffee shop), or, alternatively, of purchasing all-inclusive tickets, which include the price of meals.

It is of interest to note that "FARESAVER" rates, as published, are in effect only until April 14, 1964, and to speculate on whether or not the rates will be adjusted after that date, to reflect the increased passenger traffic during the summer months when the CN's Blue fares are effective. During the winter months, basic transportation fares offered by the two transcontinental railways are identical except during Christmas and New Year's holiday weeks and two days near Easter.

### SAMPLE FARES in effect until April 14, 1964

Coach one-way	Faresaver	Old Rates
Montreal-Vancouver . . .	\$43.00	\$90.99
Toronto-Winnipeg . . .	20.50	41.45
Winnipeg-Vancouver . . .	23.50	48.00
Regina-Vancouver . . .	19.00	42.45
Calgary-Montreal . . .	34.00	79.00
Edmonton-Toronto . . .	32.50	67.00
Edmonton-Vancouver . . .	14.50	25.00
Vancouver-Toronto . . .	41.50	78.19

All-Inclusive-Roomette One-way	Faresaver	Old Rates*
Montreal-Vancouver . . .	\$82.00	\$156.50
Toronto-Winnipeg . . .	37.50	67.90
Edmonton-Montreal . . .	62.00	125.25
Winnipeg-Edmonton . . .	29.00	46.90

\*Old rates adjusted to remove provision for gratuities which are not covered under the Faresaver Plan.

# A B C Tourist Attraction

## The Esquimalt & Nanaimo Railway.

P. O. Hind

Sunday October 20th saw the third railfan trip in four weeks on the Canadian Pacific Railway's Esquimalt and Nanaimo Division on Vancouver Island. This particular trip was sponsored by the West Coast Railfans Association from Vancouver, under the guiding hand of President Peter Cox. The three trips were noteworthy in that they were the first times in quite a few years that there had been a CPR passenger train over the Port Alberni Subdivision, and the first times the Esquimalt and Nanaimo's Budd Dayliner #9054 had negotiated this subdivision.

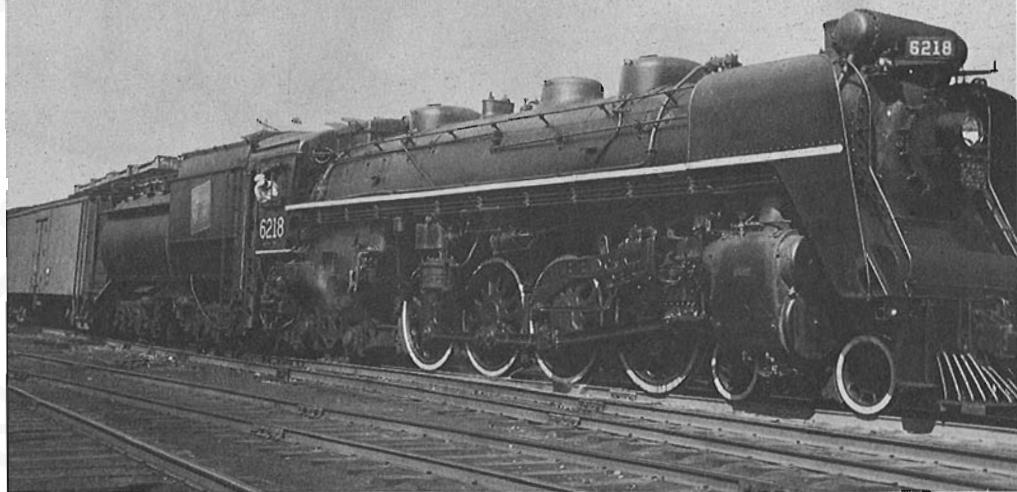
The West Coast Railfans "Port Alberni Special" got under way at 11:30 a.m. from Victoria Mile 0. CP #9054 was sold out with a full capacity load of eighty-nine passengers, over half of whom were from Vancouver, the balance being made up of Victoria and Island Railfans including at least two CRHA members. After a good start, car #9054 with Engineer Wiley at the controls, passed through the Victoria City Yard Limits, then proceeded to Goldstream Mile 10.7, and the base of the Malahat mountain section, which through a series of 2% grades reaches a height of over 1500 ft.

Niagara Canyon Mile 13.7 was reached at 12:01 p.m., and Engineer Wiley proceeded slowly across the 300 ft. high bridge, then backed up slowly, enabling all concerned to get excellent pictures from choice vantage points. We then proceeded to mile 15.8 Tunnel Hill, where again Engineer Wiley passed back through the tunnel and then proceeded forward to enable fans to photo the unit emerging from the tunnel. Although it is only about sixty feet long, it is, nevertheless, the only tunnel on the entire E&N Railway. At mile 25.0 the car was stopped to enable passengers to photo the cairn marking the last spike on the E&N Railway. Mile 58.4, Ladysmith, was reached at 1:40 p.m. and we were able to photo Comox Logging Railway's 2-8-2 #11 and Shay #12, both recently retired and mounted on permanent display.

Nanaimo, Mile 72.5, was reached at 2:20 p.m. and Engineer Wiley was replaced by the Northern Division Engineer. Fast time was made between mile 72.5 and Parksville mile 95.2. At Parksville, new orders were handed up for the Port Alberni Subdivision. Parksville, incidentally, is Mile 0 of this division.

Upon leaving Parksville the track swings to the left and proceeds to Cameron Lake Station. After leaving this point, the track climbs on a 2% grade around Cameron Lake on a series of sheer rock faces interspersed with many trestles, some of which are built right against the rock walls of the Mountain Base. Most of them are on curves, and some have even been built on S curves, so difficult is the terrain there, the whole area around Cameron Lake being one of the most rugged sections that the Railroad traverses on Vancouver Island. The colours of the lake and surrounding country are fantastic and even a dull overcast day failed to dim the beauty of this region.

The summit of the Alberni Subdivision was reached at Locharkaig Mile 21.1 where the engineer checked his brakes for the descent to the Alberni Valley.



C.N. 6218, now being overhauled at the System's Stratford Shops, was leaving Truro for Montreal when photographed by Mr. Kenneth MacDonald of Fredericton, N.B. This engine will in all likelihood be the last steam locomotive to operate on the Canadian National Railways.

We passed Mount Arrowsmith, the tallest mountain on Vancouver Island, but unfortunately it was obscured by cloud and was not visible. At Mile 24.0 we reached Holt Trestle, a curved structure of magnificent proportions, approximately 200 ft. high by about 500 ft. long. Again the engineer backed up car 9054 to allow a photo run on the trestle. From mile 24.0 to Port Alberni, the end of the line, we descended a practically continuous 2% grade. Port Alberni was in view at mile 24.0 but due to the line being about 1200 ft. high at this point, we had to circle the whole valley to get down to the terminal. The Valley was beautiful to see, a variety of fall colors mixed with farm lands and various logging camps. Port Alberni was reached at 4:40 p.m., right on the advertised time. After a brief stopover we left at 5:25 p.m. and proceeded back to Parksville. Unfortunately darkness overtook us before we reached Parksville, and we were only able to see the very vague shape of Cameron Lake as we descended from the summit. The Vancouver group left us at Nanaimo to catch their ferry from Nanaimo to Vancouver. Engineers were again changed at this point and Engineer Wiley was again at the controls of car 9054 from Nanaimo mile 72.5 to Victoria. A very brief stop at Duncan mile 39.7 to pick up a new set of orders gave us one meet, the only one of the day, northbound freight with Baldwin D 10 e's #8002 and 8010 at mile 20, Malahat Summit.

The whole day was deemed a complete success, and was made possible through the magnificent cooperation of the CPR, their Passenger Agent Mr. Holt, of Victoria, and the train crews of both the North and South Divisions. Nothing was too much, photo run pasts were timed to perfection, and all concerned were allowed a visit to the head end in pairs under the guiding hand of Mr. Holt. We are trying very hard to boost rail tours on the Esquimalt & Nanaimo, not only for railfans, but as a tourist attraction, and believe the complete success of this trip was an excellent beginning to many more such events.

# Notes and News

Compiled by W. L. Pharoah.



- \* Don't think that CN painters can't spell should you see boxcars lettered "CANADIEN NATIONAL". This is merely the latest innovation in CN's surprisingly swift transformation from a predominantly English-speaking institution to a French-language oriented company, at least insofar as its Quebec operations.
- \* The Board of Transport Commissioners has approved an unopposed application by CN to abandon 8.5 miles of track between Rawdon and St. Jacques, Quebec. The order is effective not earlier than December 15.
- \* C.P.R. President, Mr. N.R. Crump recently rode in the cab of a new, experimental train at 130 miles per hour during a visit to Japan, but he said he doesn't see any application of that speed to his company's operations in Canada. Mr. Crump described the New Tokaido Line, on completion to run 325 miles from Tokyo to Osaka, as the most advanced piece of railroad in the world. The research work and equipment cost the line \$ 1 billion but it is expected to get its money back in ten years handling 35,000 passengers a day.
- \* CN's new Moncton passenger station was opened recently. The new station is decorated in the bright colours of the CN redesign program. Above the entrance the words "Gare CN Station" are emblazoned on a red panel and serve notice that the System's bilingualism program will not be restricted to Quebec. On both ends of the building the name of the city is displayed in large illuminated signs, providing passengers with easy identification of the station at night.
- \* CN ran a 12-car freight train into Matagami recently, officially inaugurating a new \$9 million branch line built to help open up this rich mining centre in northwestern Quebec. While a crowd of 200 watched in 40-degree weather, the train pulled up by a flag-decked platform holding the official welcoming party of railway, government and mining officials. In a brief official ceremony, CN President Donald Gordon said the railway now has built 678 miles of new branch lines since the end of the Second World War, and another 512 miles are under construction. Mr. J.C. Cantin, Parliamentary assistant to Transport Minister McIlraith, said that railways will remain "truly indispensable for a long time opening up Canada's north. . . . Today the railway takes its essential place in filling the transportation needs of the area." The new line is 61 miles long and features a 953-foot bridge over the surging Bell River.

\* CN has leased fifteen EMD-built road switcher units from the Duluth Missabe and Iron Range Railroad for a five-month period. The units, rated at 1750 h.p. each, were delivered to the D.W.& P. at Duluth -- five on October 31, five on November 1, and five on November 2. They are to be assigned to Winnipeg and used on the Prairie and Mountain Regions for hauling grain traffic. Weight and clearance restrictions are reported to prevent their use east of the Lakehead. The locomotives are equipped with six-wheel trucks and six traction motors and have a number of special features such as multiple bell-ringers, hump control and extra heaters.

<u>DM&amp;IR NO.</u>	<u>Class</u>	<u>Built</u>	<u>Rec'd by CN</u>
132	RS-3	1958	Nov. 2
134	"	"	"
139	"	"	"
142	"	"	"
145	"	"	"
159 to 163 incl.	RS-4	1959	Oct. 31
164 to 168 incl.	RS-4	1959	Nov. 1.

\* CN is installing removable wooden roofs on 500 open-top "enterprise" cars to make them suitable for carrying grain. Work is being done at the Transcona Shops in Winnipeg. Enterprise cars are normally used to haul gravel and crushed rock during summer months and generally remain idle in winter. The railway's shop men are manufacturing the roofs from plywood and caulking the joints to make them waterproof. Each roof, containing four hatchets to facilitate loading, will be bolted to angle brackets welded to the top plates of the cars. Grain can be unloaded from eight hopper doors located on the underside of the cars, proving particularly beneficial at spots where grain must be unloaded manually.

\* A rather sad sight in the eastern part of Montreal during September and October was the graveyard for seventeen MTC PCC cars and a number of work equipment units. The photo below was received from Mr. A.W.Jones of Beaconsfield, Que. The eighteenth Montreal PCC has, however, found a home at Delson.





"The car wouldn't start, my feet are wet, Christmas is coming and beer's gone up. How are YOU?"

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