



crha

P.O. BOX 22.



# News Report

STATION "B"

MONTREAL 2, QUEBEC

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SEPTEMBER 1960



AN ENGINE AND ITS FRIENDS -- Canadian National Railways 4-8-4 No. 6153 is the object of all visual and photographic attention as it stands at Alexandria, Ont., during the Association's "Last Run of Steam on CNR" excursion on Sunday, September 4th. An earlier decision not to preserve this engine was reversed by CRHA at the request of members and friends.

CRHA Photo - Paul McGee.

**NOTICE OF MEETING:**

Meetings of the Canadian Railroad Historical Association are held on the second Wednesday of each month, except during the summer months of July and August. They are held in Room 110, McConnell Engineering Building, McGill University, University Street, Montreal. Dates of the next several meetings are as follows:

October 12th	October monthly meeting.
November 9th	November " "
December 14th	December " "
January 11th, 1961	Annual General Meeting.

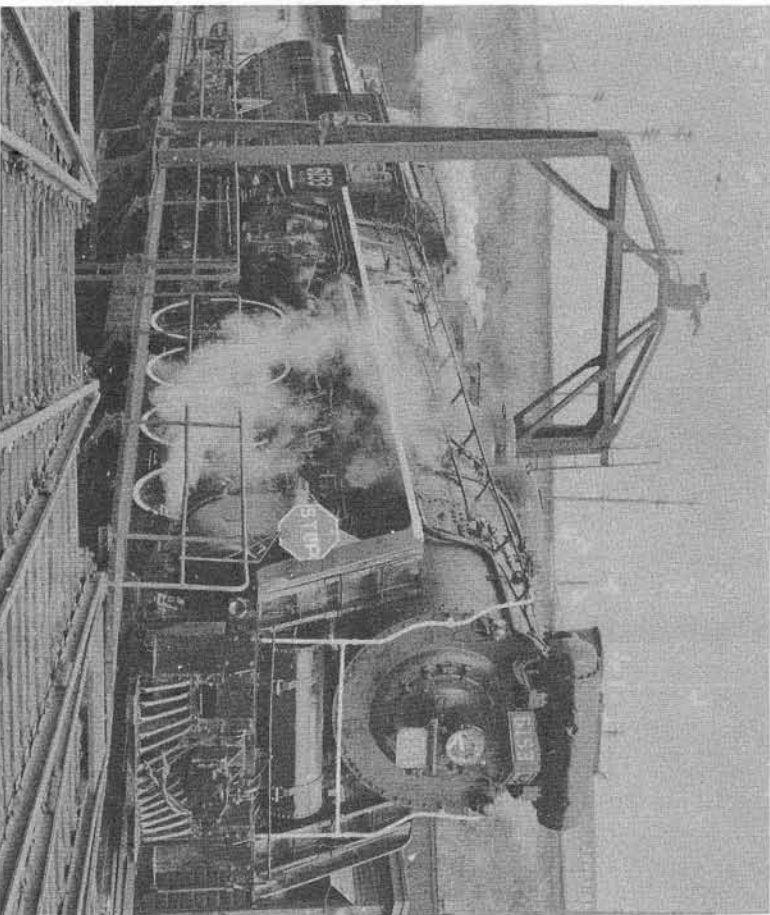
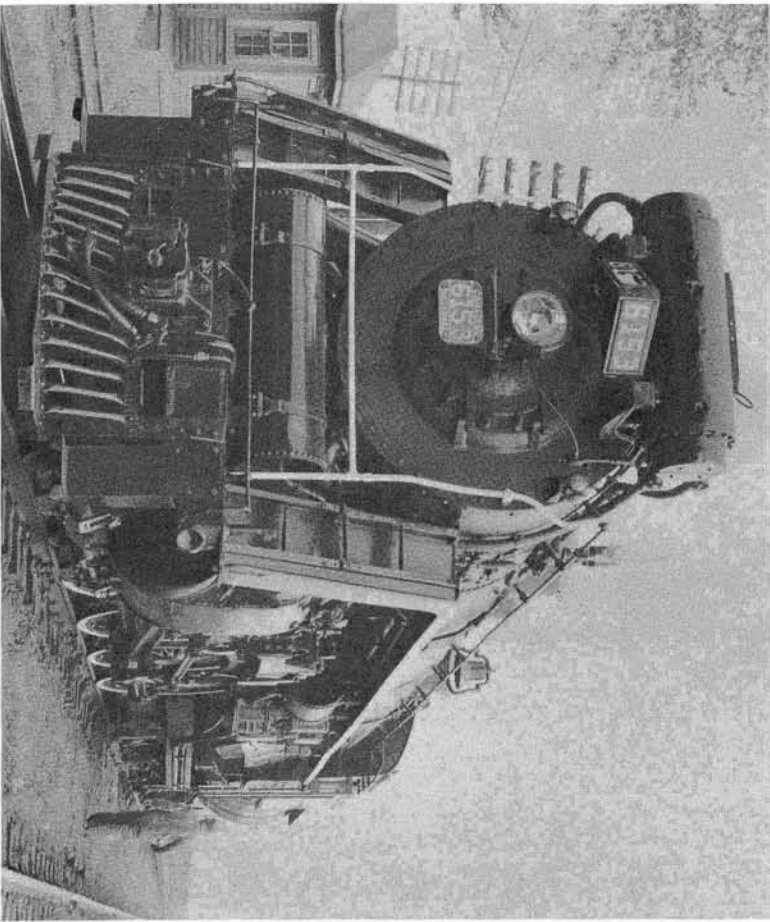
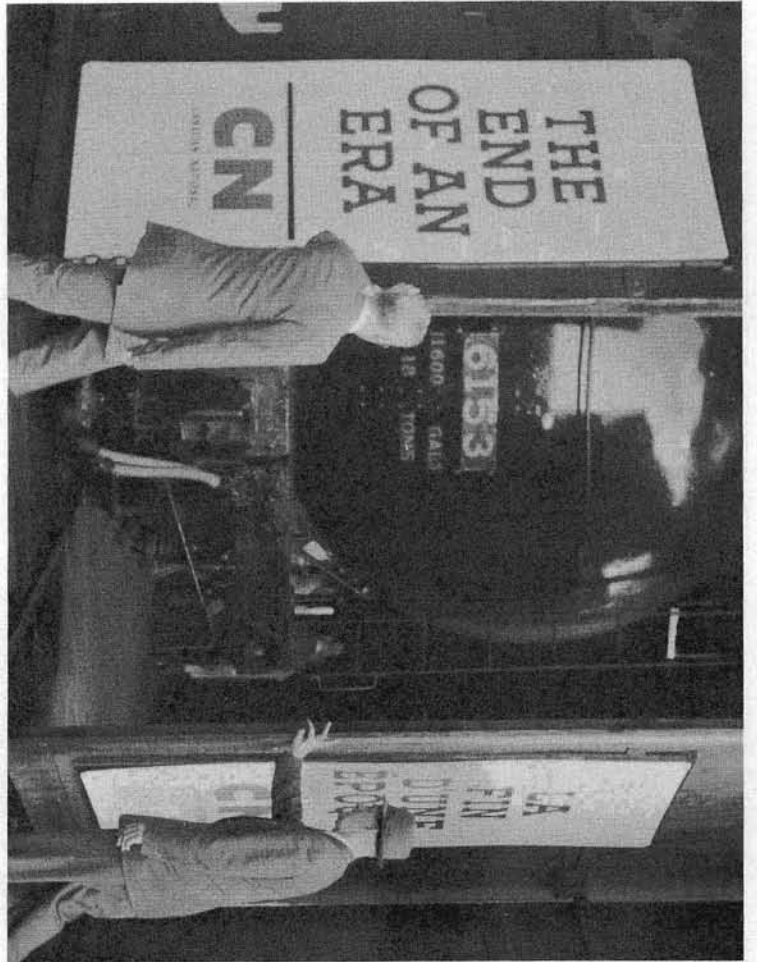
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**THE END OF STEAM ON CANADIAN NATIONAL RAILWAYS**

Five hundred members, associates and friends of the Association gathered in Montreal on Saturday and Sunday of Labour Day weekend, September 3rd and 4th, to pay homage, for the last time, to a Canadian National steam locomotive in operation on that system. By far the largest attendance ever experienced in ten years of CRHA railway excursions, it was a fitting tribute to the end of an era which had begun on the CNR's earliest ancestor more than 124 years before, in 1836. The engine was specially selected by CNR mechanical officers in view of its good running condition, and it justified official confidence by performing well and flawlessly during the two excursions. The engine selected was 4-8-4 type No.6153.

The observance was divided into two parts: an excursion on Saturday intended principally for railway enthusiasts, who attended to the number of 282. The train ran from Montreal to Joliette, Que., and moving picture runbys were staged at Ville St. Pierre, Ballantyne, Montreal Nord and the Bout de l' Ile bridge on the eastbound trip, while further stops were made westbound at Crabtree, Paradis Jct., l'Assomption and St. Paul l' Ermite on the westbound journey. Altogether eight runbys were made, in addition to pictures at Montreal Central Station, from which point the engine hauled the train, at Joliette where the engine was watered and the train turned, and at Gohier on the return trip where electric locomotive 188 replaced No.6153 for the run through the Mount Royal Tunnel.

The beautiful, clear, sunny weather of Saturday was in distinct contrast to the dawn of Sunday morning which revealed a slow, constant rain. The Trip Committee is quite confident that had Sunday dawned as beautifully as Saturday, our train would have been filled to a capacity load of nine hundred. As it was, exactly five hundred persons came along on this historic trip. Extensive publicity had been issued to the public in general, and accordingly the Trip Committee felt it imprudent to arrange moving picture runbys on Sunday with so many people inexperienced in this enthusiasts' idiosyncrasy on board. Again, No.6153 departed directly from Central Station and with a passenger stop at Lachine, and operating stop at Coteau, proceeded to the first picture stop which was at DeBeaujeu where we met Train No.4. Another stop was made at Alexandria where Train No.47 was allowed to pass us, as we were steadily losing time owing to the amount of time taken to entrain and detrain the large number of passengers. Arrival in Ottawa was made about an hour and fifteen minutes late. On hand were several thousand citizens of the national capital, to give us a welcome we will not soon forget.





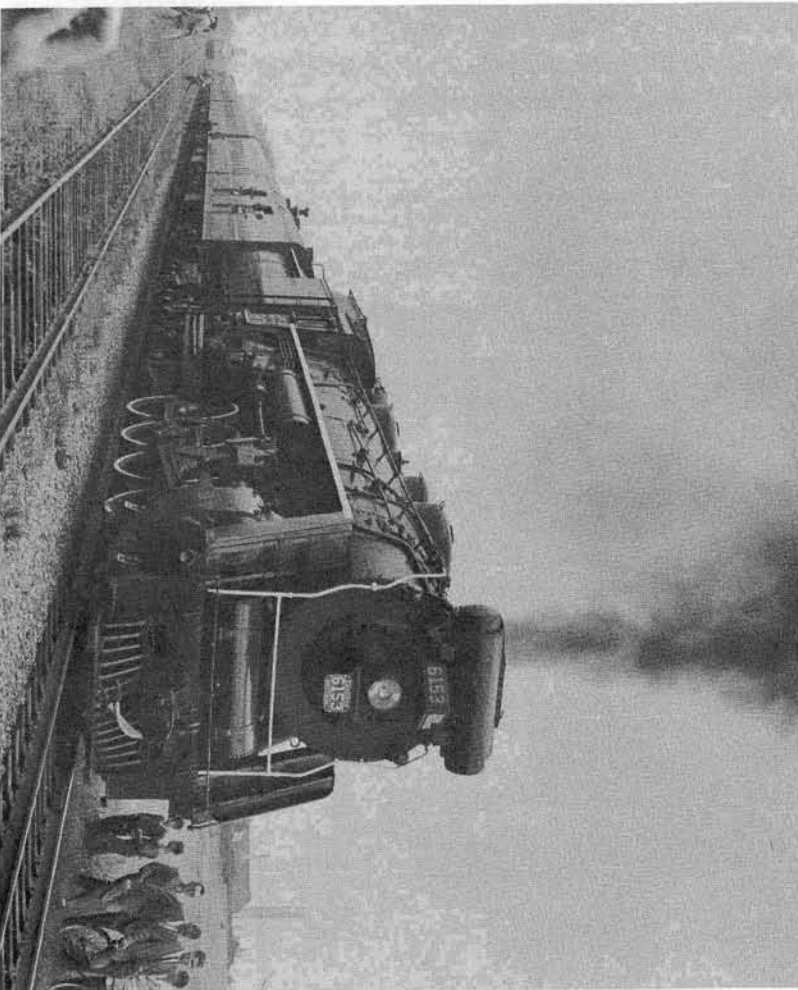
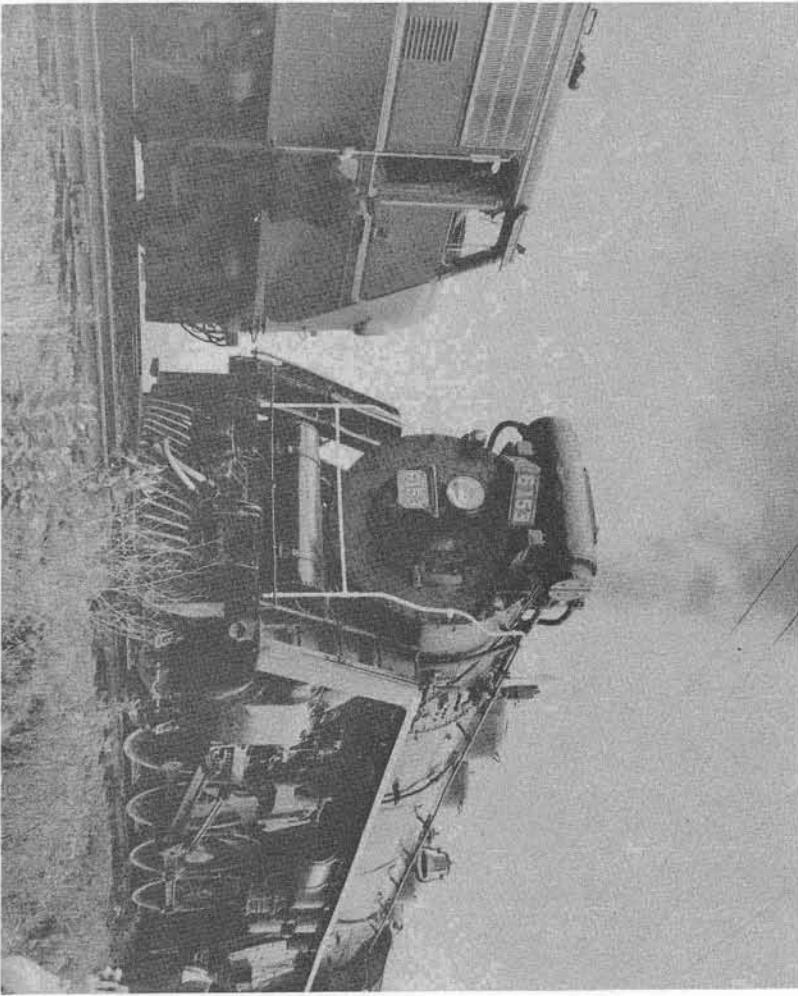
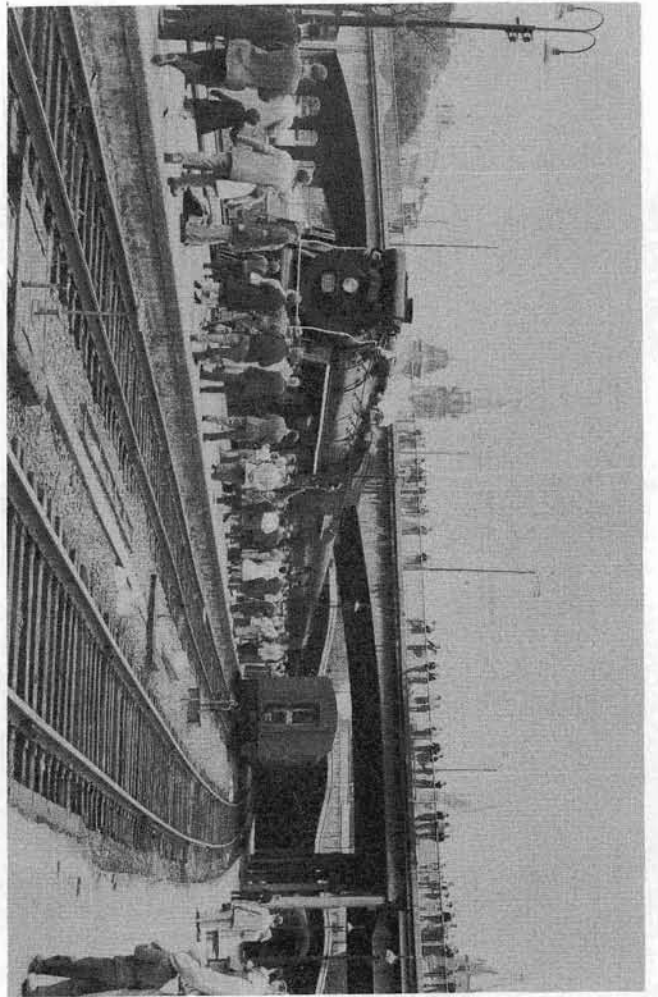
Some of the passengers remained on board the train while it was turned and the engine serviced at Deep Cut; precise instructions had been prepared, printed and distributed to the passengers through the timely foresight of Mr. Burns, the CNR's Superintendent in Ottawa. Those who did not go with the train spent two hours in the capital, patronizing the various restaurants and visiting Parliament Hill. Finally, all was in readiness for the return trip, and owing to the fact that we were still very much behind schedule, it was decided to skip a planned picture stop at Hawthorne, and also not to permit the passengers off the train for the water stop at Alexandria. In consequence, much time was regained and our arrival at Turcot was made only a few minutes behind schedule.

At Turcot, the train was moved up to Ste. Marguerite Street, then backed in on the roundhouse lead to allow the passengers to see and photograph the uncoupling of No.6153, and its housing procedure for the last time. Canadian National officers had arranged things very well, and in addition to the five hundred spectators, CNR had four kindred "spectators" to watch 6153 take its last ride under steam on the turn-table, in the form of three engines from the Museum Train, 4-4-0 No.40, 0-6-0T No. 247 and 2-6-0 No. 713. The fourth "guest" was a CRHA "member", CNR No.1165, which was donated to the Association last July 21st. Amid much whistling, steaming and bell ringing, Engineer Honsinger put 6153 away in stall 53, and as the Vanderbilt tender disappeared into the roundhouse, the doors were closed by Turcot's General Supervisor, Mr. Horsman, and our President, Dr. Nicholls. Some of the nostalgia of seeing the last CNR engine dump its fire for good was dispelled by an announcement which Dr. Nicholls made, at this juncture, to the press, to the effect that the CRHA Museum Committee had replaced No. 6100 on its preservation list with No. 6153, thus ensuring it a permanent place, not only in history, but in our projected Museum of Transportation. There, No.6153 will join other CNR engines planned for preservation, including 4-6-4T No. 49, 2-10-2 No. 4190, the most powerful steam locomotive in the Commonwealth, and fleet-footed No. 5702 which powered our Fall Foliage excursion to Garneau in the autumn of 1958.

After No. 6153 had been housed, diesel passenger "A" unit No.6525 was coupled on for the run in to Central Station. While the passenger list included five hundred passengers westbound to Ottawa, there were 503 on the return trip, the supernumeraries being Roger, Maurice and Armand Guilbault of Ottawa, who had got on the train innocently at Ottawa "for a little ride" and were inadvertently carried to Montreal. It was a tribute to our Ottawa natives in the membership, Bill McKeown, who looked after the boys after they were discovered, and Barry Adair, who drove them back to their anxious parents, that they were well looked after during their adventure. The Trip Committee bought them a supper at Central Station. It was a particularly significant trip for young Armand Guilbault, 11, youngest of the three, who had never been on a train in his life. None of them had ever been to Montreal previously, and the "big city" was a little overwhelming after the quiet life of the federal capital which, at times, possesses pleasant pastoral aspects.

The Trip Committee are particularly indebted to Mr. R.D.Bourgeois, CNR City Ticket Agent at Montreal, and his assistant, Mr. E.G.Wild, to whose personal efforts much of the success of the weekend was due. We would be remiss if we were to fail to mention the attractive window display in the City office window, with the Association's crest and a model of a 6060 class engine. Saturday's trip was accompanied by Mr. Gibson, Assistant Superintendent, while the Sunday trip was in the personal charge of Mr. Burns, Superintendent at Ottawa.

--O.S.A.Lavallee.



THE PHOTOGRAPHS:

Six photographs supplement the account of the most successful Labour Day Weekend "Last Run of Steam on CNR" excursions, in addition to our cover.

Cover Picture: This photograph was made at Alexandria by our Paul McGee, and shows a very small part of the five hundred participants admiring the engine.

First Insert Page: Three photographs taken by J. Norman Lowe of the Canadian National Railways staff: TOP: Dr. Nicholls and Mr. Horsman closing the doors of stall 53 at Turcot Roundhouse after 6153 had been put away.

Second Insert Page: Three photographs taken by Paul McGee, the Association's Official Photographer: TOP: The special train awaiting the signal to depart from Ottawa Union Station. LOWER LEFT: No.6153 meets the "Continental Limited" at DeBeaujeu, Que., -- the last meet involving a steam locomotive. LOWER RIGHT: For a brief moment, hundreds of people clear away from the side of the train as Train No.47 passes the CRHA special at Alexandria.

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EXCURSION SIDELIGHTS:

.....Windsor Station was a hotel for a night -- Eighteen members of the Upper Canada Railway Society who attended the Labour Day excursions, arrived in style on Train No.22 in the room car "Willow Grove", on Saturday, September 3rd. The car was also used as a "hotel" on Saturday night, and returned to Toronto on Sunday evening on Train #21. No.22 incidentally, was more than an hour late on Saturday morning, necessitating holding the CNR special since most of the UCRS hierarchy were on board. We will not chide the CPR too severely for this occurrence considering that not only was it Labour Day weekend, but the popular passenger impresario, Mr. Jack Beatty, was away on his vacation as well.

.....Speaking of the UCRS hierarchy, the UCRS Recording Secretary, Mr. John Freyseng, did an excellent job in the kitchen of the lunch-counter car on the Joliette trip, and we are pleased to acknowledge his services publicly.

.....Unfortunately, engine-ride promoters are still at it on our excursions. CRHA felt that its policy of "no engine cab rides" would be pretty well-known by now. We were mistaken; one "cab-crasher" had to be removed from the engine by Mr. Gibson on the Joliette trip. Those who act similarly in future will be dealt with appropriately.

.....We did not lack for press, radio and television coverage for the trip. Three Montreal radio stations, plus the CBC television outlet, publicised the excursions in advance. The Montreal and Ottawa press carried illustrated accounts of the excursion but the nicest touch of all was the Montreal "Star"'s editorial on Thursday, the 8th commenting on the Association and upon its aims and its museum project.

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.....speaking of excursions, tickets are now on sale for the Tenth Anniversary autumn foliage weekend excursions out of Montreal on October 15th and 16th. The Saturday trip is a CNR diesel excursion into the Laurentians on what is certainly the most scenic rail line out of Montreal. The Sunday trip will be over the CPR with 4-6-2 No.1270 at the head end. Both trips cost only \$11.00



ANOTHER CANADIAN NATIONAL 4-8-4- PRESERVED

On September 8th, at a ceremony at the Canadian National Exhibition Grounds in Toronto, the City of Toronto received Canadian National 4-8-4 No.6213 as a gift from the National system. The engine had previously been moved into position in the Grounds over temporary track; this move is illustrated in detail in the September 1960 issue of our contemporary publication, the UCRS Newsletter.

No. 6213 was built in 1942 by the Montreal Locomotive Works. Selection of the engine on behalf of the City of Toronto was made by a Committee of the Upper Canada Railway Society headed by Mr. Jim Brown, who saw the project through to completion, including the designing and installation of a lighting system at the permanent exhibition site, whereby the wheels and valve motion are illuminated at night.

In the same issue of the UCRS "Newsletter", there is a memorable picture of the President of that body, Mr. John Mills, showing the Hon. George Hees, the Minister of Transport for Canada, the proper cab-window stance for a railway fireman.

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CNR #6167 USED ON TWO EXCURSIONS OUT OF TORONTO.

Yet another CNR 4-8-4, No.6167, was used on two excursions out of Toronto during the month of July.

On Sunday, July 10th, this engine pulled a special train for the Upper Canada Railway Society from Toronto to Niagara Falls, via Hamilton, Caledonia and Dunnville. The trip returned by way of Grimsby. Many interesting picture runbys were made, including one at the top of the escarpment above Hamilton, and a particularly excellent one over the Grand River at Caledonia. At Port Colborne, the engine was watered by a mobile highway water-carrier and trailer, and the trip proceeded, with other picture stops to Niagara Falls, where a lengthy layover allowed passengers to go to view the Falls, which retain a perennial charm. Many members from Montreal attended this excursion which was well-patronised by our Toronto friends.

On the following Sunday, July 17th, the Buffalo Chapter of the National Railway Historical Society sponsored an excursion from Buffalo, via Hamilton and Toronto to Zephyr, Ont., and return, using this engine for the majority of the trip. These were Canadian National Railways' last steam excursions in Ontario.

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NINE CANADIAN NATIONAL ENGINES SELECTED FOR PRESERVATION

Late in August, the President of the Canadian Railroad Historical Association, Dr. R.V.V. Nicholls, who is also Chairman of the Museum Committee, announced that the Association had decided to acquire nine Canadian National Rys. steam locomotives for preservation. The decision was made after a lengthy period of correspondence with the CNR plus a verbal assurance, among other things, that the CRHA Museum would have custody of the Museum Train when it is not needed for exhibitions or commemorations of a historical nature.

The nine engines selected were chosen to represent a varied, yet typical collection of engines, bearing in mind the major ancestors of the CNR -- the Grand Trunk, the Canadian Northern and the Canadian Government rail systems, as well as development of motive power on the CNR itself.

A list of the locomotives follows:

<u>Engine</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Remarks</u>
49	4-6-4T	Montreal	1914	Class X-10-a. Ex GTR #1544. Montreal suburban forney-type engine.
1520	4-6-0	Kingston	1906	Class H-4-a. Ex Can.Northern #1223, a later Canadian National #1223.
2601	2-8-0	Montreal	1907	Class N-4-a. Ex GTR #746.
3239	2-8-2	Kingston	1916	Class S-1-a. EX GTR #2839.
4190	2-10-2	Kingston	1924	Class T-2-a. The most powerful st- eam locomotive in the Commonwealth. Ex CNR #4100.
5550	4-6-2	Montreal	1913	Class K-2-b. Ex Intercolonial #451, later Can.Govt.Rys. #451.
5702	4-6-4	Montreal	1930	Class K-5-a. Good example of pre- pool service passenger engine.
6015	4-8-2	Kingston	1923	Class U-1-a.
6153	4-8-4	Montreal	1929	Class U-2-c. Last steam locomotive to run on CNR, Sept. 4, 1960.

The Association is also interested in 4-8-2 No. 6069, Class U-1-f, built by Montreal Locomotive Works in 1944, the last class of steam locomotives to be built for CNR. However, Canadian National Railways are considering adding this engine to the Museum Train and it has therefore not been included in this list.

#### CANADIAN PACIFIC WITHDRAWS THE LAST PAY CAR

On Wednesday, July 6th, 1960, your Editor made the last payment from what is believed to be the last railway pay car to operate in all of North America. Once a popular and familiar facet of old-time railway operations, the pay car is a part of an era which has vanished along with its contemporaries -- the compound steam locomotive, the ball signal, and varnished passenger cars.

One isolated example remained, however, until July of this year, at which time the Canadian Pacific replaced the time-honoured cash payment system on its International of Maine section, with the universal system of payment by cheque. The last paycar to be used was the CPR observation-compartment-sleeping car "Fort Simpson" which will now be utilized as a superintendent's car. Until December, 1957, however, the last true paycar, CPR #52, rolled the rails of the Moosehead and Mattawamkeag Subdivisions once a week to bring employees their pay in cold, hard United States currency.

Probably one of the best-kept employees' secrets in American railroad history, the story was kept so well that only the writer's closest friends knew the true nature of part of his duties with the Canadian Pacific Railway Company. The story of Canadian Pacific paycars has never been published in any form, but in the near future, it is hoped to publish a detailed account, supplemented by pictures and plans.

O.S.A.L.



**O B S E R V A T I O N S**

.....a department of news and comment, by Anthony Clegg.

During Mr. Clegg's absence on vacation in Europe, several members contributed for this issue

\* The alteration of CNR passenger schedules between Toronto and London on June 26th actually resulted in the elimination of one train in each direction. Train 16 replaced Train 40 via Guelph, while the schedule of Train 20 was lengthened by 40 minutes to permit extra stops and for backing into Hamilton. In the opposite direction, local train 77 was eliminated, reducing Toronto-London (via Brantford) service to six from seven trains in each direction. Three trains operate via Guelph, as before.

\* Effective August 1st, 1960, Quebec Central Railway withdrew its mixed train service between Megantic and Tring Jct., Que., over the Megantic Subdivision, and replaced it with a wayfreight service.

\* Canadian National Railways and Canadian Pacific Railway have recently confirmed that, beginning September 24th, they will operate full sleeping car service on only two of their four transcontinental trains. In a joint statement, CNR President Donald Gordon and CPR President N. R. Crump said full sleeping car service would be available only on CNR's "Super Continental" (Trains 1, 2, 51 and 52) and CPR "Canadian" (Trains 1, 2, 11 and 12) during the winter "off-season". While no indication was made when service on the other two trains, CNR "Continental" and CPR "Dominion" would be resumed, it is expected that this will take place at the spring change of schedules. The two trains will not actually be dropped from schedules, but will be confined to express, mail and coach traffic over the full route, with certain local sleeping car service.

Canadian Pacific is expected to place surplus Budd-built stainless steel equipment thus released from the "Dominion" in two other services, the "Frontenac" and "Viger" between Montreal and Quebec, and the "Atlantic Limited" between Montreal and Saint John. It is understood that normally, at least, the latter will be an all-stainless-steel train during the winter season.

\* Effective September 7th, 1960, the Maine Central Railroad discontinued regularly-scheduled passenger train service over all its lines. On September 5th, passenger trains Nos. 4 and 9 operating between Vanceboro and Portland made their last trips from these terminals and on the following day, the New England line's passenger-carrying facilities, in operation for more than a century, were completely withdrawn. The Supreme Court of the State of Maine decided in favour of an application by the railway to make this move, which cuts direct service from the Maritime Provinces to New England. Passengers who formerly had a through service between Saint John and Boston, Mass. must now travel either via Montreal or Sherbrooke, Que.

\* The Lehigh Valley Railroad has announced its intention to discontinue the last of its passenger runs on October 1st. This involves four trains, two in each direction between Buffalo and New York city (PRR Station) which carry New York-Toronto sleeping cars for CNR connect-

ion, and two trains each way between Lehigh, Pa., and New York, NY.

- ★ The thrice-weekly CNR passenger service between Lindsay and Haliburton, Ont., was discontinued September 3rd.
- ★ Grand Trunk Western Railroad has taken formal action to eliminate its last two passenger trains between Durand and Muskegon on its Detroit Division. The trains involved are No. 57 leaving Detroit at 11:15 PM and No. 22, eastbound, leaving Muskegon at 12:01 AM. They will continue to operate between Detroit and Durand but the GTW has filed a petition with the Michigan public service commission to discontinue the Durand-Muskegon service. This development was forecast last June when the post office cancelled mail contracts on the two trains.
- ★ The recent strike of trainmen on the Grand Trunk Western RR, the first strike on the line in more than forty years, also resulted in changes to Montreal-Chicago services. Trains operating Montreal-Toronto-Chicago, which normally operate over GTW lines from Port Huron, Mich., were terminated at Sarnia, Ont. Conversely, trains leaving Chicago to Montreal and Toronto were cancelled between Chicago and Sarnia. On Friday, September 9th, however, this nine-day strike was settled when a US Federal mediator entered the dispute. Train service on the GTW was restored to normal on the following day.
- ★ Sunday, August 7th, 1960, was changeover day for the Canadian Pacific Railway's Winchester Subdivision between Dorval and Ballantyne, Que. A new line for the double-track subdivision had been constructed and it remained only for the line to be connected at the ends and at the spurs. The work at Ballantyne was complicated by the connections to St. Luc Yard, Sortin Yard and Cote de Liesse piggyback terminal, with sidings and crossovers, all controlled by Hampstead interlocking tower. At Dorval, there is a connection to the Canadian National Railways, used by passenger trains 15 and 6, and normally also by the diesel units for these trains (on that day, units for train 15 were interchanged at Parsley-St. Luc). There are also several industrial sidings which were provided with interim connections, to both old and new lines.

A new GROVEHILL station was built at about mileage 3.3 (opposite 48th Avenue, Lachine), 0.4 miles west of the former one at 40th Avenue and 0.2 miles from Summerlea station, replacing both former stations. This has brought forth loud protests from Lachine commuters, who only recently lost CNR commuter train service. The new line was in full operation on Monday, August 8th, and all track on the old line was lifted by Sunday, August 14th. The Summerlea station was demolished on August 17th.

There is a slight diversion at 55th Avenue to allow space for construction of the CNR portion of the underpass at that point. The former CPR roadbed is being re-graded to link up with CNR lines at Dorval and with the new CNR route now being constructed between 40th Avenue and Turcot Yard. It is expected that a new union station will be built at Dorval, to be used by all CNR trains which now stop at Lachine and by Trains 15 and 6 which, in the meantime, are stopping on signal at Pointe Claire. The connection to the piggyback terminal is now in the form of a wye. Sidings now extend from Ballantyne to the new Grovehill station. All main track on the new line is laid with new 100-lb. Mackie section rail on creosote-treated ties in stone



ballast. The roadbed was built mainly of rock excavated from CNR cuttings near Ballantyne.

- ★ Montreal has lost a landmark dating back to electric railway days. The "Cafe Minuit" at the north-east corner of Mount Royal and Park Avenues, was dismantled during August; built in 1904 by the Montreal Park & Island Railway Company, it was later sold to the Montreal Street Railway and then to the Montreal Tramways Company. It was used by these companies as a station, ticket office and employees' shelter until replaced by another building in 1940, becoming, at that time, a restaurant and night club. To the end, however, it retained the traditional railway station gingerbread trappings, overhanging roof, and ornate wooden pillars.
- ★ One of our readers, Mr. D. M. Rice of Granville, Mass., points out that our previous report (on page S-10) of the Wabush Iron Company's railway connecting with the Quebec, North Shore & Labrador, is incorrect. The Iron Ore Company of Canada completed a branch on May 22nd from Carol Lake to the QNS&L at mile 224, now known as Ross Bay Junction. The Wabush Railway is to be an extension of the Carol Lake Branch. Mr. Rice also reports that the Wabush company is expected to build a new ore dock at Pointe Noire near Clark City, and a new line will be built to Pointe Noire around Sept Iles Bay, connecting with the QNS&L at mile 7. Pointe Noire is already served by the standard-gauge railway of the Gulf Pulp & Paper Company who own, or owned recently, two 0-6-0 steam locomotives with balloon stacks.
- ★ The official opening of the Moncton Yard of Canadian National Railways is scheduled for October 4th. This will give Moncton the distinction of having the first of four new CNR classification yards in operation. The others are under construction at Montreal, Winnipeg and Toronto.
- ★ Canadian National Railways' new 52-mile branch line between Optic Lake and Chisel Lake in northern Manitoba was officially opened on Friday, September 2nd, when Major J. L. Charles, CNR consulting engineer, drove home a symbolic spike of pure zinc at the mining community of Snow Lake. The line was built to serve the new Hudson Bay Mining and Smelting Company Limited mines in the Chisel Lake area, 75 miles northeast of The Pas. Hundreds of enthusiastic miners and their families greeted the first train to arrive at Chisel Lake, pulled by CNR diesel engine No. 1389. When the train left for the return trip, it was pulling the first 50-ton ore car to the Flin Flon smelter. Shipments are expected to average 1000 tons per day.
- ★ The British Yukon Navigation Company steamer "Keno" sailed down the Yukon River on August 25th, from Whitehorse, Y. T., on a three-day voyage to Dawson City, where it will be set up as a marine museum. The small sternwheeler made the trip without major incident, manned by veteran officers of the river service, which last functioned in the season of 1953. Once during the downriver voyage, which included the Five Fingers Rapids and Lake Lebarge of song and literature, the "Keno" ran aground on a sand bar, but was refloated without difficulty to conclude this last trip. Several other BYNCo. sternwheelers are still stored on the ways of the shipyard at Whitehorse.
- ★ Pacific Great Eastern Railway has sold diesel-electric locomotive No. 553 to the Sydney & Louisbourg Railway. The 550-HP unit was built



at the Erie, Pa., USA works of the General Electric Company in February, 1949. It will be renumbered 60 on the Sydney & Louisbourg. The Sydney & Louisbourg received the first of an order for three MLW diesel-electric switchers on July 15th, when No. 200 was placed in service. Nos. 201 and 202 were noted subsequently at Edmundston, NB, en route to Cape Breton. Rumour has it that the S&L is considering buying six more diesel-electric engines, to come from a "United States road which is giving up service". This is unofficial, but if any member has further details, we would be interested to know. If this report is correct, dieselization could come to the hitherto-all-steam Sydney & Louisbourg well within the four or five years originally predicted.

- ★ Canadian National Railways has placed an order with Eastern Car Company of Trenton, NS, for eighty steel 42"-gauge flatcars. Intended for service in Newfoundland, the cars will be delivered early in December. Design of the cars makes use of considerable amounts of low alloy steel instead of carbon structural steel. While the cars will carry 40 tons each, similar to others in service in Newfoundland, they will have 35% more capacity.
- ★ Twenty-two diesel-hydraulic switching locomotives are being built by Canadian Locomotive Company Limited at Kingston, Ontario, for shipment to India. \$2,000,000 of Colombo Plan funds will be used to purchase the locomotives which will be shipped to Bombay and to Madras. Canada's other locomotive builders, Montreal Locomotive Works and General Motors Diesel Limited will complete production on current orders for diesel locomotives by the end of September. Dieselization of Canada's railways is just about accomplished and no new motive power orders are in sight. At London, Ontario, GMDL plans to lay off about 300 production employees, retaining only office and sales staff during the next few months.
- ★ Canadian National Railways has now received the last diesel-electric locomotives to complete the changeover from steam to diesel. Road switchers 3892 and 3893 were delivered by Montreal Locomotive Works on August 16th, while similar type, but smaller units 1396 and 1397 were outshopped by General Motors Diesel Limited at London on August 18th and 19th, respectively.
- ★ Canadian National Railways 0-6-0 No. 7312, which was recently sold to the Strasburg Railroad in Pennsylvania, U.S.A., operated by an enthusiasts' organization, has been renumbered "31" through the simple expedient of removing the "7" and "2" digits from the engine number. It recently made its first trip over the 4½-mile line.
- ★ Canadian Pacific Railway class D-10 4-6-0 No. 1057 has been sold to a private individual in Toronto, Ont., and is stored on the property of the Regal Stationery Company there, as a preservation project.
- ★ Canadian Pacific Railway is converting the sleeping car "Vaudreuil" into a dental car, replacing an old wooden car formerly used for this purpose. Dining car "Ashby", fitted with diesel generating equipment several years ago, will be converted into a service car. The single-bedroom car "Grand Bay" has become Rules & Safety Instruction Car No. 50. This car is not fitted with electric lighting but has electric power for the signal demonstration panel. It replaces car No. 56.

- ★ The Bluebell Railway Preservation Society is the latest effort of British railway enthusiasts to preserve a little of their railway history. After a year's work, this society, numbering more than 1200 members, recently celebrated the opening of a 4½-mile portion of the "Bluebell Line" between Sheffield Park and Horsted Keynes, Sussex. The line is part of the former British Railways branch line from East Grinstead to Lewes which was opened in 1882 and closed in 1958 as uneconomic. It is the only private enthusiasts' railway of standard gauge in Britain, although there are several narrow-gauge lines, two of them, the Festiniog Railway and the Talylllyn Railway, operated by similar enthusiast societies. More than 2000 people attended the official opening, which was presided over by Captain Anthony Kinnins. His wife christened one of the engines "Bluebell". This 50-year-old veteran of British Railways service cost £600 stg. Its companion, the 85-year-old "Stepney", cost £750 stg. The station at Sheffield Park has been restored to its original chocolate and yellow colours, and some of the tinplate advertisements have also been replaced.
- ★ One of the features of modern railroading has been the elimination of double track in many places. Canadian Pacific has recently been eliminating double-track in a few locations on its transcontinental route. The longest section reduced to single track has been from Moose Jaw to Swift Current, Sask. Other examples are Revelstoke to Taft, B.C., and Connaught to Glacier, B.C. through the Connaught Tunnel. The latter cases permitted higher clearances in tunnels for high trailers loaded on "piggyback" cars.
- ★ Mergers and proposed mergers hold the spotlight in US railroad news. Both the New York Central and the Chesapeake & Ohio Ry. wish to merge with the Baltimore & Ohio RR, but the C&O has no desire for a three-way hook-up. Meanwhile, stockholders of the Atlantic Coast Line and Seaboard Railroads have voted in favour of amalgamating the two companies. The Southern Railway, however, is opposed, as are also the GM&O, Central of Georgia and Florida East Coast RR. The Milwaukee Rd. and the Rock Island system are also considering amalgamation, a merger which would result in one of the largest railways in the USA in terms of trackage and revenue.

The New York Times reports that the Southern Pacific Company plans to merge with three of its wholly-owned subsidiaries, the Texas & New Orleans Railroad, the El Paso & Southwestern Railroad Company of Texas, and the El Paso Southern. The three subsidiaries operate about 4000 miles of line in Texas and Louisiana. The first-mentioned line, the Texas & New Orleans RR, was the reason behind the change in name, some years ago, of the Temiskaming & Northern Ontario Railway to the Ontario Northland Railway. Similarity of initials caused much confusion before the name of the Ontario Government line was altered.

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FROM THE "NEWS REPORT" TEN YEARS AGO - September 1950

The threatened strike of non-operating railway workers became a reality at 6:00 AM Tuesday, August 22nd. The strike was terminated through Government intervention at 9:20 PM on Wednesday, August 30th.

Fairbanks-Morse units Nos. 4801-4802, two "A" units totalling 4800 horsepower, were recently used on test on Canadian National Railways.