



# crha News Report

P.O. BOX 22,

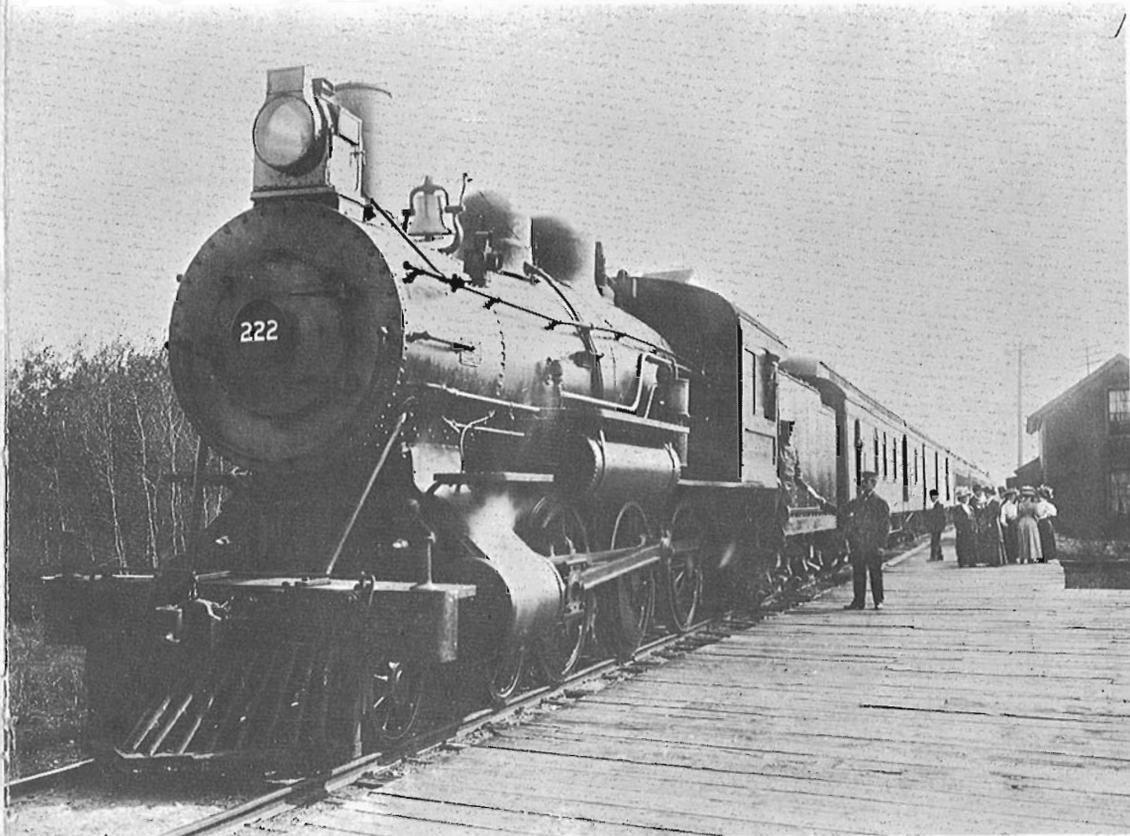
STATION "B"

MONTREAL 2, QUEBEC

NUMBER 132

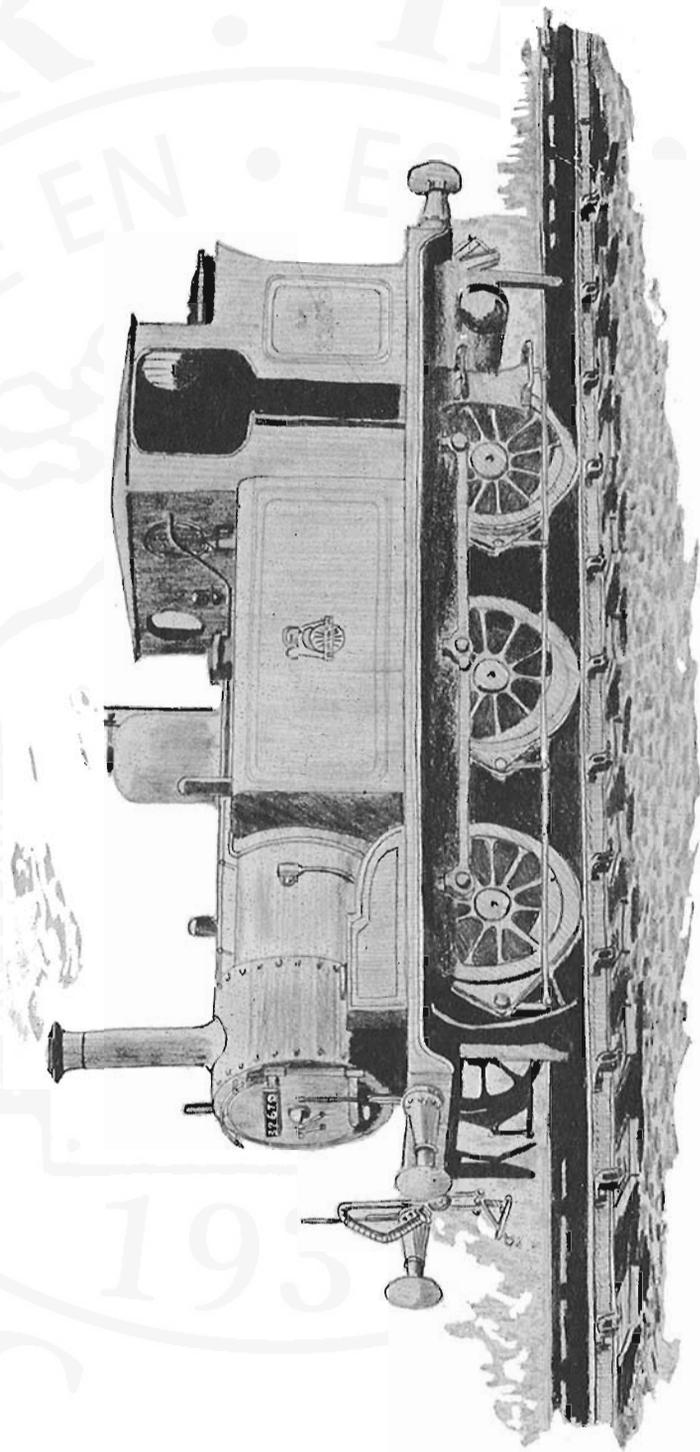
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APRIL 1962



Where was the above photo taken? The scene shows a Canadian Northern Railway train hauled by locomotive 222, later No. 1283, class H-6-c. The engine, built by Montreal Locomotive Works in 1907 was sold by Canadian National Railways in May 1942 for service on the Commonwealth Railways of Australia. A locomotive of the same class has been preserved by the City of Barrie, Ontario (#1531). Can anyone identify the location or circumstances of the photograph?

**Ours: A Stroudley «Terrier»**

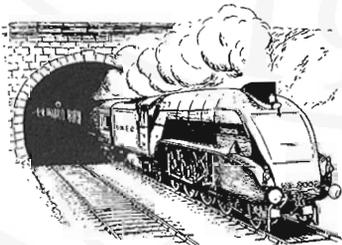


MORE INFORMATION ABOUT "WADDON"

The drawing reproduced on the opposite page is the product of the skilled hand of our member Mr. John Sanders, a former British Railways fireman, and now a resident of Montreal. It depicts one of the London, Brighton & South Coast Railway's "Terrier" tank locomotives, of the type which has been donated to the Association as recorded in the March issue of the News Report.

Also, we have received additional information about the locomotive from Mr. R.F. Corley, in that contrary to the statement made in the March issue, the locomotive was not immediately numbered Southern Railway 680s in 1923, as a shop locomotive. Instead, at that time, it was numbered Southern Railway A751, then in the general renumbering of July 1931, it was renumbered 1751. Only in December 1932 was it assigned to the service roster of the SR as 680s, working at Lancing Carriage Works.

While most of the engines of this class were reboilered about fifty years ago, our locomotive, "Waddon", was not completely rebuilt and therefore differs from Mr. Sanders' illustration to the extent that the smokebox is not quite as elongated. It also differs from the drawing in other minor particulars as well.



## M. U. operation for CRHA No. 114

Word has been received recently that CRHA #114 is being equipped for M. U. operation. Although most of the required equipment has been completed, M.U. service will not commence before May 26. CRHA #114 will be the "A" unit of a pair, the "B" unit of which has already been selected but which at the moment has been assigned no number. #114B however seems the most logical choice. Both units have been in single service for a number of years, 114A being first noted in 1950 when the Association made its first railway excursion to Huberdeau.

Originally, the engine in 114A was slightly too powerful, and the unit was thus not always compatible with other units operating in the same service. At times this resulted in the overheating of the other units, and boiling temperatures were common in some of the units not constructed in the same manner. Various slight modifications made in the past few years, have resulted in a power-weight ratio more in line with the others in the same class of service, although even yet the fuel consumption of #114A is relatively high.

The addition of M.U. facilities is expected to result in a longer life and a better utilization of these outstanding units, and everyone is confident that the two 114's will be able to perform even more efficiently together than either has in the past.

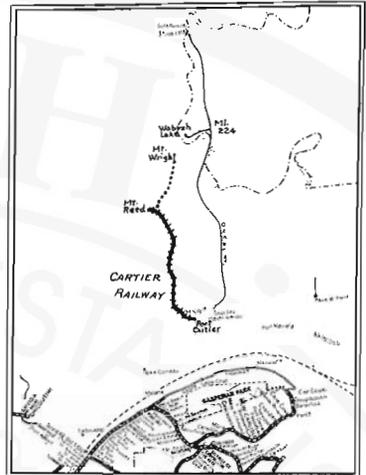
It is entirely possible that if the M. U. operation is successful, a number of other similar but smaller units will make their appearance within the next few years!

# Railways of the St. Lawrence North Shore

THE CARTIER RAILWAY COMPANY  
195 miles.

Port Cartier to Gagnon

by F. A. Kemp



On the north shore of the Gulf of St. Lawrence, about 45 miles southwest of Seven Islands, is an indentation in the coastline known for many years as Shelter Bay or Baie de l'Abri. On this bay, at the west side of the mouth of the Shelter River, stands a small town of wooden houses, a small mill, a log chute and a wharf, all of which owe their existence to the operations of the Quebec North Shore Paper Company, whose main plant (and railway) is located at Baie Comeau, over 100 miles farther west. This town recently changed its name from Shelter Bay to Port Cartier (Ouest) when the Quebec Cartier Mining Company completed a beautifully located modern town site on the wooded point on the east side of the river, called Port Cartier (Est). Both are dominated by the mining company's modern, blue-panelled office building which stands on a high hill, commanding a view for several miles around.

A short distance east of the office building, Highway 15 crosses the 132-pound rails of Quebec's second major iron-ore carrier, the Cartier Railway. The crossing is made at an acute angle for the rails lead, not to Shelter Bay, but to an entirely man-made harbour carved out of the solid rock of the shoreline, about three miles east. Here, isolated from residential areas, is the terminal yard, ore facilities, offices, and shops housed in austere metal and concrete buildings and incorporating design features which differ from those of other operations of this type. The yard is long and narrow with no hump and relatively few tracks. The rotary car-dumper, in an enclosed building, is located about midway in the yard, and is connected by covered conveyors with a large metal-covered storage building. Covered conveyors lead from this to the dock, a large rock-bound basin where vessels tie up, not to the solid wall, but to a number of jetties protruding from the shore, on which bollards are mounted. Loaded trains arrive in the receiving yard, the road engines uncouple and proceed to the shop, while a yard engine pushes the cars, still coupled, through the dumper, stopping as each car is dumped, its rotary couplers allowing this operation to take place. The empty train is pushed to the departure tracks where it is only necessary to couple the air hoses and attach a locomotive before it is ready for the return to the mine at Gagnon.

At the east end of the yard area, the tracks branch out to form leads to the car and locomotive shops which are housed in one all-inclusive building which also accommodates the railway's operating offices. Outdoor repair tracks and storage buildings are east of the shop building, and the run-around track loops completely around this area. A few spurs to a small conventional wharf where equipment is landed complete this compact yard.

The shops are modern in every respect. They are kept scrupulously clean - more so than any other railway shop ever visited by the writer - and are subjected to a very stringent safety programme. Everyone: employees, supervisors, and visitors, is required to wear a hard hat and protective glasses at all times while in the shops.

There are seventeen locomotives on the Cartier Railway. All are road switcher type diesel-electric units of the low-profile variety built to run with the short end forward, and having a low hood at that end, about the same height above the running boards as the handrails. This permits much greater visibility, because a flat windshield replaces the blank wall found in normal road-switchers. There are eight 1800 H.P. DL-718's built by Montreal Locomotive Works, numbered from 101 to 108, and nine GP-9's built by General Motors Diesel Ltd., numbered from 1 to 9. All were built in 1960, but some were still boarded up in July 1961 because the ore-hauling operation was only just beginning.

The ore cars are of the medium-size, flat-bottom type familiar to those who have seen equipment of the Quebec, North Shore & Labrador. About thirty feet long and nine feet high (from rail), they carry up to 90 tons. Each car rides upon two heavy-duty cast steel trucks, equipped with steel wheels and roller bearings. Single-shoe brakes are used because the clasp brakes on Q.N.S.&L. cars have proved difficult to maintain. All cars have Type F tightlock couplers, and one coupler on each car rotates so that the cars can be dumped while coupled together, as outlined above.

Most of the other cars on the railway have been acquired from other railways in the United States and Canada, especially the Bessemer & Lake Erie which is also a subsidiary of United States Steel. There are box, gondola, flat, and tank cars, the latter still owned by private car lines. Some of the flat cars were being converted for use as "piggyback" semi-trailer carriers. Passenger equipment includes five sleeping and three cafe-parlour cars from the CPR, coaches and business cars reportedly from the B.&L.E., and a baggage car from the T.H.&B. Two of the cafe-parlours have been converted to crew coaches, as the line does not use cabooses. The work equipment includes snowplows, Jordan spreaders, and a rotary, two diesel-powered auxiliary cranes, one of 150 and one of 250 tons capacity, built by Cowans Sheldon Ltd. of England, (carrying the railway's crest cast in brass!), the usual tool and equipment cars, one being an arch-roof baggage car which looks like I.C. RR. or S.P., a wooden ex-CPR caboose left by the contractor, possibly the only one on the railway, and several automotive vehicles with rail wheels. There is also a self-propelled centre-entrance car of a type often found on lumber railways for transporting workers. A steam generator unit built by General Motors Diesel Ltd., is used to heat passenger train cars in the rigorous winter weather, and also for thawing-out operations, such as culverts blocked by ice.

The equipment colour schemes emphasize blue and yellow. Indeed, the predominant colour of all the mining company's vehicles is blue. The locomotives are grey, with a broad band of royal blue all around, separated by yellow stripes. Tops of the low-profile hoods are blue, lettering and numbers are yellow. The word CARTIER in large letters is carried on the main hood. The number, the leg-

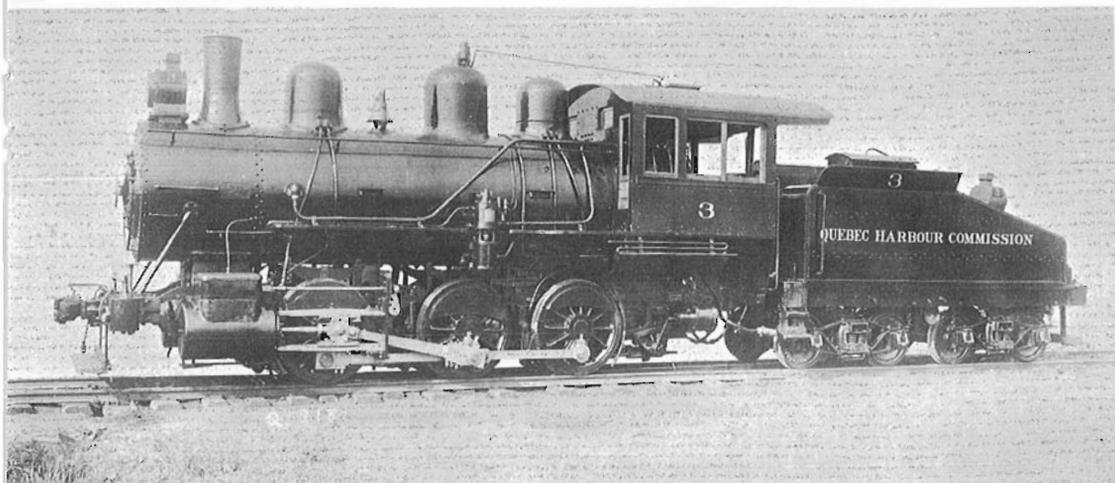
end LA COMPAGNIE DU CHEMIN DE FER CARTIER and the crest, comprising an oval with an arrow protruding in the two o'clock position and a fleur de lys inside the oval, all appear on the cab in yellow. Running boards and everything below them are black. Passenger train cars, cranes, caboose and steam generator unit are royal blue with yellow lettering and crests. The steam generator unit also has one yellow stripe, the cranes have two. Ore cars, flats, and gondolas are the usual black and white; Box cars (not repainted) are still red. Some of the self-propelled cars are painted yellow and some light blue.

The railway itself is one of the most solidly constructed in Canada. It is laid with 132-pound rails, welded to 78-foot lengths, on creosoted ties in crushed stone or heavy gravel ballast. The line runs in a northerly direction, following river courses through the rugged, rocky country of "New Quebec", about 195 miles to the new town of Gagnon, or Gagnonville, near Lac Jeanine, site of the Q.C.M. Company's iron mine and concentrator. The line does not cross a height of land as the Q.N.S.&L. does, but it presented a very great construction problem in keeping the ruling gradient to a maximum of 1.4 percent. Its construction was unusual in that it was continued throughout the severe winter conditions which prevail in this region, a major example of a winter works campaign. (This indoor-working writer's comment - BRRRRRR!!!!) Several large bridges, deep cuts, fills and tunnels were necessary to make it a modern, high-capacity railway. Only about two years were taken to bring it to completion; the first trains ran in the fall of 1960. The Company has plans for a 100-mile extension to another ore deposit near Mount Wright, but it is not expected to be built for several years because ore haulage from the Gagnon mine only began in the summer of 1961. Despite the slow start on the railway's principal business, regular service has been operated from the opening of the line. The delay in ore-haulage was occasioned by completion of the harbour at Port Cartier, where final dredging was still being done in July 1961.

The service road, which was used in construction of the railway, the townsite and the mine, was blocked off by water rising behind the dam which supplies power for the mining operations, so that Gagnonville is connected with the "outside" only by rail and by air. Separate freight and passenger trains were operated at first but were soon combined into a mixed train service, running twice weekly, which operates overnight, thus making use of the sleeping cars. Most of the supplies for the town and the section camps along the line are brought in by train. The scenery of the line is wildly beautiful, and it is rather unfortunate that a daylight service is not operated so that passengers might see the line. For this reason, the writer did not travel over the line and it is probable that others having a limited amount of time would omit it for the same reason.

The iron ore found in this region is not of such a high grade as that found at Schefferville and, therefore, it undergoes preparation in a concentrator before it is loaded into the cars for shipment. For this reason, the product can be made more uniform, and the elaborate terminal facilities found on the Q. N. S. & L. at Seven Islands are not required at Port Cartier.

Despite the night passenger operation, a true railway enthusiast should find a visit to the Cartier Railway to be most interesting indeed.



## Harbours Board Locomotive for Museum

On February 28th, the President received a letter from the National Harbours Board at Ottawa, conveying to C.R.H.A. its forty-eighth piece of railway equipment for the Museum. This latest acquisition is an 0-6-0 tender locomotive, National Harbours Board No. 4, built for the former Quebec Harbour Commission at Quebec City by the Montreal Locomotive Works, in 1914. This locomotive was the last steam locomotive to be used on the wharves at Quebec, and has been out of service for some years, since dieselization of this federal-government-owned facility. Since retirement, No. 4 has been kept under cover in an enginehouse and is in good physical and mechanical condition. No. 4 was obtained for us principally through the efforts of one of our members in Trois Rivieres, Que., Dr. Philippe Gendron, and is the twenty-ninth steam locomotive to be acquired by the Museum.

This engine will complement Canadian Pacific Railway 0-6-0 No. 6271, to represent the comparatively unsung and unacclaimed yard locomotive, which is nonetheless an essential and interesting part of railway operations. An unusual aspect of No. 4 is the English- and French-language inscription -- one side of the tender is lettered "National Harbours Board", while the opposite side bears the corresponding French terminology, "Conseil des Ports Nationaux".

The Montreal Locomotive Works photograph collection does not include a photograph of No. 4 when built, but we illustrate the official photograph of No. 3, built in 1913, to which No. 4 is generally similar.

CANADIAN NATIONAL  
STEAM LOCOMOTIVE DISPOSALS  
DURING 1961

Prepared by R. Boisvert.

Proceeding on an even larger scale with its retirement program the Canadian National Railways scrapped or sold all but 20 of its remaining steamers in the year 1961. 544 units were sold for scrap while 11 locomotives were disposed of for preservation and one more sold to the N.A.R. following a wreck on that road.

Engine number 5601 was scrapped in 1960 but was not reported until 1961. Nos. 5630 and 8300 shown as retired in 1959 were not scrapped until 1961. Details of these are given at the end of the list as well as a summary of the 20 steam locomotives left on the roster at the close of last year.

84	2375	2609	2743	3283	3395	3544
87	2437	2610	2745	3285	3396	3545
1119	2438	2621	2751	3287	3397	3546
1138	2467	2630	2752	3290	3398	3549
1350	2470	2652	2753	3291	3416	3550
1371	2476	2659	2754	3293	3417	3551
1383	2481	2660	2756	3295	3431	3552
1384	2484	2663	2758	3296	3436	3553
1397	2486	2665	2763	3301	3452	3554
1406	2490	2668	2811	3304	3457	3557
1444	2494	2669	2812	3306	3459	3561
1447	2496	2672	2813	3313	3460	3562
1448	2501	2676	2818	3314	3463	3564
1534	2503	2683	2819	3315	3464	3565
1541	2505	2685	3200	3324	3468	3566
2105	2508	2688	3206	3325	3470	3568
2132	2509	2689	3209	3327	3481	3570
2136	2511	2695	3214	3331	3486	3571
2137	2512	2696	3215	3332	3489	3581
2139	2513	2697	3216	3334	3491	3583
2145	2514	2700	3218	3337	3492	3584
2150	2525	2702	3222	3340	3501	3590
2152	2537	2703	3223	3342	3513	3591
2154	2538	2704	3229	3345	3518	3593
2155	2539	2706	3231	3350	3525	3596
2156	2540	2708	3235	3355	3526	3598
2160	2544	2710	3237	3360	3529	3599
2161	2550	2711	3242	3361	3530	3746
2162	2552	2712	3243	3362	3531	3747
2163	2553	2719	3244	3363	3533	3748
2165	2554	2721	3248	3368	3534	3750
2167	2559	2723	3253	3372	3535	3751
2168	2565	2729	3255	3375	3536	3752
2170	2566	2735	3256	3380	3537	3753
2174	2567	2736	3257	3385	3539	3754
2178	2570	2737	3262	3386	3540	3755
2179	2599	2738	3263	3388	3541	3756
2194	2603	2740	3280	3390	3542	3757
2373	2608	2742	3282	3391	3543	

4011	5120	5562	6130	6232	7335	8329
4016	5123	5569	6133	6235	7343	8335
4026	5125	5578	6135	6239	7344	8337
4038	5128	5583	6140	6240	7362	8339
4043	5131	5605	6150	6241	7364	8342
4048	5134	5612	6152	6242	7377	8348
4054	5136	5615	6154	6243	7381	8349
4063	5137	5620	6155	6245	7383	8351
4069	5140	5626	6156	6246	7389	8353
4072	5143	5627	6159	6247	7396	8354
4076	5145	5633	6163	6249	7398	8355
4078	5151	5634	6164	6250	7404	8359
4079	5152	5703	6165	6254	7413	8360
4080	5154	5704	6168	6256	7422	8365
4093	5251	6014	6170	6258	7427	8366
4096	5255	6016	6173	6259	7429	8369
4193	5263	6027	6174	6260	7433	8378
4194	5264	6029	6176	6261	7436	8391
4704	5268	6030	6179	6303	7442	8392
4720	5278	6033	6180	6304	7458	8399
4729	5279	6035	6184	6306	7459	8401
5001	5280	6037	6185	6307	7472	8402
5038	5281	6038	6186	6308	7484	8403
5043	5283	6040	6189	6309	7499	8411
5046	5285	6048	6202	6310	7502	8414
5061	5290	6052	6204	6311	7505	8416
5066	5291	6058	6207	6312	7507	8430
5080	5292	6062	6209	6317	7511	8431
5083	5293	6063	6210	6319	7520	8435
5084	5294	6068	6212	6322	7529	8436
5090	5295	6070	6214	6323	7538	8437
5095	5296	6071	6215	6324	8296	8438
5097	5298	6073	6216	6336	8297	8439
5104	5304	6075	6217	6401	8302	8440
5109	5547	6078	6220	6403	8304	8441
5111	5549	6100	6222	6405	8306	8444
5112	5551	6121	6223	7319	8310	
5117	5559	6123	6227	7320	8314	
5118	5561	6124	6229	7327	8320	

Locomotives sold or donated for historical preservation.

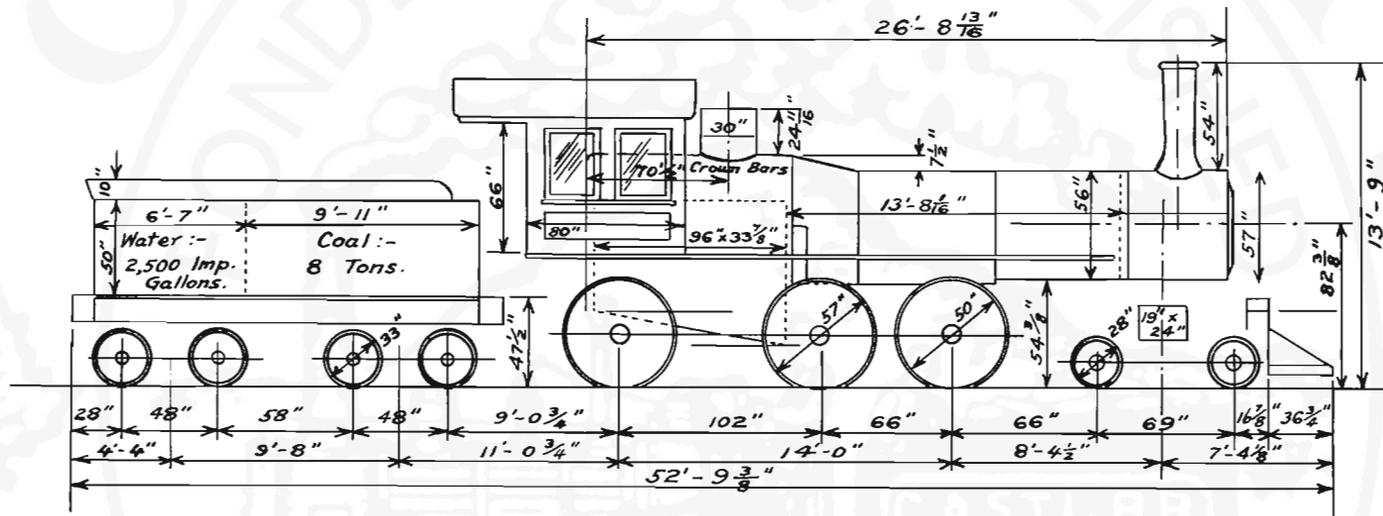
46	- 4-6-4T	- H.J. O'Connell, Montreal.
89	- 2-6-0	- Edaville Railroad Museum, U.S.A.
1521	- 4-6-0	- Andrew McLean, Don Mills, Ontario
1551	- 4-6-0	- Edaville Railroad Museum, U.S.A.
2141	- 2-8-0	- City of Kamloops, B.C.
3254	- 2-8-2	- Willis F. Barron, Ashland, Pa., U.S.A.
3377	- 2-8-2	- Edaville Railroad Museum, U.S.A.
4070	- 2-8-2	- Michigan's National Museum of Steam Propulsion, U.S.A.
5270	- 4-6-2	- City of Moncton, N.B.
5288	- 4-6-2	- Edaville Railroad Museum, U.S.A.
6069	- 4-8-2	- City of Point Edward, Ontario

Note: No. 5115 sold to NAR to be scrapped by them on account wrecked on their lines.

CLASS G-7-a    CANADIAN NORTHERN RAILWAY

Brooks 1887

ROAD NO.	BUILDER'S NO.
1039	1262
1040	1263
1041	1259



Max. Tractive Effort : 19,380

Type of Boiler : Wagon Top.

Firebox size : 96" x 33 7/8"

Tubes : 215 @ 2"

Boiler Pressure : 150

Grate area : 2295

Length of Tubes : 13'-8 1/8"

Wt. in W.O:	Front truck	26,000 lbs.
	Drivers	88,500 "
	Tender	70,700 "
	Total	185,200 lbs.

Fuel : Bituminous Coal

Lighting : Oil

Acquired second-hand in 1905-06.

(TRACED FROM CAN. NOR. DIAGRAM BY A.C.)

Road Numbers from 1905 to 1912 :

1039	C. Nor. 164
1040	C. Nor. 165
1041	James Bay 101 Railway

**CANADIAN NATIONAL  
STEAM LOCOMOTIVES LEFT ON THE ROSTER  
JANUARY 1st, 1962**

<u>4-6-0</u>	<u>2-8-0</u>	<u>4-6-2</u>	<u>4-6-4</u>	<u>4-8-2</u>	<u>4-8-4</u>	<u>0-8-0</u>
1533	2164	5093	5700	6000	6167	8447
	2534	5107		6001	6200	
		5114		6043	6218	
		5576		6060	6400	
		5588		6066		
				6077		

TOTAL : 20 Units

## Diagram:

The diagram reproduced opposite is of the Canadian Northern's G-7-a class locomotives. These three engines were built by Brooks in 1887, and were acquired second hand by the Canadian Northern lines in 1905-06. The engines bearing Builder's Numbers 1262 and 1263 became Canadian Northern 164 and 165, while the unit with the Builder's No.1259 was assigned to the James Bay Railway - the Canadian Northern constituent operated originally in the Parry Sound area of Ontario. On this line, it was the only locomotive and carried the Number 101. In 1912, when the Canadian Northern properties were consolidated and a unified system of locomotive numbering was inaugurated, the three engines became 1039, 1040, and 1041, Class G-7-a.

Both 1039 and 1040 were scrapped at Winnipeg in 1917.

## 10 YEARS AGO

Ten years ago in April 1952, the CRHA issued News Report No.24. Included in the Items of Interest at that time were the following:

The M.T.C. had just adopted their new symbol - the now familiar  and were applying it to all electric cars, buses and service vehicles.

The C.N.R.'s new Lynn Lake line in Northern Manitoba was being graded and trestles constructed; and the National System was calling for tenders for 194 units of passenger train equipment.

### E R R A T A

Observant readers have spotted two errors in the article on the N.H.B.- C.N.R. electric locomotives (January issue). Mr. T. Peebles of Antigonish, N.S. points out that the nine electrics were traded for seven (not nine) steam switchers numbered 7512 - 7518, while Mr. D. Cummings of Vancouver points out that the C.N.'s Z-4-a class are not the only units in Canada not built in North America. Two Hudswell Clarke 0-6-0 jackshaft diesels are operated by Vancouver Wharves Limited, North Vancouver, B.C.

# Notes and News



- ★ Following the recent takeover of the British Columbia Electric Company by the Province of British Columbia, and the acquisition as part of the transaction, of the British Columbia Electric Railway with its lines serving Vancouver, New Westminster and the Fraser Valley as far as Chilliwack, it has been suggested that the BCER lines may be merged with the provincially-owned Pacific Great Eastern Railway and operated as one system. However, the future of the PGE as a British Columbia-owned system may be in doubt. A recent verbal exchange in the Provincial Legislature between Premier W.A.C. Bennett and one of the Members brought out a claim by the Premier that the president of Canadian National Railways "asked me this week if it (the PGE) was for sale".
- ★ The Canadian Government has indicated its intention of building a fifty-mile railway from Matane, Quebec to Ste. Anne de Monts, Quebec, on the north shore of the Gaspé peninsula. The line would be operated by Canadian National Railways. Matane is the eastern terminal of the privately-owned Canada & Gulf Terminal Railway, which connects at its western end with CNR at Mont-Joli. Announcement of this project has brought objection from local trucking interests.
- ★ Federal Minister of Northern Affairs, Mr. Walter Dinsdale, recently drove a 20-ton tractor through heavy bush at Rome, Alta., signalling the official start of the \$86,000,000, 437-mile Great Slave Lake Railway construction. Completion of the railroad has been set for 1966 but the line may be completed within three years and trains are expected to be operating on 70 miles of track by this fall. Mr. Dinsdale said that construction of the railway north across the 60th parallel is a new dimension in Canada's development.
- ★ Other projected Canadian National branch lines which may be constructed shortly include an 8-mile railway from the CN's Optic Lake - Chisel Lake line in Manitoba, to a zinc and copper mine of the Hudson Bay Mining & Smelting Company, and a 23-mile branch from Whitecourt, Alta., to a proposed sulphur plant.
- ★ The Board of Transport Commissioners for Canada has authorized the Canadian Pacific Railway to abandon the 6.6-mile section of the Piles Subdivision extending from Garneau, Que., the Grandes Piles, Que. This railway was built from a junction of the main Montreal - Quebec line near Three Rivers, to Grandes Piles, in 1879, for the purpose of carrying timber and forest products from the St. Maurice River at the latter point, to the St. Lawrence at Three Rivers, thus avoiding the major falls and rapids in the lower courses of the St. Maurice. The branch was built by the Quebec, Montreal, Ottawa & Occidental Railway and was integrated into the CPR in 1885.

- ★ Electric overhead on the CNR line between Wellington Street and Turcot, Montreal, has been dismantled. The catenary installation, put up in the early 1940's to allow trains from the west to enter Central Station with electric locomotives, had been in disuse for about a year. In the summer of 1961 the wires were cut to allow for the construction of a new subway on Wellington Street and during February 1962, the trolley wire west of that point was taken down.
- ★ The sad story of abandonment of electrification plans seems common only to our small part of the world. News from Austria tells of the complete electrification of the railway from Vienna to the Italian border. In West Germany, 24 percent of all trains are hauled by electric locomotives, while Fried. Krupp Maschinenfabriken of Essen are presently delivering 20 new 6-axle freight electrics to the U.S.S.R. to speed up that country's advanced electrification plans. Even New Zealand (who's population density more nearly resembles that of Canada) is installing new electrified MU services in the Wellington area.
- ★ Thousand Islands Railway locomotive No. 500, recently displaced from its regular run between Gananoque Junction and Gananoque, Ont., by a regular road switching diesel locomotive from the parent Canadian National Railways, has been leased for an indefinite period to the Canada Starch Company at Cardinal, Ont., while the regular plant locomotive is overhauled by the Canadian General Electric Company. The Association recently made representations to the CNR to have No. 500 preserved as one of Canada's earliest diesel-electric locomotives; this engine was built out of a former Oshawa Railway electric locomotive at Oshawa in 1930. Passenger train service was discontinued on the Thousand Islands Railway on January 15, 1962.
- ★ The Pacific Great Eastern Railway has ordered five 1800-HP diesel-electric road switcher locomotives from the Montreal Locomotive Works. They will bear road numbers 595 to 599.
- ★ An order for 200 railway flatcars has been placed by the Canadian Pacific Railway with the Dosco Trenton Works at Trenton, N.S. The railway is expected to take delivery of the cars about June 1. Total value of the order is estimated at \$2,200,000. The cars will measure 53' 6" long and will have a capacity of 70 tons.
- ★ Canadian National Railways has placed orders to a total value of \$9,850,000 for new cars. An order for 500 fifty-ton box cars and 100 seventy-ton steel covered hopper cars was placed with the National Steel Car Corp. Ltd., Hamilton, Ontario. Two hundred seventy-ton cylindrical aluminum covered hopper cars will also be delivered in May and June of this year. Marine Industries Limited, Sorel, Que., will produce 165 of the cars and Montreal Locomotive Works Limited will construct 35. The Aluminum Company of Canada says the new cylindrical cars represent the first major design change in covered hopper cars. It says that the use of aluminum makes linings unnecessary and reduces maintenance costs.
- ★ The New Haven railroad has won a "prize" for on-time performance. The "prize" is in the form of eligibility for Connecticut State tax relief which can be gained only if trains are operated on time at least 90 per cent of the time. This is a state law.

- ★ A co-operative effort between Canadian National Railways, a manufacturer of containerization equipment and a household goods mover has resulted in a new service by the railway. Packed in 20-foot-long wheelless containers, the entire Canadian government exhibit for the Seattle World's Fair was loaded at Ottawa on a flatcar equipped with cushioned turntables. The railway transported the load for the mover, Transit-Pak Ltd., Ottawa, using containers and turntables designed and manufactured by Steadman Industries Ltd., Toronto.
- ★ A rapid-transit system that would use existing CPR and CNR lines has been proposed for Edmonton. The system would be made up of about 7-1/5 miles of rail lines and a 1-2/3-mile subway through the heart of the city. Mr. D.L. MacDonald, Superintendent of the Edmonton transit system said the system would accommodate 6,000 passengers an hour each way and could move them to the heart of the city in about 12 minutes. At the end of the line, gas and electric buses would distribute the passengers to their residential districts.
- ★ Canada's two major railway companies are joining forces to build a new, \$36,000,000 microwave communications network across the country, locating it well away from major built-up areas which might be affected in the event of hostilities. Ownership and management of the network, which will be available for defence needs, ordinary business use and railway communications will be shared by CN and the CPR. Actual ownership and operation will rest with the telecommunications subsidiaries of the two big railways.
- ★ An editorial in the Ottawa Journal notes that a Royal Commission recently conceded the railroad companies' right to make still greater use of highway trucking. "It may be more economic, but what is going to happen to our highways? Will even the best roads stand up under those highway trains?" The Glengarry News says, "The answer is no, of course. Even our super-highways are already failing to cope with these freight cars on rubber. It seems more than a little ludicrous to us that railroads whose rails are rusting from too little use should be seeking permission to use crowded highways in order to compete with the big trucking companies. There are already too many transports that are too big for our bridges. There are too few freight trains to keep our railways solvent. Why not keep our highways happy ways, where one may roam free from the threat of those road freights festooned with so many lights one wonders what is roaring down on one? Why encourage the railway companies to get into today's race for space on our highways? Rather we should be legislating the long-haul truckers off our highways entirely. The piggyback sounds like a sensible solution to this problem. Take them off the crowded highways, we would say, and put these huge freight vans back on the rails where they belong."



## Tower Car Returns to Montreal.

--- E. Modler

The Montreal Area Electric Zone of the Canadian National Railways has recently acquired another Tower Car to eventually replace diesel-electric car 15824, which has been on this assignment for several years. The new car, No. 15707, originally worked on the electrified lines of the National Harbours Board at Montreal, and was acquired by the C.N.R. in 1941 as part of the same exchange by which the Z-4-a class electric locomotives were added to the C.N. roster.

Number 15707 was built by the English Electric Co. (Dick Kerr Works serial number 784) in 1928 as a gas-electric work car. It was powered by a Leyland six-cylinder 100 horsepower engine, and had a crane mounted on the roof. (A photo of the unit at the time of its construction was included on Page 11 of "Self-Propelled Cars of the C.N.R.") On arrival in Montreal it became number 44 of the Harbour Commissioners of Montreal, and later had the same number under the National Harbours Board, which replaced the Harbour Commissioners.

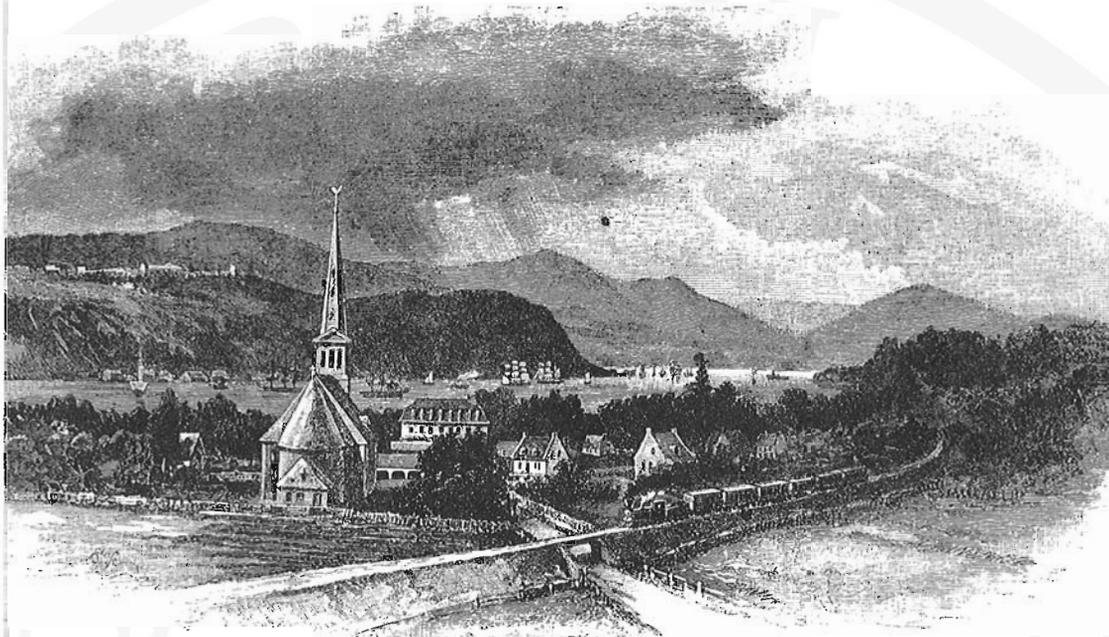
When the car was acquired by the C.N. it was renumbered 15707, and was assigned to the St. Clair Tunnel Company at Sarnia, Ontario, to service the electrified line between Sarnia and Port Huron Mich. Before it could operate in the restricted clearances of the St. Clair Tunnel of those days (before its recent reconstruction), the crane had to be removed from the roof. In 1950 it was further rebuilt by having its Leyland gasolene engine replaced by a General Motors diesel.

After the termination of electric service between Sarnia and Port Huron in 1958, number 15707 was stored for a short while--then was sent to St. Catharines, Ont., where it was used to remove the overhead wire on the Niagara, St. Catharines and Toronto Railway. It was then stored at St. Catharines for six months. However, the increasing age of the engine in car 15824 has given the English-built unit a new lease on life, and it will shortly be placed in service on Canadian National's Montreal electric zone.

### NUMBERING OF CANADIAN PACIFIC OFFICIAL CARS

Recently, Canadian Pacific Railway undertook the renumbering of a group of former coaches now used as instruction cars, and of named first-class cars now used as Superintendent's cars. The new numbers are to be placed on equipment concurrently; they are as follows:

<u>Old Designation</u>	<u>New Number</u>	<u>Old Designation</u>	<u>New Number</u>
Cape Ray	4	Lake Huron	33
Cape George	6	Lake Nipissing	34
Lake O'Hara	17	Lake Ontario	35
Lake Megantic	18	Coach 1430	40
Fort Coulonge	28	" 1431	41
Fort Reliance	29	" 1449	42
Fort Simpson	30	" 1452	43
Fort William	31	" 999	44
Lake Chamcook	32		



CAPE DIAMOND, FROM ST. ROMUALD.

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## CANADIAN RAILROAD HISTORICAL ASSOCIATION

*Established 1932 • Box 22 • Station B • Montreal 2 Quebec • Incorporated 1941*

**NEWS REPORT:** Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association.

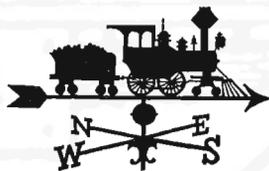
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