

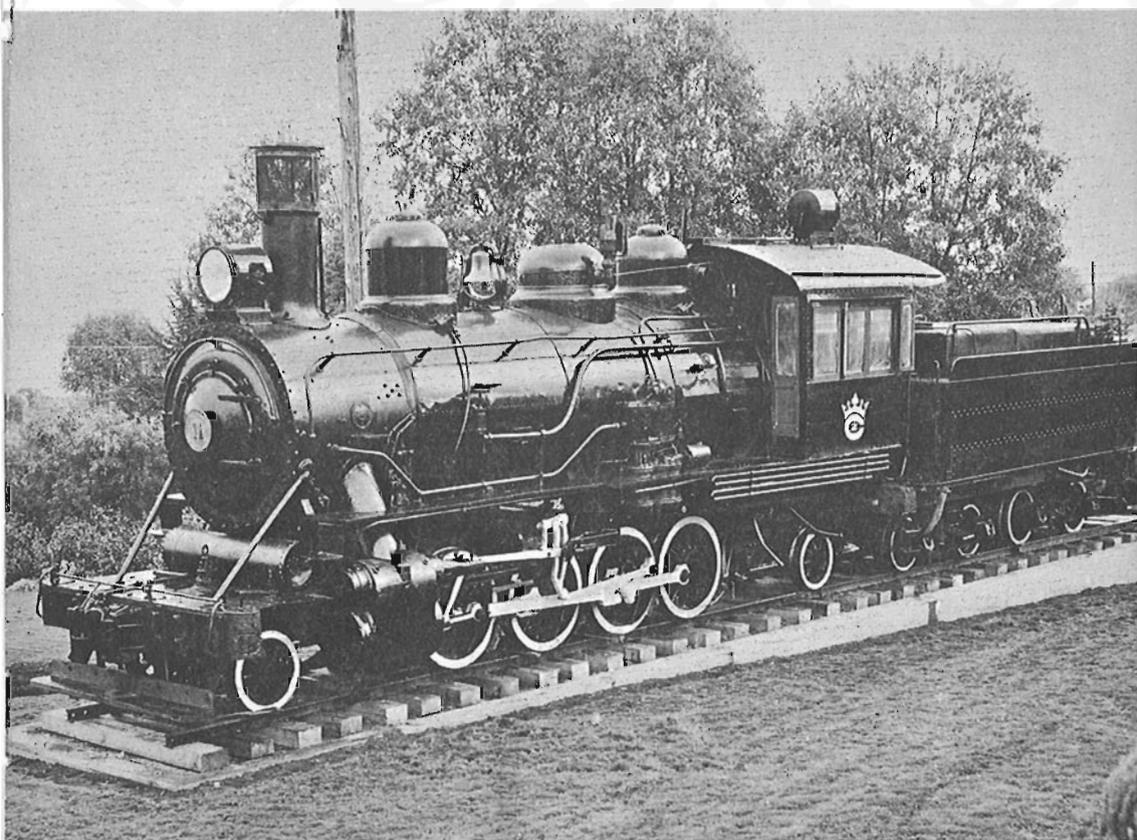
Canadian Rail



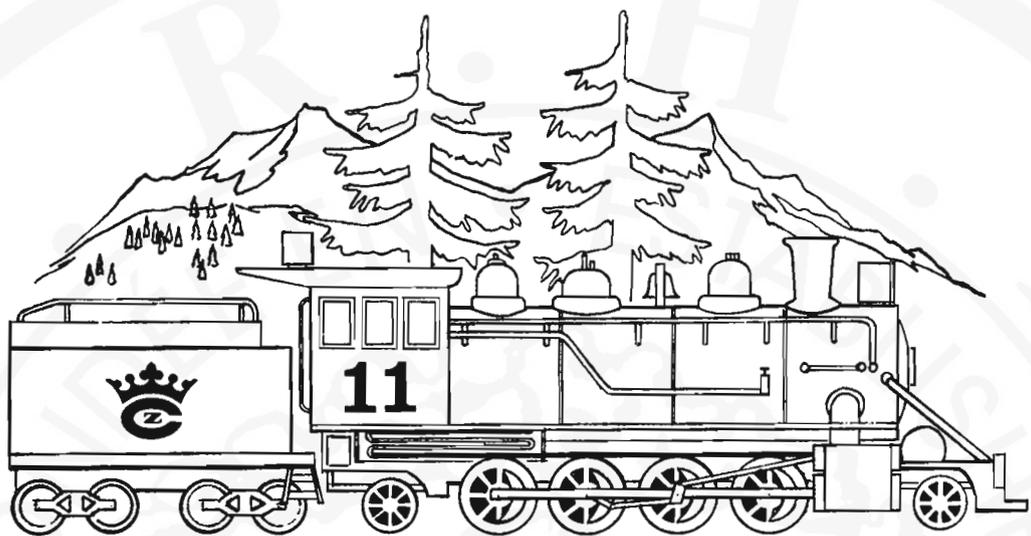
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DECEMBER 1962



Comox Logging and Railway No. 11, one of the last steam "locies" used for hauling logs in the forests of British Columbia, is now the centre piece in the arboretum and logging museum established by Crown Zellerbach at Lady-smith, B. C. Built by Baldwin in 1923 for the Simpson Logging Co., Simpson, Wash., No. 11 was acquired by Comox in 1937, and made the last regular steam-powered run on December 16th, 1960. Since then, the engine has been on standby service only.



Logging Equipment Museum and Arboretum



CROWN ZELLERBACH CANADA LIMITED

COMOX LOGGING & RAILWAY DIVISION

Material for this article
provided by William Robertson.

Ladysmith, Vancouver Island, some thirty five miles southwest of the City of Vancouver, B.C. has recently appeared on what might be called "the cultural map of Canada". On October 22, 1962, Crown Zellerbach Canada Limited dedicated an Arboretum and Logging Equipment Museum at the town, which is on the Esquimalt and Nanaimo Ry. and the main Vancouver Island highway.

Centre piece of the museum is steam locomotive No.11, which was the last used on the Comox Logging and Railway Company line between Nanaimo Lakes and Ladysmith. Another locomotive, the No. 12, a Shay, is also permanently placed in the museum along with a log yarding machine. From time to time additional equipment will be added to the outdoor display, which is dedicated to the preservation of early day logging equipment.

The trees which are planted in the arboretum have come from many parts of the world. Credit for establishing this part of the road-side park goes to the late Mr. Fred. W. Mulholland, the first chief forester of Comox Logging and Railway Company Limited.

In the Arboretum itself there are twenty-seven different species of trees, including native stands such as Douglas fir and Hemlock, as well as Cedar of Lebanon from Palestine, Norway Spruce from Scandinavia, Metasquoia from China and English Holly from Great Britain.

The Comox Company, a subsidiary of Crown Zellerbach, was established in 1910 and has operated for many years in the Courtenay-Comox Valley area of Vancouver Island.

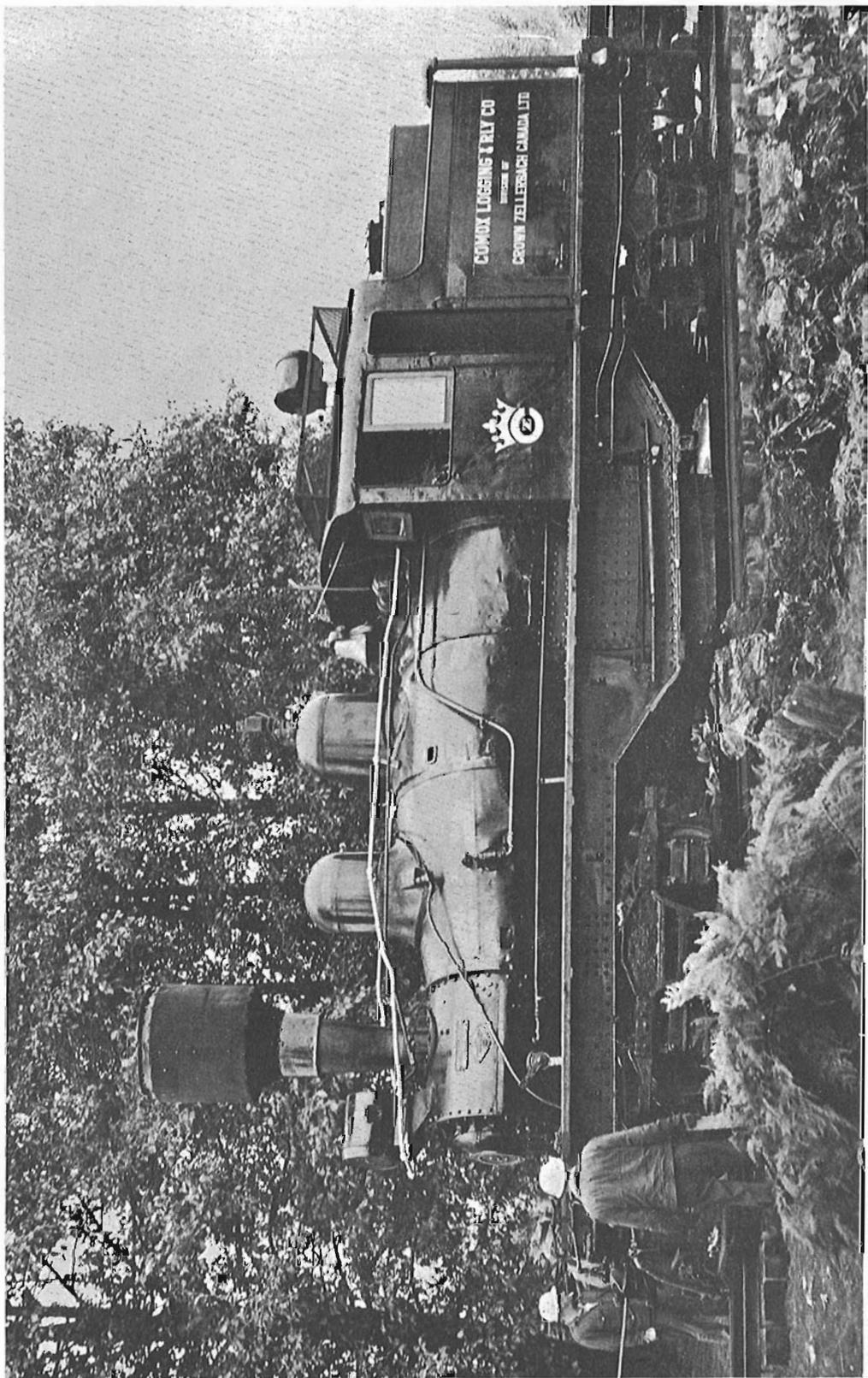
In the mid-1930's the company operated ten locomotives over 66 miles of track. In 1943, Comox Logging started logging in the Nanaimo Lakes area west of Ladysmith. A 22 mile rail line was constructed from Deadwood Valley to the booming grounds at Ladysmith. It is still in use transporting logs.

In the early days, one giant tree sometimes made up a carload. More recently, however, it took more and more logs to fill a car. Last official run of a Comox Logging and Railway steam "locie" was December 16th, 1960, when No. 11 hauled her final load of logs from Nanaimo Lakes to the Ladysmith log dump. Subsequent service has been performed by diesel locomotives.

PHOTO
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Locie No. 12 was built 1927 by Lima to the design of Ephraim Shay. First owner was the Merrill and Ring Lumber Co. Ltd. of Squamish, B.C.: it was purchased by Comox in 1942. In 1957 the 60 ton engine broke a crankshaft and was retired.

Editor's note: At the other side of the country, in Nova Scotia, there is a similar sort of museum concerned with coal mining and mining equipment. We should be pleased to print information concerning this, if a Maritime member or subscriber will write it up for us.



The Kalamazoo

....Peter Murphy

T'was during a summer day so clear,
Reposing at London it did appear:
The Kalamazoo, this sunny day,
When to its rescue came C.R.H.A.

With wide open heart and money to pay,
Our impulse so strong we did obey.
The Kalamazoo became our own,
And travelled here to find a new home.

Out at Delson on a morning so dull,
A C.P.R. box car sat in the lull;
The Kalamazoo within was so dear,
When on the scene a gang did appear.

"Unload it ye swabs", the cry rang out;
We huffed and we puffed as men ran about,
And Forster Kemp with cameras and all,
Stood on the sidelines recording it all.

The Kalamazoo down a ramp did proceed,
Only to find a smooth ride indeed.
When off the slope and onto the rail,
Lavallée called out, "She'll never sail".

After cranking and cranking, around and around,
In her gas tank the trouble was found;
Grease, dirt, and sludge there did proceed,
To block up the tank and gas-line indeed.

During next week when all had been fixed,
And the dirt and gas had all been unmixed,
She muttered and sputtered, and then all at once,
The engine purred nicely, this wasn't a dunce!

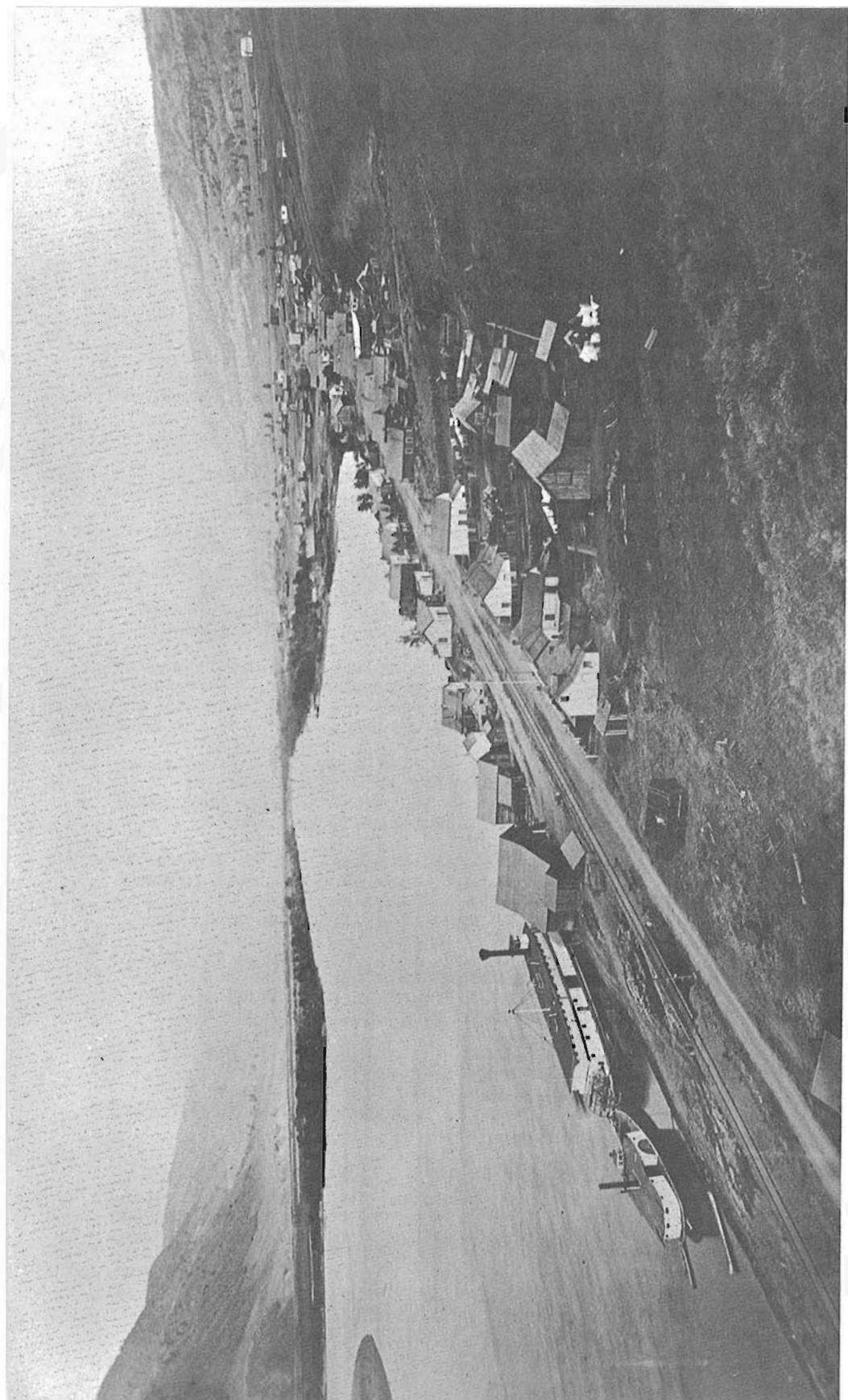
Only then did we find with greatest chagrin,
Because of a hole, no water stayed in;
When Cheasley cried out, "Anybody have gum?"
Then jaws did grow tired, men seeking fun.

The hole was then plugged, and we did proceed,
To test out our champ on good track indeed.
The Kalamazoo! Onward she sped;
Ran like a charm, back from the dead.

A mile down the line, for home we did yearn;
And Beatty observed, "Aye gas to return".
Our hearts did pound as we sped up the grade,
Thirty or more miles an hour we made.

The Kalamazoo! So faithful! So dear!
To all our eyes again will appear;
Again and again its travel we yearn
With always the hope, enough gas to return.

The Kalamazoo is a track gang car purchased by the C.R.H.A. from the London & Port Stanley R.R. for operation at our Delson museum. It is a four-cylinder magneto-spark power engine, with exposed friction clutch and speed regulator. It was built around 1910 by the Kalamazoo Railroad Supply Company in Kalamazoo, Michigan, U.S.A.



First Train to the Pacific Terminus

from The Inland Sentinel, Kamloops, Thursday July 8, 1886.

Announcement had been made that the first regular passenger train over the C.P.R. would leave Montreal on the 28th of June for the Pacific terminus. The calculation was that the 2,907 miles would take about 137 hours, and anxiety was felt along the line to see and honour the new departure for travellers and business.

There were, we learn, about seventy passengers leaving Montreal for the Pacific, and quite a number for way stations along the route. Arriving at Winnipeg, the morning of the 1st July additional passengers and Her Majesty's mails were added to the train and the journey continued. Good time was made, and it was understood by telegraph the arrival might be looked for Saturday night, 3rd inst, as 11 o'clock approached the gathering at the Station here increased. Notwithstanding the wind was rather high and somewhat dangerous for a bonfire, yet a safe place was found a little to the East of the station, and a few loads of wood provided. Two anvils had been procured from Mr. McKinnon's shop (**) and as soon as the train whistle was heard in the distance a beacon fire dispelled the darkness of the neighborhood, and gave an excellent opportunity of viewing the train. The five pounds of powder provided were also consumed in honor of the great event of the evening.

The train consisted of the magnificent sleeping cars 'Honolulu' and 'Yokohama', a dining car, and some common cars, with a few for freight, tender and locomotive, and all appearing to advantage. The greater part of the passengers had retired for the night, but Miss Sadler, sister in law to Mr. J. O. Grahame of this place, and a few others left the train here while Rev. Fathers Carion, of Okanagan Mission, and Lejeune, of Kamloops Mission, left for New Westminster, etc. Also Miss Pallas, teacher of the North Thompson School, to Victoria to attend the School Examination.

The stay here was brief, but sufficient for our citizens on hand to have an inspection of the train, all speaking in terms of praise of the trip, so far as daylight permitted them to see the scenery along the line. It was a disappointment to many while here that darkness prevented their getting a good look at our surroundings.

Mr. Abbott, who had been here on business for a few days, had his official car attached to the train and near midnight the toot, toot, announced that the train was on the move for Port Moody, where it arrived next day about noon.

The engine was 373, Wm. Evans being engineer, and Geo. Cockney fireman, and Mr. Barabiant conductor.

Returning, the train passed here going East Wednesday morning about 2 A.M. conveying a number of passengers, and considerable freight.

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PHOTO: An early view of Kamloops, taken about 1886, showing the Canadian Pacific main line flanked by rows of houses. Note two river steamers tied up at bottom left.

John Loye



With profound regret, your Directors record the passing, on Wednesday, November 21st, 1962, of the founder and first President of the Canadian Railroad Historical Association, Mr. John Loye. His death occurred at his home in Montreal at the age of 82.

It was in March, 1932, that Mr. Loye took steps to give substance to a project which he had planned for some years previously, the foundation of an organization for railway historians and enthusiasts in Canada. The resulting society was the second of its kind on the continent, and for nearly twenty years, Mr. Loye was at or near the helm of the Association, either as its President or as a Director. His last public appearance was at the Association's Thirtieth Anniversary Banquet in March of this year, an occasion which caused him a considerable amount of satisfaction and gratification.

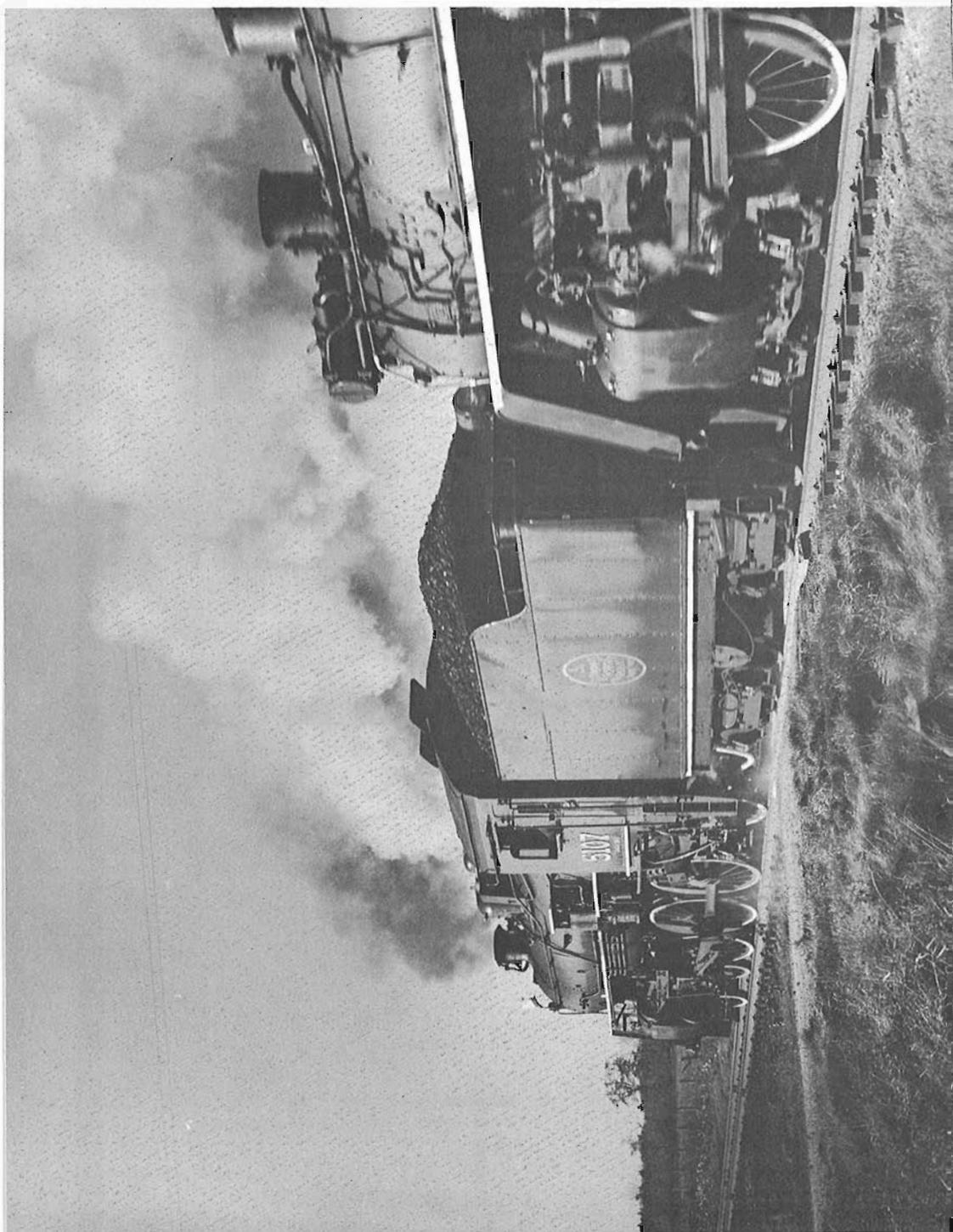
Born in September, 1880, Mr. Loye was the son of Irish-born parents, and his interest in Canadian railway history and his energetic address to the affairs of our Association were matched by his equal devotion to the cause of the culture of Ireland which so liberally infuses the population of English-speaking Montreal. He was founder of United Irish Societies, the group which sponsors Montreal's St. Patrick's Day parade, and was its President for 28 years consecutively. A designing draftsman by profession, with particular proficiency in the designing of ornamental metal work, he was also a skilled artist in pen-and-ink, watercolour and oils. The crest of our Association is the product of Mr. Loye's talent and pen, and in the future course of C. R. H. A., many things will remain to remind us of a man who was outwardly serious and even austere, but who possessed a dry wit, a superior intelligence, a concern for detail, a studied diplomacy and a mannerism which was endearingly Victorian. Mr. Loye was drawn to an interest in history at an early age, and his knowledge of people and of events in and out of the drama of Canadian railways in the Nineteenth Century made him a living link with that memorable era.

Now the skein is finally severed, and Mr. Loye is gathered to the forefathers he so revered. Our sincere sympathy goes to his two sisters, Mrs. Arthur Laliberte and Mrs. Alec McDonald, and to his brothers, Mr. Frank Loye and Mr. William Loye, in their bereavement.

"... Life's railway's o'er, each station's passed,
In Death I'm stopped, and rest at last..... "

R. I. P.





CN to Coteau and Cantic

With this report, we welcome a new contributor to "Canadian Rail", David J. Scott. Mr. Scott's resume of the recent Coteau - Cantic trip was received too late for inclusion in the last issue, but as it contains information not previously recorded, we are printing it this month.

Sunday, October 14th, a bright and sunny fall day, saw 573 persons board a special train at Montreal's Central Station, Dorval and Pointe Claire.

The scheduled departure from Central Station of 7:30 a.m. E.S.T. was delayed approximately twenty minutes due to the late arrival of the two steam locomotives Nos. 5107 and 6153. Consist was 2 baggage cars -- one with A.C. voltage for tape recorders, 5 air-conditioned coaches, 4 open-window coaches, and dining car 1327.

The first photo stop was a speed rumpast on the hill two miles west of Vaudreuil. It was necessary to back down grade in order to get the train started after everybody had entrained. To Coteau the train travelled at high speed as it was thirty minutes late and No. 47 to Ottawa was following on the block.

The train cleared the junction switch with the Alexandria Subdivision, at Coteau, to allow No. 4 -- The Continental -- eastbound to Montreal and No. 47 to Ottawa to pass. Train orders were picked up and the train proceeded over the east leg of the wye onto the Valleyfield Subdivision where Time Freight No. 491 was waiting to move westward on the Cornwall Subdivision. Arrival at Cantic was one hour late.

Departure from the yard was at 2:45 p.m., E.S.T. (15 minutes late). Departure would have been on time but train orders listed departure as 2:45. After a speedy run our next stop was Ayrness home signal where train orders were picked up.

Train orders were again picked up at Coteau for a fast run to Montreal following No. 2 -- The Super Continental. At Turcot East the two steam engines were replaced by Diesel-electric switcher 8055 for the last leg of the journey into Central Station where arrival was 7:15 p.m., E.S.T. (15 minutes late). On departure from Turcot East the engine men on 5107 and 6153 tooted the whistles with short blasts as they headed back to Montreal Yard to have fires dumped for the last time.

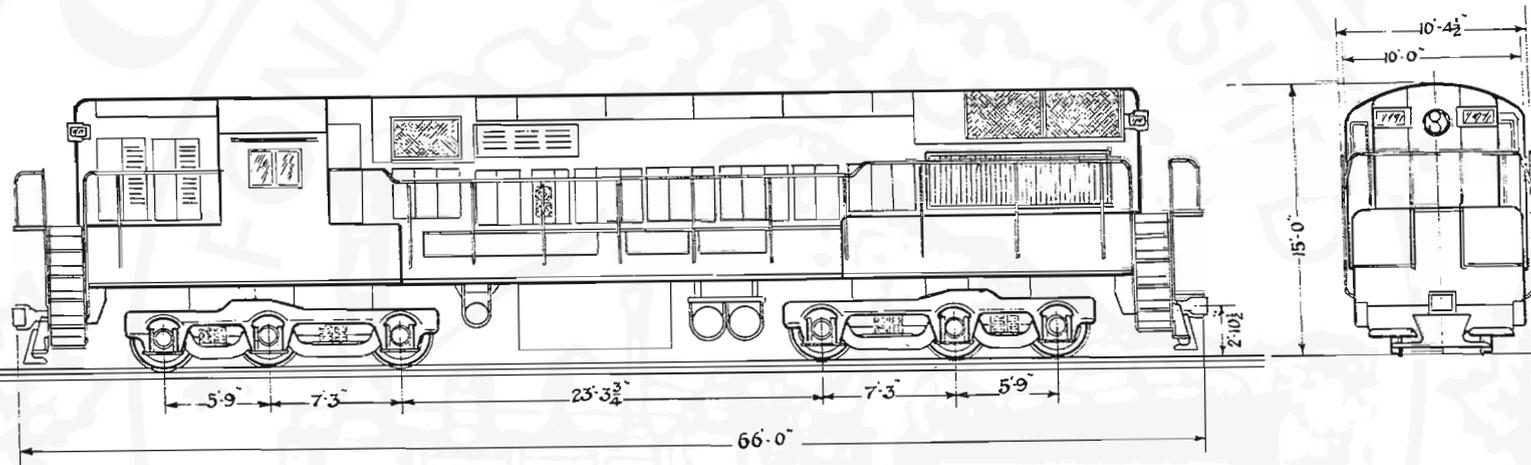
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Almost every day since trains have been running east and west and a new life is infused all along the line, this place in particular benefitting largely, as our Hotel registers will prove.

(@@) The mention of anvils and powder refers to the old practice of firing a salute with these materials. No doubt the passengers who had retired for the night appreciated this! The method, which originated in the West about 1870 on account of lack of suitable cannon, is still employed once each year on Queen Victoria's birthday by the Hyack Anvil Battery at New Westminster, BC.

SUB CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER N°	MODEL N°	PREVIOUS ROAD NUMBER	ROAD NUMBER
CRG-24a	1955	C.L.C°	C.636	H24-66	3000	2900

CANADIAN NATIONAL RAILWAYS
 MECHANICAL DEPARTMENT
 MONTREAL
CLASS CRG-24



SAND STORAGE	BOILER WATER	COOLING WATER	LUBRICATING OIL	FUEL OIL	WHEELS	JOURNALS	WEIGHTS		TRACTIVE EFFORT		GEAR RATIO	MAX. SPEED	HAULAGE RATING	
							LOADED	LIGHT						
48 CU.F.T	2000 IMP.G	210 IMP.G	320 IMP.G	1500 IMP.G	40" DIA.	6 1/2" x 12"	375,770		72000 LBS CONTINUOUS		74-18	65 MPH	72 %	
						ROLLED STEEL	S.K.F							
2400 HP DIESEL ENGINE			GENERATOR		AUX. GENERATOR		EXCITER		AIR COMPRESSOR		STORAGE BATTERY			
FAIRBANKS MORSE - O.P.			G.E. 5GT.567C-1		G.E. 5GY.43A-1		G.E. 5AM 807A4		WEST "50" 3CD		GOULD KLZD.			
12 CYLES 8 1/2" BORE, 10" STROKE									DIRECT COUPLED		386 AMP. HRS			
850 R.P.M. FULL SPEED.									246 CU.F.T. DISPLACEMENT AT FULL SPEED		32 CELLS			
300 " IDLING "									92 " " " " IDLING "		25 PLATES			
BLOWER.						TRAIN HEATING BOILER								
ROOTS - 9300 C.F.M.						VAPOR CAR - OK 4740								
BODY AIR FILTER	ENG. AIR FILTER	AUTO. TRANSITION		M.U. CONTROL		DYNAMIC BRAKE		AIR BRAKE		TRAC. MOTOR		BLOWER MOTORS		TRACTION MOTOR
19 FARR	FARR	ROTONAMC		YES		YES		YES		WEST 24 RL.		F.M.C° - Q.Z.A		G.E. 752 C1
													6 MOTORS	
CAB HEATER		HORN		BELL		HEADLIGHT		WINDSHIELD WIPERS		DEFROSTERS		OPERATING CURVATURE		
2 YOUNG HOT WATER		NATHAN M3HR		P.M.C°		PYLE NATIONAL C-195-BL		SPRAGUE M 100		YOUNG		30°		

DIAGRAM

This month's diagram, of Canadian National diesel-electric locomotive No.2900, class CRG-24a shows the side elevation and front view of the National System's only 2400 horsepower "Trainmaster" unit. The unit carried the number 3000 when built in 1955, but was renumbered 2900 in 1956. It has a haulage rating of 72% and a maximum speed of 65 m.p.h. At the present time, its regular assignment is hauling the daily local between Montreal and St. Rosalie Jct., Que.

(Diagram - courtesy C.N.R.)

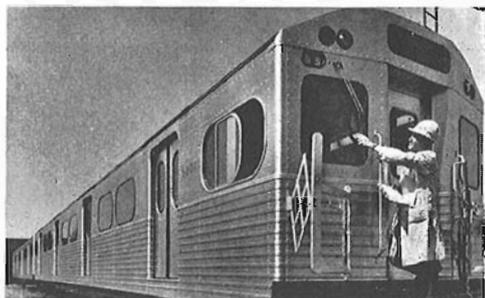
Next month: Mr.Parker's drawing of Temiscouata 4-4-0 Nos.11 & 12.

Production problems on new subway cars lessened by quality control

Many production problems on new subway cars for the Toronto Transit Commission have been eliminated by quality control, say TTC engineers.

Stringent quality control carried out by a national inspection organization during every phase of manufacture and assembly — right down to the windshield wiper blade — has resulted in successful test runs of two cars.

Although the cars and most components are Canadian made, some parts are being made in Europe. As a result, quality control is being carried out in three countries, three Canadian provinces and dozens of plants. First ever built in Canada, the subway cars are the forerunners of 36 ordered. *Source: The Warnock Hersey Co. Ltd.*



The Edmonton Street Railway

The photograph of Edmonton Transit System's #1 tram in a recent issue of "Canadian Rail" brought back memories of the West to one of our members, Mr. Jack Beatty. Supplementing the note concerning Edmonton's unusual route markers, Mr. Beatty remarks "the indicator was not particularly noted for its geometric shape but for the colours it bore. The principal routes in the days of street car operation were designated by one or two colours, as follows:

All Blue	Blue & White
All Red	Red & White
All White	Red & Green

The Blue, Red, and White lines all carried a rectangle of the appropriate colour on the right front corner of the car. The other lines had the rectangle divided diagonally to show the two colours involved. Likewise, at night, the two lights over the windshield indicated the same colours as the rectangular sign.

Although the City of Edmonton, then as now, had its share of non-English-speaking citizens, the day or night colour indications were not provided primarily for them, but to enable all the waiting passengers to determine the route of an approaching car long before the destination sign itself could be clearly read.



MONTREAL SUBWAY UNDER CONSTRUCTION — Contract No. 1 on line No. 2 (North-South), Berri Street, between Jean-Talon and Jarry Streets. Entrance of the tunnel near Jarry Street.



FIRST CONTRACT — tunnel between Jarry and Jean-Talon Streets under Berri Street.

Notes and News

Edited by W. L. Pharoah

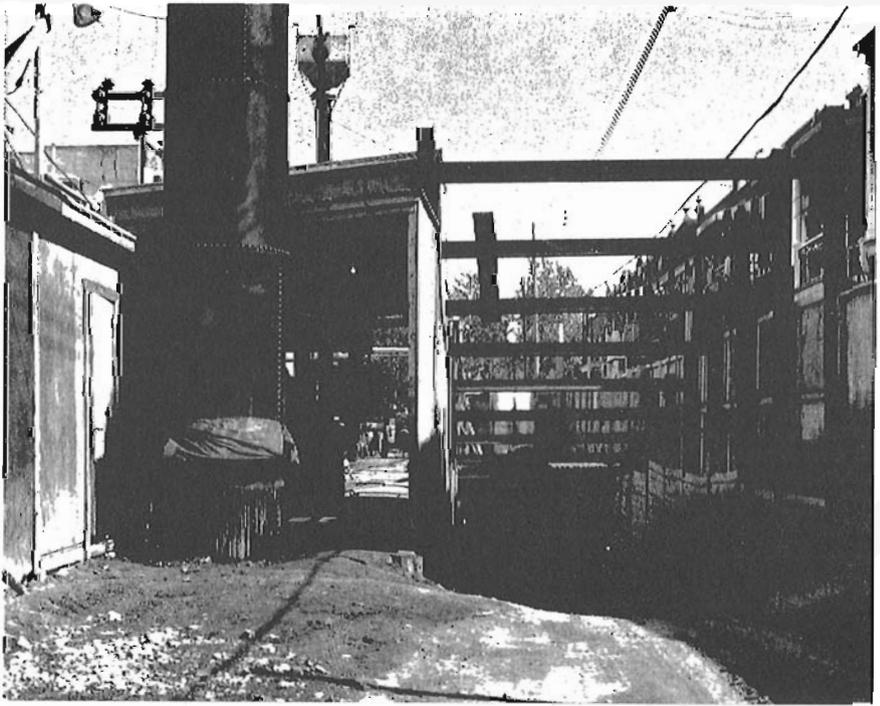


- ★ CN's General Sales Manager-Passenger, Mr. Pierre Delagrave, said recently that CN is confident it can revive interest in rail passenger travel in Canada. Mr. Delegrave added that there is a good future for railways in "inter-city" service and that the passenger business is enjoying a revolution.
- ★ In an effort to save in excess of \$700,000 per year, CN has applied to discontinue Trains 9 and 10 running between Saskatoon and Winnipeg via Canora.
- ★ The Board of Transport Commissioners has reserved decision on a CN bid to cancel daily passenger service between Winnipeg and Flin Flon, Man. The railway told the Board that the 100-mile run by its self-propelled passenger car loses nearly \$100,000 a year.
- ★ Having reduced its passenger train service between Prince George and Prince Rupert, B.C., CN has applied to handle package freight and express in this area by truck. At the same time it is seeking permission to operate a trucking service between Vancouver and Kamloops and among the Okanagan communities.
- ★ CN is applying for complete discontinuation of all passenger service between Calgary and Saskatoon on the ground that the promotional program to attract passengers had failed in that area.
- ★ The Board of Transport Commissioners has authorized the discontinuance of CPR's 82-mile passenger run between Ottawa and Maniwaki, effective January 15.
- ★ Road tests have been started by the Union Pacific on a new Gas-turbine-electric locomotive which utilizes pulverized coal. The unit is a 5,000 horse-power direct-fired locomotive and, apart from its use of fuel, is similar to gas-turbine locomotives which the UP has used for over a decade.
- ★ The first shipment of grain by railway has moved out of Manning, Alta. So quickly did machines and men lay track on the first leg of the Great Slave Lake Railway, that the first shipment was made possible one day ahead of schedule.
- ★ A CN branch line to serve the Brunswick Mining and Smelting Corporation's base metals concentrator near Bathurst, N.B., is to be built at a cost of \$1,450,000. The fifteen-mile line will be built from Nepisiquit Junction.
- ★ Construction of the branch line to Mattagami Lake Mines has progressed to mile 16 -- sixteen miles from its junction with the recently-constructed Barraute - Chibougamau main line. (ELM)
- ★ A piggyback freight service linking Bathurst and Edmundston with Central Canada has been announced by CN. The service involves CN vehicles only, and operates from Bathurst and Edmundston to Hamilton, London, Toronto and Montreal.



A crewless train (engine and eighteen ore cars) is one of four that will be used on a 5.7-mile single-track shuttle at the Carol Lake iron-ore mine in Labrador. The trains will move 55,000 long tons of ore a day at speeds up to 30 mph. They move in response to tone-modulated signals, sent through the rails in a coded alternating current. Developed by General Railway Signal Co., Rochester, for Iron Ore of Canada, Ltd. Cost of the electronic equipment, installed: \$700,000.

Entrance of the first tunnel of the Montreal Subway on Berri Street near Jarry St. (Line No. 2, North-South).



- ★ An Ontario Northland Railway extension from North Bay to Parry Sound which would give the whole of Northern Ontario access to the Great Lakes ports on Lake Huron is being considered by the Ontario Northland Transportation Commission. Allister Johnson, member of the Ontario Legislature for Parry Sound and acting Commission chairman, said he supports the proposal. There is a \$7 million iron ore open pit development at Boston Creek near Kirkland Lake, but Mr. Johnson said the ONR still requires the necessity of large shipments of iron ore and other commodities to a seaport from Northern Ontario before it can proceed with the extension.
- ★ A British electronic device which can read and record the numbers of railway box cars moving at up to 100 m.p.h. and transmit them to a central control, has been announced in London, England. The method of reading -- the first of its kind in the world -- tells the control point where the cars are, and gives information on their movement. The scanning part of the equipment is next to the track, where a beam of chopped or modulated light is focussed on to special code plates -- representing the car number -- fixed at axle level on both sides of the vehicle. Photo-electric cells pick up scattered light from the code plates and a series of electrical impulses -- representing the car number -- are passed as readings to a nearby store and transmission unit. When the car numbers of a complete train have been recorded, this store passes the information through the automatic transmission unit to a central control. The information transmitted includes the location of the number-taking equipment. Better than 99 percent accuracy has been achieved with the equipment unattended for several months.

The result of a recent hearing of the Board of Transport Commissioners for Canada, on an application by Canadian Pacific Railway Company to abandon 15.1 miles of track between St. Lin Jct., and St. Lin, Que., is that the railway will be permitted to discontinue this line in October, 1963. The one year's delay is to allow federal defense authorities time to remove equipment from a depot served by the branch.

Recent passing visitor in Montreal was interurban car 434 of the Chicago, Aurora & Elgin Railway, whose line was abandoned some years ago, but whose equipment was only disposed of in recent months. The unit was en route from Chicago to Portland via Canadian National - Grand Trunk, and was accompanied by Mr. Frank Brigham of the New England Electric Railway Historical Society, to whose museum at Kennebunkport, Me., the car is consigned. The car was handled through Montreal Yard on December 4th.

SLIDES WANTED OF OCTOBER 13TH STEAM EXCURSION

Normally, we do not make a practice of inserting personal requests or solicitations in "Canadian Rail", but the rather unfortunate case of Mr. John B. Hungerford of 6951 Reseda Blvd., Reseda, California, U.S.A., is one of a few exceptions which we feel constrained to permit from time to time. This gentleman attended the October 13th 1962 excursion using CNR 5107 to Sherbrooke, coming all the way from California for the purpose. Unfortunately, through technical difficulties, none of his photographs were successful, and he has asked if any members have extra original 35MM colour slides which they may wish to dispose of. If any of our readers are in a position to assist Mr. Hungerford, we ask them to write direct to him at the address above.

"EFFECTIVE OCTOBER 28, 1962"

The WINTER Timetables

...by F.A. Kemp

The principal changes in Canadian Railways' passenger services this Autumn have been made on the Canadian National so this will be dealt with first, leaving changes on the Canadian Pacific for a subsequent issue. CN has made some additions and, as expected, some reductions in its passenger services, but we will give the good news first.

New trains: Expanded Railiner service will begin in the Moncton-Halifax-Sydney area on December 31st. Moncton-Truro trains 609-610 will be extended to Halifax and Sydney-Truro trains 603-604 will also run to Halifax under numbers 607 and 608. However, the Halifax - Montreal sleeping car in Train 59 will run from Moncton only after December 30th.

The principal change in passenger trains has been the extension of Trains 49 and 50 "The Northland" to Hearst, with through coach and sleeping car service from Toronto. The Ontario Northland café-lounge car, which formerly ran between Englehart and Timmins is now taken through to Hearst. Timmins passengers must now have breakfast before 7:17 a.m. when No. 49 arrives at Porquis. No. 49 still goes to Timmins, the Hearst portion being numbered 149 Porquis to Cochrane, then reverting to number 49 for its trip to Hearst on CN trackage. A similar evolution occurs with Train 50, which becomes 150 between Cochrane and Porquis. This arrangement replaces a Cochrane-Kapuskasing bus service which supplanted motor trains several years ago. Former trains 146-147 which connected with 46-47 for Toronto and 11-12 for Montreal and Quebec, but had no through cars, have been replaced by a Cochrane-Hearst bus service.

Other additions include the extension of Toronto - Stratford trains 28 and 37 to London, but at the price of most of its intermediate stops. A new train 177-178 carries sleeping car passengers only between Saskatoon and Edmonton via Wainwright, with no intermediate stops. Trains 67-70 and 68-69 between Edmundston and Levis have been re-established, but only twice-weekly. (Tuesday and Saturday eastbound, Sunday and Tuesday westbound.) Through sleepers are carried to and from Montreal via Trains 1 and 2.

The additions to the schedules are far overbalanced by the deletions and reductions therefrom. I shall first list the lines on which passenger service was discontinued, then work through the timetable to show reductions in service.

The abandonment of the St. Jerome - Lac Remi line in May has been reported previously. Week-end passenger trains 92, 93, 99, and 100 struggled on through June on their Montreal - St. Jerome runs, were replaced by unadvertised mixed trains in July, and the line finally became "Freight Service Only". Other cutbacks have involved lines in Saskatchewan: North-Regina-Canora, Sturgis-Swan River, Delisle-Beechy and Biggar-Hemaruka (Alta.).

Trains withdrawn are as follows. All trains were mixed:

297-298	twice-weekly	North Regina-Melville
279-280	tri-weekly	Melville-Canora
257-258	tri-weekly	Canora, Sask.-Swan River, Man. via Sturgis, Sask.
201-202	tri-weekly	Saskatoon-Beechy
257-258	twice-weekly	Biggar-Loverna
267-268	Friday only	Loverna, Sask.-Hemaruka, Alta.

The service reductions begin right in Table 1, where Trains 1 and 2 "The Caribou" have reverted to tri-weekly operation after several years of daily or six-days-weekly operation. Mixed trains 203 and 204 now run daily instead of six days a week, St. John's-Port aux Basques, Nfld. Coastal steamer services are no longer shown in the railway timetables. Moving to Nova Scotia, Halifax-Yarmouth mixed trains 285-286 have been reduced to tri-weekly operation. Winter mixed trains in Prince Edward Island will begin operation December 15. The Elmira branch will be served by a tri-weekly train which will make the trip on the return from Souris to Charlottetown. The tri-weekly Moncton-Edmundston service has lost its Railiners and reverted to the former numbers and rather inconvenient schedules. Table 34 is marked by the withdrawal of Montreal-Garneau day trains 109, 110, 119, and 120.

On the Toronto-Niagara Falls line, the through railiner services begun on June 24 were maintained, but the Niagara Falls-Dundas connection with train 5 was discontinued except on Sunday. Train 88 is still not shown in public schedules, although it probably continues to operate. Hamilton connections with trains 5, 6, 16, and 17 are made by bus to Dundas.

Port Arthur-Winnipeg overnight trains 33 and 34 (Table 60) have been converted to day trains and reduced to tri-weekly operations.

The most considerable cutback in the entire schedule has resulted in trains 3 and 4 "The Continental" running between Montreal and Saskatoon only. Connecting sleeper trains 177 and 178 prolong them to Edmonton, and Regina-Saskatoon Railiners 621-622 have been extended to North Battleford to replace this portion of 3 and 4. Weekly mixed trains between Foleyet and Hornepayne, and Nakina and Armstrong have been discontinued, and the tri-weekly Capreol-Foleyet mixed reduced to two days a week. The Swan River-Hudson Bay mixed was also reduced to twice-weekly.

On the Prince Rupert line, the except-Sunday trains 195-196 have been supplanted by tri-weekly Railiners between Prince George and Prince Rupert. The conventional sleeper trains continue between Jasper and Prince George.

ALGOMA CENTRAL & HUDSON BAY RAILWAY: The except-Sunday passenger service between Hearst and Sault Ste. Marie has been reduced to four trips weekly.

PACIFIC GREAT EASTERN RAILWAY: Daily service has apparently been restored between Prince George and Chetwynd, B.C. with bus service to Dawson Creek. During the summer, this train ran three times weekly.



"Next year we'll have a simple tinplate oval and maybe we'll see a few cash customers instead of a solid wall of connoisseurs!"

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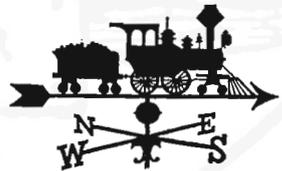
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