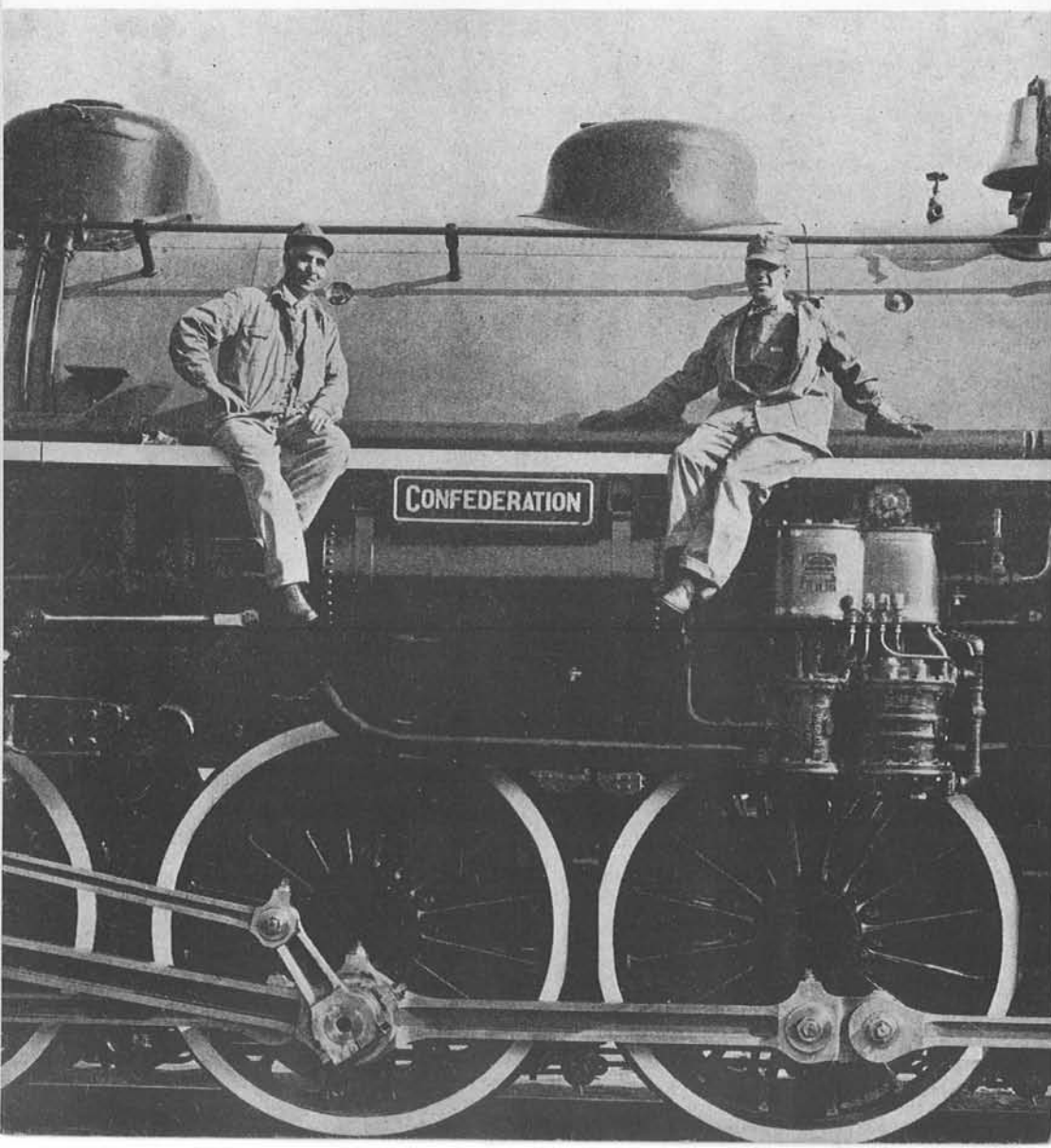


# Canadian Rail

January  
1967

Number 184



Three Rivers Traction one-man "Pay As You Enter" car



# The Three Rivers Traction Company

by Fred Angus

The city of Three Rivers, or, Trois Rivières, is situated on the North side of the St. Lawrence River, at the mouth of the St. Maurice, a little more than midway between Montreal and Quebec City. Although a fort was built on this site as early as 1634, the growth of Three Rivers was slow until after 1850, when the importance of the paper industry caused rapid increase in the size of the community, which was incorporated as a city in 1857.

Further growth occurred in the early 20th century, due largely to the newly-harnessed hydroelectric power at Shawinigan Falls, 21 miles to the north. Despite a disastrous fire in 1908, by the year 1910 the City of Three Rivers and the neighbouring City of Cap de la Madeleine across the St. Maurice river had grown to such an extent that a street railway became a necessity.

The first definite proposals to build a street railway were made in 1911, when preliminary plans were drawn up for a system of tramways, to be followed later by radiating electric railways to other towns. A bylaw was passed permitting the construction of 5.5 miles of city lines, and a charter was sought from the Quebec Legislature. In the spring of 1912, a company was incorporated under the name of the Three Rivers Tramway Co., and plans were approved for operation of electric traction vehicles on the principal streets, and to Ile St. Christophe in the St. Maurice River.

Despite hopes for an early start on construction, the next three years were spent in making plans, in reorganization, and in raising capital. During the summer of 1913 plans were announced for a 7-mile line, but further difficulties caused the complete reorganization of the company. Reincorporated late in 1913, the organization became known as the Three Rivers Traction Company, a subsidiary of the Shawinigan Water and Power Co. A 20-year franchise was sought from the city, and, after over a year's consideration, this was granted early in 1915. The company, having raised \$600,000.00 in capital, was now free to start construction as soon as weather permitted. By this time the project included not only lines in Three Rivers and Cap de la Madeleine, but also an 80-mile high speed interurban railway extending west to Berthier, and east to Portneuf.

Ground was finally broken for the first track in May, 1915, and crews of the Shawinigan Water and Power Co. were soon busily at work laying 60 lb. rail, and erecting overhead wire. Six single-truck semi-convertible one man closed cars, and a snow sweeper were ordered from Ottawa Car Co. The passenger cars had a body length of 21 feet, with a 6'2" front vestibule, and a 4' rear vestibule, for a total length, over bumpers, of 32'2". Width was 8'6", and wheel-base was in unusually long 12 feet, due to the use of the Radiax design of trucks, in which the axles are not parallel when the car is on a curve. These cars were equipped with two Westinghouse 101-B-2 motors each.



By October, 3.5 miles of track had been built, and hopes were held for starting operation before the end of the year. As it turned out these hopes were realized, and the first 3.9 miles were opened on December 11, 1915, in a ceremony at which Mayor J. A. Tessier officiated. The main belt line of 2.9 miles began at the corner of St. Maurice and Ste. Cecile Streets, ran South East to Notre Dame St., along Notre Dame to St. Antoine, South on St. Antoine, back along Du Fleuve St., North on Du Plator (forming a small loop), thence along Des Forges St., West on Champlain, North on St. George to Ste. Marie, then East along Ste Marie, Champfleu, and St. Maurice Sts. to the starting point. In addition, a one mile extension ran from St. Maurice and Ste. Cecile to the St. Maurice River, crossed to Ile St. Christophe, thence South to the Wayagamac Pulp and Paper plant. It was proposed to build a line to Cap de la Madeleine from where the latter line turned South on Ile St. Christophe. After much debate, the property owners of Cap de la Madeleine decided by a majority of 49 votes, on January 29, 1916, to grant a 20-year franchise to the company for this route.

Work began on the Cap de la Madeleine extension, using 75 lb. rail, in the summer of 1916. In anticipation of increased service, the company ordered three more one-man closed cars from Ottawa Car Co. Two of these were similar to the six already in service, while one was double ended for use on the Wayagamac route which would be a 0.36 miles branch when the main line was extended to Cap de la Madeleine. At the same time, the steel and brick 7-car carbarn was nearly doubled in size by extensions. The Cap de la Madeleine route was opened on November 21, 1916, and, at this time, three more cars were delivered, of the same design as before. A further addition to the rolling stock was made in December, 1916 when a double truck combination snow plough and freight car was built by Ottawa Car Co. This unit, 38 feet long overall, weighed 46,000 lbs. and was made especially strong to allow its use in shunting service as well. It was double ended, and had four Westinghouse 101-B-2 motors. This unit was assigned number 2, and became a sort of all purpose work vehicle.

By the end of 1916, then, the company was operating 12 passenger cars, 1 sweeper, and the combination plough and freight motor, over 7.1 miles of track, comprising 3 routes: the Belt Line, the Cap de la Madeleine route, and the Wayagamac branch. The increase in patronage in 1917 is graphically illustrated by the fact that 328,199 car miles were operated, and 1,150,035 passengers were carried that year, compared to 130,303 and 411,856 in 1916, the first full year of operation.

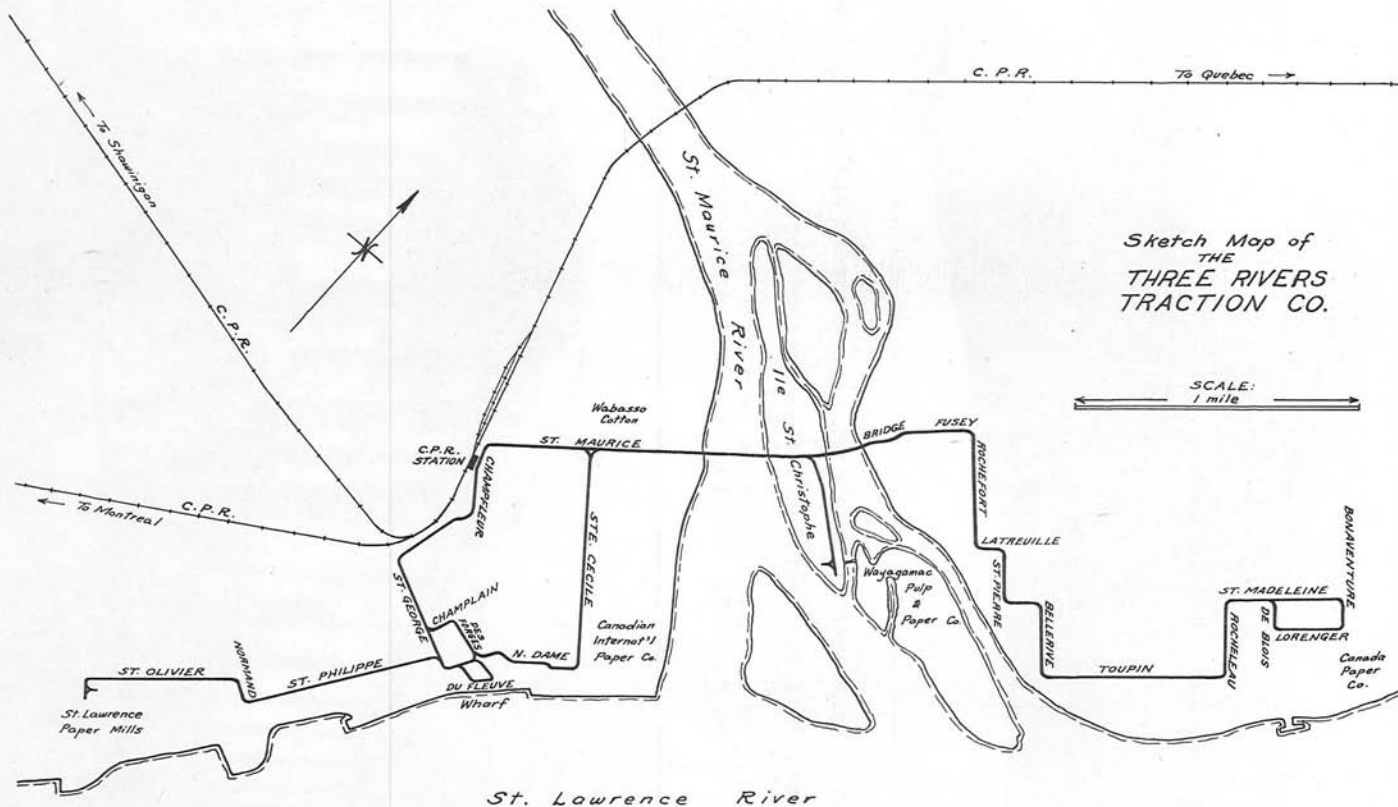
No further extensions of track were made until 1923, and, needless to say, the 80-mile interurban was never built. Increased traffic, reaching 3,210,000 passengers in 1920, compelled the construction of 2 additional cars in 1919, and 4 more in 1920. These were similar to the previous units, and brought the total of passenger cars to 18. A new 9-car carbarn was built by Shawinigan Engineering at this time.

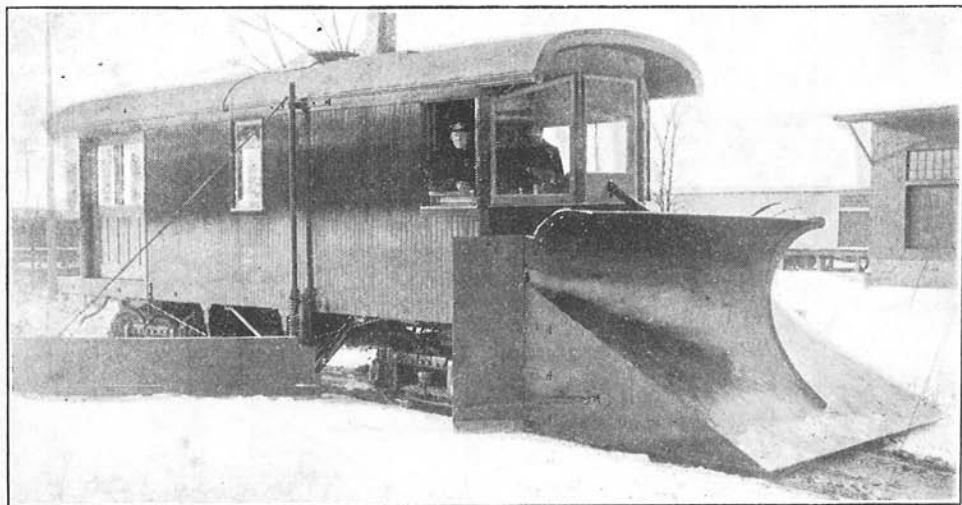
Opposite: Interior view, Three Rivers Traction Co. car

Page 6: Former Three Rivers streetcar used as summer house near Three Rivers. -- R.V.V. Nicholls





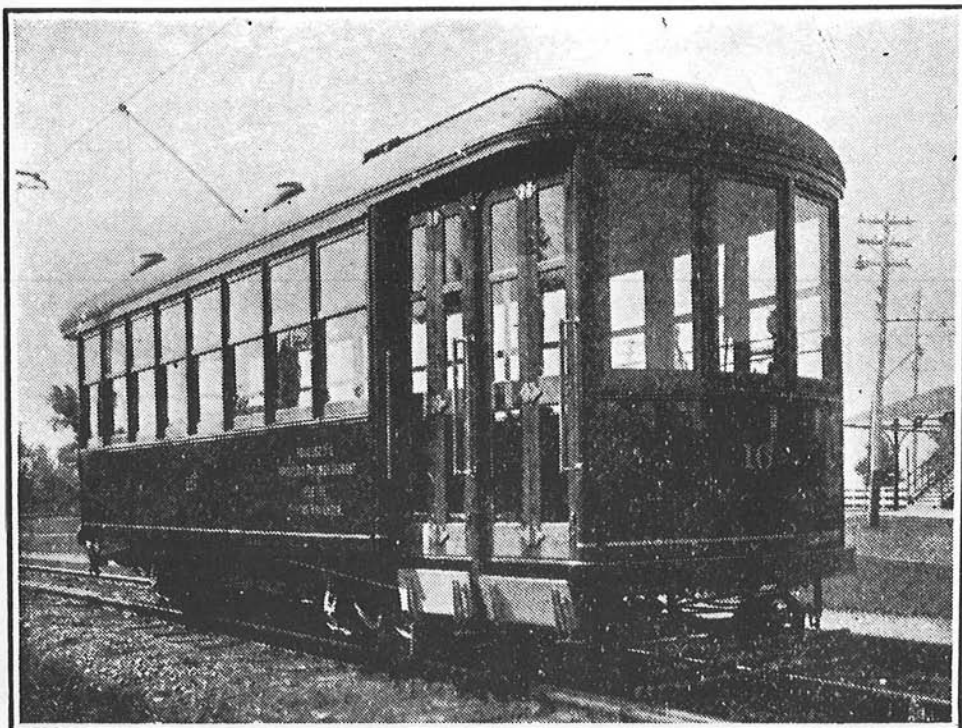




Above: Double-track combination snow plough and freight car

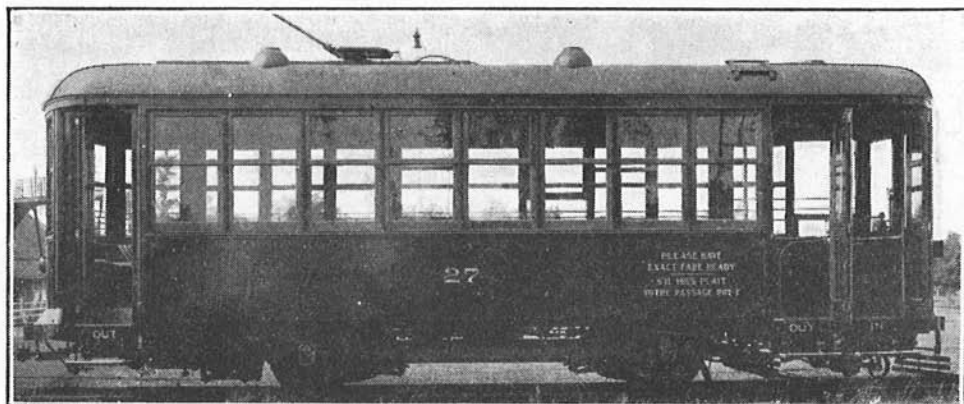
Opposite: "Six single-track one-man closed cars

Below: "Three more cars were delivered of the same design as before". Car No. 16: Ottawa Car Manufacturing Co.





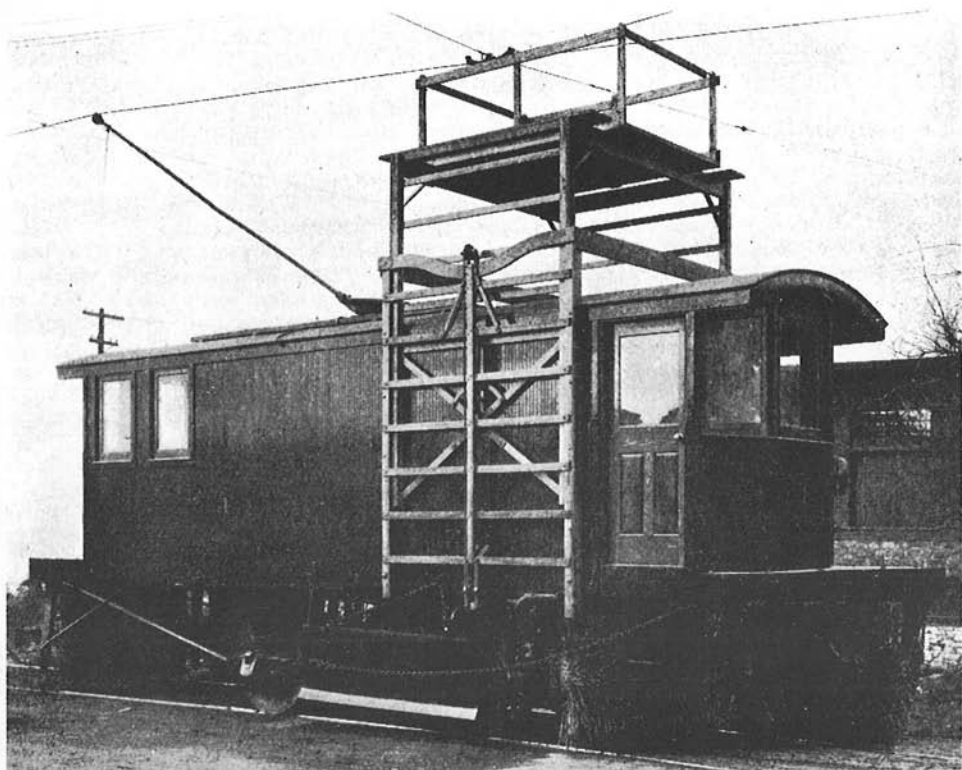
In 1923, a two-mile single track was built, at a cost of \$78,000.00 from the corner of Des Forges and Notre Dame Sts. West via St. George and St. Philippe Sts. to the St. Lawrence Paper Company's new mills. This brought total mileage to 9.1, which was the most ever operated by the company. Shortly thereafter, however, patronage declined, and the number of passengers carried did not reach the 1920 level again for seven years. Another sweeper was received from Ottawa Car Co. in 1924, and 1927 saw the final addition to the streetcar fleet of the Three Rivers Traction Co. This last order was for 4 one-man cars, probably Birney safety cars purchased second hand. Total equipment was now 22 passenger cars, 2 sweepers, and 1 special car (the 1916 combination work car), all of which, together with the 9.1 miles of track, remained intact until the early 1930's.



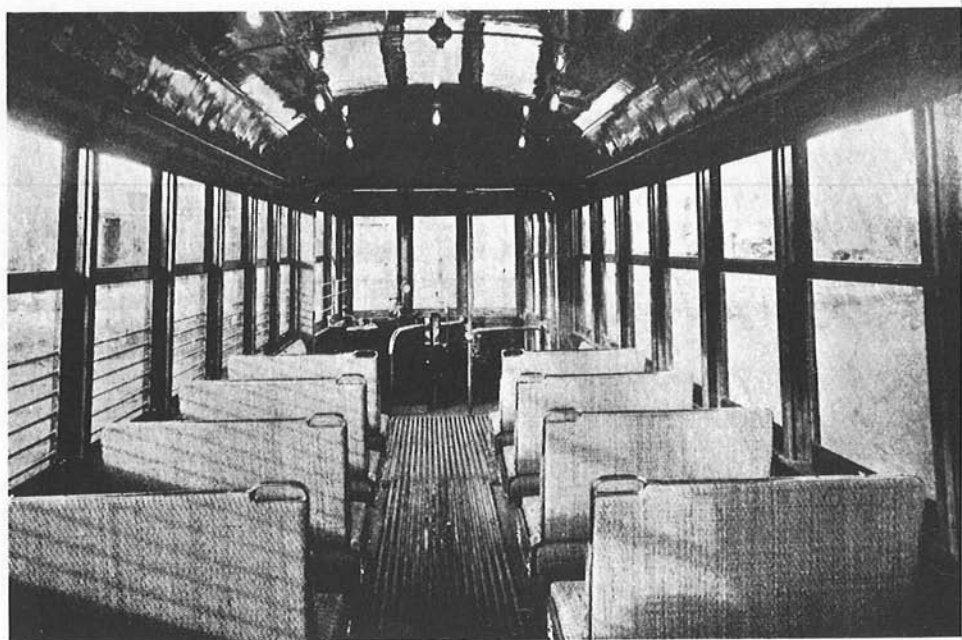
During the 1920's some track was renewed and general improvements were made, but the handwriting was on the carbarn wall in the shape of the increasingly popular autobus. By 1931 the Depression was on, the company raised its fare from 5¢ cash and considered discontinuance of streetcar lines. A bus line had been started in July, 1930, using 4 White 21-passenger buses, and 2 others rented as spares. On December 3, 1931, the streetcar tracks on Notre Dame St. East of Des Forges, and on Ste. Cecile between Notre Dame and St. Maurice Sts. were abandoned. This marked the end of the belt line, although North and West portions continued in use, and, with other lines, comprised 7.65 miles of track.

In this reduced form, the electric railway system continued for nearly two years more. However, it was fully realized that the tendency was to bus operation in smaller cities. In 1933 the Quebec Public Service Commission granted permission to Three Rivers Traction Co. to discontinue all electric operation. The councils of Three Rivers and Cap de la Madeleine supported the move, and no objections were filed. Accordingly the last run of a streetcar on the Three Rivers system was made on September 12, 1933, and most of the tracks were soon removed. In the last full year of operation, 1932, only 1,285,717 passengers had been carried, scarcely one-third of the peak year 1928.

Today, more than thirty years have passed since the demise of this small electric railway system. Few traces remain to show that streetcars once ran by the mouth of the St. Maurice. Yet, at least one body of a passenger car has survived as a house, and this is, perhaps, the last tangible reminder of the all too short-lived tramway line of the Three Rivers Traction Company.\*



Three Rivers Traction Co. sweeper and tower car No. 1.  
Passenger Car No. 14, Three Rivers Traction Co.



# MURALS on the METRO



Early in January, Montreal Mayor Jean Drapeau unveiled models for murals which will adorn two of the City's Metro stations within the next few months. One of these was a facimile of the projected stained glass mural for the Place des Arts station, which will depict the history of music in Montreal from the day in 1535 when Jacques Cartier named "Mount Royal" to the accompaniment of trumpets to the time of Claude Champagne. The work of art will be created by Frederic Back, and has been donated to the City by Steinberg's Limited, the well-known eastern Canadian supermarket chain. The second work will be by ceramist Jean Cartier, and is being sponsored by the Societe des Artisans, a life-insurance organization. This is to consist of three panels of enamel on steel illustrating highlights from the life of Louis Joseph Papineau and the 1837 rebellion in Lower Canada, in which Papineau played a leading role. As might be expected, these murals will be exhibited at the Papineau Station.

The Mayor indicated that negotiations are under way at the present time for murals at four other stations. He said he hoped that eventually all Metro stations would be adorned by works of art --- creating "the world's first underground museum". He said the main beneficiaries of the Metro murals would be the general public of the City, because cultural contributions are important to a city's life.

In an earlier newspaper report, it was indicated that plans were afoot to embellish all the Metro stations with murals and other decorations that will carry out designated themes. Both the City and the Montreal Transportation Commission have approved the idea, according to Robert LaPalme, art director for the project, and ten sponsors have already agreed to underwrite the cost. Their contributions will be acknowledged by bronze plaques.

Because its name commemorates a great journalist, the farthest north station on Line 2, Henri Bourassa will honour the newspapers of the City, while at Victoria, adjacent to the new Stock Exchange Building, Montreal's commercial history will be portrayed by ceramist Jordi Bonet and a suspended bronze by sculptor Yves Trudeau will incorporate exchange and currency from the beads used in the early Indian era to the modern coinage of today.

The national societies, (St. Jean Baptiste, St. George, St. Andrew, and St. Patrick) is to be the theme at Sherbrooke Station. The societies will be represented by four paintings by artist Philip Surrey. A large-size mural, some 30 feet by 40 feet, at the St. Laurent Station will show the markets of the City, while James McGill, the founder of McGill University and Peter McGill, the second Mayor of Montreal, will be honoured in glass at the station which bears their name.

A rule has been set down that no living person will be commemorated by this programme. Otherwise, there is no doubt that the most important station should honour the present incumbent of the mayoralty. Doubtless at some date in the future such a commemorative statue or painting will be installed, but for the present Mayor Jean Drapeau's Metro memorial must remain the blue and white rapid transit cars that greet M.T.C. travellers in each and every Station on the System. \*

# POWER



"Power" is a column devoted to news of motive power operating on Canadian railways and subsidiaries thereof plus export models of Canadian builders, up until the time that the locomotive is dismantled. Information is basically supplied by four sources - Canadian National Railways, Canadian Pacific Railway, Montreal Locomotive Works, and Ray Corley. However, all persons are invited to send news that is thought to be of interest. Credit will be given if the item is published and if one of the above sources has not already supplied it. Interesting and topical photographs would also be considered for publication.

As well as current information, it is hoped that this year will see the publication of rosters, summaries, and technical articles as well. This month, for the benefit of new members, rather than merely noting the changes in rentals and steam disposition, they will be published in full.

Please note that although the date is published in full whenever space permits, when the abbreviated form is used, the order of the numbers will be day/month/year. i.e. 1/2/66 means February 1, 1966, not January 2, 1966.

## CANADIAN NATIONAL RAILWAYS

Purchases: up to January 20, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
3222	January 13, 1967	M-3477-01
3223	January 17, 1967	M-3477-02

Retirements: up to January 20, 1967.

ROAD NUMBER	BUILDER'S NUMBER	BUILDER	DATE BUILT	NOTES
2200	2862	CLC	March 22, 1955	
2205	2867	CLC	April 7, 1955	
2212	2874	CLC	May 13, 1955	
3037	81032	MLW	October 21, 1954	£
9300	2648	CLC	January 2, 1952	
9306	2696	CLC	December 2, 1952	
9316	2701	CLC	December 18, 1952	
9338	2712	CLC	February 23, 1953	
9450	79150	MLW	March 31, 1953	£

£ - units so marked were traded-in to MLW as credit on their present CN order.

Rebuilds: up to January 20, 1967.

Six 3800's are to be converted for use on the new consists to be used in Southern Ontario to complement the Montreal - Toronto Turbo's. They will be equipped, like the GO units, with an electric generator for heating the cars, and will thus be reclassified to MRE- , sub class yet undetermined. The units will be renumbered to one of the hundreds of the 6000 series passenger allocation. Locomotives are shown below.

ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT
3850	83230	January 25, 1960
3853	83233	January 29, 1960
3856	83236	February 10, 1960
3860	83240	February 19, 1960
3884	83264	May 30, 1960
3887	83267	June 8, 1960

Rentals: up to January 20, 1967.

The following units from the Duluth, Missabi, and Iron Range Railway are presently on lease to the CNR:

ROAD NUMBER	BUILDER'S NUMBER	BUILT	RAILWAY CLASS	BUILDER'S CLASS	BUILDER
127	23115	March, 1957	RS-2	SD-9R	EMD
131	23911	February, 1958	RS-3	SD-9R	EMD
132	23912	February, 1958	RS-3	SD-9R	EMD
133	23913	February, 1958	RS-3	SD-9R	EMD
139	23919	February, 1958	RS-3	SD-9R	EMD
144	23924	March, 1958	RS-3	SD-9R	EMD
145	23925	March, 1958	RS-3	SD-9R	EMD
149	23929	March, 1958	RS-3	SD-9R	EMD
154	23934	March, 1958	RS-3	SD-9R	EMD
161	25261	April, 1959	RS-4	SD-9	EMD
163	25263	April, 1959	RS-4	SD-9	EMD
169	25269	May, 1959	RS-4	SD-9	EMD
171	25271	April, 1959	RS-4	SD-9	EMD

Miscellaneous: up to January 20, 1967.

The steam locomotives shown below still remain on the CNR.

ROAD NUMBER	CLASS	BUILDER	DATE BUILT	BUILDER'S NUMBER	STORAGE LOCATION	NOTES
2534	N-4-a	MLW	9/06	40587		a
5114	J-4-d	MLW	8/19	61480	Transcona	
5700	K-5-a	MLW	10/30	68540	Joffre	
6077	U-1-f	MLW	12/44	72774	Winnipeg	b
6167	U-2-e	MLW	3/40	69262	Toronto	
6218	U-2-g	MLW	16/9/42	69716	Toronto	c



CANADIAN		14	RAIL	
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ROAD NUMBER	CLASS	BUILDER	DATE BUILT	BUILDER'S NUMBER	STORAGE LOCATION	NOTES
6400	U-4-a	MLW	6/36	68715	Joffre	
8447		Lima	1923	6620	Johnson's Yard	
40	None	Portland	11/72	233	Joffre	d
247	None	GT	9/94	1270	Joffre	d
713	E-7-a	GT	1900		Joffre	d

- a) held for Belleville.  
b) held for Capreol.  
c) in service.  
d) part of CN Museum Train.

### CANADIAN PACIFIC RAILWAY

Purchases: up to January 19, 1967.

The following is the expected delivery schedule for the second order of SD-40's, numbers 5532 to 5564.

December 1966.....1 unit	March 1967.....9 units
January 1967.....7 units	April 1967.....8 units
February 1967.....8 units	

5532 was outshopped on time on December 29, 1966.

Rentals: up to December 15, 1966.

RAILWAY	ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT	BUILDER'S MODEL	RAILWAY MODEL	BUILDER
BLE	713B	13690	March, 1951	F-7B	W-4-B1	EMD
BLE	716A	16588	June, 1952	F-7A	W-4-A2	EMD
BLE	717A	16589	June, 1952	F-7A	W-4-A2	EMD
BLE	717B	16600	June, 1952	F-7B	W-4-B2	EMD
BLE	718A	16590	June, 1952	F-7a	W-4-A2	EMD
B&M	1178	79540	28/2/52	S-3	DS-3b	Alco
B&M	1179	79541	31/3/52	S-3	DS-3b	Alco
B&M	1181	79770	16/4/52	S-3	DS-3b	Alco
B&M	1263	73376	12/6/45	S-2	DS-4b	Alco
B&M	1268	78023	9/8/50	S-4		Alco
B&M	1270	78025	11/8/50	S-4		Alco
B&M	1511	80750	12/10/54	RS-3		Alco
B&M	1535	79602	11/1/52	RS-3		Alco
B&M	1536	79603	14/1/52	RS-3		Alco
B&M	1540	79607	16/1/52	RS-3		Alco
B&M	1556	12374	Sept., 1950	GP-7		EMD
B&M	1557	12375	Sept., 1950	GP-7		EMD
B&M	1558	12376	Sept., 1950	GP-7		EMD
B&M	1559	12377	Sept., 1950	GP-7		EMD
B&M	1561	12379	Dec., 1950	GP-7		EMD

RAILWAY	ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT	BUILDER'S MODEL	RAILWAY MODEL	BUILDER
B&M	1573	18176	April, 1953	GP-7		EMD
B&M	1574	18177	April, 1953	GP-7		EMD
B&M	1575	18178	April, 1953	GP-7		EMD
B&M	1576	18179	April, 1953	GP-7		EMD
B&M	1577	18180	April, 1953	GP-7		EMD
CGW	150	5995	Nov., 1948	F-3A	D-7	EMD
CGW e	153	7058	June, 1949	F-7A	D-7	EMD
CGW	155	7060	June, 1949	F-7A	D-7	EMD
CGW	156	7061	June, 1949	F-7A	D-7	EMD
D&H	3015	75553	29/12/47	S-2		Alco
D&H	3023	76512	17/12/48	S-2		Alco
D&H	3026	76515	27/12/48	S-2		Alco
D&H	3035	78031	5/9/50	S-4		Alco
D&H	3045	78239	29/9/50	S-4		Alco
D&H	3047	78406	2/10/50	S-4		Alco
DMI	124	23112	Feb., 1957	SD-9R	RS-2	EMD
DMI	137	23917	Feb., 1958	SD-9R	RS-3	EMD
DMI	138	23918	Feb., 1958	SD-9R	RS-3	EMD
DMI	142	23922	March, 1958	SD-9R	RS-3	EMD
DMI	143	23923	March, 1958	SD-9R	RS-3	EMD
DMI	147	23927	March, 1958	SD-9R	RS-3	EMD
DMI	150	23930	March, 1958	SD-9R	RS-3	EMD
DMI	152	23932	March, 1958	SD-9R	RS-3	EMD
DMI	153	23933	March, 1958	SD-9R	RS-3	EMD
DMI	156	23936	April, 1958	SD-9R	RS-3	EMD
DMI	162	25262	April, 1959	SD-9	RS-4	EMD
DMI	165	25265	April, 1959	SD-9	RS-4	EMD
DMI	170	25270	May, 1959	SD-9	RS-4	EMD
DMI	173	25273	April, 1959	SD-9	RS-4	EMD
PGE	621	84832	14/5/65	RS-18		MLW
PGE	622	84833	14/5/65	RS-18		MLW
PGE	623	84834	27/5/65	RS-18		MLW

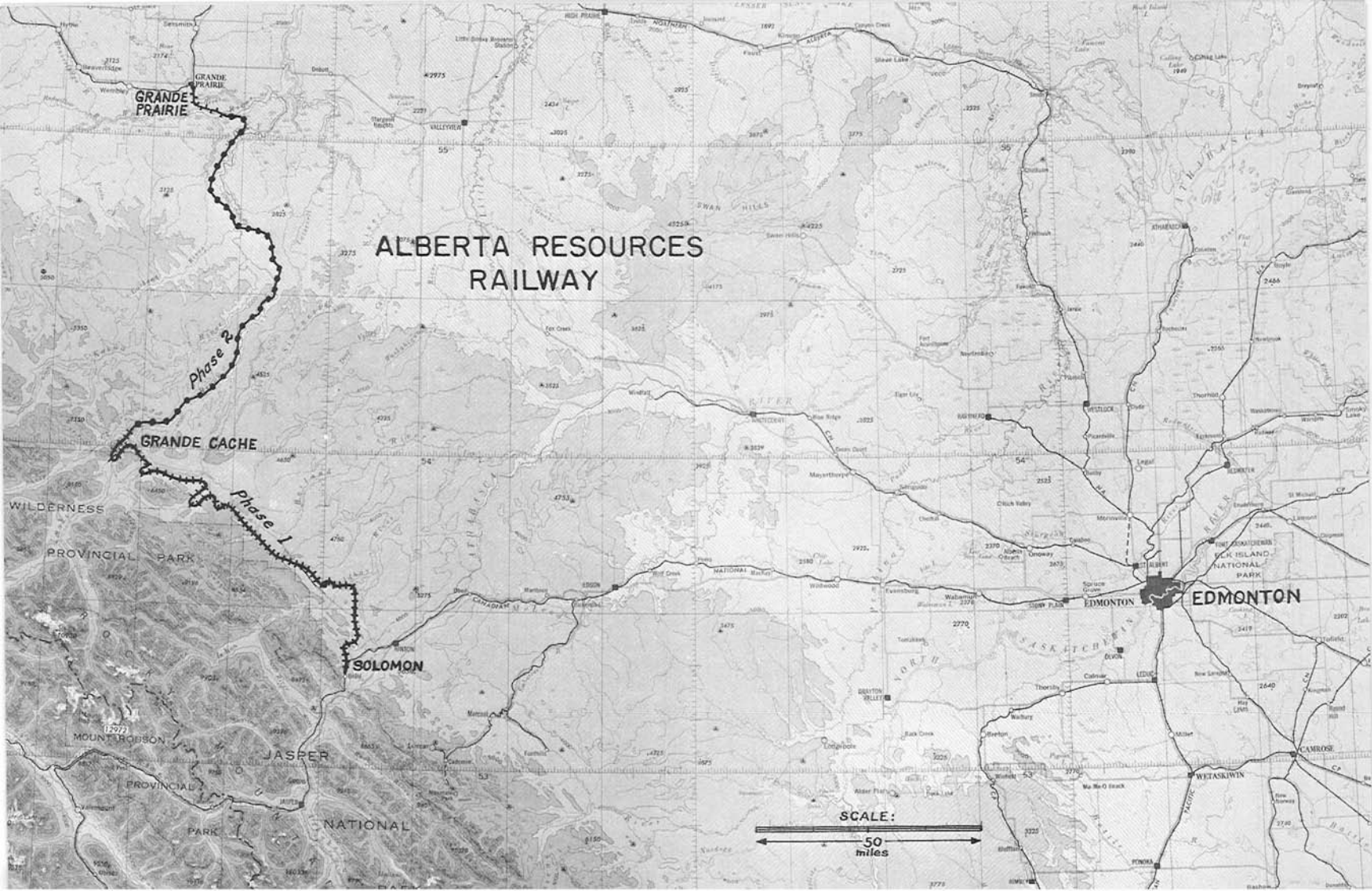
Miscellaneous: up to January 24, 1967.

The following is a list of the remaining steam locomotives on the CPR.

ROAD NUMBER	CLASS	BUILDER	DATE BUILT	BUILDER'S NUMBER	STORAGE LOCATION
1201	G-5-a	CPR	June, 1944	None	Angus
2858	H-1-d	MLW	August, 1938	69108	Angus
3100	K-1-a	CPR	August, 1928	None	Weston

Unit 6905, as yet unaccounted for by this column, was scrapped in March 1966 at Weston. The other three locomotives are held for the Canadian Government Museum at Ottawa.

e - rebuilt in December, 1956. \*



# Alberta Resources Railway

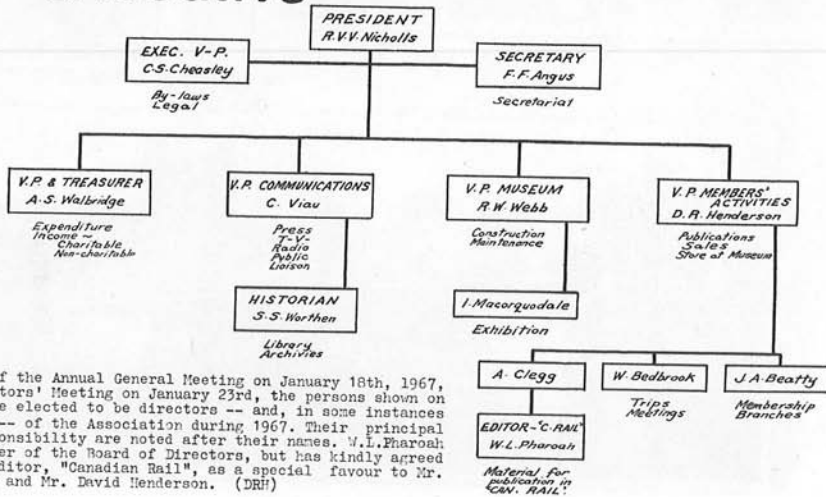
Construction of the second phase of the Alberta Resources Railway has been agreed upon between the Canadian National Railways and the Government of the Province of Alberta. Mr. A. O. Aalborg, the Provincial Treasurer, made the announcement in Edmonton on January 13th last. At the present time, contractors under the direction of the Canadian National are building the first phase of the line from Solomon, on the C.N. main line west of Hinton, Alberta, to the new town of Grande Cache in the Smoky River coal fields. The construction of this section was reported in Canadian Rail #170, for Oct., 1965. It is expected that this first section of about 110 miles will be completed by October. The second section of the line of an approximate distance of another 110 miles, will be completed by the end of 1968 from the Smoky River coal deposits, down the valley of the Smoky to "within a few miles of Grande Prairie". (see adjacent map)

"And despite what you may have read in newspapers, I am confident that it won't be long after that before it is linked up with the N.A.R. at Grande Prairie" said Mr. Aalborg. He was referring to a news story, indicating that the Northern Alberta Railways gave a cool reception to plans for the link.

Progress reports to date indicate that the grade for the first phase of the new rail line is ten percent completed for the first sixty miles and seventy five percent completed for the next forty miles. The 570 foot bridge over the Berland River is presently under construction, while the bridges over the Mahon and Muskeg Rivers will be built before the spring. This will permit the operation of the automatic track-laying machine which can lay track at the rate of about a mile a day.

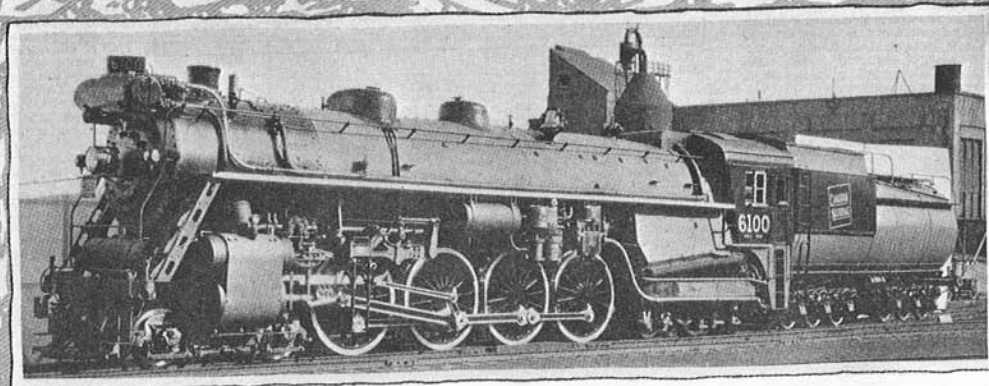
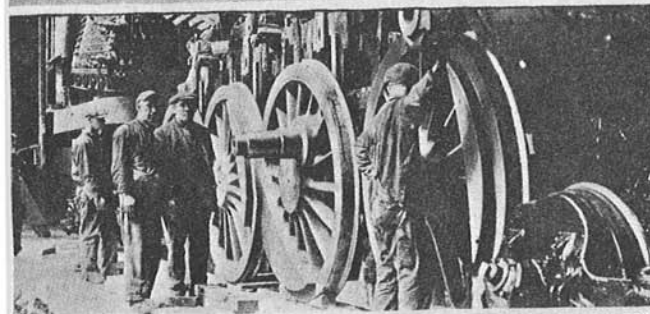
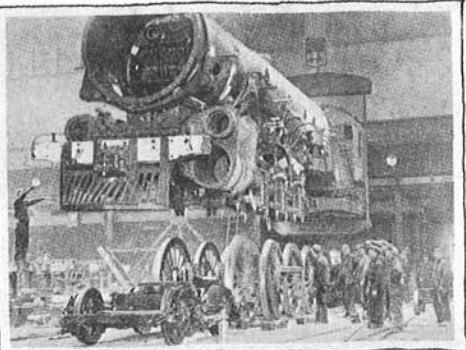
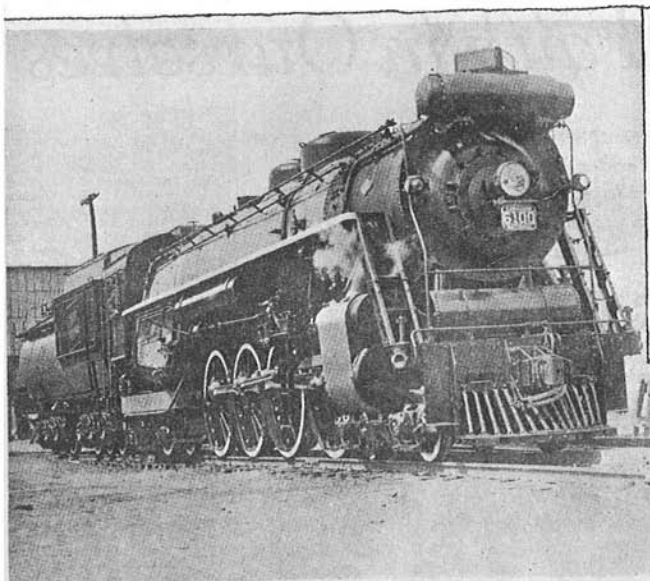
The Alberta Resources Railway will be operated by the Canadian National System. The National will pay rent on the basis of tonnage carried, and has the option to purchase the line by re-imbursing the Alberta Provincial Government for its expenditures on behalf of the A. R. R. plus interest.\*

## 1967 executive



As a result of the Annual General Meeting on January 18th, 1967, and the Directors' Meeting on January 23rd, the persons shown on the chart were elected to be directors -- and, in some instances officers too -- of the Association during 1967. Their principal areas of responsibility are noted after their names. W.L. Pharoah is not a member of the Board of Directors, but has kindly agreed to serve as Editor, "Canadian Rail", as a special favour to Mr. Anthony Clegg and Mr. David Henderson. (DRH)

# No. 6100 Makes Its Appearance





# THE COVER

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The purple and white diesel units now touring the Dominion with their interesting exhibit cars are not hauling Canada's first "Confederation" train. At the time when Canadians united in celebrating the Diamond Jubilee of Confederation, a new Canadian National Railways transcontinental train was placed in operation between Toronto and Vancouver, known as THE CONFEDERATION in honour of the great national occasion. The sleeping cars originally used on this train were named in memory of the statesmen whose work made the union of the Provinces possible.

The National System's then-new 6100 locomotive also bore the name CONFEDERATION and our cover photo this month shows Engineer Duncan Campbell and Fireman Robert McKay, inspecting the engine before its departure for Baltimore, Md., where it represented the Dominion at the "Fair of the Iron Horse".

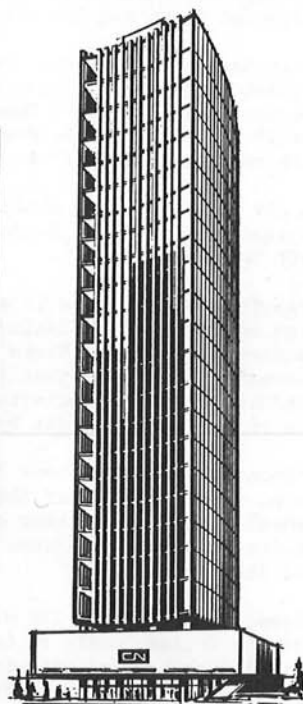
The photos on Page 18 show other views of the locomotive during its construction at the Kingston works of the Canadian Locomotive Company and at the time of its delivery to the CN.

(photos courtesy Can. Nat. Rys. Magazine)

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CN's NEW EDMONTON HEADQUARTERS



Topped by a gigantic CN symbol, Edmonton's tallest skyscraper houses the National's Mountain Region Headquarters and incorporates the City's centrally-located railway station in the basement and ground-floor levels. Edmonton wisely retained its main station in the "downtown" area in spite of the less fortunate examples of Saskatoon and Ottawa.\*

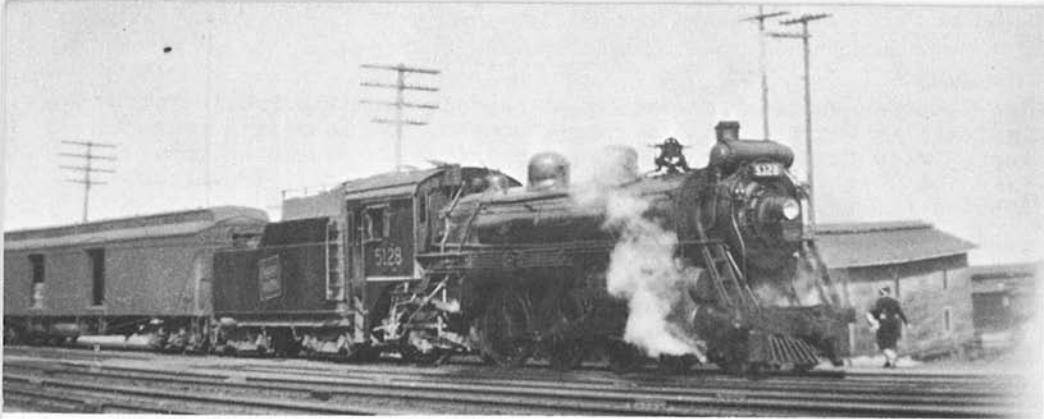


by Derek Boles

- \* The City of Calgary is planning a multi-million dollar re-development programme in its downtown area. Included in the master plan is a \$140 million Rapid Transit System, operating along four corridors in an "H" pattern, with Seventh Avenue S.W. being the connecting line. It is currently being debated whether the Transit should be an underground or elevated system. The latter would be \$35 million cheaper, but its artistic value to the City is dubious. The plan calls for restriction of automotive traffic in the downtown area, access being gained only via the Rapid Transit System. Completion of the master plan is scheduled for 1986.
- \* Expo '67's Minirail, a miniature monorail system, was exhibited on November 1 to Expo officials and the press. Comments were favourable and "Minirail" is expected to be a major attraction at the Exposition.
- \* With the opening of the new Ottawa Union Station, running time of Montreal - Ottawa passenger trains has been cut five to ten minutes, at least on the C.N. Canadian Pacific North Shore trains, however, take longer as they approach the station from the north-west and must make an extensive detour around Ottawa. The new terminal is about two miles east of the former Ottawa Union Station.
- \* A new C.N. passenger station in Hamilton, Ontario, has been suggested by C.N. vice-president D. V. Conder. Probable location is near the High Level Bridge off York Boulevard.
- \* Pacific Great Eastern is spending some two million dollars on new rolling stock and motive power. Included in the orders are 3 diesel-electric locomotives from Montreal Locomotive Works and seventy-five wood-chip cars. Last year the PGE showed an operating profit of \$5.5 million, but lost just over \$560,000 after deductions for depreciation and interest. However, Premier Bennett promised "a real, overall profit by the next time I bring down the budget".
- \* Edmonton's new C.N. Tower Building was opened last November 4th by Donald Gordon, then president of the C.N.R. Mr. Gordon unveiled a chrome-plated driving wheel from a C.N. Mikado steam locomotive, which is on permanent display at the entrance to the building. C.N.'s new Edmonton Station occupies the lower floors of the structure.
- \* Canadian National's 120 m.p.h. TurboTrain is expected to be ready for delivery to the Railway early in April. While regular service by these trains for Expo's April 28th opening date is dubious, it is expected that they will be operating well before the peak travel period in June.
- \* The Board of Transport Commissioners has authorized the C.N.R. to discontinue passenger trains 87 and 88 operating between Hearst and Kapuskasing in northern Ontario. The Railway will substitute a bus and truck service.
- \* C.N.'s Red, White, and Blue rail travel plan was extended to U.S. subsidiary, Grand Trunk Western on November 1st. Extension of the plan was disclosed by H.A. Sanders, then VP and General Manager of the G.T.W. RR. Some fares on the line were cut by as much as 27%.

- \*The Canadian Pacific, according to reports from the Provincial Capital, is making a bid to retain some of the lucrative passenger trade between Quebec City and Montreal. While up to a year and a half ago, the CPR carried almost all rail travellers between the two cities, of late the National has been obtaining much of the West End traffic with its station at suburban Ste. Foy, near the Quebec Bridge. The Canadian Pacific is now making extensive repairs and renovations to Ancienne Lorette station and a massive parking lot is being prepared near-by. Rail is to be improved to allow a higher speed run and one report indicates that about 35 minutes will be cut from the inter city running time within the near future.
  
  - \*In the Montreal area, the suburban community of Dorval is to receive a new station to handle the growing number of C.N. passengers who make use of the stop adjacent to the Montreal International Airport. The proposed \$125,000 station, to be built on the site of the present building, is designed to improve the passenger handling facilities and to meet the rapidly increasing population along the Lakeshore.
  
  - \*Fredericton, N.B. too wants a "passenger station". They've got the building and according to Mayor W.T. Walker they've got the potential passengers. But they've not got the train service. The last regular passenger train left the CP station in the N.B. Capital a few years ago. Mayor Walker has now asked the Canadian Pacific to restore the direct rail service to Saint John and Montreal, at least during the winter months.
  
  - \*From the Lakehead comes word that the Canadian National is proposing to abandon its tri-weekly passenger service through the Rainy River district between Port Arthur and Winnipeg. A number of protests have been voiced, however, and the proposal will no doubt go before the Board of Transport Commissioners. The Fort Frances newspaper claims that service between the Lakehead and Winnipeg "is as important as is the Rapido and other planned high speed trains between Toronto and Montreal".
- \*\*\*\*\*
- The 1400 h.p. diesels which Canada is to provide for India will not be the first Canadian-built locomotives in that country. In 1949 and 1950, Montreal Locomotive Works and Canadian Locomotive Company built both broad and narrow gauge engines for the Indian Railways. Some of the former are shown ready for shipment from Montreal.





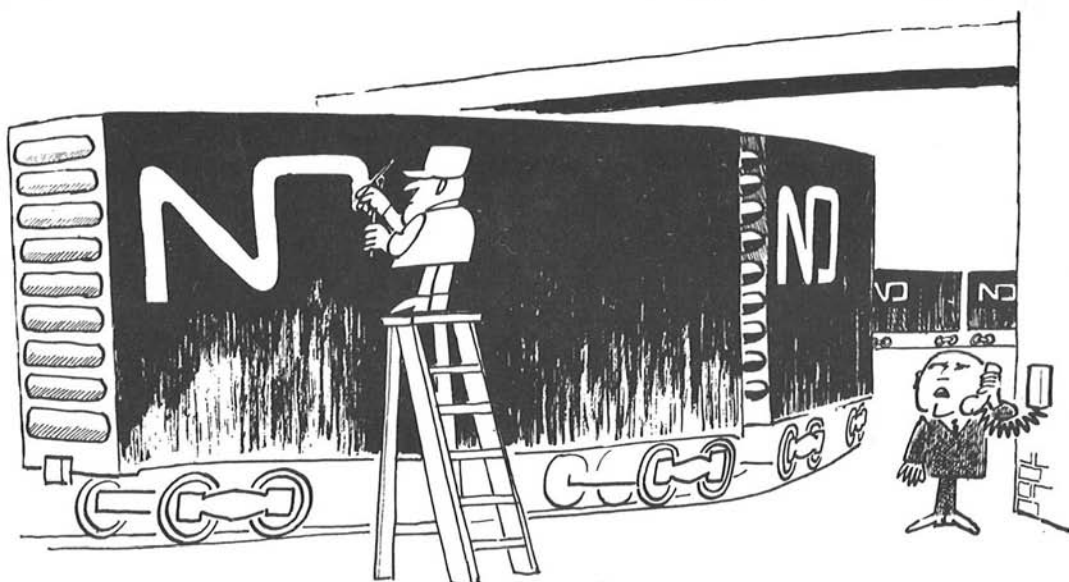
The tri-weekly passenger service through the Rainy River district between Port Arthur and Winnipeg, which the CN is proposing to abandon, photographed May 25th, 1945, in the days before the paved highway. CN 5128 and train 33-19 prepare to leave Port Arthur with coaches and buffet-sleeping-car, (8 sec. 1 double bedroom) for the overnight run to the Manitoba Capital.

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- \* One of the last "unassigned" steam locomotives in the country, C.N.6077 has been donated to the Town of Capreol, Ontario. It is to be delivered from its present location at the CN's Transcona Yard to the Northern Ontario community free of charge and will be set up in the Town Square.
- \* Three hundred insulated and heated boxcars are being delivered to the C.P.R. by National Steel Car Corporation of Hamilton, Ont. Each of the new cars is ten feet longer and can hold about 13 tons more than CP's other insulated cars. They are being painted bright orange for customer appeal and easier identification by yard workers.

- \* Bill C-231, the Transportation Bill that is intended to revolutionize Canadian transportation in general and railroading in particular, passed second reading in the Canadian House of Commons on January 26th. Routine third reading and the approval of the Senate remain before the bill goes for Royal assent. Main features of the bill include the establishment of a Canadian Transportation Commission to direct all forms of transportation under the control of the Federal Dominion Government. These consist of Railways, Shipping, Airlines, and Inter-provincial trucking and pipelines. The bill will make it easier for the railways to discontinue uneconomic passenger services and abandon branch lines, unless the Government orders them retained in the public interest and compensates for the deficits incurred. Subsidies starting at \$110 million and dropping in eight annual stages to zero will carry the railways through the transitional period, during which the money-losing services are progressively scrapped.
- \* Electrification of the Canadian National's heavy-density route between Montreal and Toronto has been spot-lighted again -- this time by C.N.'s Director of Corporate Planning, Dr.R.A.Bandeem. In an interview reported in the Montreal Star at the end of last year, Dr.Bandeem said "There's a man outside the Railways looking at freight-carrying turbo cars that operate independently of one another.... more practical for the Near Future is an idea to electrify the route between Montreal and Toronto".
- \* Rates of fares on Montreal's new Metro System were substantially increased, effective Saturday, Jan. 28th. The new adult fare on subway and regular bus services is now 30¢ cash, four tickets for \$1.00, or 21 tickets in a book which sells for \$5.00. The student fares, effective between 7 a.m. and 7 p.m., remain unaltered.
- \* Jurisdiction over the fares to be charged by the soon-to-be inaugurated GO Transit at Toronto rests with the Board of Transport Commissioners, the Board has decided. This means that the Ontario Government will have to file its fare structure with the Board and get its approval.
- \* Effective February 1st, the Canadian National is to introduce monthly and weekly commutation flash-cards for passengers on the Montreal-St.Hyacinthe local run, a system used with success on the commuter lines through Mount Royal Tunnel. The Tunnel line, however, boasts some forty runs daily, the South Shore service has but one round trip per day.
- \* Canadian National and Canadian Pacific Telecommunications have asked the B.of T.C. to approve an increase in charges for telegram messages in Canada. Basic charges, minimums, and basic distances would be altered, and the proposed scale of rates would eliminate the "day-letter" class, which the companies feel are now transmitted as quickly as full rate messages.
- \* Canadian Locomotive builders have been invited to tender on a contract for the production of 30 diesel locomotives, which Canada will provide to India. Each locomotive will be of 1400 horsepower.





"Oh, he's fast enough . . . "

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