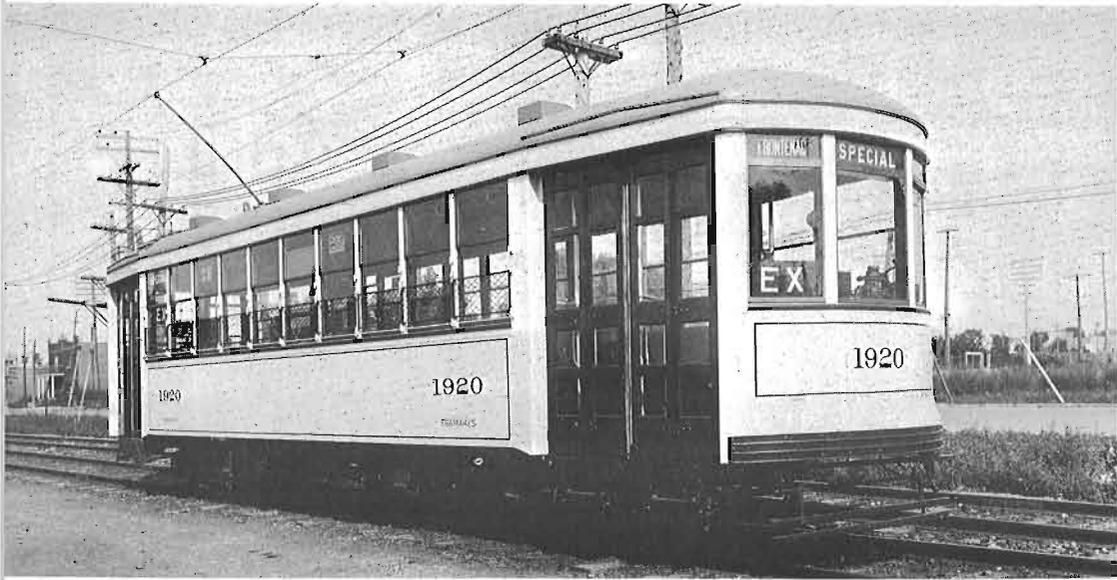


Canadian Rail

April
1967

Number 187





.... in the forefront of new developments
 a simple, pleasing contour





MTC's 1900 CLASS ONE-MAN CARS

R. M. Binns

While usually in the forefront of new developments in urban transit technology and methods, Montreal Tramways Company was slow to adopt one-man operation. Aside from the natural resistance of labour to such an innovation, M.T.C. officials were of the opinion that the difficult local topography and severe winter climate, together with an unusually high passenger traffic density, precluded the extensive use of one-man cars here. True, in 1919 a one-man line was established on Decourcelles Street (Glen Road) but this could hardly be called a bold experiment. One single-truck car, second No. 284, shuttled back and forth in front of St. Henri car-barns, between St. Antoine Street and St. Catherine Street. Before starting each trip the motorman simply passed through the car with a hand fare box, but there were few fares to collect. Practically everybody using this little line was either a company employee or someone transferring between cars running on St. Catherine Street and those running on St. Antoine, St. James or Notre Dame Streets or vice versa, so the operator's duties consisted primarily of verifying transfers. This line, being only about 1,200 feet long, probably holds the record for the shortest regular transit route ever operated in Montreal. Having no intermediate stops, it was pretty hard to make a case for a two-man crew, but such was the practise prior to 1919.

In 1924, by which time one-man operation was generally accepted in many other cities, the Company put into service fourteen Birney Safety cars obtained second hand from the City of Detroit, Department of Street Railways. The economic advantages of the Birney type could not be ignored on outlying extensions and short shuttle services, such as the new lines on Shakespeare Road, Boul. St-Michel and Cadillac Street, built in that year, and on others with very light traffic.

Then, in 1925 an opportunity presented itself for a trial of one-man operation on a somewhat larger scale. In that year the line on Notre Dame Street East was extended from the western limits of Pointe-aux-Trembles to Bout-del'Ile, and as a consequence service on the Terminal line east of Desormeaux Street was abandoned. As the remaining portion of the Terminal line including the Tetreaultville branch was within the City of Montreal limits where no complicated zone fare transactions were required, and, being on a private right-of-way, it seemed ideally suited for one-man operations. For this purpose, 740 class cars were chosen, - being sturdy double-truck cars capable of carrying a nose plow in winter. The 740 class cars were built by M.S.R. in 1903-04 and were the last to have longitudinal seats throughout, except for the 1175 class of wartime emergency cars. Six cars, Nos. 740, 746, 748, 758, 768 and 788 were altered and fitted with modern safety-car devices, a double front door and an automatic treadle exit door at the rear. Service started in October 1925 and proved to be successful. After the Terminal line was sold to Canadian National Railways in 1927, the 740 class one-man cars were used for a short time as extras on the Notre Dame East lines and finally scrapped in 1929.



Between 1922 and 1925, the proportion of the total car-miles operated by one man in North American cities had risen from 48.7% to 84.6%.

By late 1925, the Company was finally convinced that one-man operation would be practical on certain city lines of medium traffic density, - at least during off-peak hours. Designs were prepared with Canadian Car and Foundry Company for a light-weight double truck car suitable for one-man operation, and an order for 50 cars was placed with that firm in December 1925. Taking no chances however, the cars were designed to be operated with two-men, if necessary, during rush hours and they were actually classified as "one-man, two-man" cars. These were the 1900 class, which is the subject of our attention in this article. A sample car No. 1900 was delivered on July 26th 1926 for testing. The following is an extract from a full description of this car appearing in "Electric Railway Journal" for August 21st 1926:-

"The most striking feature of the floor plan of this car, which is single ended, is the use of four doors, two at each end, one for exit and one for entrance. Three of these doors are air-operated, but the rear entrance door is hand-operated, being limited in its use of providing an entrance only when the car is being operated by two men. At that time the conductor occupies a position on an elevated stand at the extreme rear. Since these cars will be known by their distinctive colour as one-man front-entrance cars, passengers will be accepted at all times at the front end. - - - - The Company expects that the usual operation will be by one man only. Two-man operation may be adopted for one or two trips per day during the rush hours on certain routes. At crowded corners where loading is heavy and time is of importance, passengers will be invited by a street supervisor to board at the rear end".

The body construction of this group of cars was most unusual because the main steel side girders which form the lengthwise structural members were on the inside instead of the outside of the car. The outside panels were "Plymetl", a composite material of laminated wood and a thin sheet of metal. The space between this sheathing and the steel plates was filled with 1/2 in. of insulating material. The purpose of this form of construction was to reduce corrosion, because with low winter temperatures it was found that with the steel plates on the outside, condensation formed on the inner side of the plates. Also it was expected that this sheathing would be cheaper and easier to replace when damaged by minor accidents.



Each Montreal tram carried an elaborate plaque to commemorate the 1939 Royal Visit. One of the 1900's (by a co-incidence, number 1967), photographed at Gatineau and Queen Mary Rd. on May 20th, 1939.

... fears that lightweight cars ... would have difficulty in snow storms were soon dispelled.

In September, the "Montreal Standard" featured a full description of the cars, with pictures, under the bold heading; "Standard Gives Citizens First View of Handsome New Street Cars".

No. 1900 was carefully tested during August and September. Both operating and maintenance officials had the opportunity to suggest and discuss with the builders, any possible improvements or changes before the rest of the order was delivered. The car was tested in regular service on the Tétreaultville line, running with the 740 class converted one-man cars mentioned earlier. For this purpose, No. 1900 was equipped to carry a headlight, rear marker light, a spare trolley pole and an air whistle installed under the front platform.

The rest of the cars were delivered and put into service on October 12th 1926 on the Guy-Beaver Hall No. 14 and St. Antoine No. 47 belt lines and on Notre Dame East No. 22 (Place d'Armes to Viau) and November 9th on Amherst No. 1. The layout of the front platform was found to be unsatisfactory, and in November some of the railings and the farebox position were changed and an additional heater installed. For some unknown reason No. 1919 was not put in service until January 7th 1927. This particular car was fitted with a "rubbing strip" or protective moulding along each side, which it carried for several years.

Despite the fears of many, one-man operation was most successful on these lines, and the two-man feature of these cars was never implemented. Actually it was found that higher schedule speeds could be achieved with one-man operation than with two-man cars on medium to fairly heavy traffic routes. The reasons for this rather surprising fact were: first, the operator was in a better position to co-ordinate his work to take the best advantage of traffic signals and traffic situations at intersections, rather than being dependent on signals from a conductor working more or less blindly at the rear. Secondly, being solely responsible for the car's operation he had a greater pride and interest in its performance. An additional five cents per hour was paid to one-man operators.

As the calling of streets and making announcements to passengers was supposed to be part of a conductor's duties, it was feared that one-man operators, with their backs to the "audience" would not be able to do this effectively. As an experiment, one car, No. 1910 was fitted with a public address system, but with the equipment available at that time, "feed back" and other problems were not solved and the idea was soon abandoned.

The 1900 class cars proved to be highly successful and seemed to bring to the lines on which they were operated, a certain measure of prestige. To the passengers they appeared to be a very modern and sophisticated vehicle. In fact they were indeed one of the finest examples of light-weight double-truck one-man cars of that period to be found anywhere. They embodied many features which were new to the Montreal public, notably the use of trucks with 26 in. wheels, thus eliminating one step, - a level floor throughout, and all barriers and stanchions of aluminum piping with wood filler. Rico retractable steel hand straps, was another innovation, as well as brass window sash, - the first in Canada.

The outside appearance of the 1900's was quite striking. The specifications called for particular efforts on the part of the builders to achieve continuous and smooth exterior body lines, and a simple arch roof of pleasing contour. There were no large rivet heads on the outside. So that the public could easily identify these cars as being of the "front entrance" type, an entirely new colour scheme was used, - straw, with maroon striping and lettering, light chocolate roof and dark red trucks. As originally painted, the 1900 class cars presented a rich, handsome appearance. Unfortunately the original colours did not stand up well, and a lighter cream body colour with Indian red trim was soon adopted which became the standard livery for one-man cars. Oddly enough the "one-man" colours were never applied to the Birney cars.

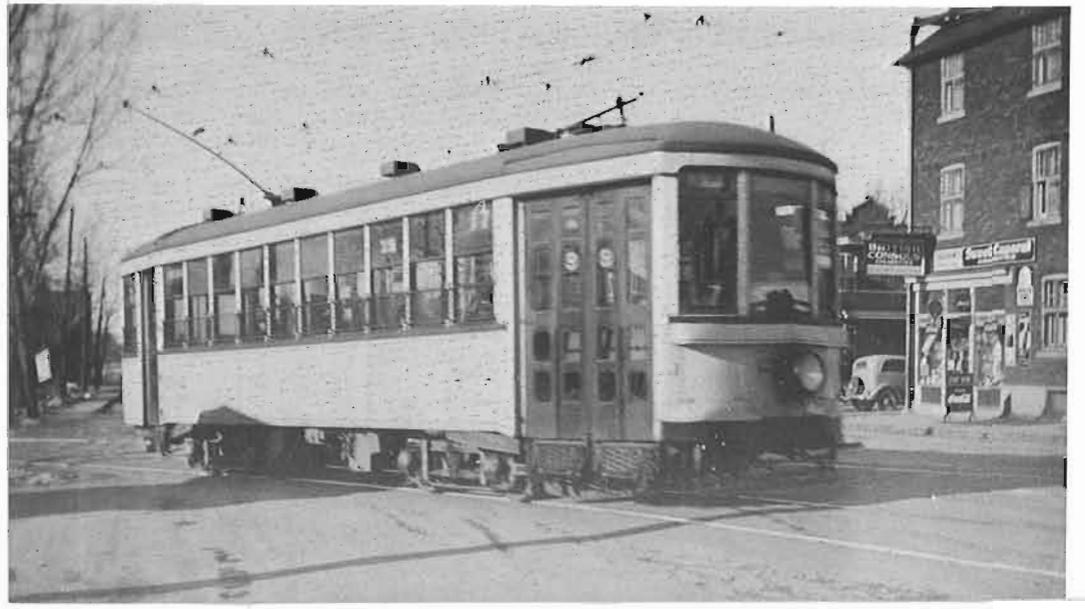
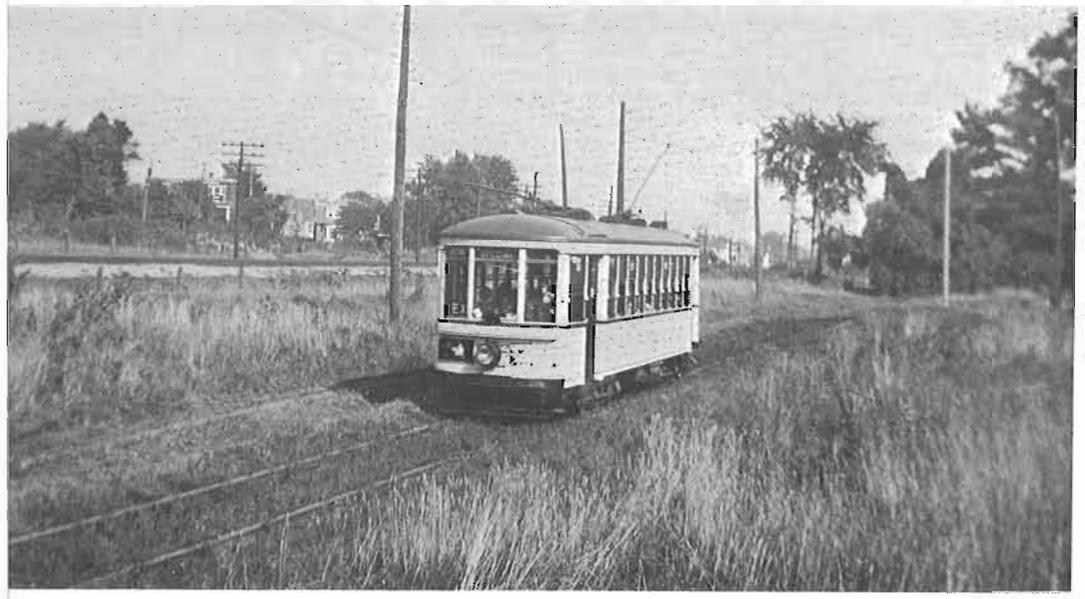
Originally the 1900's had a small one-way gate, at the front and rear exits, to deter passengers from entering by these doors. The gates were removed after a couple of years. It was soon found that the front exit could also be used for entrance at heavy loading points, where a ground man could collect transfers at that door. In fact an alert operator could, by standing up, collect fares and transfers from two streams of entering passengers.

Sometime in 1927 four 1900's were assigned to base service on Côte des Neiges, Route 65, which at that time was a minor line operating between University Street and the corner of Côte des Neiges and Queen Mary Roads. Then, in September 1927, the new Hochelaga line was opened and No. 1900 together with a small group similarly equipped for suburban running were assigned to that line.

Generally speaking, cars of this weight, - 36,250 lbs., - used 35 HP motors, but considering the grades and severe operating conditions in Montreal, it was thought advisable to use a more powerful motor, - the Westinghouse 510-A-2 motor, rated at 42 HP. The cars were smooth riding and performed well on the steepest hills. Any fear that light-weight cars of that type would have difficulty in snow storms was soon dispelled. Confirming what had been found in the northeastern United States, the small diameter wheels seemed to maintain a sharper "bite" or contact with the rails which more than offset the lighter weight as far as adhesion was concerned.

After a year or two, when it became certain that a second man would never be required on these cars, the rear entrance door was fastened permanently in place, the step removed and the stepwell filled in. It was not until 1938 however, that the raised platform and conductor's drop seat were removed. The rear vestibule of one car, No. 1913, was remodelled with a panel and window sash in place of the door and the seat carried around the rear, similar to the arrangement on later one-man cars, thus increasing the seating capacity from 45 to 49. Apparently the expense of doing the whole group was not justified.

Two repeat orders were placed with C.C.F., one for fifteen cars received in May 1928, sub-class 1950 (Nos. 1950-1964) and forty more delivered in July 1929, sub-class 1965 (Nos. 1965-2004). General dimensions; (41'-2" overall length) and equipment were the same as the original group, but conventional body construction was used, namely steel side plates on the outside, 3/32" on the 1950 group and increased to 1/8" on the 1965 group, making these latter cars slightly heavier at 37,000 lbs. There was no provision for a second man, of course. A single treadle exit door was provided,



with the seat continuing around the rear. Dome light fixtures and wood hand rails instead of grab-handles were other slight differences. The 1965 class had the front letterboard reduced by 2 in. and windows extended to give better vision. In the writer's opinion, the 1950 and 1965 sub-classes did not have quite the neat smooth body lines of the 1900-1949 group.

The additional one-man cars received in 1928 and 1929 were required for the Côte des Neiges line which became a major route when extended to Snowdon Junction, the new Rosemont Blvd. route, and conversion of Delorimier, Frontenac, and Papineau lines to one-man operation.

Included in the final order were six double-end versions of the 1965 sub-class, similar in all major respects and designated 2600 class. These were intended primarily for the Bordeaux and Montreal North lines. At the end of 1929 then, the Company had 111 modern one-man cars (Nos. 1900 to 2004) (Nos. 2600 to 2605). To meet further requirements for double-end one-man cars in 1933-34, four of the single-end cars, Nos. 2001 to 2004, were remodelled and equipped for double-end running, thus becoming similar to the 2600 class although retaining their original numbers. Much later, in



M.T.C. 1919 on Girouard Avenue approaching the C.P.R. underpass near Western Avenue.



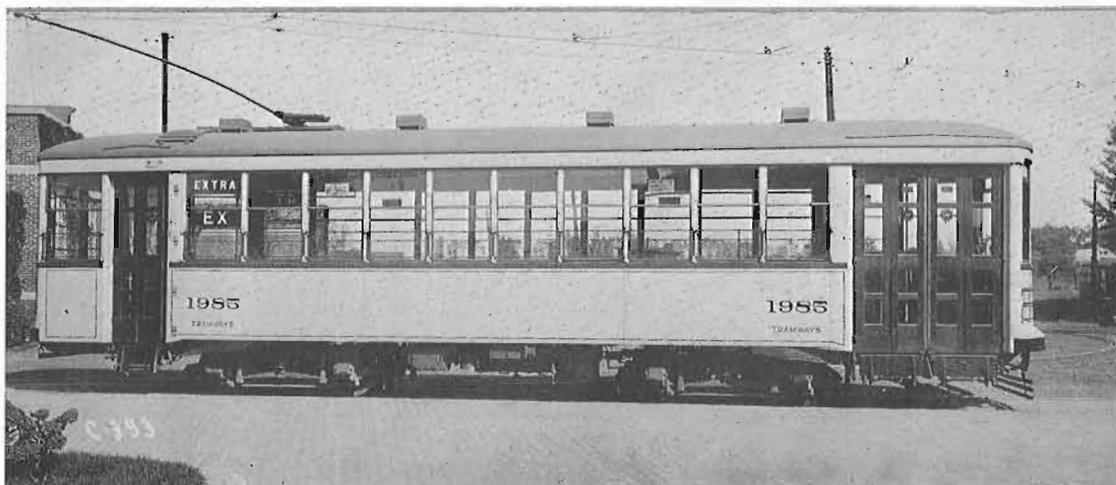
Double-ended 2604 with headlight and red marker lamp at the Tramways summit on Mount Royal.



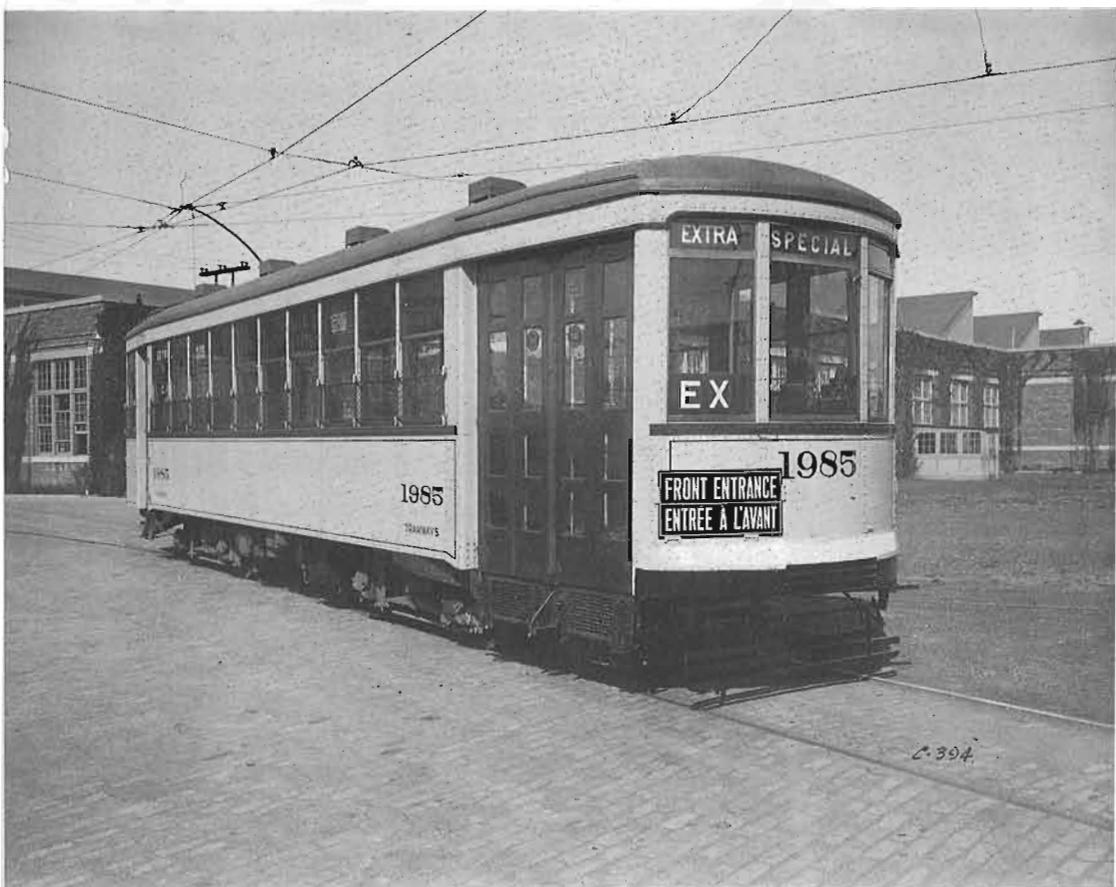
Number 2002 on the rural line to Dixie, alongside the old C.N.R. main line. Tramways and Railways have now given way to a residential subdivision in Lachine.



For a while in the 1940's, the group 2001-2004 were used as single-ended cars on the Cartier-ville line. Trolley poles were replaced by short stubs to maintain the electrical connection through the front-end trolley base.



... letterboard reduced by two inches and the windows extended to give better vision ...



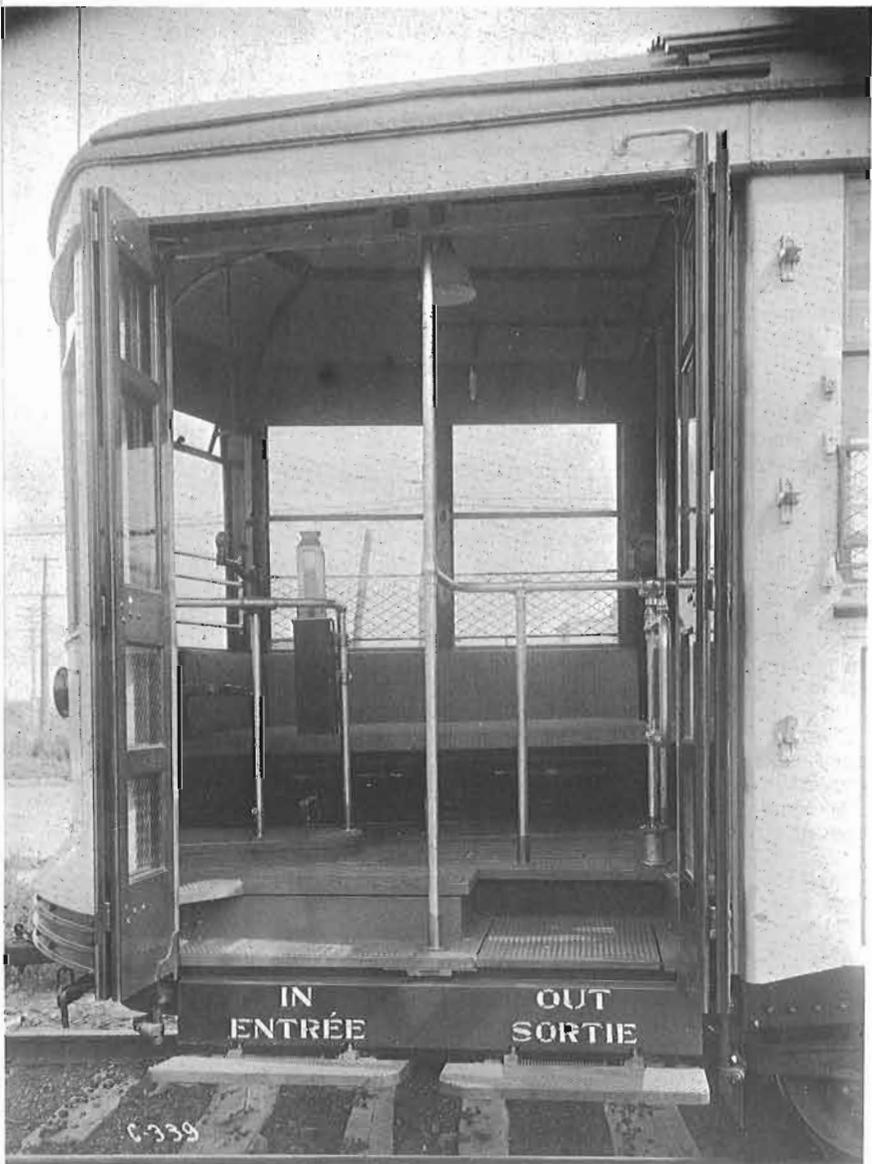
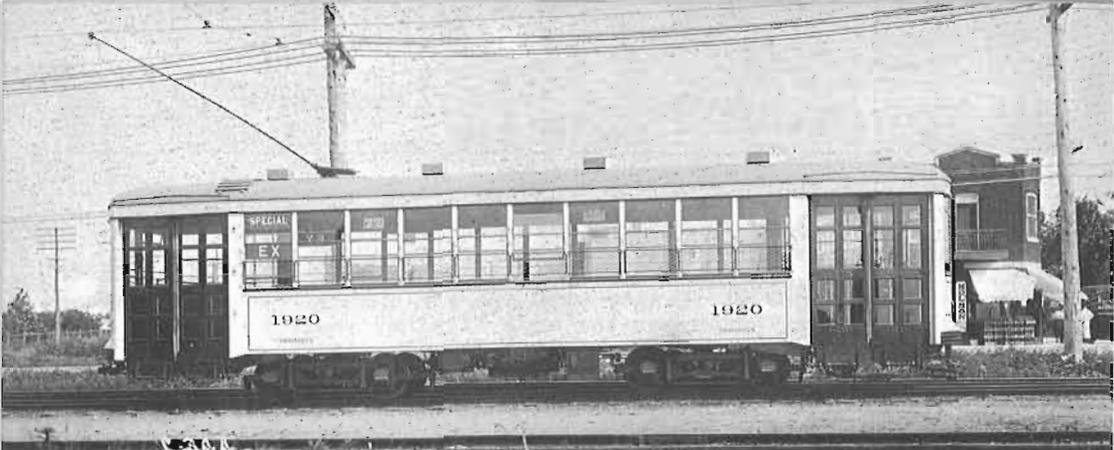
1956 the 2600 class was re-numbered as a continuation of the 1965 sub-class, receiving the numbers 2005 to 2010.

One major difficulty with one-man operation was the necessity of stationing a man at the ends of lines where cars were required to "weave". From the beginning it was strictly forbidden to back a one-man car without a man at the rear end to guide the trolley pole and watch the traffic. In 1937 and 1939 twenty of the single-end cars were equipped with an ingenious "back up" control system. The apparatus was designed and built at Youville Shops. It permitted the operator to carry his brake handle to the rear, and, by insertion in a socket on the window sill, have full control in backing at low speed. The layout and appearance of the rear end was left unchanged and no seats sacrificed. The cars so equipped were Nos. 1974 to 1978 and 1986 to 2000.

In 1942 the Company received a suggestion, - possibly from a homesick expatriate from Toronto or Ottawa, - that the one-man cars be painted red. Surprisingly, it was decided to finish one car in red, and, without any publicity to see what the public reaction would be. No. 1951 was chosen, and operated in that livery for about two years. Not receiving any reaction one way or the other, it was concluded that passengers couldn't care less what colour was used, and the idea was dropped. Admittedly, the cream colour was difficult to maintain in good condition and a darker colour would have been more economical.

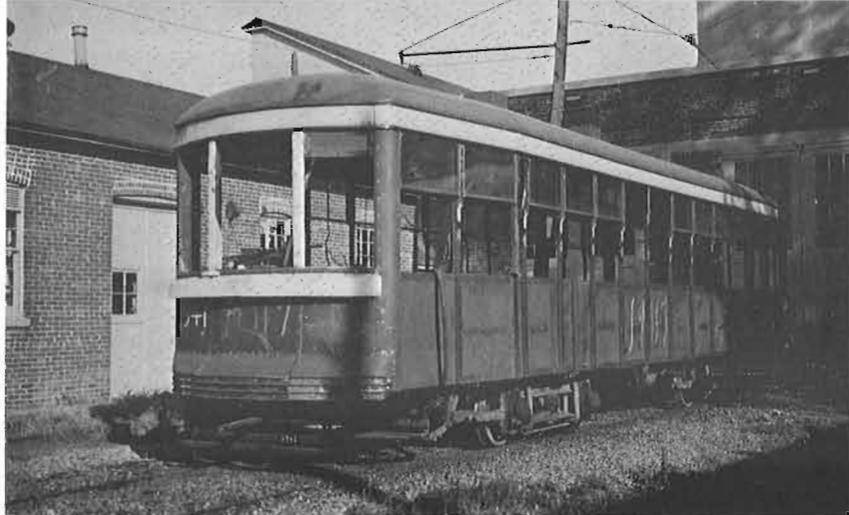
The 1900's had their share of incidents and accidents. Being of light construction, they were subject to superficial damage in minor traffic accidents. No. 1954 got off to a bad start. Just arrived new from the builders, it was put in service on Route 14 on a fine Sunday morning in May 1928. On the very first trip something went wrong coming down Claremont Avenue resulting in a headlong dash down that steep hill. Unable to take the curve at Sherbrooke Street, it derailed and plunged into the grocery store on the corner. There were no injuries because, fortunately, there were no passengers on 1954, and being early Sunday morning in Westmount, no one was on the streets, and of course the grocery store was closed. Not so fortunate were the circumstances of a similar plunge many years later. Up to the moment when No. 1952 started down Lansdowne Avenue at 8:15 A.M. on December 21st 1942, the Company had been able to claim with justifiable pride that in its long history, and that of its predecessors, no passenger had ever been killed while travelling on the cars. That morning the temperature was low and the humidity high, a combination which usually produced slippery rails. No. 1952 got into a skid from which it never recovered, and ended broadside against a tree after derailing at the curve into Westmount Avenue. Tragically one of the only two passengers on the car was fatally injured.

It can be said that the 1900 class cars were very successful and proved conclusively that one man operation in Montreal was practical with a well designed car. With the coming of the depression in the 1930's, one-man operation was expanded by converting trailers and some two-man cars into one-man cars. Others were obtained during the war, and even as late as 1954 the remaining trailers were converted. Nevertheless it was not until the last twelve months of tramway operation, when only a few lines remained, that 100% one-man operation was achieved.

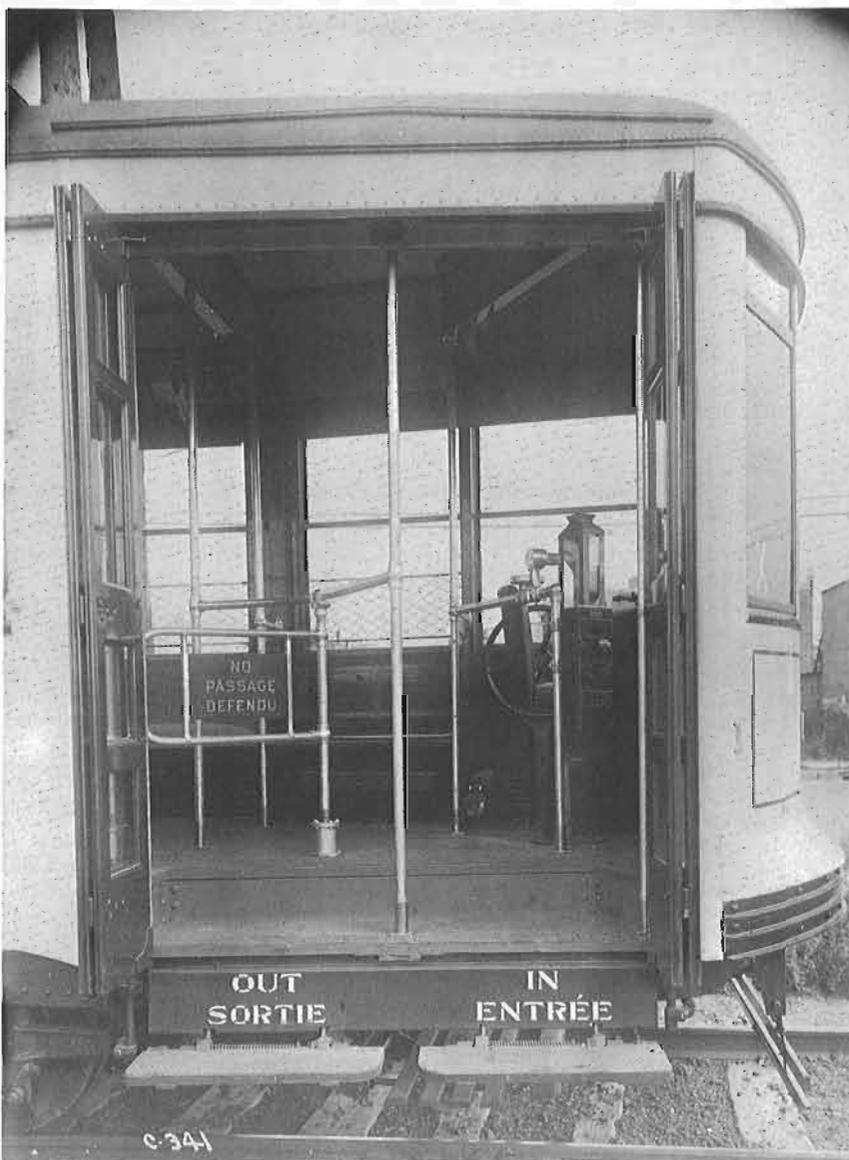


... a position
on an elevated
stand at the
extreme rear ...

... renewal of
steel underfram-
ing and side
members at a
cost of \$4000
per car ...



... a small one-
way gate ... to
deter passen-
gers.





Turbo Trains

CN'S TURBO TRAINS, now a-building at the plant of Montreal Locomotive Works in eastern Montreal, are expected to be ready for test runs within a few weeks and are scheduled to go into service during the early part of the summer.

This announcement was made as Canadian National displayed, for the first time, the Turbo production line at the MLW plant, where five seven-car sets are under construction.

The April 1966 issue of 'Canadian Rail' carried a detailed description of the TurboTrain, as designed by the United Aircraft Co. The CN ordered five seven-car groups on May 17th last, to be operated between Montreal and Toronto on a lease-maintenance arrangement with U.A.C. An option to purchase outright may be exercised within a period of up to eight years. The trains are to be powered by ST6 single-stage free turbine engines designed and built by United Aircraft of Canada at Longueuil -- carbodies are being constructed by Montreal Locomotive Works.

As detailed by Murray Dean in his "Power" column this month the units are to be designated as follows:

Parlor domes	P100 series
Parlor cars	T100 series
Coaches	T200 series
Meal service cars	T300 series
Coach domes	P200 series

On the following pages, we reproduce photographs courtesy GNR and MLW, showing the trains and their turbine powerplants at various stages of construction.

(We also include with this issue of 'Canadian Rail' a coloured illustrated pamphlet, published by the Canadian National Railways, advertising their soon-to-be-inaugurated TurboTrain services.)

Continued from previous page



The 1900 class, being of light construction, were not intended to have a life of much over twenty-five years. By 1953 after 28 years service, most of the first group (1900-1949) began to suffer from corrosion and a programme of rebuilding was started involving the renewal of most of the steel underframing and side members, at a cost of \$4,000. per car. Seventeen were actually completed and became virtually new cars (Nos. 1908, 1915, 1918, 1919, 1920, 1929, 1930, 1936, 1937, 1938, 1939, 1940, 1941, 1943, 1945, 1946, 1947). Due to impending bus substitutions the programme was suspended.

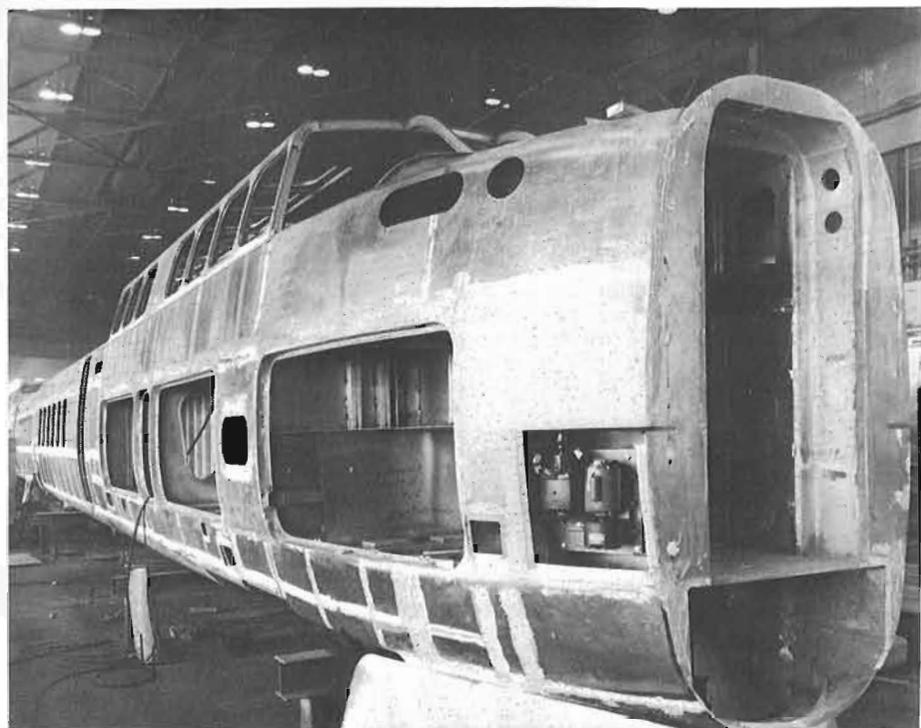
Of the entire fleet of 111 cars, 83 remained until 1958. Some of the 1965 group were among the last cars to operate in Montreal when tramway service ceased on August 30th 1959.

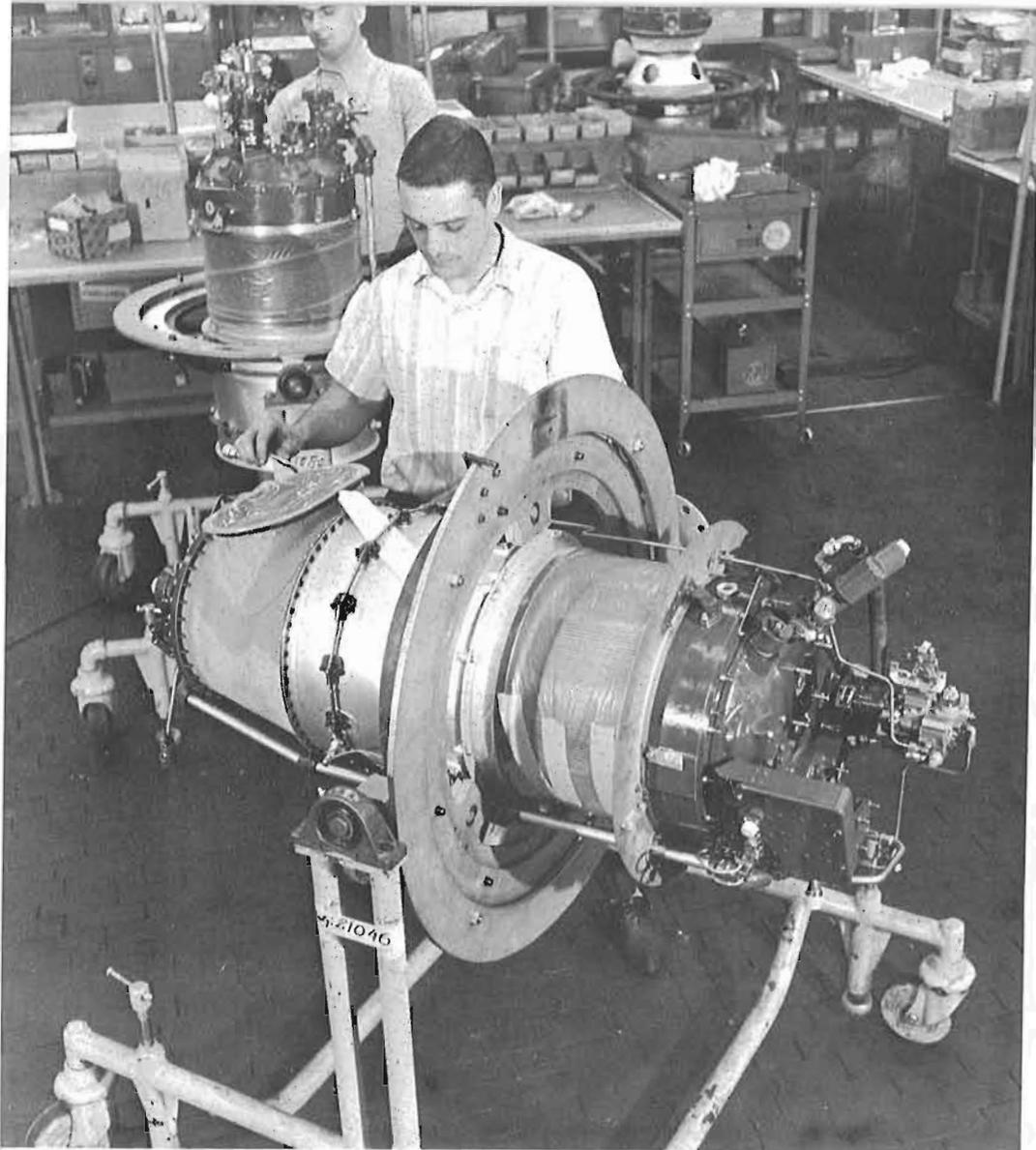
Unfortunately, none of the original lot (1900-1949) were preserved, but at present writing five of the others are still in existence:

- No. 1953 - On the property of Mr. Donald Angus, Senneville, Que.
- No. 1959 - Canadian Railway Museum, Delson, Que.
- No. 1972 - Seashore Electric Ry., Kennebunkport, Maine.
- No. 2001 - " " " " " "
- No. 2005 (Ex. No. 2600) - Connecticut Elec. Ry. Ass'n., Warehouse Point, Conn.



Power dome cars, built of strong welded aluminum, take shape at Montreal Locomotive Works. Each of the units, in addition to accommodating passengers who will have an unrestricted view of the countryside, will carry the gas turbine engines. A clam-shaped nose, to be installed over the opening at the right of the lower picture, will open up for joining with another similar unit.





Technicians in an assembly area of United Aircraft of Canada put the finishing touches on an ST6 gas turbine engine which will provide motive power for the new CN trains. Weighing approximately 300 pounds, the ST6 develops up to 400 h.p. in this application.

Long years of experience in constructing locomotives and rapid-transit equipment for the transportation industry go behind the workmen at M.L.W. as they construct units of Canadian National's new Turbo's. Four turbine engines, installed in the sides of the power dome cars, will provide the power for a seven-car set; a fifth engine will be used for electrical power for air-conditioning, heating and other services. The design is such that the engines may be replaced on a preventive maintenance basis, within an hour.



POWER

with Murray W. DEAN

CANADIAN NATIONAL RAILWAYS

ERRATUM

CR #183 showed Booster B-10 as being out of the shop on December 26, 1965. It is obvious when compared to the date that it was received by the operating department that the date should have been December 26, 1964, not 1965.

Purchases: up to March 20, 1967.

The road numbers for the turbotrain cars is as below.

ORDER OF CAR IN CONSIST	TYPE OF CAR	BUILDER'S MODEL	ROAD NUMBER
1	Parlour-Dome	PDC-26	P100 and up
2	Parlour-Coach	IC-33	T100 and up
3	Coach	IC-35	T200 and up
4	Coach	IC-34	T200 and up
5	Buffeteria-Coach	IC-31	T300 and up
6	Coach	IC-30	T200 and up
7	Coach-Dome	PDC-27	P200 and up

Two sets will normally couple by the PDC-27 ends, although this is not mandatory.

Deliveries: up to March 20, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
3229	February 24, 1967	M-3477-08
3230	February 28, 1967	M-3477-09
3231	March 16, 1967	M-3477-10

Retirements: up to March 20, 1967.

ROAD NUMBER	RETIRED	BUILT	BUILDER'S NUMBER	BUILDER'S MODEL
1609	3/3/67	10/1/52	2662	H-10-64
1616	3/3/67	7/11/51	2651	H-10-64
4815	20/2/67	3/11/53	A-549	GP-7
9066	20/2/67	23/7/52	A-353	F-7
9124	20/2/67	26/11/52	A-398	F-7

Unit 4815 was damaged in Vanderhoof Yard, MP 68.5 of the Nechako Subdivision on August 3, 1966 in a collision between X4815

West and a work extra. Both fire and wreck damage were extensive.

Units 9066 and 9124 were involved in a derailment at MP 120.7 of the Ashcroft Subdivision (Fraser Canyon) on March 13, 1966 when Train 854 struck a rock slide on the main line. The locomotives rolled down the canyon.

In addition, Locomotives 1630, 1646, and 9426 are filed for retirement approval, while six of the remaining seven 2200's are slated for disposal soon.

Scrappings: up to March 20, 1967.

Charles De Jean of CN's Research and Development Department states that 9318 and 9342 were stripped at Point Saint Charles on December 29, 1966, prior to shipment to London for final dismantling. 9320 underwent a similar fate on February 1, 1967.

Renumberings: up to March 20, 1967.

The Locomotives for the Southern Ontario service will be renumbered as follows:

PRESENT NUMBER	NEW NUMBER	PRESENT NUMBER	NEW NUMBER
3850	3150	3860	3153
3853	3151	3884	3154
3856	3152	3887	3155

Miscellaneous: up to March 20, 1967.

1) CN has embarked upon a program of truck changing. Locomotives 4100 to 4133, class GR-17p, are having their trucks changed from flexicoil to swinghanger type. Locomotives 3830 to 3893, classes MR-18f and MR-18g, are receiving similar treatment. However, for numbers 4800 to 4824, classes GR-15a and GR-15b, the swinghanger trucks are being replaced with the flexicoil trucks. Units 4200 to 4205 were treated in the same manner as the GR-17p's in 1963, at which time they were numbered back to their original numbers of 4496 to 4501.

FIRST AND THIRD NUMBER	SECOND NUMBER	DATE FROM 1 TO 2	DATE FROM 2 TO 3	DATE BUILT	BUILDER'S NUMBER
4496	4200	8/10/57	30/5/63	2/11/56	A-1014
4497	4201	24/10/57	11/62	2/11/56	A-1015
4498	4202	9/9/57	16/2/63	5/11/56	A-1016
4499	4203	5/9/57	11/62	7/11/56	A-1017
4500	4204	30/9/57	2/7/63	9/11/56	A-1018
4501	4205	7/10/57	15/12/62	9/11/56	A-1019

2) CN's C-630's, #2000 and #2001, will be assigned to the Atlantic Region.

3) CN has decided that it will place SD-40's, #5000 to #5007 in subclass "c" rather than "b" as they reported in CanRail #182. Thus, 5000 to 5007 are GR-30c and 4012 to 4017 are GR-30b.

CANADIAN PACIFIC RAILWAY

Deliveries: up to March 20, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
5540	February 14, 1967	A-2185
5541	February 14, 1967	A-2186
5542	February 20, 1967	A-2187
5543	February 20, 1967	A-2188
5544	February 24, 1967	A-2189
5545	February 24, 1967	A-2190
5546	February 28, 1967	A-2191
5547	February 28, 1967	A-2192
5548	March 8, 1967	A-2193
5549	March 8, 1967	A-2194
5550	March 16, 1967	A-2195
5551	. Not Delivered	A-2196
5552	March 16, 1967	A-2197

Rentals: up to March 20, 1967.

It is regretted that CP has been unable to furnish a rental revision at this time.

FUNERAL TRAIN

It was with deep sorrow that Canadians witnessed the passing of their Governor-General, General Georges P. Vanier, on March 5, 1967, at the age of 78. As part of the ceremonies to honour this great Canadian, a special CN train was created to carry him from Ottawa to Quebec City on March 8, 1967. The consist, which did not return as one unit, is shown below.

Diesel Unit	6519	
Diesel Unit	6624	
Diesel Unit	6525	
Steam Generator	15467	
Baggage	9105	
Coach	5445	For the press - equipped with tables
Diner	1353	
Parlour Car	Caribou	
Business Car	94	occupied by Mr. Diefenbaker.
Government Car	100	occupied by the Prime Minister.
Car	Acadia	occupied by Chief Justice Taschereau
Roomette-sleeper	Val D'Amour	
Government Car	2	
Government Car	1	occupied by Madame Vanier.

The train left Ottawa at 1300, passed Coteau at 1422, and arrived in Montreal at 1515. Crews were changed and the train left at 1530. It was due into Quebec City at 1930. ▶

GOVERNMENT OF ONTARIO

The following GO units were returned to GMDL for finishing and repainting on the dates shown. (Information courtesy Charles De Jean).

- 601 - February 14, 1967
- 602 - February 17, 1967
- 603 - February 28, 1967



Canada Wide Photo



by Derek Booth

News contributors to this issue: E. Johnson

- ★ CP has been granted permission by the Board of Transport Commissioners to discontinue operation of QCR trains 1, 2 and 4 between Sherbrooke and Quebec City via Thetford Mines, Vallée Junction and Ste. Marie. QCR 1 operates daily leaving Sherbrooke at 8:00 a.m. and arriving at Quebec at 11:45 a.m.; QCR 2 operates Sunday only leaving Quebec at 3:15 p.m., and arriving at Sherbrooke at 7:00 p.m.; QCR 4 operates daily except Sunday leaving Quebec at 5:25 p.m. and arriving at Sherbrooke at 9:10 p.m.
- ★ The Quebec North Shore and Labrador Railway Company is applying for a ten year extension of its mandate to build a line from Sept-Iles, Qué. to Ungava Bay. A bill making this proposal has received approval by the Transportation Committee in Ottawa and now goes back to the Commons for third reading. However, company president W.J. Bennett said that a maximum of fifty miles might be added to the 355 miles from Sept-Iles to Schefferville by 1977 which would leave more than 150 miles to Ungava Bay. This northward extension could be brought about by opening of new iron mines to the north of Schefferville. Estimates have been made that the ore currently being extracted from five open pit mines at Schefferville will be exhausted by 1970 thus necessitating new development.
- ★ The Board of Transport Commissioners has set a train speed limit of 35 mph at both the CN and CP level crossings in Dorion for an indefinite "trial period".
- ★ CN vice-president of passenger sales and services, Jean Richer, announced that CN expects its summer passenger traffic to be up by 35 to 40 per cent over 1966. In addition, by 1971 or 1972 CN expects to make its passenger service, a constant money loser, break even.
- ★ Fairbanks Morse (Canada) Ltd. is building diesel hydraulic locomotives for delivery to Guyana and India. Fifteen of the Canadian-built units will be delivered in the next eighteen months.
- ★ CP is reported to be making available a "limited number" of business cars for private use for trips to Expo '67. The cars are air conditioned, sleep six to eight, have a lounge dining room-bar, kitchen and two stewards. The cost...? Says Fred Davidson, of CP's passenger service in Edmonton, "...it won't be cheap. Anyone who has to ask how much, can't afford it".
- ★ CN recently announced that two 17-roomette sleeping cars (known as OCS Expo Cars No. 1 and No. 2) will be parked in the Bonaventure Yard in downtown Montreal during the Expo months to provide accommodation for CN personnel travelling on Company business to Montreal between April 1 and October 31.

- ★ CP and CN have announced plans to eliminate duplication of telecommunications services. At present about fifty communities have duplicate CN and CP telegraph services and under the terms of the new plan one of them will be eliminated. In no cases will these communities be left without telecommunication services, nor will rates be affected.
- ★ Word has been received from Edmonton that Northern Alberta Railways No. 73, which was donated to the CRHA in 1964, has moved under its own power -- the first CRHA steam engine to do so. The former N.A.R. 2-8-0 has been stored at the Edmonton Transit System's Cromdale Shops and has been restored by the "Rocky Mountain Branch" of the Association.
- ★ Montreal's Metro System -- originally opened last October 14th, has now been completed to the extent of present projection. Line No. 1 was completed eastward to Frontenac late last year, while Victoria and Bonaventure stations at the southern end of Line 2 were opened during March. Line No. 4, under the St. Lawrence River from Berri-de Montigny to Longueuil, via St. Helen's Island and the site of Expo '67, was opened for passenger operations on April 1st.
- ★ CN is currently converting the conventional underframes on 250 steel box cars to cushioned underframes at the Transcona car shop. Door openings in these cars are being widened from the original six feet to nine feet. Object of the conversion is to facilitate loading and give greater protection to newsprint and other high-class commodities. All the cars will be renumbered after their conversion.

CN NEW Passenger Services

'THE HIGHLANDER'

A new main-line passenger which has had only indifferent past thirty-five years or National Railways during

This is the planned the CN intends to Monk. Que. and class service McGivney Junct.

It is also Montreal providing the and V-P. yes n-

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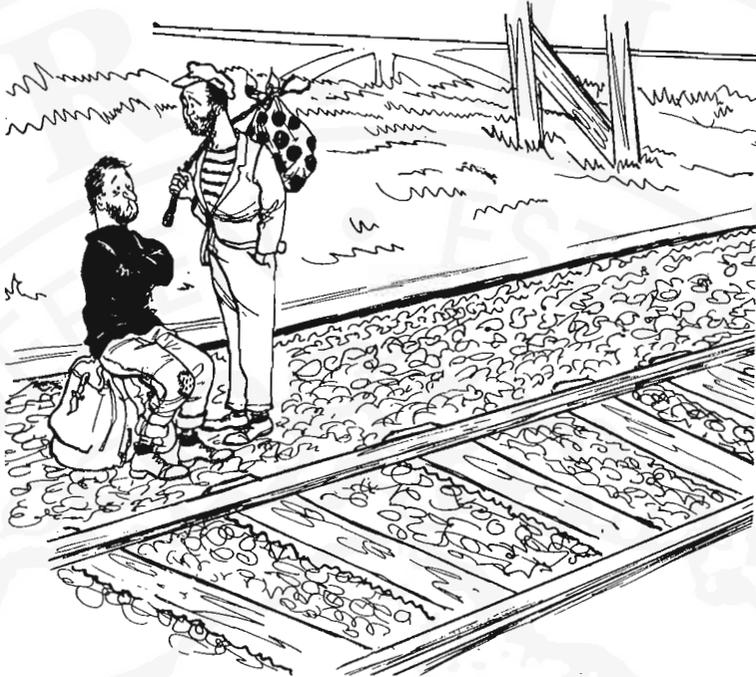
CORRECTION
 CN's new Montreal-Sydney, N.S. through passenger train, reported on page 47 of Canadian Rail, has undergone a last minute name change. CN originally announced the train as "The Highlander", but has now revealed the name to be "THE CABOT", a name in keeping with CN policy to use names which are identical in French and English.

ating over a route facilities for the by the Canadian

ain, which Line via de a first tital, via

ating between ended to Gaspé, PQ line. In making om's Atlantic Region services in future developed by the commu-

New train services will in- ing...platforms will have to improved. Nearly two hundred trained to man the new trains; be found for the trains from CN's sion of THE CHALEUR will eliminate on the line between Matépédia and first-class passenger train. Since CN ue fares there has been a renaissance of ease in traffic created by these fares has for increased passenger services. I hope trains will enable many local people to travel or events, and show that railways are as much ture as of its past." *



CN REPORTER

"Y'see, the 'Red' and 'White' days are low fare days. So if we wait, and deadhead on a 'Blue' day, we'll save a lot more money."

THE FINAL TRAM TO DIXIE (Cover Photograph)

MTC 2002, one of the double-ended cars of the 1900 series, wrote "finis" to streetcar service on the Lachine Extension route on the night of May 9th, 1952. The car is shown approaching the Dixie terminus of the line, just a few short trips before tram service was terminated forever.

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