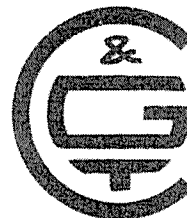


CANADA AND
GULF TERMINAL
RAILWAY DIARY

C. H. RIFF

The Canada & Gulf Terminal Railway.

-- Fred Angus



The Lower St. Lawrence Region of the Province of Quebec was first served by a railway line in 1860, when the Grand Trunk Railway completed its line from Montreal to Riviere du Loup. For many years there had been discussion of a rail connection with the Maritime Provinces, and, eventually, in 1876, the Intercolonial Railway was completed, and the Eastern provinces directly connected with the rest of Canada. However, the I.C.R. route between Levis and New Brunswick turned inland near what is now Mont Joli, and headed in a southerly direction through the Matapedia Valley, eventually connecting with the existing Maritime systems near Moncton. Thus the Gaspé region was not served by any track.

The first concrete step towards building a line to Gaspé was taken in 1883 when a charter was granted to the Gaspesian Railway Co. This railway was to be built from a connection with the Intercolonial to the end of the Gaspé peninsula, a distance of more than 210 miles. However, nothing was done for the next 19 years due to lack of capital.

In 1902 the name of the company was changed to the Matane and Gaspé Railway Co. and a new charter was obtained. The connection with the I.C.R. was to be St. Octave de Metis. During the next few years more definite plans were drawn up and with the increased prosperity of Canada in the early 20th century, the scheme for a seaport on the Gulf of St. Lawrence became very attractive. With such a port, the province of Quebec could handle ocean ships all year round, instead of only when the river was open. However, the success of the plan depended on a railway to connect this

PHOTOGRAPHS.

Pages 161 and 160 - taken in 1909 during construction of the Canada & Gulf Terminal Railway.

Page 163 - Steam locomotive 350, in service on C> until 1949.

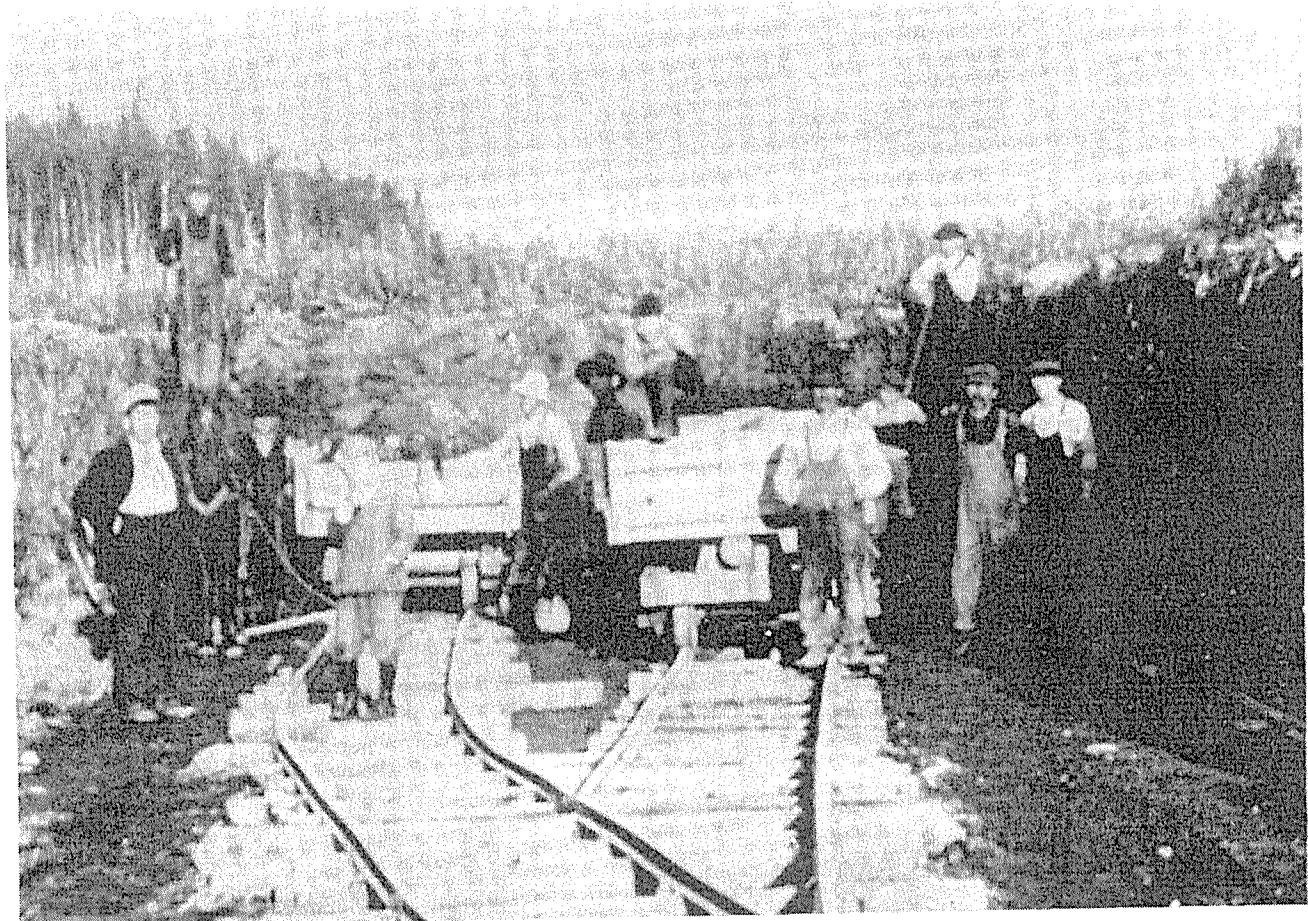
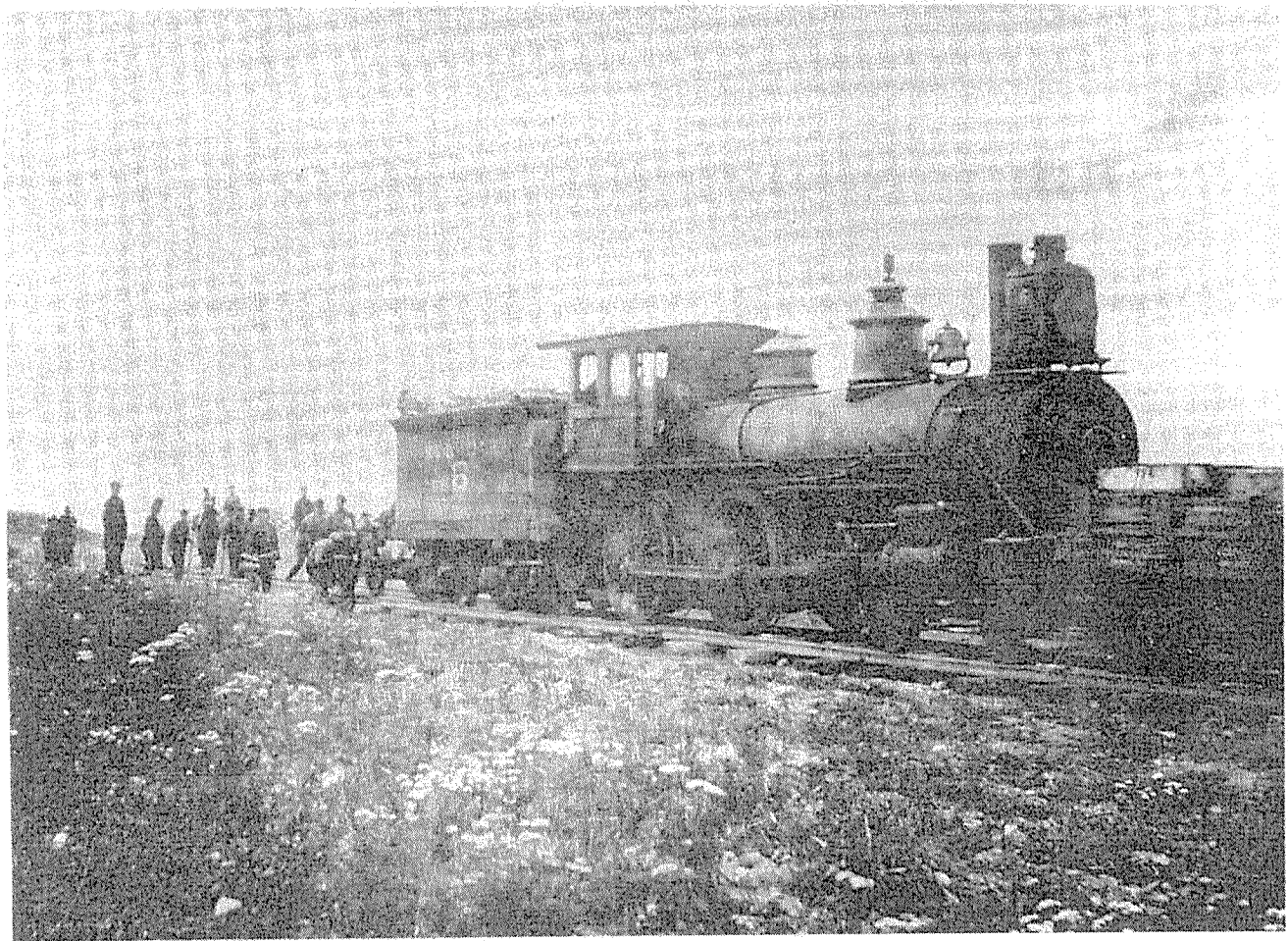
Page 165 - Gasoline car #501 at Mont Joli Station, June 1947.

- Locomotive 352 with freight train near Price, Que., May 1949.

Page 168 - Gasoline car #501 at Mont Joli Station, June 1947.

Page 169 - Diesel-electric car #405 beside C> Shops, Mont Joli, Quebec, March 1964.



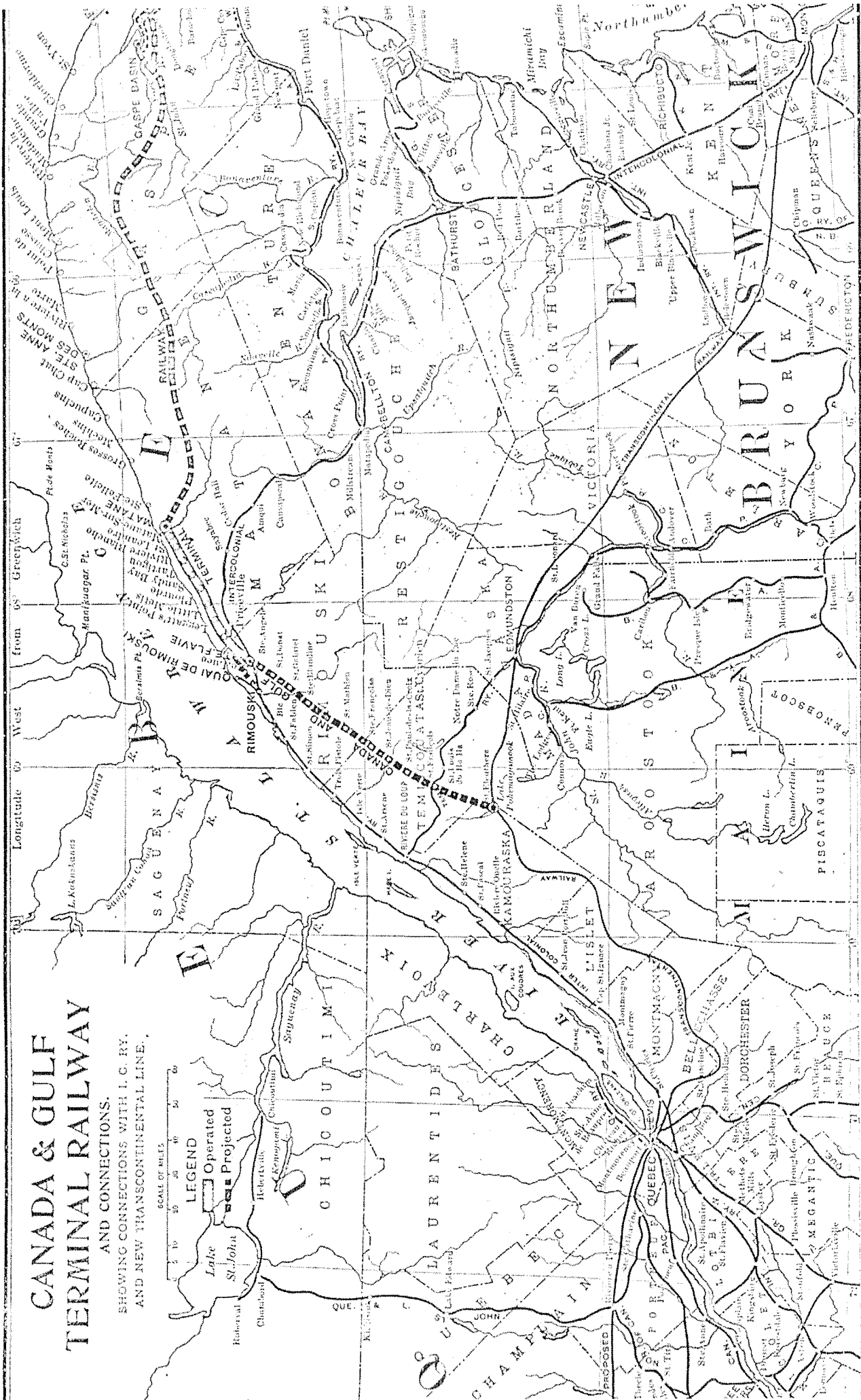


CANADA & GULF TERMINAL RAILWAY

AND CONNECTIONS.
SHOWING CONNECTIONS WITH I. C. RY.
AND NEW TRANSCONTINENTAL LINE.

SCALE OF MILES

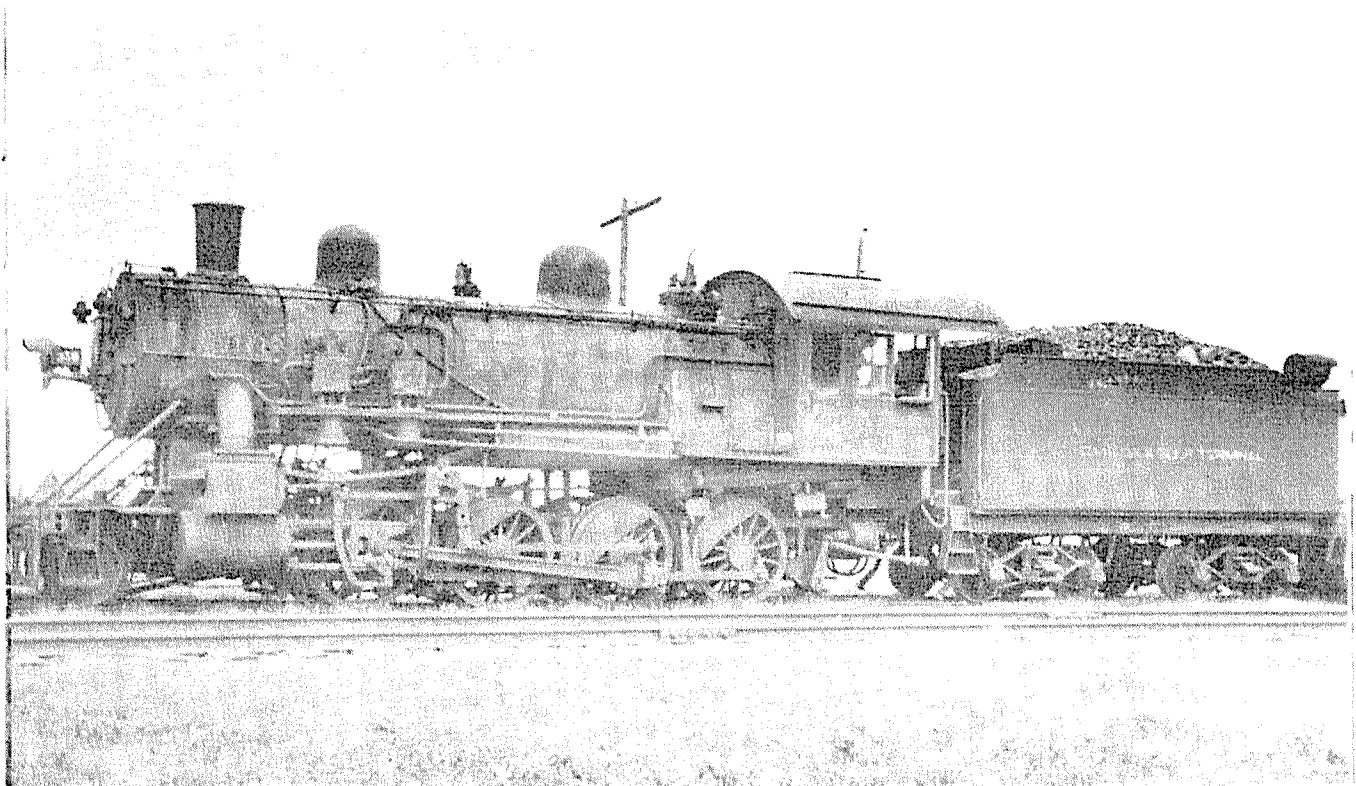
LEGEND
Operated
Projected



terminal on the gulf with the rest of Canada. Accordingly, in 1909, the Matane and Gaspé Railway Company was reorganized, its name changed to the Canada and Gulf Terminal Railway Co., and the charter was amended. Under the new provisions, Ste. Flavie (now Mont Joli) was designated the connection with the Intercolonial. The railway was to follow the St. Lawrence to Matane, then turn inland along the Matane river, and thence to Mont Louis Village, and on to Gaspé Basin. An extension, westward from St. Flavie for about 100 miles, was planned to connect with the National Transcontinental Railway at St. Eleuthère. The whole railway would have a length of 315 miles.

Soon after this, the contract for the first section, i.e. Ste. Flavie to Matane, was let to H. Doheny of Montreal. Grading began in the autumn of 1909, and before the year was over, the grade and bridges were nearly complete on the first 10 miles. Work continued in the Spring, and the first rail was laid on May 7th, 1910. 80 lb. rail was used, and all major bridges were of steel. By October 31st, the track had passed beyond Metis, and on December 7th, 1910, the entire section from Ste. Flavie (Mont Joli) to Matane was handed over to the company for operation, a distance of 36 miles. The company at this time had 3 steam locomotives, 2 passenger coaches, 15 box cars, and 30 flat cars, the latter apparently being used mostly in construction, as their numbers declined greatly soon after. During the winter of 1910-1911, surveys were successfully conducted on the extension from Matane to Gaspé, a route being found which would insure a maximum grade of 0.6%, over a line passing mostly through virgin forest.

However, there was no new construction in 1911, and in fact not for the next 10 years. Further survey was carried out on the Gaspé extension, and preliminary surveys on the westward line to St. Eleuthère indicated that a successful route would be located. Rolling stock in 1914 consisted of 2 locomotives, 2 passenger cars, 1 combine, 1 baggage car, 3 box cars, 4 flat cars, and a caboose. 28,033 passengers were carried. Mixed trains operated 23,248 miles while passenger trains ran only 22 miles!



THE CANADA AND GULF TERMINAL
RAILWAY

GENERAL INFORMATION

GENERAL INFORMATION

ALL TRAINS on this Railway are run on EASTERN STANDARD TIME.

TICKET OFFICES are open for the sale of tickets thirty days in advance and passengers are requested to

STATION TICKET OFFICES are open
minutes before departure of trains and passengers
purchase tickets before entering cars.

CHILDREN under 5 years of age must be accompanied by a parent or guardian who will be carried free; 5 years of age and over must pay adult fare, or half fare, 12 years and over must pay adult fare, or half fare tickets are issued.

DISPUTES : Conductors to change : In the event of any disagreement they are not authorized to change ; in the event of any disagreement passengers should submit to Conductors or Agents ruling, obtaining receipts where payment of money is in question and refer the matter to the Superintendent, for adjustment.

DISPUTES: Conductors should advise passengers that they are not authorized to submit to Conductor's orders. Passengers should submit to Conductor's orders and receive where payment of money is in question and refer to the Superintendent for adjustment.

TIMETABLES: Passengers are subject to change without notice. They show the time trains should arrive at and depart from the several stations and connect with other trains, but their departure, arrival or connection at time stated is not guaranteed.

PAID PASSENGER: A passenger is only entitled to seat space in car and baggage space. Passengers and parcels, which cannot be placed in baggage car, must be delivered at baggage car.

SEAT SPACE: A passenger's baggage must be stowed under or in parcel rack must be secured under car seat or in parcel racks and checked.

FOR FLAG STATIONS at stations where agents are stationed immediately on the platform and left the train.

BAGGAGE FOR FLAG STATIONS or stations
not on duty must be claimed at baggage car door immediately
after arrival, otherwise it will be unloaded on the platform and left there
at OWNER'S RISK.

[illegible]

CHARGE ON BAGGAGE - Storage will be charged on baggage checked in and/or outboard checked in not claimed. If baggage should be addressed. No piece weighing more than 25 lbs. will be forwarded.

STORAGE ON BAGGAGE — Storage will be charged on all baggage, either inbound or outbound, checked or not checked, at baggage stations at twenty-four hours as follows: First twenty-four hours free; second twenty-four hours at fraction thereof ten (10) cents; and for each succeeding day or fraction thereof one dollar (1.00) and for each succeeding thirty days or fraction thereof one dollar (1.00) additional. Except that baggage arriving at station between 12:00 o'clock noon on Saturday and 12:00 noon the following Monday, this rule held without charge until 12:00 noon the following Monday; this rule also applies to all Legal Holidays.

CAUTION -- It is unlawful to carry dangerous articles such as matches, gunpowder, etc., in baggage.

MONDAY, OCTOBER 28
LUNDI, 28 OCTOBRE

Read up

Lire de bas en haut

Couch class					Couch class
Classe voiture	Miles from Mont-Joli	STATIONS		Miles from Matane	Classe voiture
2					3
A. M.		DEP.	AR.		P. M.
10.00	0	Mont-Joli	36.2	3.15	
10.08	2.9	Price	33.3	3.07	
10.11	4.4	St-Octave	31.0	3.04	
10.15	6.2	Crawford	30.0	3.01	
10.17	6.9	Leggall	29.3	2.59	
10.24	10.4	St-Melis Beach	25.8	2.52	
10.31	12.8	Les Boules	23.4	2.45	
10.39	15.9	Baie-des-Sables	19.4	2.37	
10.47	20.8	Destosiens	15.4	2.29	
10.50	22.3	Tatigou	13.9	2.26	
11.01	27.1	Rivière-Blanche	9.1	2.15	
11.09	31.0	St-Leandre	5.2	2.06	
11.20	36.2	Matane	0	1.50	
A. M.		AR.	DEP.		P. M.

	Quotidien, Dimanche excepté	1	Flag Station
	Daily, except Sunday		Arrêt sur signal
Dep.	Departure-Départ	x	Summer Station
Ar.	Arrival-Arrivée		Gare d'été

Correspondances

Le train No 2 correspond avec l'Océan Limite No 2 de Montréal arrivant à Mont-Joli à 5.10 a.m., le Scorpion No. 60 de Montréal arrivant à Mont-Joli à 8.45 a.m.

Correspondance à Matane avec les bateaux de la Traverso Matane-Godbout Lée, pour localités situées sur la Côte Nord.

Correspondance à Matane avec les autobus faisant le service quotidien de Ste-Anne-des-Monts, lequel service d'autobus fait correspondance avec le bateau M.V. Gaspésien faisant le service quotidien de Ste-Anne-des-Monts à Sept-Îles.

Connections

Train No. 2 connects with the Ocean Limited No. 2 from Montreal arriving Mont-Joli at 5.10 a.m., the Scotian No. 60 from Montreal arriving Mont-Joli at 9.45 a.m.

Connections at Matane with the ferry of Traverse Matane-Godbout Ltee, for North Shore destinations.

Connections at Matane with autobus in daily service from Ste-Anne-des-Monts, which autobus connects with ship M.V. Gaspezien in daily service from Ste-Anne-des-Monts to Seven Islands.

MONT-JOLI, P. Q.

Arrivées et Départs des convois voyageurs du C. N. R.
Arrivals and Departures of C. N. R. passengers trains

En provenance de } MONTREAL, P. Q.
From }

Train No.	Arrivée Arrival	Départ Departure
2	5.10 a.m.	5.25 a.m.
60	8.45 a.m.	9.00 a.m.
4	10.20 p.m.	10.40 p.m.

En provenance de) HALIFAX, N. S.
From)

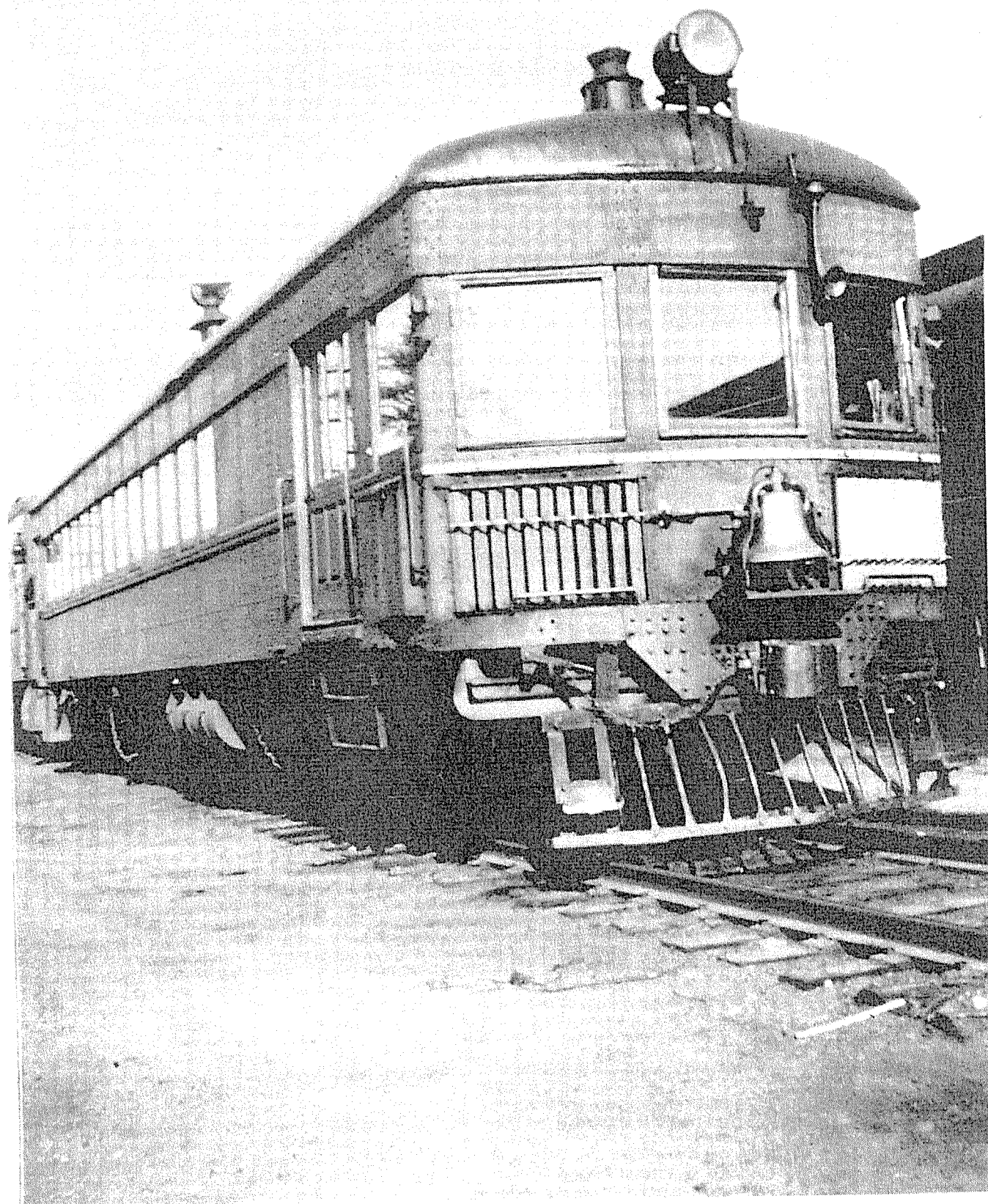
Train No.		
59	5.05 a.m.	5.25 a.m.
3	9.00 a.m.	9.20 a.m.
1	10.05 p.m.	10.20 p.m.

THE CANADA AND CULF TERMINAL
RAILWAY COMPANY
COACH Class 1 Class VOITURE

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
84

Good only for one passage. Liability for baggage is limited to \$50.00. Bon pour un trajet. Responsabilité pour bagage limitée à \$50.00
L. P. Dancosse
Sourin-Indépendant

1.05099



Continued from Page 163

The outbreak of World War I in 1914 brought a suspension of the great plans of 1909, and the C. & G.T. continued running over its 36-mile line, deriving much passenger traffic in the summer serving resorts such as Metis Beach. In 1921 the company built an extension from Matane to Hammermill, 2.4 miles, and this was destined to be the last new line built by the C. & G.T.

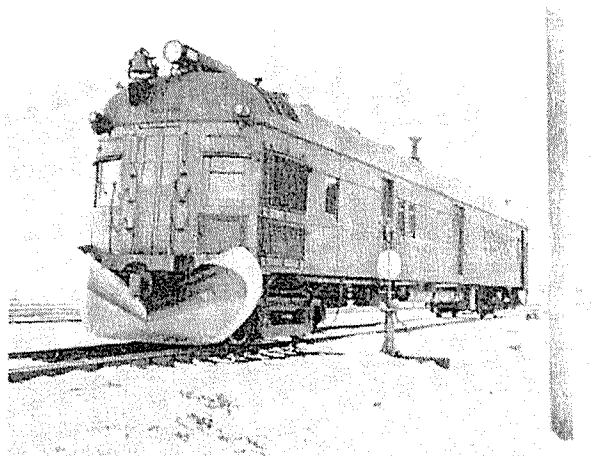
By the mid 1920's it was realized that passenger service with conventional steam-hauled trains would not pay, and the mixed train service was too infrequent. Accordingly, in 1926, the company ordered a Brill model 75 gasoline car from the Ottawa Car Manufacturing Co. This unit was 55 feet long, carried 50 seated passengers, had a 5 speed mechanical transmission, and was capable of a speed of 50 miles an hour. This car was tested on a round trip from Ottawa to Renfrew (116 miles), then was shipped to Mont Joli on its own wheels, the night of June 9-10, 1926. It was assigned No. 501, and placed in service early in July. No. 501 was converted to a trailer about 1949, and is still used, having recently been greatly renovated and improved.

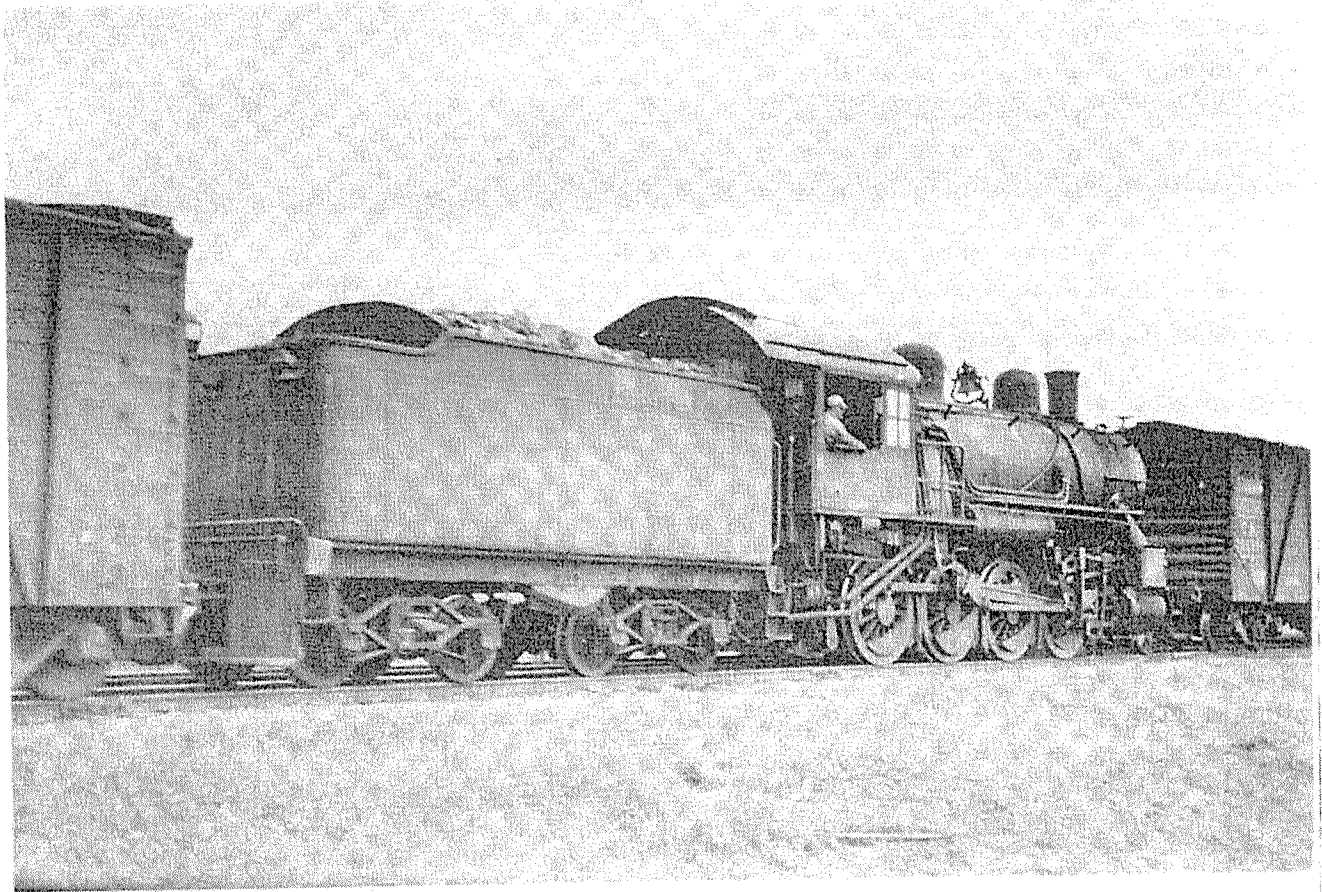
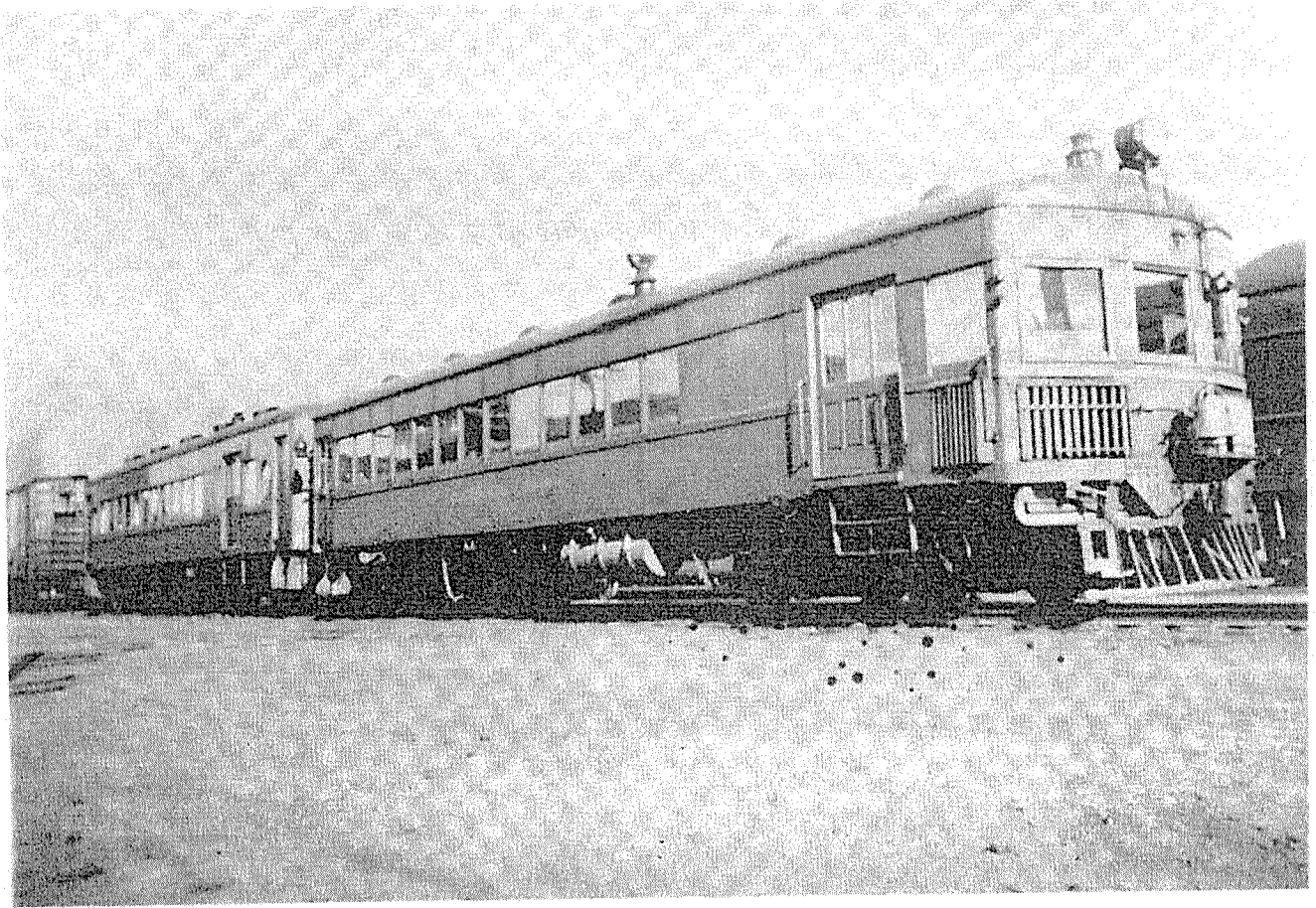
With the arrival of the gas car, the daily except Sunday mixed was discontinued, and replaced with a twice daily except Sunday passenger service, with freight and mixed trains operated as traffic demanded. Once again, about this time, the company applied to conduct further surveys on the line to Gaspé, but nothing more was done, and the dream was never realized. The use of the gasoline car, and the shortening of the time of a one way trip to 1 hour and 12 minutes, caused an increase in the number of passengers from 30,406 in 1924, to 54,677 in 1927. The company still retained its 3 passenger cars, 2 combines, and 2 baggage cars, as well as 4 flat cars and a caboose. Three locomotives provided the power for freight and mixed trains.

In this form, the C. & G.T. continued until after World War II. By then it was realized that changes would have to be made in the interests of economy. Car 501 was becoming old, so, in 1947, a Brill gas-electric car No. 405 was purchased from the New York Central, fitted with a new Cummins diesel engine, and used to carry passengers and baggage. About this time, the remaining steam engines were disposed of, and a small diesel engine acquired to replace them. Later, a larger unit was obtained, and the former one sold to the Thurso and Nation Valley Ry., where it is still in use. Since then, the C. & G.T. has obtained 1 more diesel locomotive, has remodeled some of its equipment, and is presently building a snowplow in its own shops. The road now runs a mixed train daily except Sunday, diesel-electric car 405 being infrequently used.

The Canada and Gulf Terminal Ry. is one of the few remaining independent small railways in Canada which still runs passenger accommodation, and it is hoped that it will continue to function for many years to come.

Photographs and illustrations courtesy of Messrs. E.J. Quimper R.V. Nicholls, B. Biglow, A. Clegg and the Canada & Gulf Terminal Railway.





Matane

Canada and Gulf Terminal

36	Unknown	uu3125		4-6-0 or 4-6-2 DU	(1) Michigan Central #8415; [2] Canada & Gulf Terminal #36.
101:1	Unknown	uu576	1889	2-6-0 DU	(1) PRR; [2] MacDonnell & O'Brien #29; [3p] Canada & Gulf Terminal #101:1.
101:2 (355:2)	GE	28238	5 1946	70T Ser 1983	(n) GE demo #7001, first GE 70T; [2] Thurso & Nation Valley #5, 10/1946; [3p] Canada & Gulf Terminal #101 (355:2), 7/1949 in exchange for #8; [4] Sidbec Feruni #1, 1976.
102:1	Unknown	uu577		2-6-0 DU	(1) PRR; [2] MacDonnell & O'Brien #32; [3] Canada & Gulf Terminal #102:1.
102:2 (356)	GMD	A296	11 1951	SW8	[np] Canada & Gulf Terminal #102:2 (356); [2] Dofasco #427 (27), 11/1980, slug.
103:1	MLW	49906	4 1911	2-6-0 DU	[n] O'Brien, Fowler & McDougall #517; [2] Canada & Gulf Terminal #103:1. Corley shows 49906 as CN #406.
103:2	GMD	A976	11 1956	SW1200	[n] Roberval & Saguenay #23; [2] Canada & Gulf Terminal #103:2, 8/1973.
105	MLW	40498	1902	4-6-2 DU	(n) Michigan Central #8415; [2] Canada & Gulf Terminal #105.
350	Unknown	uu582		2-8-0 Ser 11/1950	(1) Delaware, Lackawanna & Western; [2p] Canada & Gulf Terminal #350.
352	Unknown	uu583		2-8-0 DU	[1p] Canada & Gulf Terminal #352, 11/1950.
355:1	GE	29991	12 1948	44T Ser 1/75	[n] Canada & Gulf Terminal #355:1; [2] Thurso & Nation Valley #8 in exchange for TNVR #5, 7/1949; [3] Donohue Charlevoix 8/1972; demolished 1/13/1974.
405	Unknown	uu3305		Gas electric DU	[1p] Canada & Gulf Terminal #405.

Matane and Gaspé Ry.—Application will be made next session of the Quebec Legislature for an act granting an extension of time for the construction of the already authorized line, and power to construct a line from the junction with the Intercolonial Ry. to a junction with the line of the G.T. Pacific Ry. in the county of Temiscouata, Que. The company will also ask for power to operate the line by steam, electricity, or any other motive power, to run lines of steamers, to operate telegraph and telephone lines, and for other purposes.

February 1906

Matane and Gaspé Ry.—An extension of time within which the company may construct its railway from St. Octave de Méris on the I.C.R., to Gaspé Basin, was granted at the recent session of the Quebec Legislature. The company was also authorized to construct a line from St. Octave de Méris westerly to a junction with the G. T. Pacific Ry., with a branch to Rimouski. Under the terms of the subsidy bill the legislature voted 4,000 acres of land for the construction of 30 miles of line from St. Octave to Matane. (Feb., pg. 63).

July 1906

The Matane and Gaspé Ry. Co. has issued an illustrated booklet describing the scenic and commercial advantages of the country which its projected line will traverse. The proposal is to construct from St. Octave de Metis to Gaspé Basin, and from St. Octave de Metis to the National Transcontinental Ry., with branches to Rimouski and other places. The present population of the two counties of Matane and Gaspé, is well settled along the shore line, but the agricultural, forest and mineral resources of the interior are undeveloped, so that the prospects for traffic are considered to be good. A point to which the company is directing special attention is that the line will reach Mont Louis and Grand Greve, ocean ports open all the year; Gaspé and other ports which are open the greater part of the year. The distance from Montreal to Liverpool via Gaspé is 2,963 miles, whilst the distance between the same ports via Halifax is 3,338 miles, and via St. John is 3,332 miles; the ocean distance from Gaspé to Liverpool being 2,374 miles. The harbor at Grand Greve is 20 miles nearer Liverpool than Gaspé.

Midland Ry. of Manitoba.—A block of land

October 1906

Matane and Gaspe Ry. At the annual meeting of shareholders at Riviere du Loup, Que., Aug. 1, it was decided to make a call of 10% upon the capital stock, and to authorize the directors to call for tenders for the construction of the first section of the line. Following are the officers and directors for the current year: President, Hon. F. A. Choquette, Vice-President, A. Fortin, Secretary, R. T. Dubord, other directors, C. A. Gauvreau, J. G. Scott, D. Caron, J. F. Babin, Dr. Rasse, M.P., and Rev. A. Soucy. (See pg. 3.)

September 1907

Matane and Gaspé Ry. The charter powers of the company authorize it to operate a line or lines of steamships between Montreal, Quebec, ports on the north shore of the St. Lawrence River, and various places on its main line of railway. In addition to the main line from near St. Flavie, Que., on the Intercolonial Ry., to Gaspé, about 240 miles, the company has power to construct a line from the junction with the Intercolonial Ry. to Rimouski, a branch southwest to a junction with the National Transcontinental Ry. near Glazier Lake, and an extension from Gaspé to Griffin Cove. The section now under construction extends to Matane, and as the line follows the highway for nearly the entire distance, the work of construction is comparatively light. Work is in progress at four different points, and it is expected to have the grading completed within a few months. The second section from Matane to Ste. Anne des Montes, about 60 miles, will be started immediately on the completion of the line to Matane. The work on this section will also be comparatively light. The route will be about a quarter of a mile from the shore. On the remaining portion of the line to Gaspé, 127 miles, the section between Ste. Anne des Montes and Mont Louis, about 38 miles, is all heavy work. It is expected to start the construction of the branch to the National Transcontinental Ry. as soon as the construction of the main line has been completed to Temiscouata Junction near Glazier Lake. The company proposes to use steam as a motive power for hauling its freight trains, and electric cars for its passenger service. (Nov., pg. 793.)

DECEMBER
1908

P865

Matane and Gaspé Ry.—Application will be made to the Quebec Legislature for an act changing the name of the company to Canada and Gulf Terminal Ry. Co.; designating St. Flavie instead of St. Octave de Metis as a connecting point with the Intercolonial Ry.; designating the connecting points with the National Transcontinental Ry. in the counties of Temiscouata and Kamouraska; giving the right to continue its main line or branches to the head of the Matane River, and continuing towards the east to the head of the Ste. Ann and Magdalene Rivers, thence to Mount Louis village, Gaspé County, and on to Gaspé Basin, either by the river, or starting from the main line behind Tourelle, Christie and Duchesner tps. It is also desired to have power to change the place of the company's head office; and to increase its capital to \$4,000,000 in \$100 shares instead of \$50 shares.

The line is under construction from St. Flavie to Matane, Que., 37 miles; the contractors being the H. J. Beemer Co., Windsor Hotel, Montreal, and 42 Broadway, New York. The company has also under survey routes for a line from Matane up the river to Mount Louis, about 138 miles; and for a line from Mount Louis to Gaspé Basin, about 78 miles. (Dec., 1908, pg. 865.)

February
1909

Marine and Casper Ry.—The Senate
Legislature has extended the time within
which the company may construct its
projected railway, and authorizing a
change in the location of its starting
point. (Feb. 22, 1909.)

June 1909

Canada & Gulf Terminal Ry.—The Quebec Legislature is being asked to extend the time within which the company may construct the proposed extension of its line at present in operation from Mont Joli to Matane, Que., 59 miles, to Gaspé Basin, 223 miles. The line has been in operation between Mont Joli, on the Intercolonial Ry., and Matane, since 1912.

February 1919

P79

Canada & Gulf Terminal Ry.—We are officially advised that during 1921 the company built an extension of its line from Matane to Hammermill, Que., 2.4 miles.

Self-Propelled Cars on Steam Railways.

Newfoundland Government Ry.—The two steam self-propelled cars acquired in England last year, and described and illustrated in Canadian Railway and Marine World for July, 1925, pg. 335, have been placed on the same runs as last year, viz., between St. John's and Kelligrews and Bowring Park, and between Humbermouth and Soper's Crossing. Last year, the car in the latter service ran up to Dec. 15, when operation had to be discontinued owing to unfavorable weather conditions. It was placed back in this service early in April this year, and is used chiefly for the accommodation of workmen in the Humber area. The other car, operating between St. John's and Bowring Park, makes half-hourly trips in the afternoon, and it is expected at the time of writing, that after July 1 it will, as last year, make trips from St. John's to Kelligrews, 19.26 miles, leaving St. John's at 6.30 p.m. and leaving Kelligrews on the return trip at 7.20 the next morning. This car was used, earlier this season, for an excursion from St. John's to Placentia, 67 miles.

Canada and Gulf Terminal Ry.—The model 75 gasoline car ordered from Ottawa Car Manufacturing Co., and described in Canadian Railway and Marine World for March, pg. 126, was shipped, on its own wheels, from Ottawa on the morning of June 9, and after lying over at Quebec on the night of June 9, arrived at Mont Joli, Que., 482 miles from Ottawa, on June 10, at 2.30 p.m. Before shipment, a successful test run was made from Ottawa to Renfrew and return, 116 miles. The car is 55 ft. long over end sills, and has steel body and under framing. It has a baggage compartment 16¼ ft. long. Seating capacity in the main passenger compartment is 50, and in the baggage compartment, 9.

The management of the road, which links Mont Joli, Que., the divisional point between the Matapedia and Rimouski Subdivisions, Campbellton Division, Atlantic Region, Canadian National Ry., with Matane, 36 miles, applied some time ago to the Quebec Public Service Commission for authority to abolish its steam train passenger service and replace it by a gasoline self-propelled car service, the application being accompanied by a proposed new time table and tariff of fares. Copies of these were posted in the road's stations early in May. At a hearing by the Commission at Quebec, Que., on May 25, no objection was raised to the proposed change in service, and on the following day the Commission issued order 1,075, authorizing its introduction on June 2.

A press dispatch states that the road was not able to compete with buses, while using steam trains, that on the gasoline car 150 lb. of baggage per passenger will be carried free, that the fare between Mont Joli and Matane will be \$1.50, and that children will be carried at half fare.

July 1926

P 5
363

Self-Propelled Cars on Steam Railways.

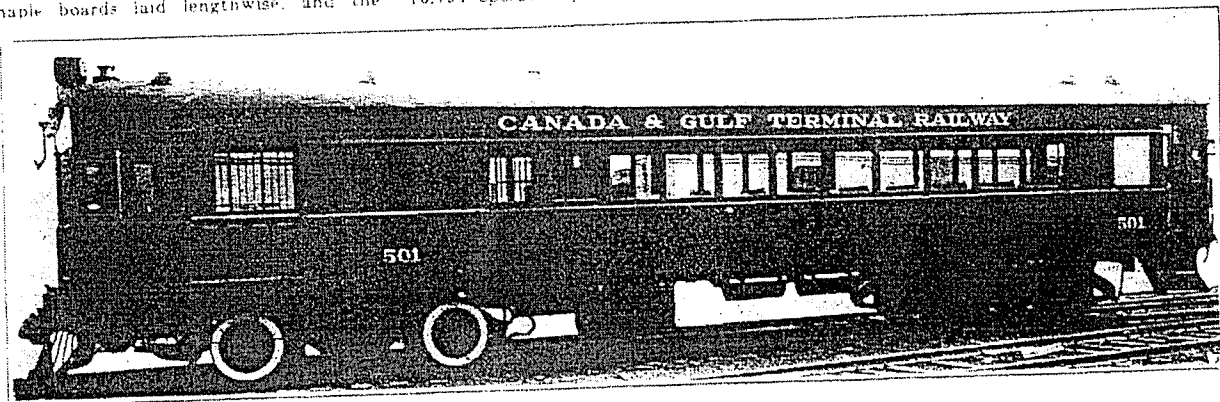
The Canada and Gulf Terminal Ry's model 75, gasoline self-propelled car, built by Ottawa Car Manufacturing Co., delivery of which was mentioned in Canadian Railway and Marine World for July, and an illustration of which is given herewith, has the following chief dimensions: length over end sills, 55 ft.; width over posts, 9 ft.; length of baggage compartment inside, 16 ft.; truck centers, 32 ft.; motor truck wheel base, 8 ft. 4 in.; trailer truck wheel base, 7 ft.; height rail to top of roof, 12 ft., 3 in. Seating capacity in main room is 50, and in baggage compartment, 6. The underframe is of steel construction throughout, the centre sills being 10 in. rolled steel channels, continuous from end sill to end sill, the side sills rolled steel angles, the end sills and cross members rolled steel channels, and the bolsters of the built up type. The body framing is also of steel throughout. The flooring is double, the top floor being 5 in. t. and g. maple boards laid lengthwise, and the

Joli at 5.30 a.m. Train 5 connects at Mont Joli with the Ocean Limited for Montreal, leaving there at 10.05 p.m. Connections are made at Matane with Heppell Navigation Co. boats for all points on the north shore, and connections are also made at Matane with the bus service to Ste. Anne des Monts and intermediate points. Train 4 connects with the Canadian National local from Levis, arriving at Mont Joli at 4.40 p.m., and train 3 connects with the C.N.R. local for Levis leaving Mont Joli at 12.25 p.m. We are advised officially that the car's operation has been satisfactory, and that the improved service rendered is receiving public approval and support.

Canadian National Ry.—As stated in these columns previously, the C.N.Ry. was converting 2 storage battery cars, nos. 15,794 and 15,797, into gas-electric cars. This work has been completed at Point St. Charles shops, Montreal. Car 15,794 operated previously between To-

Kelligrews, on July 5. It leaves St. John's at 6.30 p.m. Tuesdays, Thursdays and Fridays, and at 10.15 p.m. Wednesdays, Saturdays and Sundays. Returning, it leaves Kelligrews at 7.10 a.m. daily except Sunday, when it leaves at 9 a.m. This car gave a similar service last year.

Timiskaming and Northern Ontario Ry. has ordered from Ottawa Car Manufacturing Co. a gasoline-electric car to weigh about 120,000 lb. It will be 73 ft. long, 9 ft. 10 in. wide over posts, and of all steel construction throughout. The interior will be finished in solid mahogany, and divided into main room seating 57 passengers, smoking compartment seating 20, and baggage compartment 16 ft. long, in addition to the engine compartment, 11 ft. 2 in. long. The rear vestibule will be 6 ft. 5 in. long. The power plant will be a gasoline engine with cylinders 7 1/4 in. bore x 8 in. stroke, developing 250 h.p. at 1,100 r.p.m., driving a Westinghouse type 176 1,100 r.p.m. 150 kw. self-ventilated railway



Self-Propelled Gasoline Car, Canada and Gulf Terminal Railway.

lower floor 5 in. t. and g. yellow pine boards laid transversely. The rear end of the body has a bulkhead of steel construction, with swing type door, and a single swing type door is provided at each rear platform opening. Sliding doors at each side of the baggage space provide 4 ft. opening. The engine is a 6-cylinder 4-cycle valve-in-head heavy duty type, with cylinders 6 in. bore and 7 in. stroke. It is equipped with 32 volt starting motor, and ignition is dual, there being 2 separate independent high tension magnetos with impulse couplings. The transmission, providing 5 speeds, is mounted in a cast steel swing bolster on the front truck. The trucks are both 4-wheel, and the truck frames are of the built up type. The axles are of heat treated alloy steel, and the journal bearings are of the Timken tapered roller type, packed in grease. The drive is to both axles of the leading truck, the rear truck being an idler. Westinghouse air brakes are applied. The light weight of car is 53,000 lb.

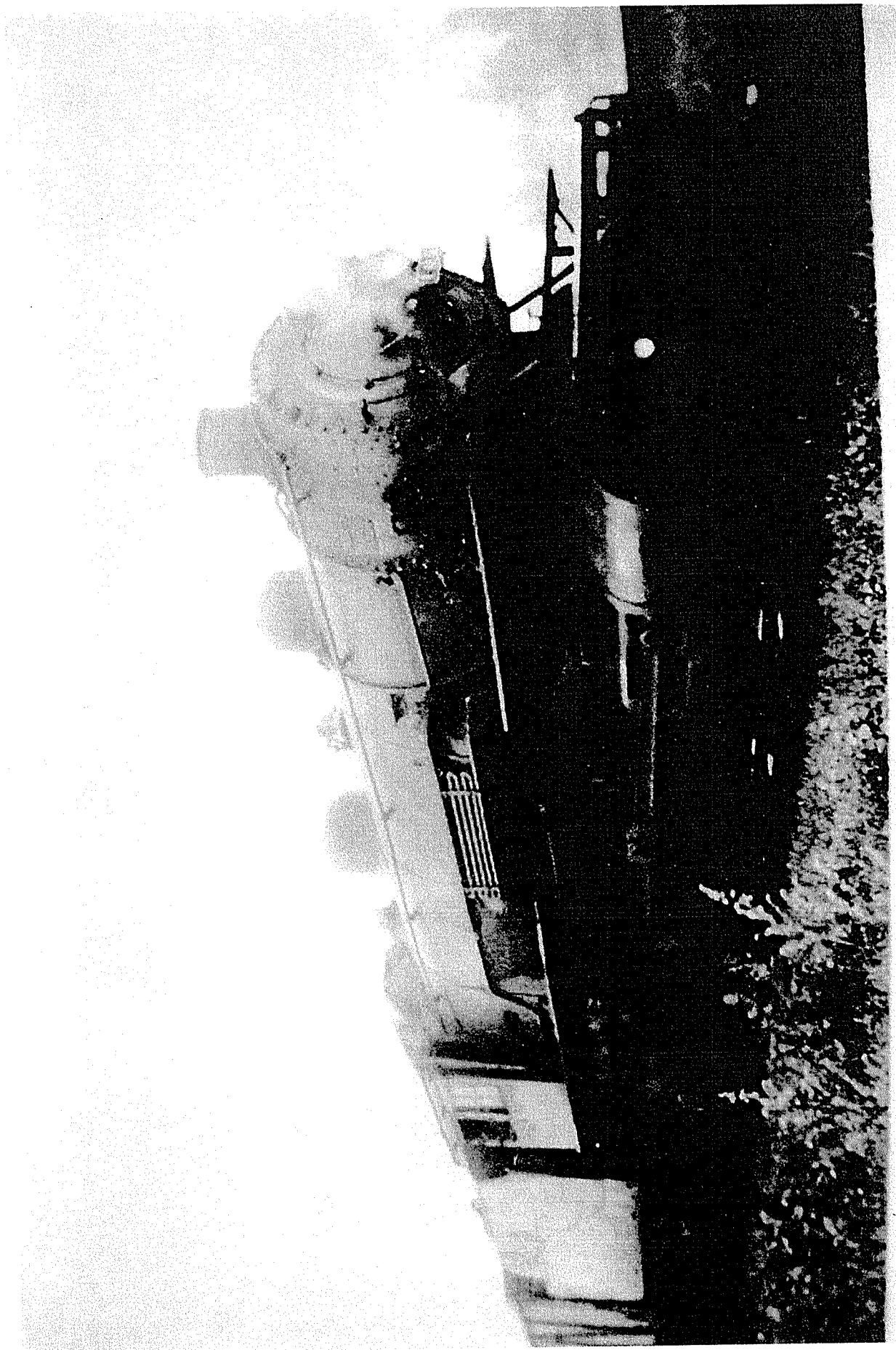
This car is being operated between Mont Joli and Matane, Que., 36 miles, on the following schedule, daily except Sunday: leave Mont Joli as train 2, at 7.20 a.m.; arrive Matane at 5.32 a.m.; leave Matane at 9.30 a.m., as train 3, arrive at Mont Joli at 10.42 a.m.; leave Mont Joli at 5 p.m., as train 4, arrive Matane at 6.12 p.m.; leave Matane at 7.30 p.m., as train 5, arrive at Mont Joli at 8.42 p.m. Connection is made at Mont Joli by train 2 with the Canadian National Ry. Ocean Limited, from Montreal, arriving at Mont Joli at 6.20 a.m., and with the Maritime Express, from Halifax, arriving at Mont

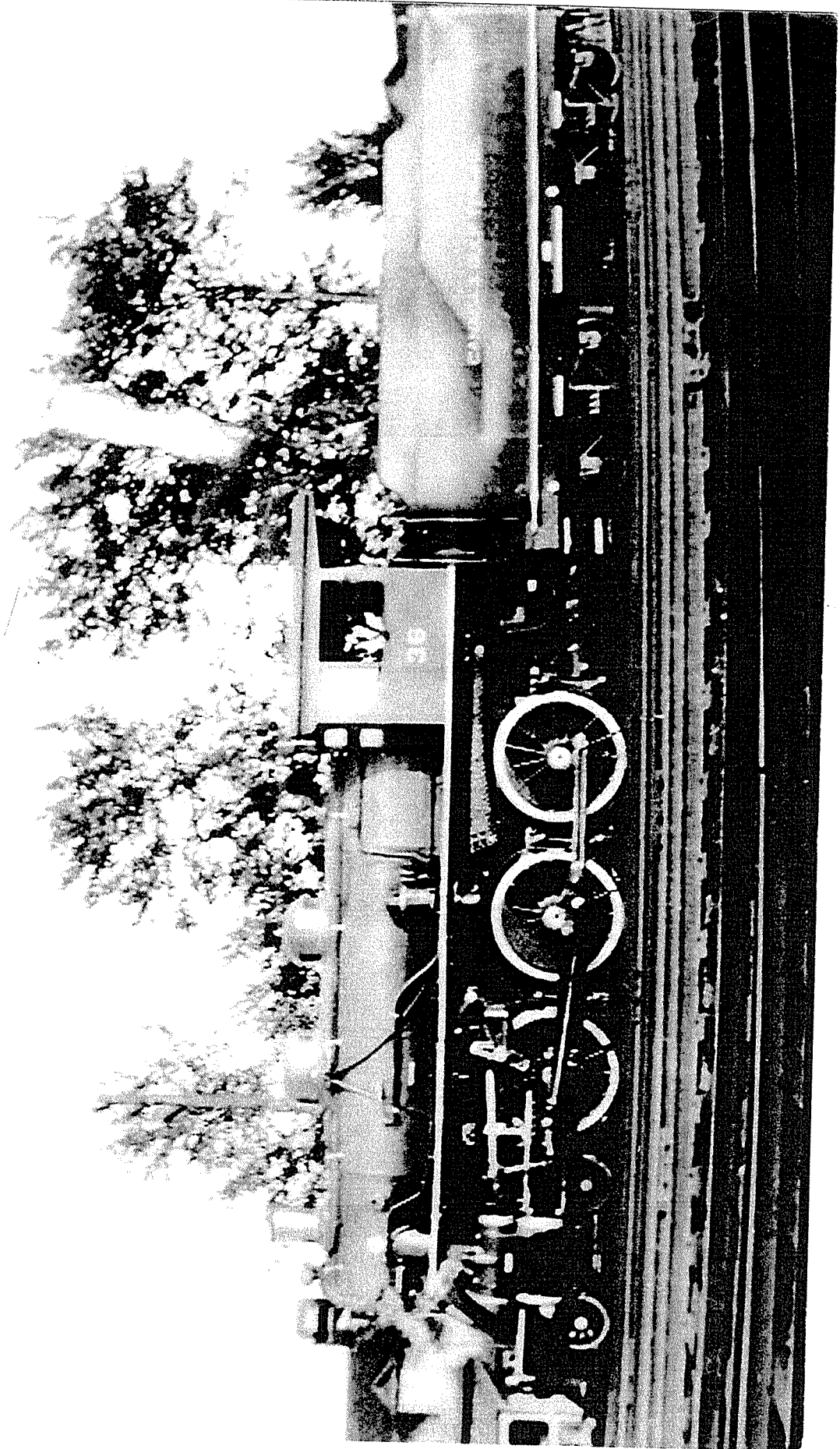
route and Oakville, Ont., and car 15,797 between Kitchener, Galt and Elmira, Ont. In the conversion, both cars were equipped with a Winton engine, type 124, supplied by Electro Motive Co. These engines are 4 cylinder, with cylinders 6 in. bore and 7 in. stroke, and, operating at 1,000 r.p.m., develop 125 h.b.p. The generator and control equipment installed is the standard developed by General Electric Co. for gas-electric cars. The original motors were retained.

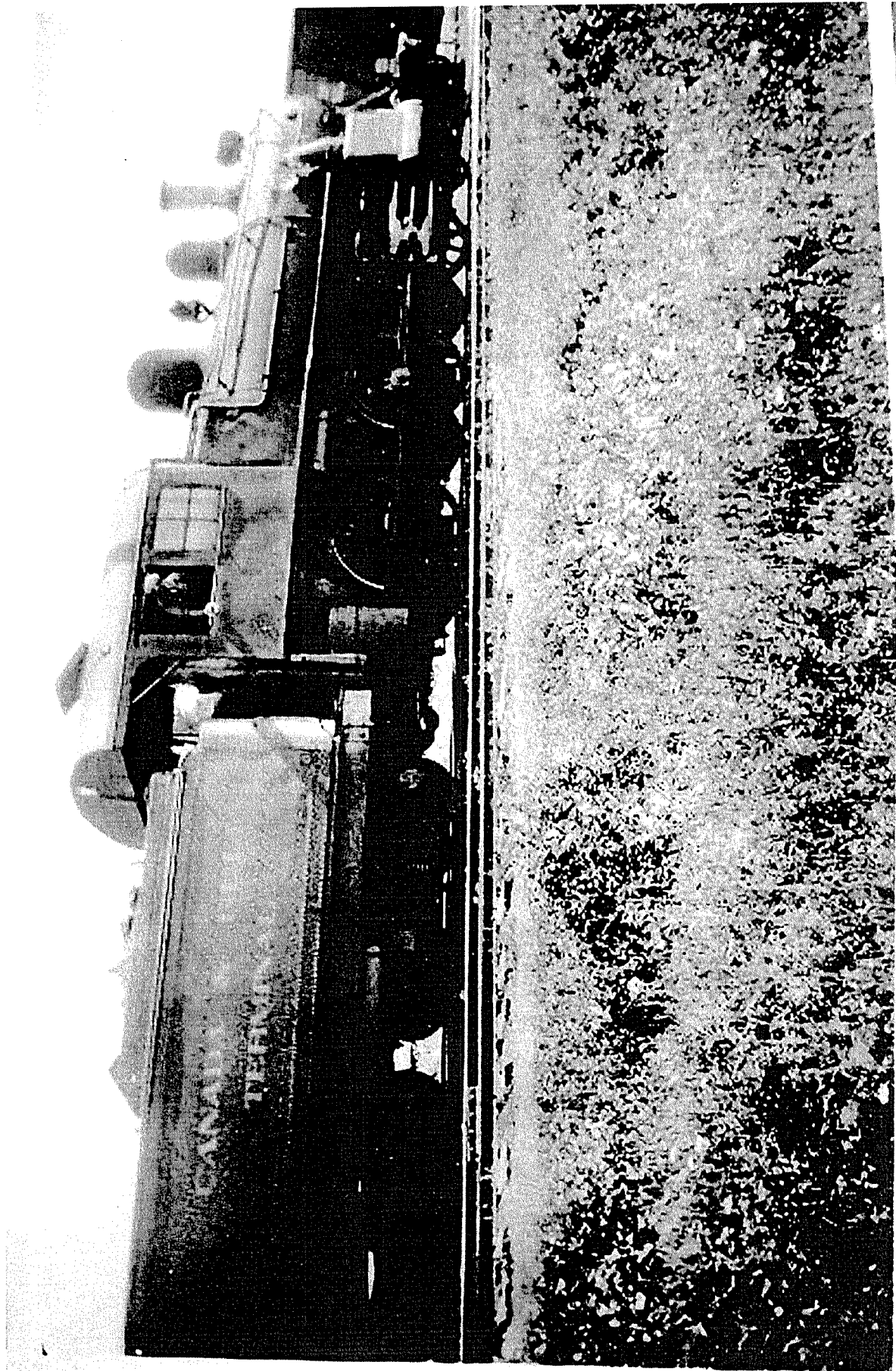
Newfoundland Government Ry.—The steam self-propelled car, one of those described and illustrated in Canadian Railway and Marine World for July, 1925, pg. 335, which, as stated in our July issue, pg. 363, has been operating between St. John's and Bowring Park, began giving, in addition, a service between St. John's and

generator, with normal, or one hour, rating 500 volts, continuous capacity on stand, total capacity 600 volts. An auxiliary generator mounted on brackets will be used to excite the field winding and supply auxiliary power to other circuits. The current for propelling the car will be supplied to 2 Westinghouse 557-A-3 140 h.p. railway motors. The control equipment will be operated through a throttle, at the right of the operator, and connected mechanically to the engine. Moving of the throttle from the "off" position will open the carburetor, thereby increasing engine speed, and also operate the control circuit. The car may be geared to run 60 m.p.h., or, with a different gear ratio, to pull a 150,000 lb. trailer on level tangent track at 30 m.p.h.

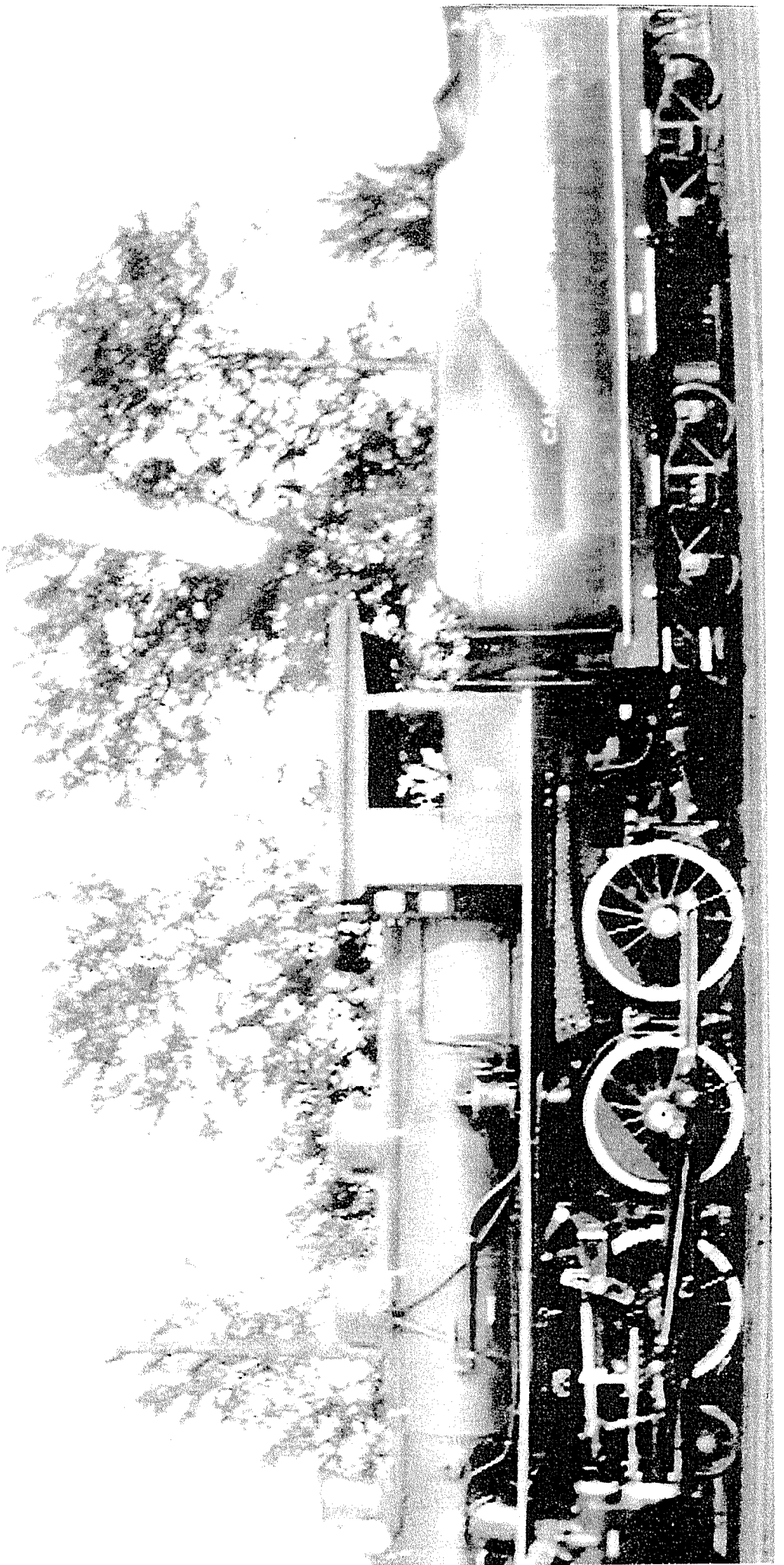
August 1926

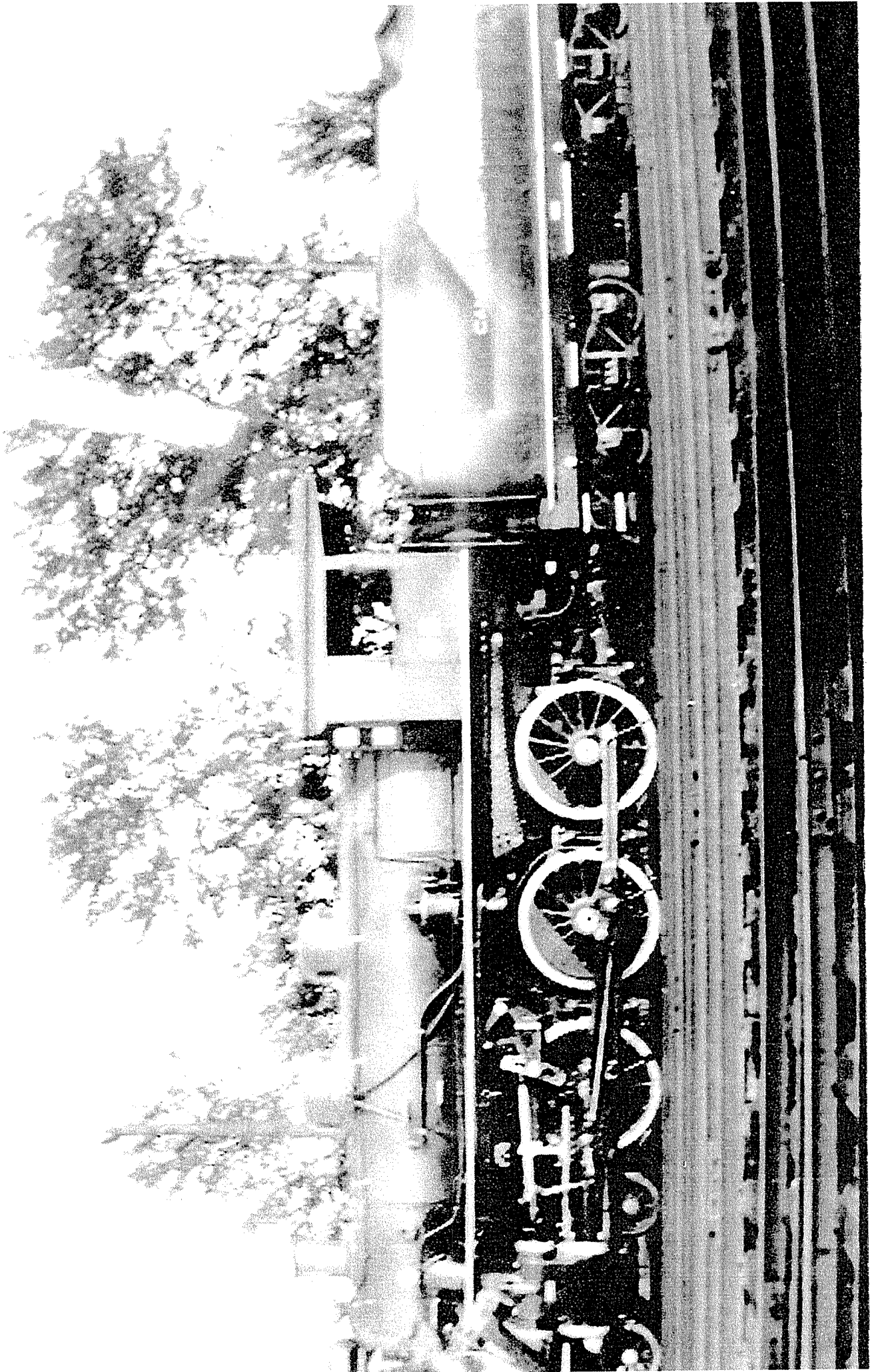


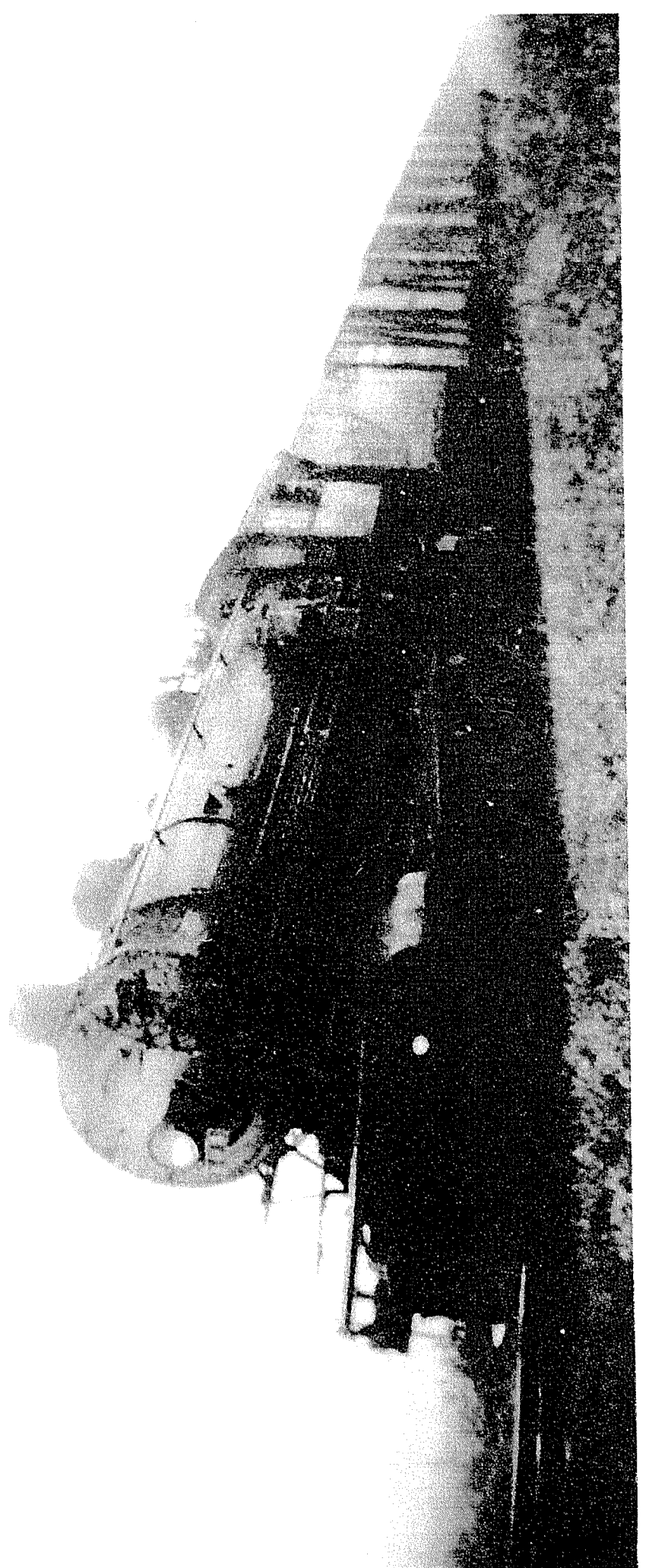












726000

