CANADA AND GULF TERMINAL RAILWAY

II

Canada and Gulf Terminal Ry.—We are advised that construction is proceeding satisfactorily on the first section of 10 miles on this railway. The line starts near St. Flavie, on the Intercolonial Ry., and the 10 miles under construction will bring it to Little Metis, Que. It is expected to have this section completed in time for the tourist traffic of next season. The grading and approaches to the bridge over the Metis River are being finished, and the bridge itself is under construction. (Oct., pg. 743.)

NOVEMBER 1909

Canada and Gulf Terminal Ry. Co.—The Quebec Legislature at its last session changed the title of the Matane and Gaspe Ry. Co. to the above. The section as to the lines authorised to be constructed contained in the previous acts was repealed, and a new section inserted authorising the company to construct the following lines: from the Intercolonial Ry. near St. Flavie easterly, following as much as possible the maritime road to Matane, along the valley of the Matane River to its headwaters and northeasterly to Mont Louis, Gaspe county, thence to Gaspe Basin; from Matane easterly to Mont Louis, with the right to construct a branch up the valley of the Ste. Anne River to a junction with the first mentioned line; from St. Flavie to the National Transcontinental Ry., in either Temiscouata or Kamouraska county; from St. Flavie westerly to Rimouski, thence southerly to a junction with the last mentioned line. Other sections of the original acts are repealed and new sections inserted. These provide that the capital stock shall be $4,000,000; that the head office shall be in Quebec; and that the company shall have power to issue bonds to the amount of $30,000 a mile. A contract has been entered into between the Department of Railways and the Matane and Gaspe Ry. Co., in respect of the construction, under subsidy, of a line from near St. Flavie, on the Intercolonial Ry., to Matane, in lieu of the subsidy granted by cap. 43, 1906, for 38 miles. **(June, pg. 413.)**

1909

ALGOMA

EASTERN

LITTLE

CURRENT

TERMINAL

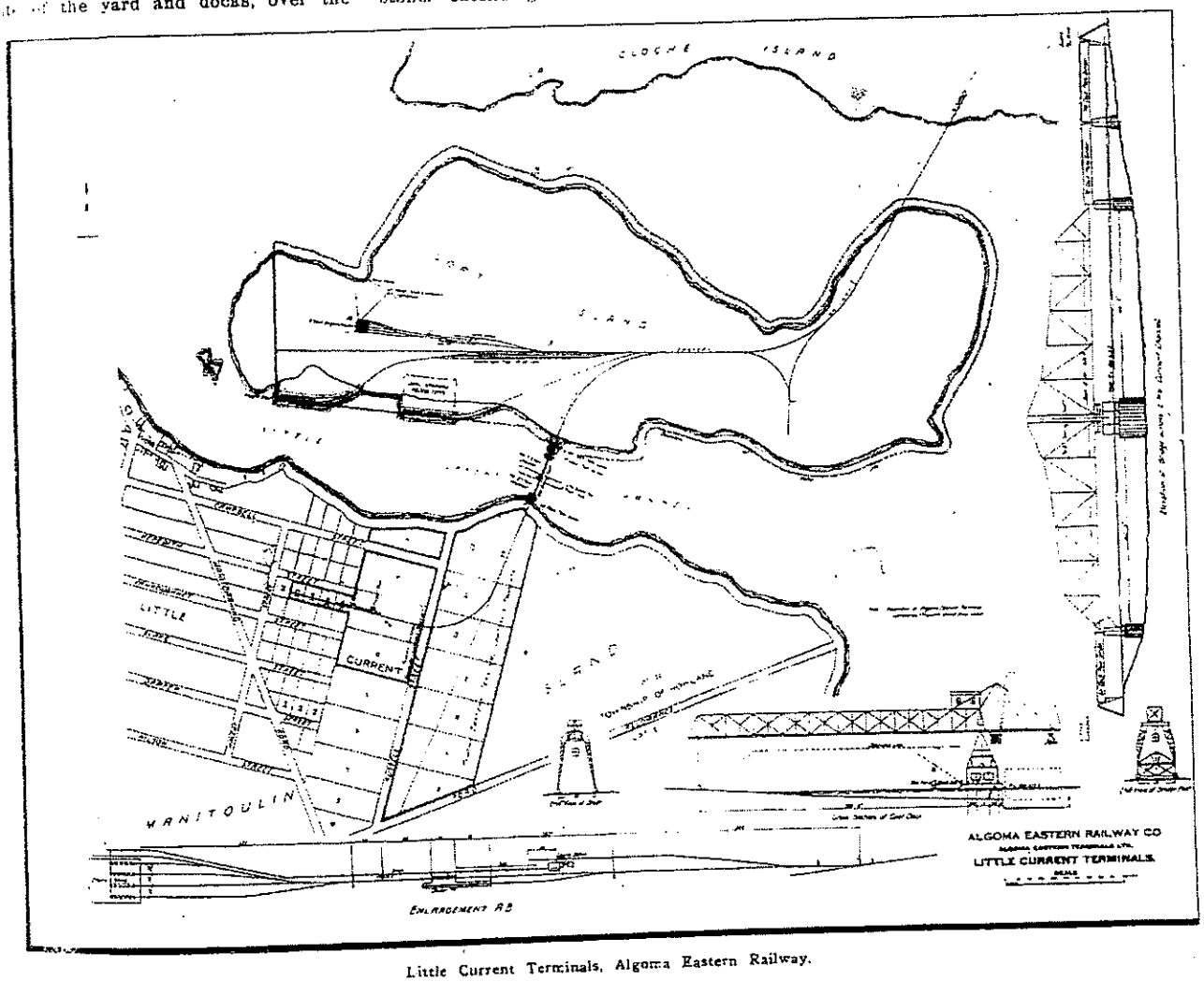
Canadian Railway and Marine World.

October, 1913

Algoma Eastern Railway Terminals at Little Current.

By R. S. McCormick, M. Am. Soc. C.E., Chief Engineer.

Algoma Eastern Ry. Co. has its line [illegible] as far as the site of the terminals at Island, opposite Little Current, on [illegible] Island, Ont. The terminal [illegible] are now being pushed to completion this autumn and include some interesting features. The work covers the extension of the main line from Goat Island, [illegible] of the yard and docks, over the is 17½ ft. and there is a clear opening for boats of 160 ft. each side of the centre pier. The foundations consist of two wing abutments, three intermediate piers and a pivot pier. These are of concrete, there being a total of 2,570 cu. yds. of concrete in the whole foundation. The protection, or rest pier, is composed of timber cribs filled with stone, extending at right angles to the tract by the Foundation Co. on a cost plus a fixed sum basis. The work was let Sept. 27, 1912, and completed May 1, 1913—and is a very fine job of pier work. The piers in deep water were built inside cofferdams of heavy timber, concrete being deposited in the centre pier to within 2 ft. of low water, where the neat work begins. Gravel and broken stone were both used for the coarse



Little Current Terminals, Algoma Eastern Railway.

Little Current Terminals, Algoma Eastern Railway.

boat channel to Manitoulin Island, entering Little Current on the east side of the town. A small station building of frame construction, together with a small local freight house, is situated just at the edge of the town, easy of access and convenient for local business.

The bridge crossing the channel is made up of two 70 ft. deck plate girder approach spans on the Goat Island side, a 368 ft. through draw bridge span and a 60 ft. approach span on the Manitoulin side, making a total length between abutments of 573¾ ft. The clear height above meanwater level centre line of the bridge tangent. These cribs are built of round hemlock timber, well drift bolted together, extending to within 2 ft. of low water level; above this elevation square B.C. fir timber is used. The water is 24 ft. deep at this centre pier, the bottom is solid limestone rock, requiring very little work to prepare for sinking the cribs. At the pier points and abutment sites a little preparation, consisting of shooting up the bottom to level up and roughen up the smooth rock was done to guard against any tendency of the piers sliding. The foundation work was done under con- aggregate for the concrete, care being taken to heat all material and the water in cold weather. While the channel where this structure is situated did not freeze up last winter, due to the swift current, ice formed at both ends of it and caused considerable trouble by breaking away and running through it. The current here runs both ways, depending upon wind conditions, and sometimes reverses its direction several times in 24 hours, so that great care had to be exercised in handling the dams and cribs.

The superstructure is of steel, from plans

October 1913

specifications call for a rate of 500 ft. minute hoisting and 1,500 ft. a minute pelling capacity along the runway. The ge be capable of propelling itself g the track at the rate of approximately o a minute, depending upon the i.

e al structure at the dock end will arra to span two loading tracks ed ft. centres. A 40 ton bin will be port directly over these tracks. The ar designed so that a 40-ton receiv- ing gether with the necessary shaker and box car loader, may be added ure if desired. At present it is nplated that other than railway handled here. This whole be operated by steam. Only a ge will be erected now; later, if warrants, the dock may be extend- ther bridge added.

mercial dock will be constructed r plan to the coal dock, and will rehouse 36 by 80 ft. built on it, tracks will extend, as indicated on Considerable solid rock dredg- required here to permit deep ssels to approach this dock.

ure terminal work, excepting the of the coal crane and the dredging, mpleted this autumn. The coal crane will be erected early next time to handle coal early in the

Canadian lines, Canadian Railway and Marine World sent letters outlining the above observations to mechanical operators of the principal Canadian lines, from whom the answers quoted below have been received.

W. H. Winterrowd, Mechanical Engineer, C.P.R.: "Our locomotive failures are somewhat higher in winter than they are in summer. We keep a record of our locomotive failures by means of graphics."

W. D. Robb, Superintendent of Motive Power, G.T.R.: "You do not state on what roads in the U.S. it is claimed that failures are more numerous in summer than in winter, but I think it must be a road that does not suffer such severe winter conditions or have as much snow as we do in Canada. With the power in practically the same condition, we have a greater number of failures in winter, and our records show an increase of fully 25 to 35%".

S. J. Hungerford, Superintendent of Rolling Stock, Canadian Northern Ry.: "I am inclined to think that there was some unusual condition on the U.S. railway referred to, to cause a decrease of locomotive failures in winter, as it is entirely opposed to general experience and physical conditions. The matter of locomotive failures, however, depends on a great many factors, and it is exceedingly difficult to reduce them to actual failures so that a fair comparison can be made. It is obvious, however, that the

Concreting Pivot Pier, January, 1913.

Foundations complete, looking north.

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chance of fracture during severe weather is greater than in warmer weather, as the metal seems to be affected by the frost, and roadbeds become much more rigid, besides

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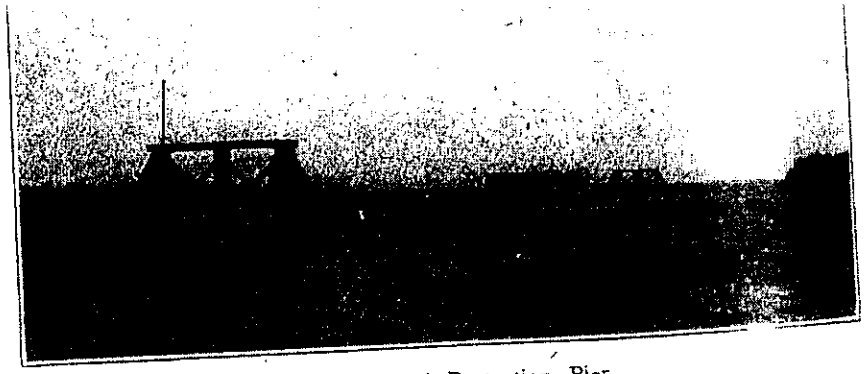
October 1913

Nose of Protection Pier ready to sink.



Pivot and Protection Pier.

eyebars are used, are built of 18 or 20 in. web plates, with 4 Ls 3½ by 3½ in.; the verticals are built of a plate and 4-6 by 3½ in. Ls where they act as hangers and of 2-15 in. Ls where they act as post.

The floor system consists of stringers 53 ins. deep, riveted into the floor beams 66 ins. deep, which are in turn riveted into the verticals of the trusses. Top and bottom bracing is of Ls, designed for tension only in the case of the top laterals, and for both tension and compression in the case of the bottom laterals. Each portal consists of 4-7 by 3½ in. Ls latticed with 3½ by 3½ in. Ls, forming a frame 3 ft. 9½ ins. deep with two plate braces. Transverse bracing at intermediate points consists of 4 Ls 5 by 3½ ins. laced with 3½ by 3½ in. Ls, forming frames of varying depth according to the height of the trusses. The transverse bracing at the centre posts is arranged to allow room for the operator's house, and consists of frames similar to the intermediate transverse bracing, above the house, and in addition heavy kneebraces connecting to the 24 in. box girder supporting the house. The centre posts are braced longitudinally by 3½ by 3½ in. Ls, which stay the two adjacent posts against longitudinal flexure and at the same time allow the truss to adjust itself during erection to two bearing points over the pivot pier.

The span while swinging turns on a pivot provided with steel and phosphor bronze disc 25 ins. in diameter, and is steadied by r.p.m. and working the machinery through two friction clutches. The turning shaft and the wedge driving shaft are each provided with a jaw clutch, so that the power can be transmitted to each one as desired by moving the necessary lever. A safety device is provided for the wedge shaft, to prevent driving the wedges too far and injuring the latching machinery, consisting of a cross head connected by levers to the jaw clutch of the wedge shaft and so adjusted that when the wedges have been drawn far enough it will have moved sufficiently to disengage the jaw clutch and thus shut off the power from this shaft. The ends of the spans when closed are held in position by a latch located at the centre of the end floor beams and which is so connected with the wedge shafting that it is lifted from its socket when the wedges are withdrawn. When the span swings, the latch strikes a projection on the socket casting and is lifted, thereby disengaging a trip, which allows it to drop to its original position, so that when the span is closing the latch rollers will mount the inclined sides of the latch casting on the pier and drop into the socket, thus firmly latching the span before the wedges are driven home. All lengths of truss members are corrected to bring the lower chords in a horizontal line with the bridge closed, and the wedges driven to give a 60,000 lb. reaction at end of truss. The computed drop in end of truss when wedges are withdrawn is 1.4 ins.

water level, forming a storag- ...und for coal. This storage space is pl... to hold 80,000 to 90,000 tons of coal. ... exten- sions can be made to increase ...

A modern unloading and re... handling plant is arranged fo... tion with this dock, to be fu... erected by the Brown Hoistin... Co., of Cleveland, Ohio, and c... unloading and reclaiming bridg... span, covering over the storag... a cantilever overhang at the ... ft One end of this bridge w... on a portal pier arranged to ... tracks spaced 32 ft. centre to ... track will consist of two lin... rail, spaced 2 ft. 4 in. centres. ... end will be carried on a shear ... to run on a similar single trac...

The front track of the porta... laid on two lines of B. C. fir... in size, laid directly on the d... other portal track will be als... lines of 24 by 24 ins. timbers ... short 12 by 12 in. cross ties ... filling. These two pairs of rail... together by long cross ties 12 in... by 40 ft. spaced 10 ft. apart al... front. The shear leg track wi... 24 by 24 in. timbers, supported ... pedestal piers spaced 10 ft. centre to centre.

The bridge will be of sufficient capacity to unload coal out of a boat at the rate of 200 tons an hour, including the cleaning up. The bucket will be of 124 cu. ft. capacity, and ... connec- ...ed and ...achinery ...s of an ... 300 ft. ...e, with ... of $3 ... carried ... two ... Each ... 100 lb. ... other ...rranged ... will be ... 24 ins. ...bs. the ... on two ...ted by ... on rock ... be tied ...y 12 ins. ... the dock ... be laid on ... concrete ... to centre.

October 1913

made by Boller, Hodge and Baird, consulting engineers, New York, and is designed under the specifications of the Railways and Canals Department, for class 1 loading, and consists of one 368 ft. c.c. through draw span, with one 60 ft. and two 70 ft. over all deck plate girder approach spans, all single track, with one walkway. The approach spans are 6 ft. 6½ ins. and 7 ft. 6½ ins. deep out to out of flange Ls., which in all cases are 6 ft. 6 ins. with 14 in. cover plates. The girders are spaced 8 ft. c. to c. and are thoroughly braced with top and bottom lateral bracing and stiff end and intermediate cross frames. Transverse 10 in I beams are riveted to the top flanges to form supports for the walkway.

The draw span is 368 ft. long. c. to c. of end bearings, with trusses spaced 18 ft. 3 ins. c. to c., the length being divided up into 12 panels of 30 ft. 2 ins. each with a central panel of 6 ft. over the pivot pier. The depth of truss varies from 30 ft. at the end to 57 ft. c. to c. of chords at the centre over the pivot pier. All members are designed to resist both tension and compression except members L4-U5, U5-U6, U6-U6, which sustain tension only and are made of eyebars. The end posts, top chords and main diagonal posts at the pivot pier are built of 21 in. web plates, 24 in. covers, 3½ by 3½ in. top Ls and 5 by 3½ in. bottom Ls. The lower chords from end to end are built of 20 in. web plates with 4-3½ by 3½ in. Ls and with 13 in. side plates where necessary. All intermediate diagonals, except where eyebars are used, are built of 18 or 20 in. [illegible]

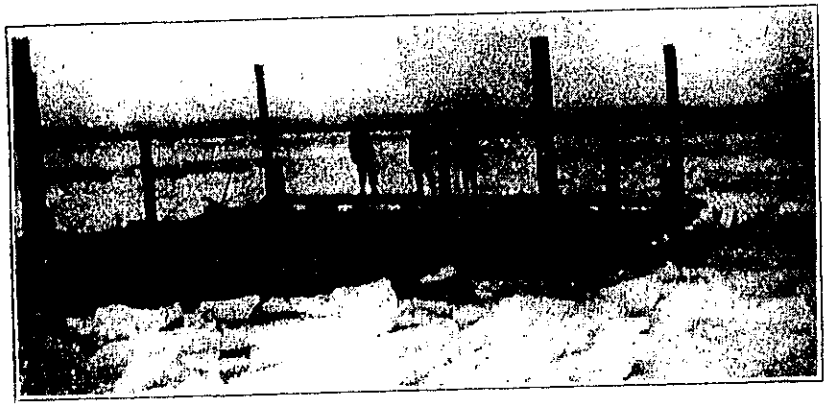
eight trailing wheels running on a cast steel track 25 ft. in diameter. The main rack circle and the track are cast together in 13 sections. The two main centre girders are 105 ins. deep out to out of Ls, with 8 by 8 in. flange Ls and 38 in. cover plate and carry the dead load of the span to the pivot girders 6.5 ins. deep resting on a steel casting which bears directly on the discs. While closed the ends of the trusses are supported by cast steel wedges, which are driven by the operating machinery so as to bring a dead load reaction under each end of each truss of 60,000 lbs., thus preventing the end from rising from its support under certain conditions of loading. Each truss is supported at the pivot pier by two wedges spaced 6 ft. apart, but which are so adjusted that they take live load only, the dead load being carried by the pivot. Both the end and the centre wedges are operated by worm gears driven by shafting from the operator's house, and protected by cast iron casing, which is so arranged that the gearing runs in a path of oil. The main pinion for swinging the span is cast steel 15 ins. in diameter keyed to the 7 in. main turning shaft, and suitable gearing is provided between this shaft and the engine shaft to give the required speed.

The power for turning the draw and for operating the end and centre wedges is supplied by a 25 h.p. Fairbanks Morse gasoline engine, located in the operator's house above the tracks at the centre of the draw, the main shaft having a velocity of 220 r.p.m. and working the machinery through [illegible] friction clutches. The turning shaft

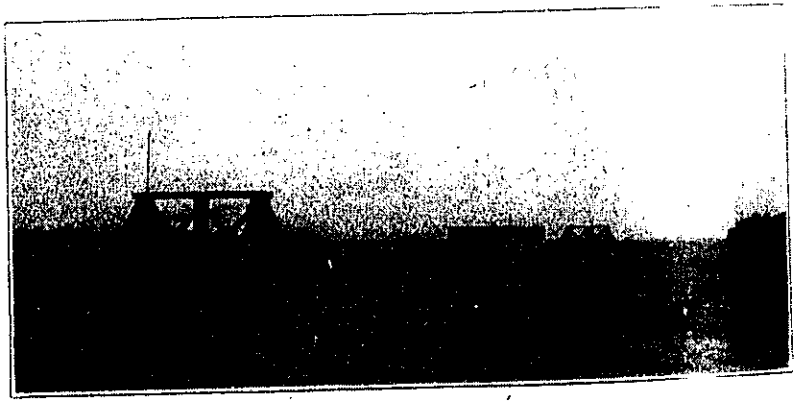
The Canadian Bridge Co. [illegible] awarded the contract for this job, and [illegible] is part of the bridge is now being erec[illegible] Due to delays in delivery of mater[illegible] from the mill, the bridge company wil[illegible] complete this erection until some time [illegible] October.

The work on Goat Island [illegible] sists of a small yard, including a 4 sta[illegible] rectangular house, of frame construction [illegible] concrete foundations, with concrete pit [illegible] concrete cinder pit, a 100 ton Fairba[illegible] Morse elevator coal chute, and a wate[illegible] tion consisting of a 50,000 gall. tub on a [illegible] ft. tower, with a windmill extension for [illegible] mping, together with an auxiliary 5 [illegible] gasoline pumper. Water is pumped i[illegible] this tank and from thence discharged to a [illegible] in. Sheffield Johnson telescopic stand[illegible] and to the locomotive house and co[illegible] nute for service use and fire protection.

The docks consist of a co[illegible] and a commercial dock. The coal [illegible] has 150 ft. frontage in the channel. [illegible] consists of timber cribs built up to an [illegible] of ft above water. They are [illegible] and hem lock to 2 ft. below low water a[illegible] of square 12 by 12 in. B. C. fir above the [illegible] elevation. They are framed in 100 ft. [illegible] tions and sunk with rock. Afterwards the[illegible] are filled to top with stone. These cribs are at present in 6 to 8 ft. of water. Arrangements are completed for dredging in front of the dock by the Dominion Government. After sinking these cribs, forming the [illegible] of the proposed dock area, filling will be deposited back of same to bring the area just above water level, forming a storage [illegible] and for coal. This storage space is pl[illegible] to hold 80,000 to 90,000 tons of coal [illegible] extent



Nose of Protection Pier ready to sink



Pivot and Protection Pier.

October 1913

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Concreting Pivot Pier, January, 1913.

Foundations complete, looking north.

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The [illegible]ma Eastern Terminals, Ltd., is the [illegible]ate name of the company constructing [illegible]ese terminals. The writer is Chief [illegible]eer, B. E. Barnhill, Sudbury, is Divisi[illegible]ngineer, and J. R. Black, Little Current [illegible] Assistant Engineer in direct charge [illegible]e work.

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chance of fracture during severe weather is greater than in warmer weather, as the metal seems to be affected by the frost, and roadbeds become much more rigid, besides getting out of surface as a result of the frost heaving it in places where the drainage is not perfect. In addition to all this, trains that have been standing for any length of time offer greatly increased resistance, and as the additional resistance due to snow on the track is difficult to determine it frequently happens that locomotives have to be worked proportionately harder in order to handle tonnage or make time, and this results in greater stresses in machinery, and the greater amount of water evaporated, together with the forcing of the fire, increases the risk of flue leakage. It is also practically impossible under certain weather conditions for employes to examine their locomotives as carefully, or to perform their duties as efficiently, while the usual irregularity of trains in very severe weather also acts as a handicap on locomotive house forces in looking after equipment properly. Taking it altogether, it is my opinion that there is at least twice the chance of failure in winter that there is in summer, in this particular territory at least, and our statistics seem to show this."

G. R. Joughins, Superintendent of Motive Power, Intercolonial Railway: "We, in common with most railways in Canada, find that the failures are greater in winter, but regret that we have no figures that we could give."

tops, can be made for $1.30 each, in large quantities. Another design consists of a concrete box let into the ground all but about 1 ft., this upper part being marked with the number of the trestle.

The wooden barrel is the more expensive of the two, considering its capitalized cost, on the basis of six years life, leaving out all consideration of increased cost of maintenance. The ballasted deck trestle is rapidly becoming the standard on most roads, and it is thought that in the future the water barrel will seldom be needed. For this reason concrete barrels are not used to any extent on the N., C. & St. L.R.

October 1913

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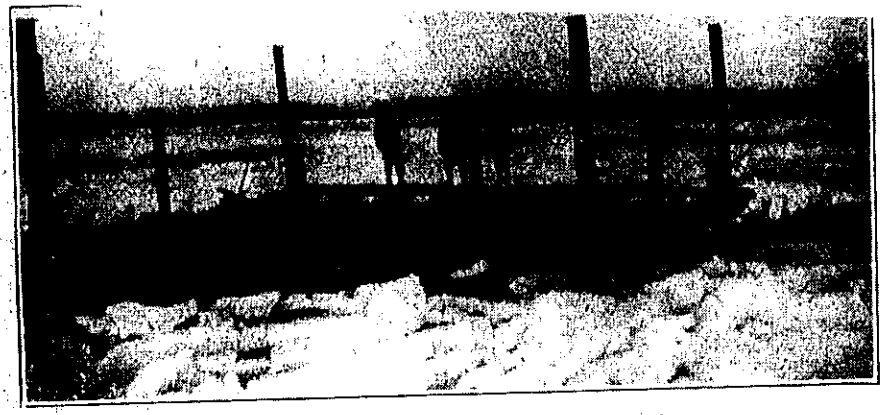

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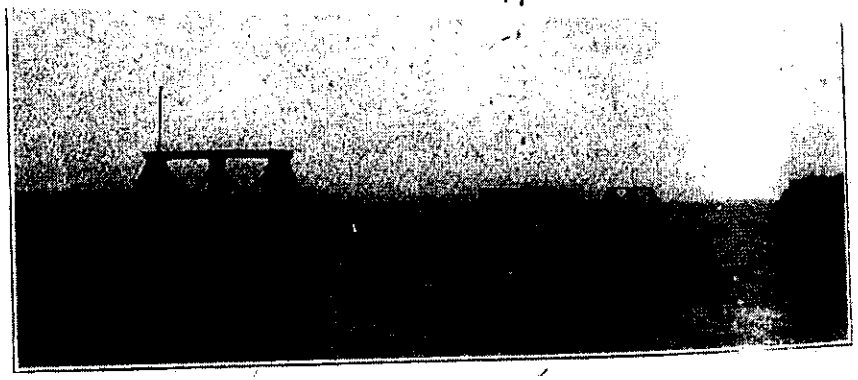

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Algoma Central & Hudson Bay Ry.—Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

Burrard Inlet Tunnel and Bridge Co.—The revised estimates of the cost of this projected bridge place its total cost, including $100,000 for contingencies, at over $2,500,000. The municipalities interested in its construction have subscribed $1,500,000 in addition to which subsid-

September 1913

Doodlebug to Tartigou (and beyond)

by Ferro

(Above) Artist's impression of possible CG&T insignia

"Good morning. I am J. B. Quimper, Superintendent of the Canada and Gulf Terminal Railway." Thus spoke the man who, with two of his employees, was about to merge a fascinating railroad and traditional Gaspé hospitality to produce one of the most remarkable days which a small group of C.R.H.A. members will ever experience.

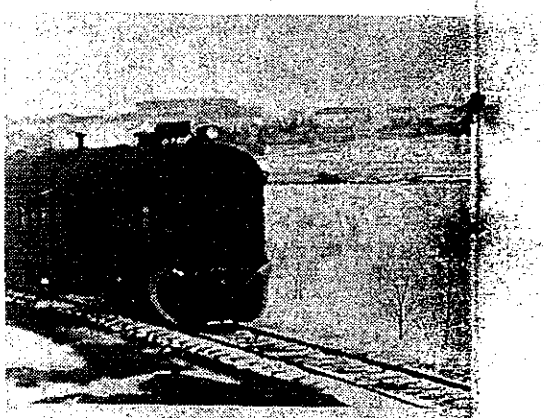
The Canada and Gulf Terminal Railway is a privately-owned line which runs for thirty-six miles along the north shore of the Gaspé peninsula from Matane, through Tartigou, to Mont Joli where it joins Canadian National Railways. We hope to have a comprehensive history of the road in a future issue of Canadian Rail; Suffice here to say that the operation is solvent, that the line is in fine condition, and that during Saturday, March 14, 1964, it became a most hospitable victim of seventeen Montreal ferroequinologists.

A main object of our visit had been a promised excursion in one of C.&G.T.'s diesel-electric rail cars. Anyone who has been a C.R.H.A. member for fifteen years or so invariably has a special affection for diesel-electric "doodlebugs", perhaps unexplainable to those who never participated in the Association's earliest and, according to some, finest excursions, operated in the early 1950's using CN's doodlebug, the late 15837.

It was with some delight, then, that we saw diesel car 405 backed to a stop in front of CN's Mont Joli station and heard Superintendent Quimper invite us aboard. Car 405 was built for the New York Central Railway and was later acquired by the Canada and Gulf Terminal. It has been re-engined and is in splendid condition, thanks to the loving care of Master Mechanic, Albert Lavoie who, on this occasion, acted as our engineman. The interior of the car would be a Quebec Nationalist's nightmare, for all signs are in English only -- and this in the Gaspé peninsula! "We never bothered to change the N.Y.C. signs," explained Mr. Quimper. "We are all bilingual on the C. & G.T. anyway."

Our first stop was at the east end of CN's Mont Joli Yard where we inspected the C.&G.T. enginehouse. There, we found a steel snow-plough being constructed from the ground up by our versatile engineman-master mechanic and, apparently, master car builder. "If you need a snow-plough at your museum, just tell us and Albert will build you one," joked the Superintendent; I think he just might, too. It was while stopped here that we seized the chance of photographing CN's semi-crack "Scotian" as it passed beside the 405.

"All aboard!" called Conducteur Paul Cloutier, and the excursion got underway in earnest. With Cummins engine roaring and generator whining, and 405 full open, eating up rail at thirty miles per hour, the year was suddenly 1950 and I a thirteen-year-old on CN's Montfort Subdivision, making my first C.R.H.A. excursion. Both diesel car 15837 and the Montfort Sub. are no more but for a while on March 14, 1964, that mattered little.



(ana

by Ferro

(Above) Artist's impression of possible CG&!

"Good morning. I am J. B. Quimper, Supe Canada and Gulf Terminal Railway." Thus spoke two of his employees, was about to merge a fasci traditional Gaspé hospitality to produce one of days which a small group of C.R.H.A. members will

The Canada and Gulf Terminal Railway is a p which runs for thirty-six miles along the north peninsula from Matane, through Tartigou, to joins Canadian National Railways. We hope to h history of the road in a future issue of Canadi here to say that the operation is solvent, that condition, and that during Saturday, March 14, most hospitable victim of seventeen Montreal fer

A main object of our visit had been a prom one of C.&G.T.'s diesel-electric rail cars. An C.R.H.A. member for fifteen years or so invaria affection for diesel-electric "doodlebugs", per to those who never participated in the Associati according to some, finest excursions, operated using CN's doodlebug, the late 15837.

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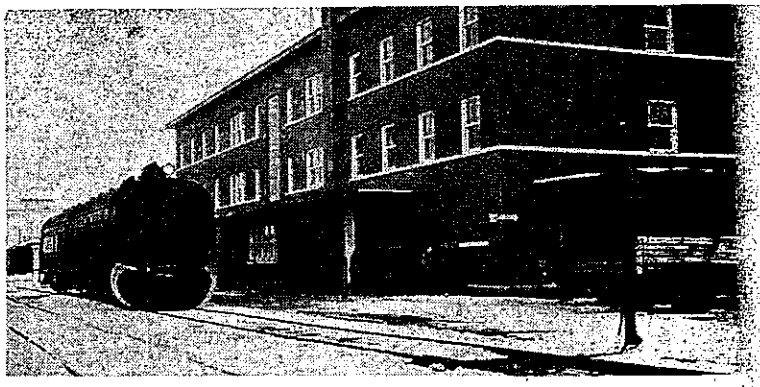
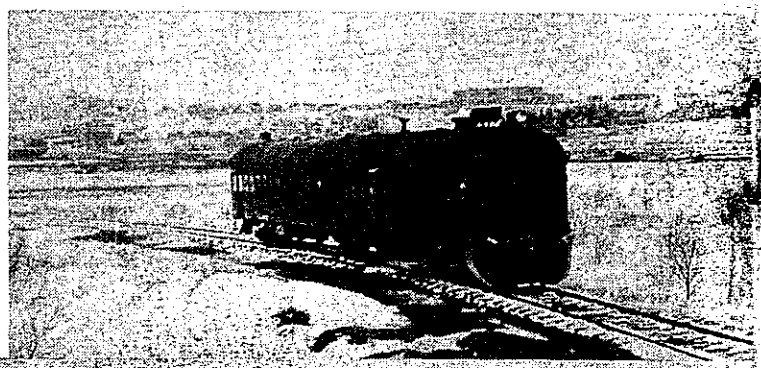
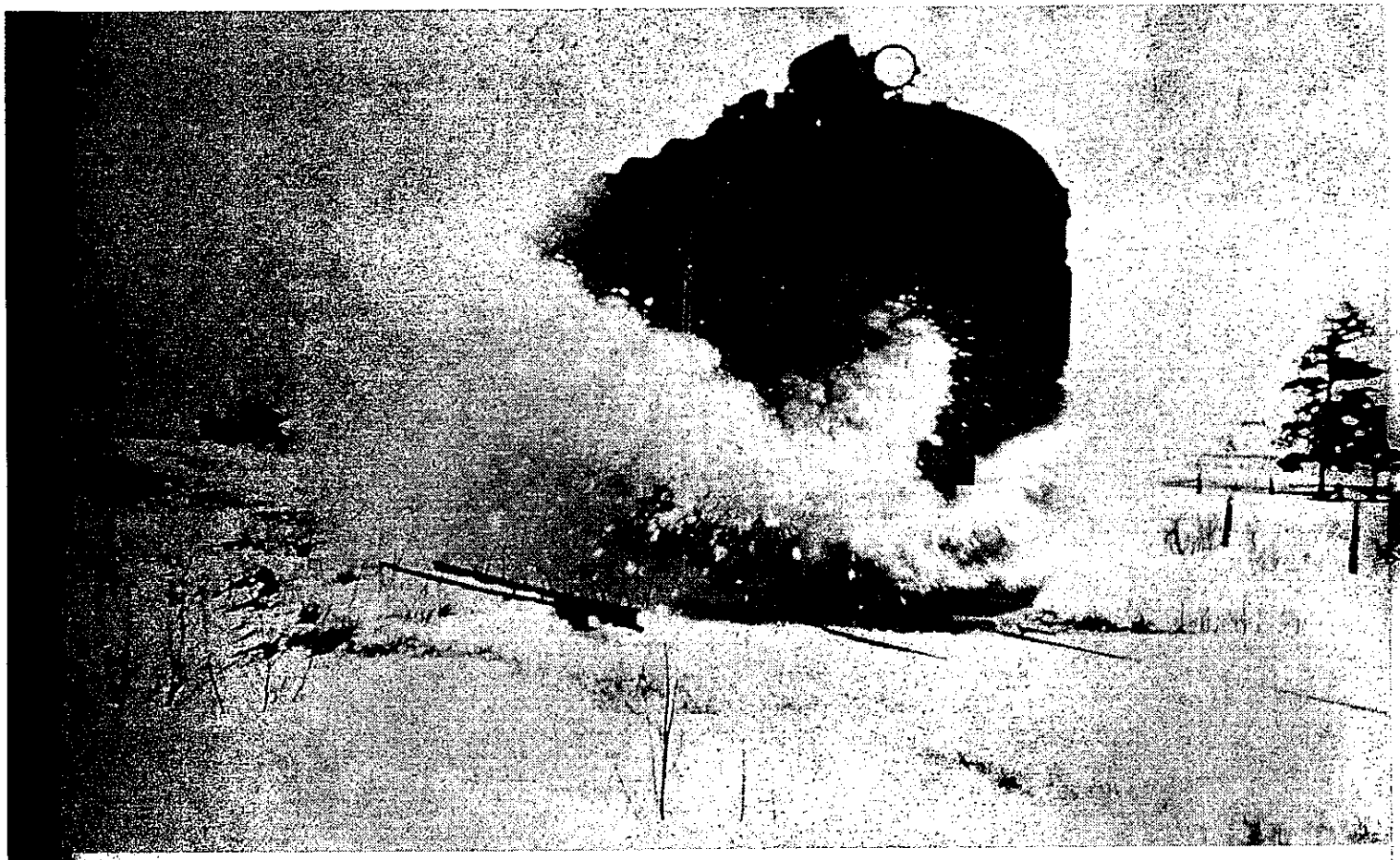






Photograph by Peter Murphy.

As detailed below, ample opportunities were provided on the way to Matane to take many interesting photographs. Perhaps the most interesting photo, though, was had at Matane itself. There, at the end of thirty-six miles of railway, 405 came to a stop in front of a modern tri-storey bricked, concrete-frame station, the likes of which would be eyed with envy by scores of cities many times larger than Matane and served by railways much larger than the C. & G.T. Apparently the Quebec Telephone Company and the Railway have common owners, and the telephone company occupies much of the station space. Still, it's an impressive structure considering that regular passenger service consists of one daily mixed train. After seeing the station I wouldn't have been at all surprised had we been shown an electronic hump-retarder yard.

At Matane we were met by local press and television representatives who interviewed us, in French, on the raison d'être of the Association and this particular excursion. Superintendent Quimper then took us to a hotel for a most welcome lunch, followed by a taxi tour of Matane which ended with an inspection of the express-freight handling facilities.

Typical of the hospitality extended us in spite of the always peculiar whims of rail enthusiasts was the highlight of the trip back to Mont Joli. Several of us had lamented the fact that, because of the unusually mild winter, photographs could not be had of 405's large pilot-plough knifing through a drift. Ah -- but we had underestimated C. & G.T. resourcefulness. "The solution is simply this", explained Mr. Quimper. "We will back the car up for some distance; in the meantime, you take this shovel and pile snow from the fields onto the track." Thus resulted a magnificent sight: 405 charged a fine C.R.H.A.-made drift at thirty miles per hour and the snow flew high. Terrific!

Once back in Mont Joli, we were invited to the C. & G.T. headquarters which, incidentally, is also Mr. Quimper's living quarters. There we received refreshments and were permitted to scan files concerning the history of the C.&G.T. and its motor cars. It was here that C.R.H.A. President, Dr. R.V.V. Nicholls borrowed a page from early Canadian Pacific history: a special meeting of the Association was convened and Mr. J.B. Quimper was unanimously elected President of the Association for one hour.

Following a most interesting discussion with Mr. Quimper, his assistant, Mr. L. Cyr, Conducteur Paul Cloutier, and Mechanicien Albert Lavoie, we all adjourned to a hotel for a fine roast beef dinner. One thing that became increasingly evident is the spirit of comradery that exists between members of the C.&G.T. family. It was clear that Mr. Quimper was proud of his men and that they, in turn, liked and respected him. No one was at all eager to leave this pleasant atmosphere and dinner lasted long.

In fact, this Saturday, CN's inevitable on time performance was not at all well received as word came that the "Ocean" to Montreal was expected on time. It was with utmost reluctance that we bade adieu and, had we been faced with other than the prospect of a ride in the "Ocean Limited", I'm quite sure that some of us might well have remained in Mont Joli, home of the Canada and Gulf Terminal Railway, or, if you will, the Comradery and Good Times Railway.

CANADA & GULF TERMINAL RAILWAY - Special, Saturday, March 14, 1964.

Engine M-405 - Brill-Cummins diesel-electric car.

Engineer: Albert Lavoie (Master Mechanic)
Conductor: Paul Cloutier
General Supt: J.Benoit Quimper in charge.

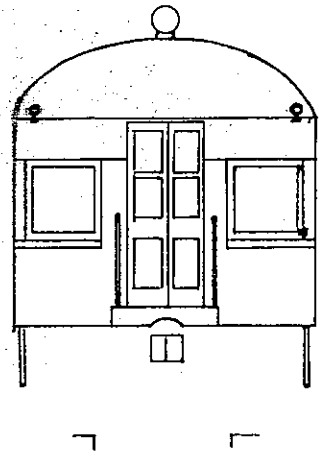
Passenger Extra M-405 East.

Mont Joli (CN Station)	L.9:33 am	
Mont Joli (C&GT Shop)	9:53	photo stop and shop inspection.
Metis River - Bridge 2.8	10:08	photo stop and movie run
Price	10:20	photo stop
Riviere Blanche	11:40	photo stop and movie run.
Matane (Mi.36.2)	A.11:59	O.T.

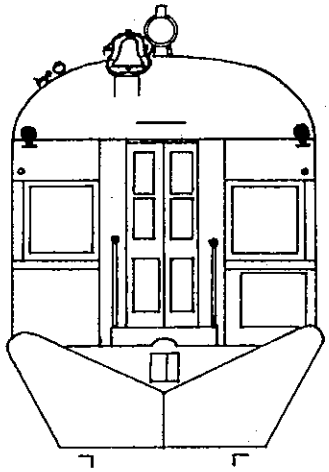
Passenger Extra M-405 West.

	E.S.T.	
Matane	L. 3:15 pm	Block on #3(eng.102) to Baie des Sables.
Riviere Blanche (Mi.27.1)	3:45	
Mile Post 24.	4:01	photo stop and movie run.
Baie des Sables (Mi.16.8)	4:19	Block on #3(eng.102) to Price.
Price (Mi. 2.9)	4:48	Photo stop - Orders.
Mont Joli (C&GT Shop)	A. 4:55	Photo stop.
	L. 5:04	
Mont Joli (CN Station)	A. 5:06	

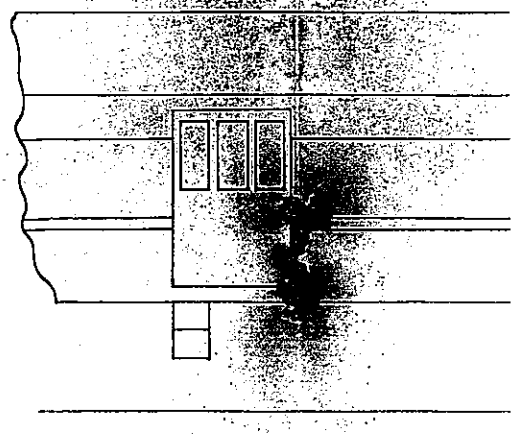
-- E. L. Modler



BACK



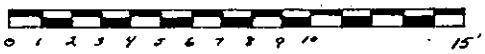
10'0" WIDE
FRONT

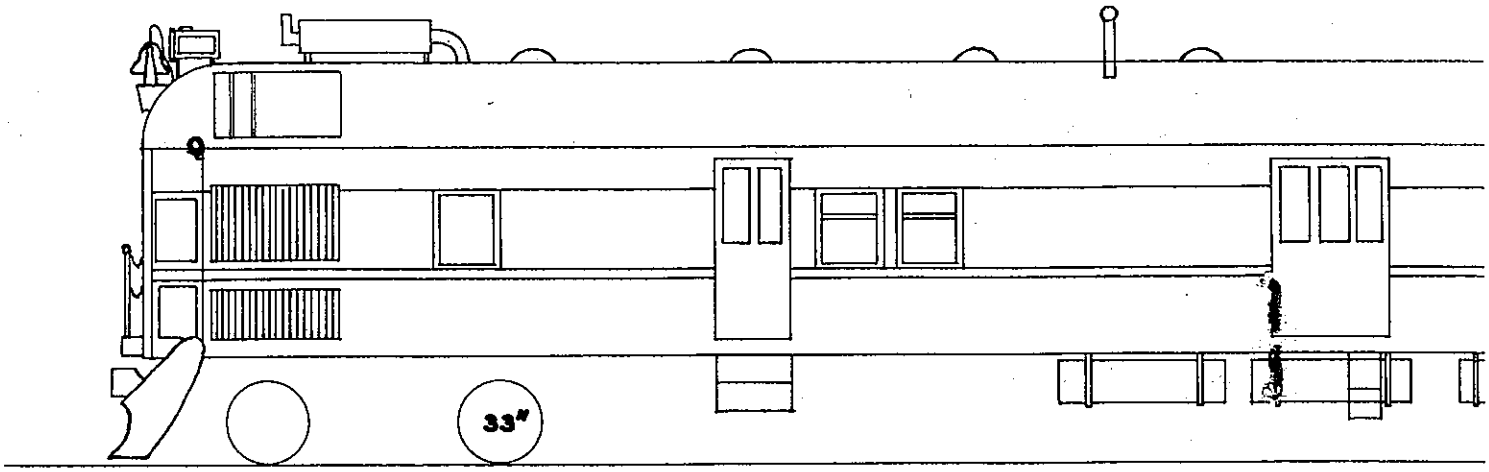


MOTOR

CANADA & GULF TERMINAL RY. OIL ELECTRIC 405

SCALE IN FEET





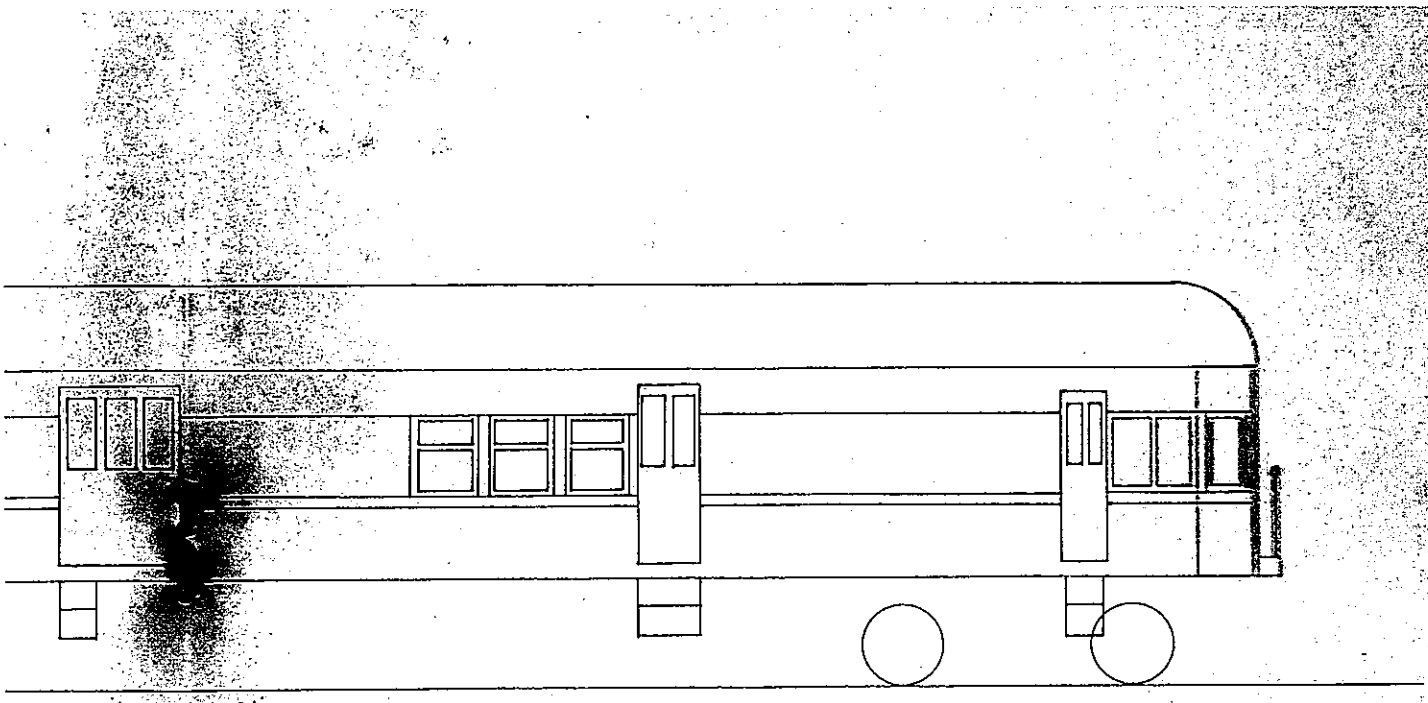
7'9" WB

53'6" TRUCK CENTERS

74'10" OVER COUPLERS

RADIATOR SIDE

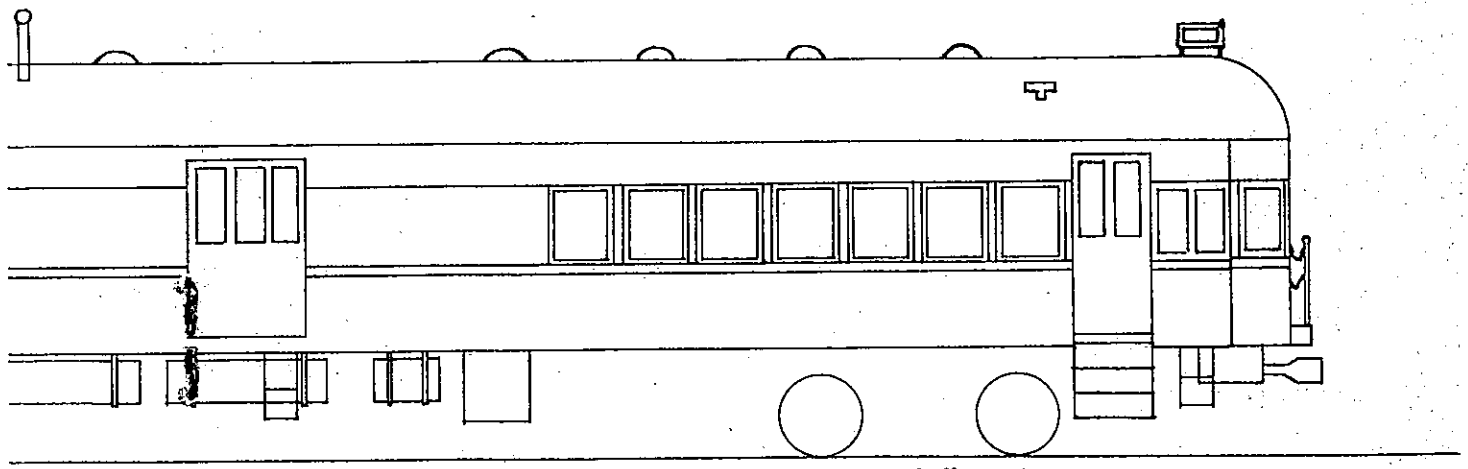
13'



MOTORMAN'S SIDE ELEVATION

. ELECTRIC 405 – EX N.Y.C. GAS CAR M405

15'



I" TRUCK CENTERS

6'6" WB

P. Murphy

UPLERS

13'7" RAIL TO ROOF