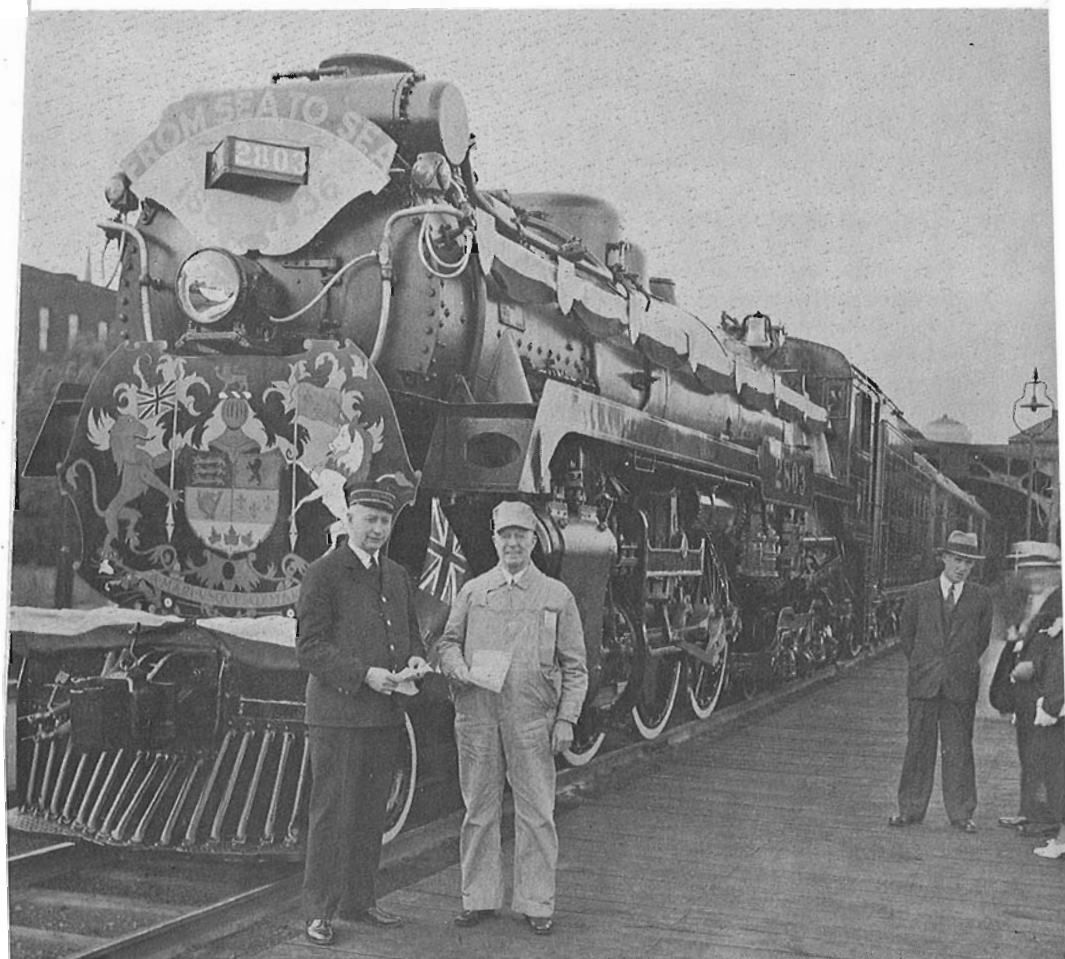


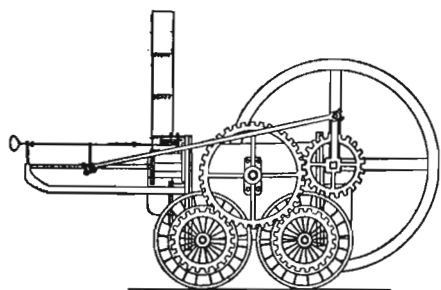
Canadian Rail



Number 152 / February 1964



MANY INTERESTING EVENTS have punctuated the history of Canadian Pacific's Windsor Station in Montreal, which observes its seventy-fifth anniversary this month. Here, engine man and conductor compare orders beside the pilot of engine #2803, as Train No. 7, the "Dominion", prepares to leave Montreal on the fiftieth anniversary of transcontinental railway service, June 28th, 1936.



Pen-y-darran

1804

x

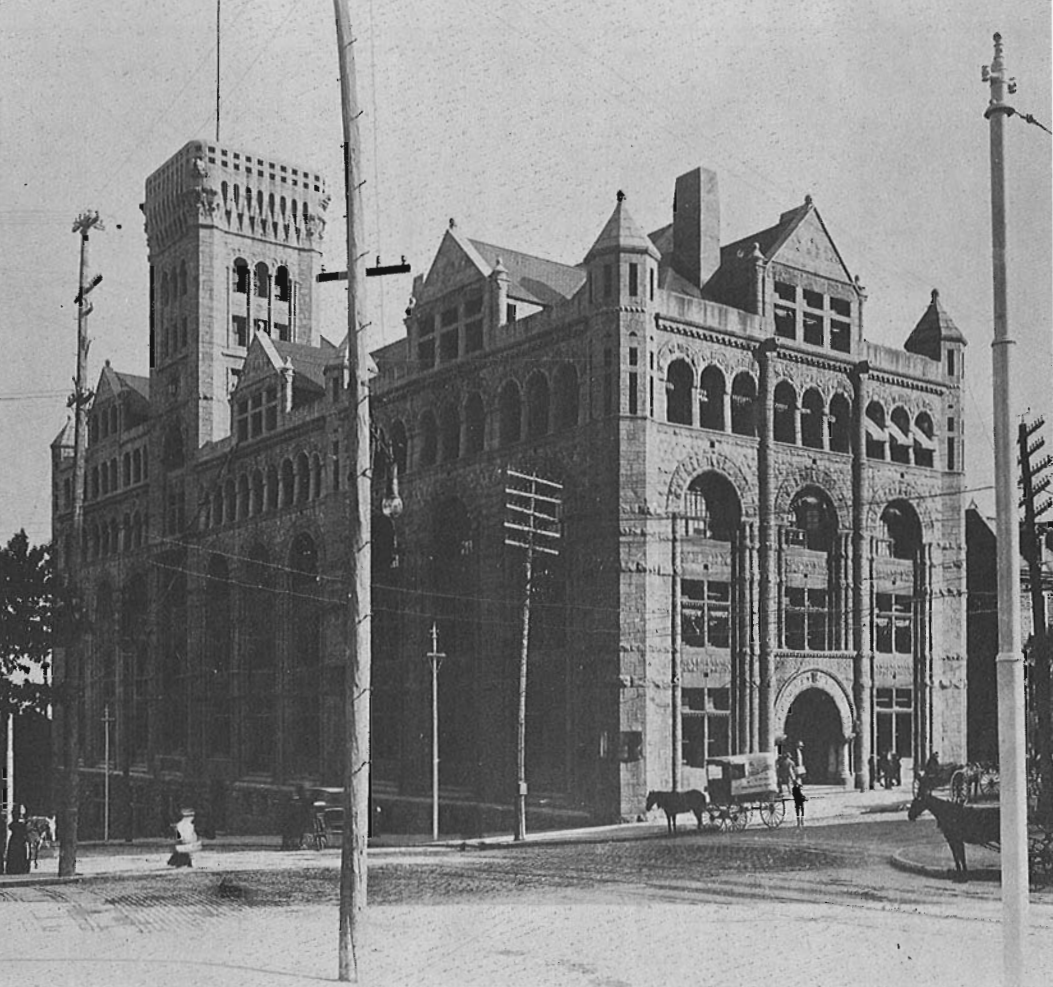


LOVE OF THE STEAM LOCOMOTIVE is so much part and parcel of the hobby of many rail amateurs, as to take on the proportions of a religion. It therefore seems almost superfluous to remind the "faithful" that Friday, February 21st, 1964, is one of the red-letter high holidays.

That date will mark the 160th anniversary of the operation of the world's first steam railway locomotive engine, which went its precarious way over a tramway plateway, at a top speed of five miles per hour, from the Pen-y-darran ironworks, at Merthyr Tydfil in South Wales, to the Monmouthshire Canal at Abercynon, a distance of nine miles. On this epochal journey, it hauled five wagons in which were loaded seventy men and ten tons of iron. The inventor, a huge Cornishman named Richard Trevithick, did not ride, or so it is recorded. Instead, he strode alongside the locomotive, looking to the needs of his five-ton charge, which apparently possessed no footplate for its driver. Friends walked with Trevithick, cutting a path through the trees and shoving boulders aside so that the engine, which loomed so much larger than the customary horses and wagons which normally used the plateway, could travel unimpeded.

It would be trite to call Trevithick the world's first steam locomotive enthusiast; he was so much more than that, the creator of the thing itself, the interlocutor who saw it transformed from imagination into hissing, smoking, fire-belching reality. And while Time has dealt kindly with Trevithick, giving him deserved precedence in his field, it is no tribute to the otherwise open-minded and enterprising men of the early years of the English industrial revolution, that they allowed him to die a pauper, alone and unrecognized, in 1833. Nor is the Pen-y-darran locomotive with us; it was broken up as surplus works machinery by some incredibly narrow-sighted boor, unknown, as he well deserved to be. This pioneer engine was so far ahead of its time that, save for a few halting and fumbling successors, a quarter of a century was to elapse before the Rainhill Trials opened up the future for the locomotive engine. Nonetheless, every steam locomotive, be it a Mallet articulated compound or a humble 0-4-0T, is the direct lineal and spiritual descendant of the Pen-y-darran machine, ugly and awkward though it may appear to our more sophisticated tastes.

Even in these latter days of the steam locomotive as a utilitarian artifact, let us never allow memory to erase the recollection of that peerless day in the sombre folds of the Welsh hills, one hundred and sixty years ago, when the steam locomotive was born.



The original Windsor Station, as opened in 1889.

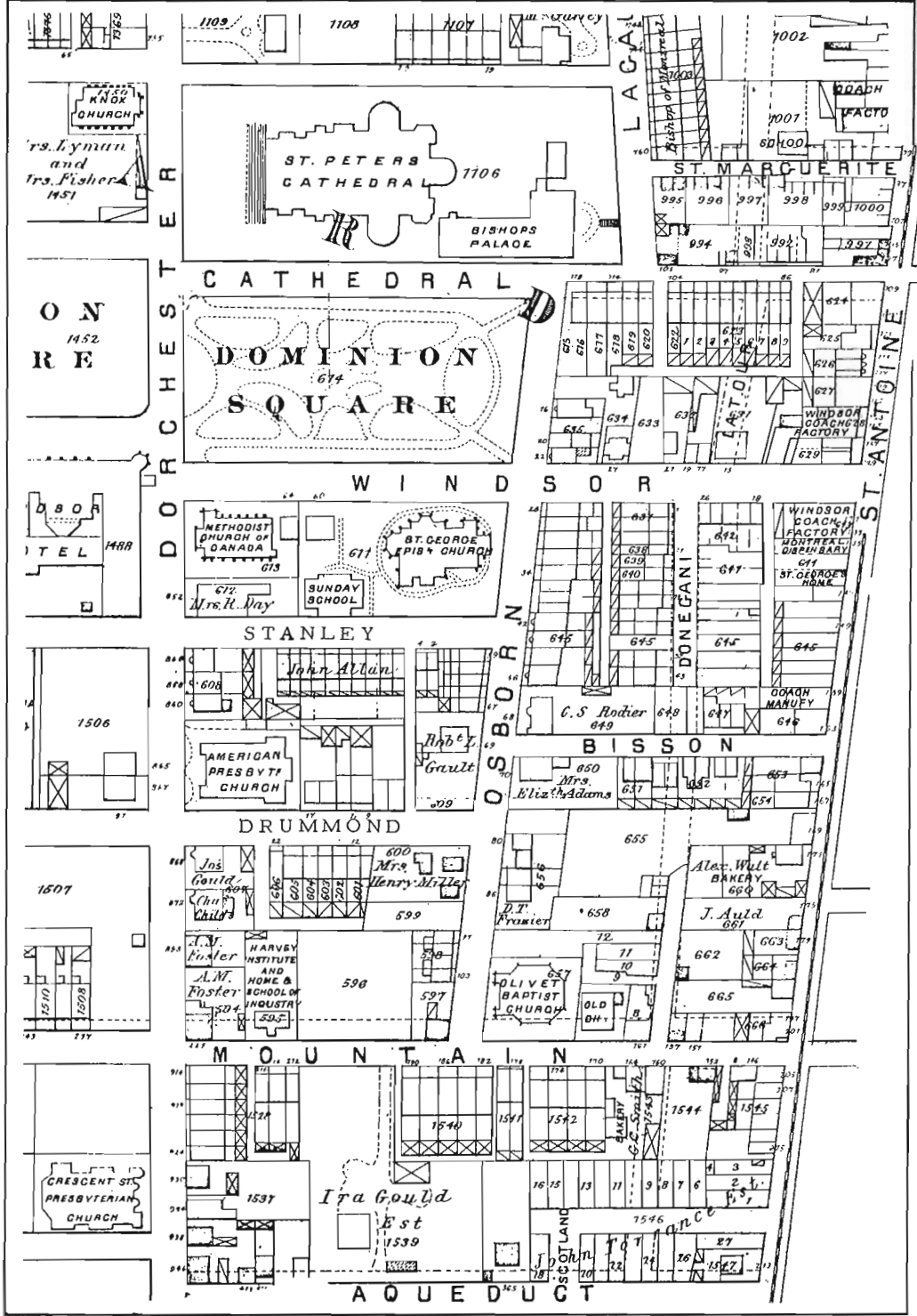
WINDSOR STATION 1889-1964

by OMER LAVALLEE

JUST SEVENTY-FIVE YEARS AGO, early in 1889, the orderly Victorian composure of the inhabitants of Montreal was disturbed by the appearance of a garish signboard which had seemingly appeared overnight along the north side of St. Antoine Street; its inscription was there for all to see, in black letters six feet high on a white-painted board fence:

"BEATS ALL CREATION -- THE NEW
C.P.R. STATION !"

It was, withal, sacrilegious in both spiritual and temporal con-



This 1879 map shows what the site of Windsor Station looked like ten years before its opening. The block formed by Windsor, Osborne, St. Antoine and Mountain streets was then a pleasant residential area, with a few shops and stores along St. Antoine, where the Montreal City Passenger Railway's horsecars ran. Bisson and Donegani streets have since disappeared.

texts, repudiating the whole Book of Genesis and all that it implied, as well as the lesser accomplishments of mere man in the period of recorded civilization. In point of fact, the building could with difficulty compare with the Parthenon or the Temple of Baalbek much less with the Gothic cathedrals of the Renaissance, but the statement itself did reflect the enthusiasm of the infant Canadian Pacific Railway for the new headquarters and terminal which was then rising at the corner of Windsor and Osborne streets. More particularly, it portrayed the characteristic personal views of William C. Van Horne, to whose authorship this slogan is attributed.

Montrealers had watched with more than passing interest as the historic hillside orchards and farms along the south flank of the "little mountain" -- Westmount -- were bought up to be used as a railway right-of-way. Starting at what is now Montreal West, the four-and-a-half mile route eastward had an easy course initially lying generally to the south of the villages of Montreal Junction, Kensington and Notre-Dame-de-Grace, a bare quarter-mile or so from the edge of the escarpment which rose above Coteau Saint Pierre. As Montreal was approached, however, the hillside track took on a more tortuous aspect, ending up in a near two percent drop from Cote St. Antoine (now Westmount) along a man-made "shelf" whose southern exposure was faced with stone arches, into the four-track terminal at Windsor Street; and that's what they called it -- Windsor Street Station. In fact, the street named the station, though at a later date, the word "Street" was dropped and the building was called simply "Windsor Station".

To design and construct the initial building, which was surmounted by a small tower mildly suggestive of Windsor Castle, the railway company engaged the services of the noted architect Bruce Price, gifted son of an equally-gifted mother, Emily Post. The site chosen was a commanding one, at the southwest corner of the old Catholic burying ground which by then had become Dominion Square. The land purchased for the building itself went back to the rear lot line on Windsor Street, bounded on the north by Osborne Street and on the south by Donegani Street. The stone terrace houses along the south side of Osborne west of the station remained undisturbed, and the four-track terminal access was in the rear of the backyards of these homes. The locale has some cultural interest for French-speaking Canadians in that it was the scene, more than half-a-century before the station was built, of the foundation of the Societe-Saint-Jean-Baptiste, whose initial meeting was held in 1834 in the garden of what was then the Belestre-McDonnell home.

The land for the site had been purchased in 1887, hard on the heels of the completion of the Lachine Bridge, which was the key in the development of the western terminal lines of the CPR on the Island of Montreal. Hitherto, Canadian Pacific had used the Dalhousie Square or Quebec Gate Barracks station, at Berri and Notre Dame streets, which had been inherited from the Quebec, Montreal, Ottawa & Occidental Railway, when the western division of that line had been acquired in 1882. All trains used this east-end station, including those bound for Ontario and western Canada. The only route out of Montreal for these services, until completion of the Winchester Subdivision in 1887, was via Ste. Therese, Lachute and Ottawa (Broad Street) to Carleton Place. There, western trains turned northward up the Ottawa valley, while Ontario trains turned south to Smiths Falls, then west through Perth and Peterboro to Toronto.

Diagrams show arrangement of Windsor Station from 1889 to 1900, right, and from 1900 to 1910, left. In the latter year, construction was commenced on major extensions and rearrangement, as shown at page 39.

1900

MOUNTAIN ST



Mud Hut 1906

Maxwell Extension 1900

1889 Station

WINDSOR ST

DONEGANI ST

OSBORNE ST

TRAINED PLATFORM 500' x 87'

PLATFORM 500' x 87'

1889

MOUNTAIN ST



BISSON ST

OSBORNE ST

Windsor Station

WINDSOR ST

DONEGANI ST

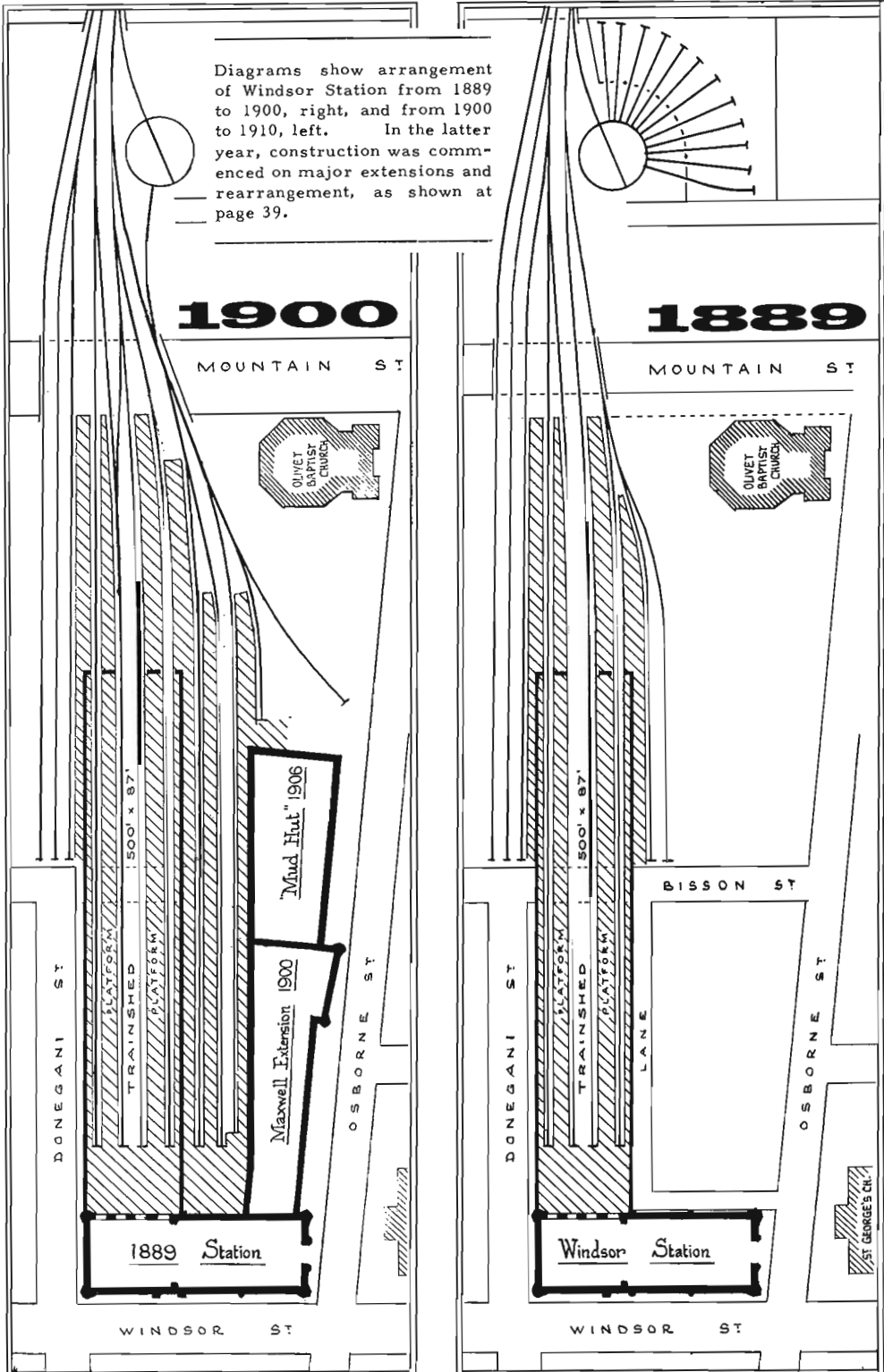
OSBORNE ST

TRAINED PLATFORM 500' x 87'

PLATFORM 500' x 87'

LANE

ST GEORGE'S CH.



While the station facilities had been at what was later to become Place Viger, the headquarters offices of the Company were at Place d'Armes. The building which was to amalgamate these facilities took shape during 1887 and 1888, and it was built of stone in the classic style, counterbalancing harmoniously the Gothic lines of St. George's Church at the northwest corner of Windsor and Osborne. The ground floor contained a waiting room and other passenger facilities, while the four upper floors were devoted to office space. The railway terminal proper consisted of a four-track trainshed, ninety feet wide and 500 feet long, extending westward from the station toward Mountain Street. This shed was concealed from Osborne Street by a row of private homes which still occupied the south side of the street west of the original station building almost to Mountain Street. On the southeast corner of Mountain and Osborne was the octagonal Olivet Baptist Church. The trainshed remained in place until the present "Bush" type structure replaced it in 1913.

O p e n i n g

It was hoped to have the station ready for use in the latter part of 1888, but unforeseen deterring factors postponed its inauguration until the new year of 1889 had well begun. Finally, all was in readiness and the offices were moved into the new structure on February 1st. On the same day, a special train, consisting of a locomotive and Mr. Thomas Shaughnessy's official car "Champlain", made the first official trip from Windsor Street to Montreal Junction, now Montreal West. Those on board included Mr. Shaughnessy, who was Assistant General Manager, and his chief, the indomitable President, William C. Van Horne; also George Olds, General Passenger Agent; T.A. McKinnon, Superintendent, Ontario and Atlantic Divisions; P.A. Peterson, Chief Engineer; James Ross, Superintendent of Construction; and other officials.

Regular trains started to use the new station beginning on Monday, February 4th, the first being the 9:00 AM Day Express to Boston via the Montreal and Boston Air Line, a through-routing comprised of the Canadian Pacific and several New England roads now part of the Boston & Maine. There is some suggestion, however, that the first passenger train to leave the station was the 8:45 PM so-called "Western Express" for Toronto, Owen Sound and Chicago, on the evening of Sunday, February 3rd, 1889.

The trains leaving the station initially, were:

9:00 AM - Day Express to Boston via Montreal & Boston Air Line.
 9:20 " - " " to Toronto.
 3:40 PM - Fast Express to Lake Megantic, St. Hyacinthe, Sorel.
 8:05 " - Night " to Boston.
 8:45 " - Western " to Toronto, Owen Sound, Chicago.

There were corresponding arrivals.

Services for Quebec, Ottawa, St. Gabriel, St. Jerome, St. Eustache, and the "Pacific Express" leaving at 8:20 PM for Vancouver, continued to depart from Dalhousie Square Station in the east end of the city. John Elliott, who was Station Agent at Dalhousie Square, was transferred to the new station in the same capacity, and he was succeeded at the old station by J. Hamilton, hitherto Agent at Hochelaga.

The newspapers pronounced the station a "great boon to western and southern travellers" even though its inauguration coincided with the beginning of the annual Winter Carnival. The new depot's castellated lines vied in permanent stone with the equally-classic outline of an ice palace erected opposite it in Dominion Square, as the focal point of the carnival. On opening day, Canadian Pacific had to swear in six special constables to control cab traffic in front of the station, as yet unprovided with a formal cab rank.

The "Gazette" editorialized without mentioning the new station by name:

" Visitors by rail will remember that the gorgeous railway stations at which they disembark, are part of the city and not part of the Carnival. The explanation may be necessary to travellers accustomed to being dumped on the river bank below Dalhousie Square or in the ramshackle structure that did such noble duty under the name of Old Bonaventure."

The Operating and Mechanical facilities for the new terminal were constructed between Mountain and Aqueduct streets, on the north side. Here, in an unbelievably small space, was concentrated a roundhouse and turntable, with fuel and water facilities. Several sidings, south of the main line and opposite the roundhouse, served for the storage of cars which could not be accommodated in the trainshed.

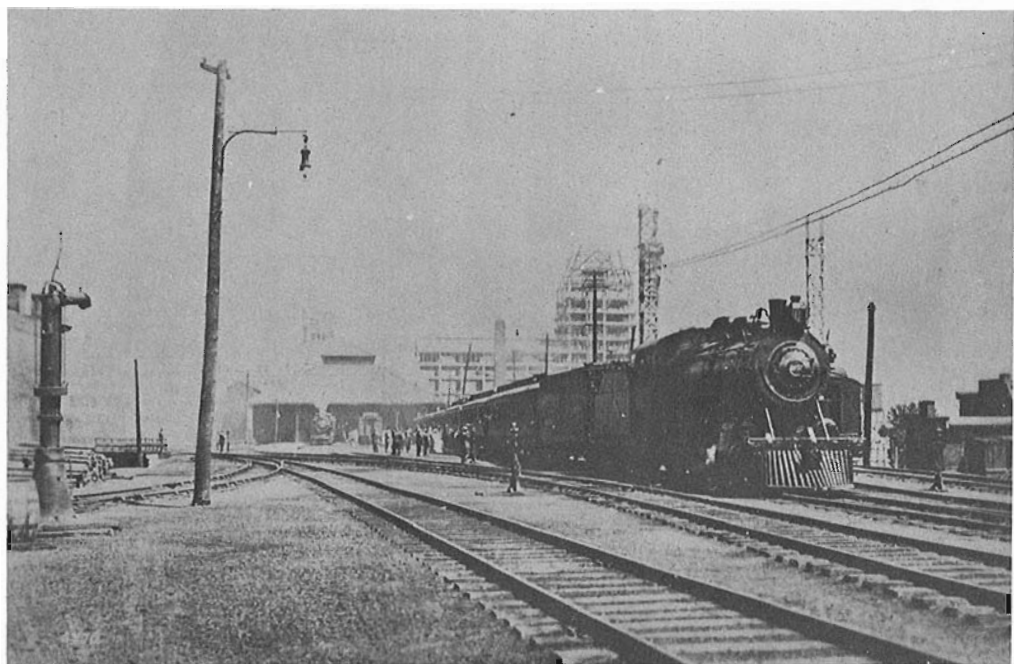
E x t e n s i o n s A l o n g O s b o r n e S t r e e t

It was not long before the demands of an expanding company necessitated plans to increase the office space radically. The tempo of rail traffic was also on the increase, particularly after 1893, when the "Lakeshore" suburban service was established, with one round trip daily between Montreal and Point Fortune, Que. For this service, the C.P.R. constructed a special 4-6-4T suburban engine, No. 624, which was a familiar sight for many years at the Mountain Street roundhouse. In 1898, the "M&O" Subdivision was completed, extending from a connection with the Point Fortune branch just west of Rigaud, to Ottawa, resulting in the establishment of new, fast services to the national capital via Rigaud and Van-kleek Hill. Accordingly, the private homes along the south side of Osborne Street, extending west to Bisson Street, were acquired and a new extension, known as the "Maxwell", constructed. This wing, initially three storeys high, followed the architectural lines of the original building quite closely. On the trainshed side, there was a space left between the north side of the old shed and the south wall of the new wing, into which three new terminal tracks were placed, increasing Windsor Station's capacity to seven tracks. At about this time, Glen Yard was opened up to replace the Mountain street engine terminal and passenger sidings, and the roundhouse was demolished, though the seventy-foot turntable was allowed to remain for the time being.

RIGHT - (Top): An immigrant train at Windsor Station in 1911; structure of the main building and tower, then under construction, is barely visible in the background.

(Bottom): A train embarking passengers inside the 1889 trainshed, about 1905. Records fail to reveal what the occasion was that prompted the throng of expectant spectators.

-Collection of O.S.A.Lavallee.





Only six years later, in 1906, further extensions were undertaken along Osborne Street, extending west of, and obliterating, Bisson Street. This new wing, unlike the original building and the 1900 extension, was finished in stucco, earning it the practical if uncomplimentary title of "The Mud Hut". This expression is still in the currency of conversation among older habitués of Windsor Station. At about the same time, a fourth floor was added to the "Maxwell" wing.

The Accident

This was the arrangement of the station when, on March 17th, 1909, it was the scene of its one and only serious railway accident. On that day, the morning train from Boston went out of control just east of Montreal West, when a spring or spring hanger on the right-hand rear driver of 4-6-0 locomotive No. 902 failed, causing the engine to list slightly resulting in the driving wheel tire cutting the head from a staybolt. The resulting steam was deflected directly into the cab at the engineman's position; in vain did engineer Mark Cunningham try to stop the engine, scalding his hands badly in the process. He either jumped or fell from the engine, sustaining injuries from which he died almost instantly. The fireman fared rather better, jumping after the engineer and suffering only slight bruises. A following train from Point Fortune retrieved the fireman and the body of the engineer.

The train continued on its way toward the station, the train crew only suspecting something was amiss when it failed to stop at Westmount. The .8 of one percent downgrade from Westmount to Windsor Station served to accelerate the runaway, which was lined for the southernmost track in the trainshed. It is estimated that the train was doing 50 m.p.h. when it hit the stopblock, crossed the platform area, and burst through the walls of the station into the waiting room, killing a woman and three children. The engine came to rest in the waiting room, sinking partially through the floor into the basement. The passenger cars telescoped, the baggage car breaking through the south wall of the trainshed and overhanging Donegani Street. Miraculously, no one remaining on board the train was more than slightly injured.

The death toll might have been greater but for the great presence of mind of a ticket collector, Thomas Whelan, who realized what was wrong as the train came in sight, and at peril of his life pushed passengers, who had congregated at the end of the track to meet the train, out of the way. Mr. Whelan was the father of His Grace Bishop Lawrence Whelan, present Catholic Auxiliary Bishop of Montreal. The final touch of pathos was lent by the fact that the husband and father of the woman and two of the children killed was on board the train. On being told, at first, that there were no casualties, he went to his home in Verdun only to learn that his family had gone to meet him. He was apprised of the terrible news upon his return to the station.

Engine 902, formerly No. 853 (North British #6433, 1903), was repaired and, as No. 2102 after 1912, survived until 1938 when it was scrapped. It was a 70"-drivered 4-6-0 of Class E-5-e.

LEFT: Beginning in June, 1902, a thrice-weekly "occasion" at Windsor Station was the departure of a new summer transcontinental service, the "Imperial Limited Express". Here, its varnish-and-gilt cars get under way smartly at the behest of a beautifully-proportioned E-5 4-6-0, No. 813, freshly outshopped (August 1902) from Delorimier Works.



The Great Electrification Plan

New and further expansion of the station facility got under way in 1910, by acquisition of the remaining property in the block bounded by St. Antoine, Windsor, Osborne and Mountain streets. At this time, a firm of consulting engineers prepared a study on the feasibility of electrifying haulage of trains into and out of the station, as far as Westmount.

The object of this study was the elimination of the smoke and noise nuisance caused by the steam locomotives ascending the grade to Westmount. It was found that an average of 52 passenger trains and one freight train each day had to climb this grade. Average trailing weight of the trains was 200 tons, while the maximum load at that time was 600 tons. The report advocated three 40-ton B₀-B₀ electric locomotives, working at a pressure of 1200 volts D.C. and they were designed to have sufficient capacity to handle 200-ton trains with a considerable margin, but that two units operating in multiple could handle the 600-ton train. Only three such locomotives were contemplated, and they would be capable of 25 m.p.h. with the maximum load. They were to be 700 h.p. units at the one hour rating.

The total cost of this installation, including a steam-operated power generating station, locomotives, overhead trolley and everything necessary was estimated to be \$376,000. Unfortunately, nothing came of this interesting proposal, which would have seen catenary strung in Windsor Station and at Glen Yard, and on the Green Avenue switchback down to St. Henry yard.

Expansion Southward

Ground was broken in 1910 for the major extension to the station to the south of the original building. This extension, costing \$1,512,000, was more than double the expenditure made on the terminal up to that time. It embraced a prolongation of the original structure, varying, because of the hill on Windsor Street, between six and nine storeys in height, the fifteen-storey tower which is now the most prominent architectural feature of Windsor Station, and the eight-storey extension along St. Antoine Street. These works were two years in the building, and were completed in 1912. In 1913, the old 1889 trainshed was torn down and the new "Bush" type shed erected, spanning eleven terminal tracks. A major track relocation was carried out in connection with this work, the new arrangement bearing little relationship to the original one. The terminal tracks themselves were shortened by forty feet at the station end, in order to allow construction of a glass-roofed concourse between the ends of the tracks and the building proper. These works cost \$850,000. During this process, Donegani, and what was left of Bisson Street disappeared completely. More space was acquired on the railway approaches to the station, and the constriction occasioned by the fact that all of the lead tracks had been east of Aqueduct Street was obliterated in the new arrangement. The "fan" started just a little to the east of Seigneurs Street, and a new interlocking tower built between Guy and Aqueduct Streets. The track positioning of this time has been essentially retained to the present day, still controlled from Guy Street tower.

LEFT: The present trainshed as it appeared, when new, in 1914. Note the platform skylights which have since been removed and the roof closed. Train at left is a "Lakeshore" local, headed by 4-6-4T engine 5991.

A brochure issued shortly afterward could scarcely contain its enthusiasm for the newly-enlarged headquarters and terminal:

" In designing the new Windsor Station, the architects had to keep in mind the necessity of planning a structure which would not only favourably impress the new arrival, but which would also provide head offices worthy of such an immense organization. They did not fail. This huge grey castellated building is dignified and handsome. One or two American terminal stations may surpass Windsor Station in area, and perhaps in exterior elegance, but for noble architectural dignity, for expediting public travel and for giving transient travellers, tourists and immigrants the acme of ready help, comfort and the sense of being well-cared for, Windsor Station, Montreal, stands unsurpassed and unrivalled. "

W a r ; P e a c e ; W a r .

If other extensions were then planned for the Station, as they might well have been at this high-tide in Canadian railway operation and prosperity, they were deferred by a political assassination in Serajevo which plunged the world into the blood-bath of the first World War. The tenor of traffic at Windsor Station changed, and troop trains replaced tourist trains. Many a Canadian Pacific man heeded the appeal of King and Country, and those who did not return were commemorated in the magnificent war memorial statue by Coeur-de-Lion McCarthy, which stands today at the south end of the station concourse.

In these sombre days occurred one of more personal connotation to Windsor Station and the Canadian Pacific. On September 11, 1915 the man who had originally conceived the terminal, Van Horne, passed away at his Montreal home. On September 14th, after a brief funeral service at his home in Sherbrooke Street, the cortege with the mortal remains of one of the greatest Canadian Pacific men who ever lived, wound its way to the Station, which was appropriately draped heavily in white and black. In the platforms of the new trainshed, a special train was drawn up, incorporating his old official car "Saskatchewan", to convey the body to Joliet, Illinois, for burial. As it pulled out of Windsor Station, by official order, all trains on the system were stopped for five minutes.

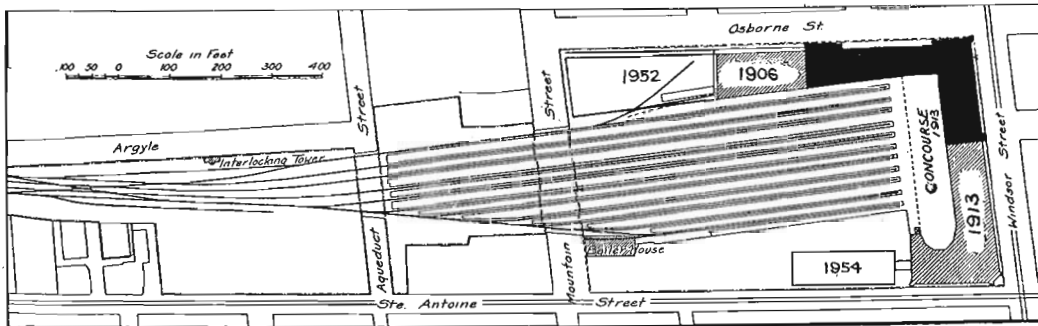
But for a one-storey addition to the "Mud Hut" completed in 1922, forty years were to elapse between completion of the St. Antoine Street addition, and the finishing of the next major extension of the station. In this time came periods of varying economic conditions, the post-war prosperity of the Twenties giving way to the deep and seemingly hopeless depression of the Thirties. Windsor Station carried on its function uninterruptedly, save for the fact that fewer passengers made their way to the trains for pleasure travel. The "Pacific Express" of the 1880s had given way to the "Imperial Limited" in the early 1900s and later to the "Trans Canada Limited". Just before the decline of prosperity in the late 1920s, the Company had introduced the new "Dominion" service between Montreal and Vancouver, a train which was to diminish the prestige and elegance of the "Imperial" to the point where the latter became little more than a transcontinental local train.

One or two events serve as mileposts in the otherwise unevent-

ful drabness of the depression. The first came in the summer of 1933 when, as an expensive but effective publicity gesture, the London, Midland & Scottish Railway of Great Britain, sent its famous "Royal Scot" train to North America for a transcontinental tour, ending up at the "Century of Progress" exposition in Chicago. Locomotive No. 6100 (actually No. 6152) and its eight-car train were prepared for their journey at Angus Shops, principally by equipping the locomotive with a bell, headlight and pilot, and inserting extra linkage in the screw couplings of the train in order to negotiate the comparatively sharp curves in the Rockies. The train made its public debut on display at Windsor Station, its maroon decor contrasting effectively with the tuscan-red livery that has become so much a part of Canadian Pacific's public image.

Then, three years later, on a fine June day in 1936, H-1-a 4-6-4 No. 2803 backed down into Windsor Station suitably bedecked in flags and bunting, commemorating the fiftieth anniversary of the departure of the first regularly-scheduled transcontinental passenger train, which had occurred at the Dalhousie Square station on June 28th, 1886. The conductor and engineer compared orders while photographers recorded the occasion, then No. 2803, getting swiftly into stride up the grade to Westmount, hauled No. 7 into the sunset to mark a half-century of fulfillment of the promise made by the original Canadian Pacific syndicate to the country, that they would build a transcontinental railway.

1939: the towering image of Mars had once again appeared over Europe; yet again the peaceful progress of the world had to be interrupted -- this time for six years -- by the even more terrible consequences of the Second World War. Once again the martial cadence of military movements was heard on the concourse of Windsor Station, which was girded from the threat of war from the air by the replacement of glasses in corridor doors and windows with masonite. An air raid precaution organization evolved, and certain areas of the vaulted underground of the massive terminal were designated as shelters. Arrows pointing to the "Red Shelter" or the "Blue Shelter" were commonplace around the station, as were the maps of the theatres of war which the Public Relations Department displayed and maintained, with coloured markers, to show the progress of military operations. With the return of peace late in 1945, the maps disappeared, the air raid shelter signs were removed, and civilian clothes began once again to outnumber the military. Windsor Station resumed its role in the direction of the great Canadian Pacific organization, whose services outside Canada on land and sea had been drastically curtailed by the war.



Windsor Station Terminal Trackage, as revised in 1913.

Dieselization

An event of unusual significance occurred on September 13th, 1949. At noon on that day, the train from Newport arrived with a diesel-electric road switcher, No. 8404, at the head end; this was the first diesel-hauled passenger train ever to use the station. More than eleven years then remained, however, before the station would see its last operating steam locomotive. Even as the newly-arrived maroon-and-yellow mechanical monster bumbled within the confines of the trainshed, hitherto sacrosanct to the invention of Trevithick, plans were going on "upstairs" for the first new additions to the station in four decades. These studies culminated in the construction of yet a further wing along Osborne Street in 1951-52, bringing it finally to Mountain Street. Upon completion of this building, a plaza was built to the west for the accomodation of express trucks; this was finished in 1953.

The years 1953 and 1954 marked the construction and opening of another wing along St. Antoine Street -- this one physically unconnected, except for passageways, with the main building. This structure, eight storeys in height and completely air-conditioned, served to centralize the Accounting Department in one location and, incidentally, provide space on its ground floor for a new mid-Twentieth Century concept in business, the electronic computer. It was in this building that the CPR installed an IBM 705 computer in 1955, later "updating" it (to use "computerese") to a more advanced IBM 7080 assembly. The space vacated in the main building served to accommodate many departments hitherto "farmed out" in other buildings in Montreal.

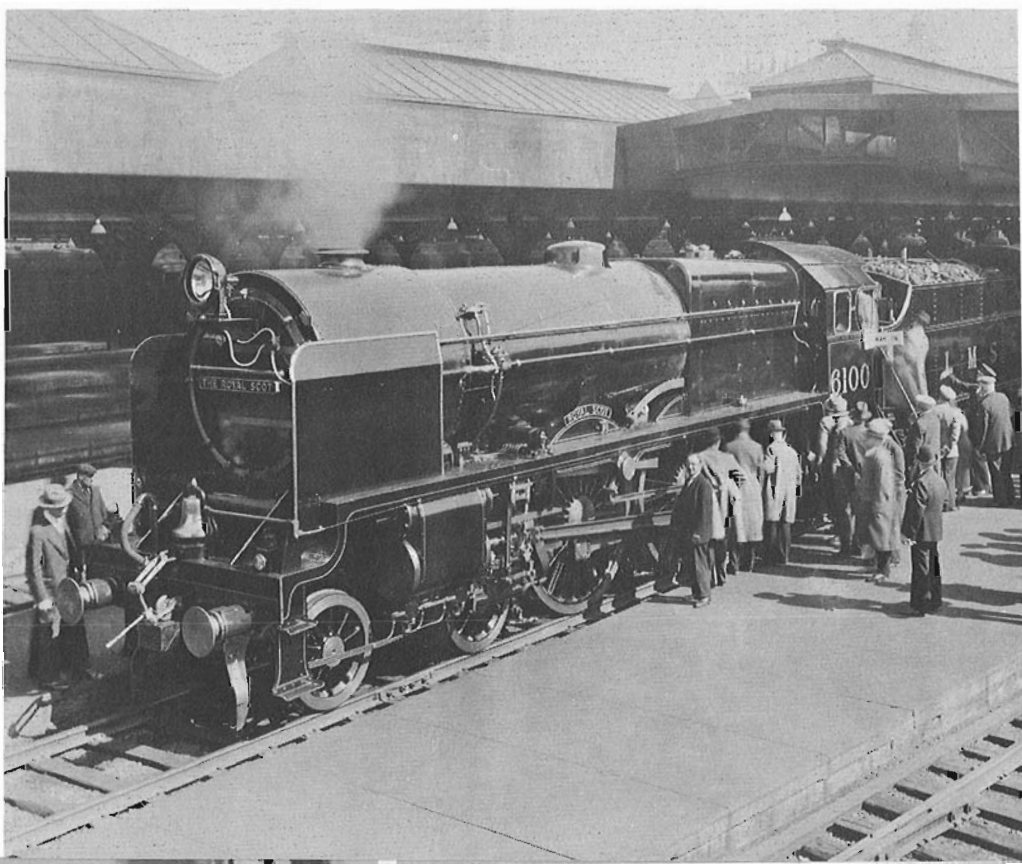
The trains continued to run in and out of the station as they had since 1889. In 1955, much publicity inaugurated the new service between Montreal and Vancouver, with an early-afternoon passenger departure from Windsor Station. The new, Budd-built, stainless steel and scenic-domed "Canadian" made its first run on April 24th, 1955, the "go" signal having been given at a joint ceremony in which the then-Chairman of the Company, William Mather, and the Mayor of Montreal, Jean Drapeau, officiated.

The intensive suburban service maintained by CPR continued to function with steam locomotives until early in 1960, when the diesels finally became numerous enough to take over for good. The last steam-hauled passenger train to use the station was a special chartered by our Association and using venerable "A" class engine No. 29, on November 6th, 1960. Only two years older than the oldest part of Windsor Station, No. 29 acquitted itself splendidly on that occasion, in keeping with the finest CPR traditions.

Now, on February 1st, 1964, "the Station" observes its seventy-fifth anniversary, and we are bound to ask, "What of the future?" While this is a question whose answer may well, for the

RIGHT - (Top): Illumination of public buildings for notable events was fashionable forty-five years ago. Here, an "incandescent" Windsor Station shines a welcome for the visit of H.R.H. the Prince of Wales, in October, 1919. (OSAL Collection)

(Bottom): Windsor Station temporarily assumed a continental air one day early in the summer of 1933, when Britain's famed "Royal Scot" locomotive and its eight-car train backed down against the stopblock prior to departure on a transcontinental North American tour. Engine is equipped with a bell and headlight, freshly applied at Angus Shops. (CPR)



Canadian Pacific Railway

NOTICE.

COMMENCING

MONDAY, 4th February, 1889,

All Trains from or for

Toronto, Peterboro and the Points West, and trains for Boston, Newport, Farnham, Sherbrooke and St. Johns,

WILL ARRIVE AT AND DEPART FROM THE
NEW WINDSOR STREET STATION,
On DOMINION SQUARE.

Ottawa, Winnipeg, Quebec, Joliette, St. Therese, St. Jerome, St. Lin and St. Eustache trains

WILL ARRIVE AT AND DEPART FROM
DALHOUSIE SQUARE STATION
As Hitherto.

TICKET OFFICES:

260 St. James Street, Windsor and Balmoral Hotel, and Windsor street and Dalhousie Square Station.

D. McNICOLL,
Gen. Pass. Agent.

LUCIUS TUTTLE,
Pass. Traffic Manager. 38

CLIPPINGS FROM THE
MONTREAL "GAZETTE"

TOP: Ad which appeared in February, 1889, announcing opening of Windsor Station.

BELOW: Editorial carried in issue of February 6th, 1964

the moment, repose with the CPR management, it is not a very well-kept secret that Canadian Pacific has acquired all of the land across Windsor Street from the station, in a block bounded by Windsor, St. Antoine, Cathedral and La-gauchetiere Streets. This block is rumoured to be the future site of a hotel, an office building, or perhaps a combination of both. Other rumours lead us to believe that a high-rise development of some kind, on the site of Windsor Station itself, may be in the offing.

All idle speculation; whatever fate may have in store for the building whose nucleus was planned and built three quarters of a century ago, it is presently still very much a part of the downtown skyline of Montreal, lending a touch of dignity, grandeur and stateliness to the monolithic surround of 600-foot office buildings. Let us hope that whatever augments or replaces Windsor Station will be bold and imaginative enough, in style and execution, to fling yet another challenge at the Book of Genesis.

PHOTOS AT RIGHT: Top: Windsor Station as it appears today. Bottom: Train No. 1, "Canadian" -- first run leaving Windsor Station, April 24, 1955.

Windsor Station Is 75 Years Old

Windsor Station this week marks its 75th anniversary. This takes it back to the Victorian Era, to the 1880s that were among the greatest eras of development in all Canada's history — the era that saw the CPR brought to completion. The portion of the station opened in 1889 was a small structure at the corner of Osborne and Windsor Streets — the nucleus of the great station and offices that have since been added.

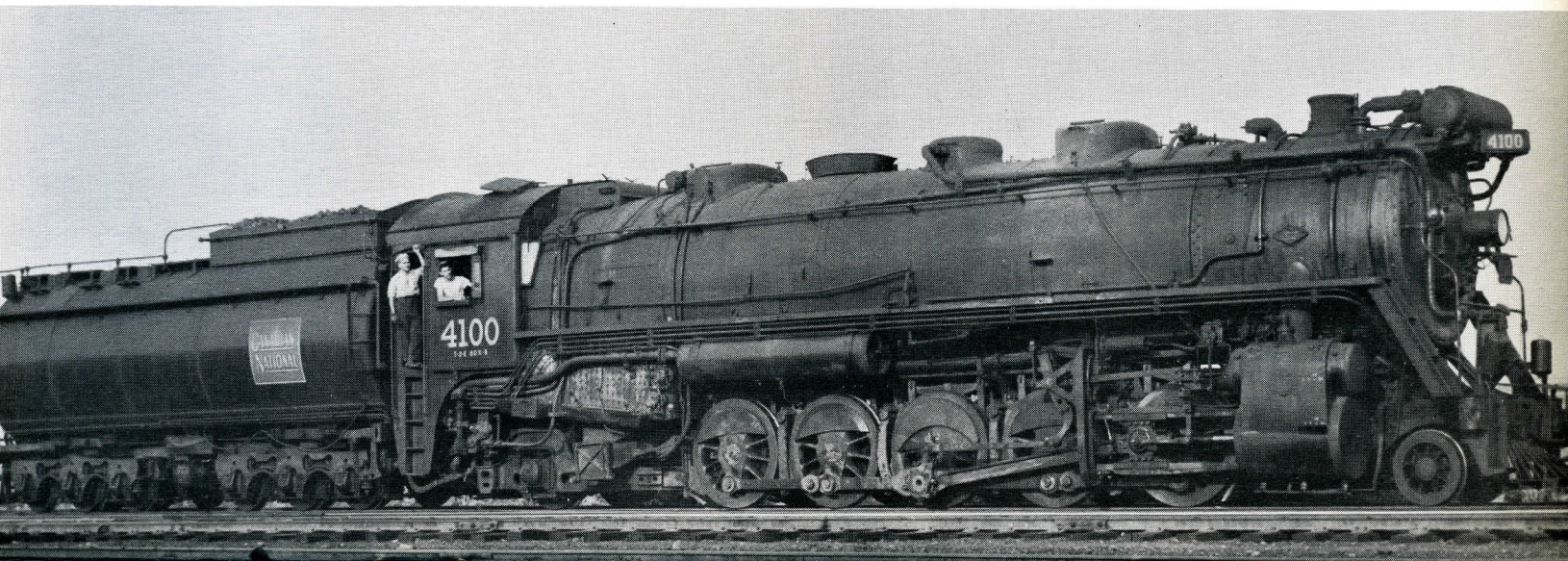
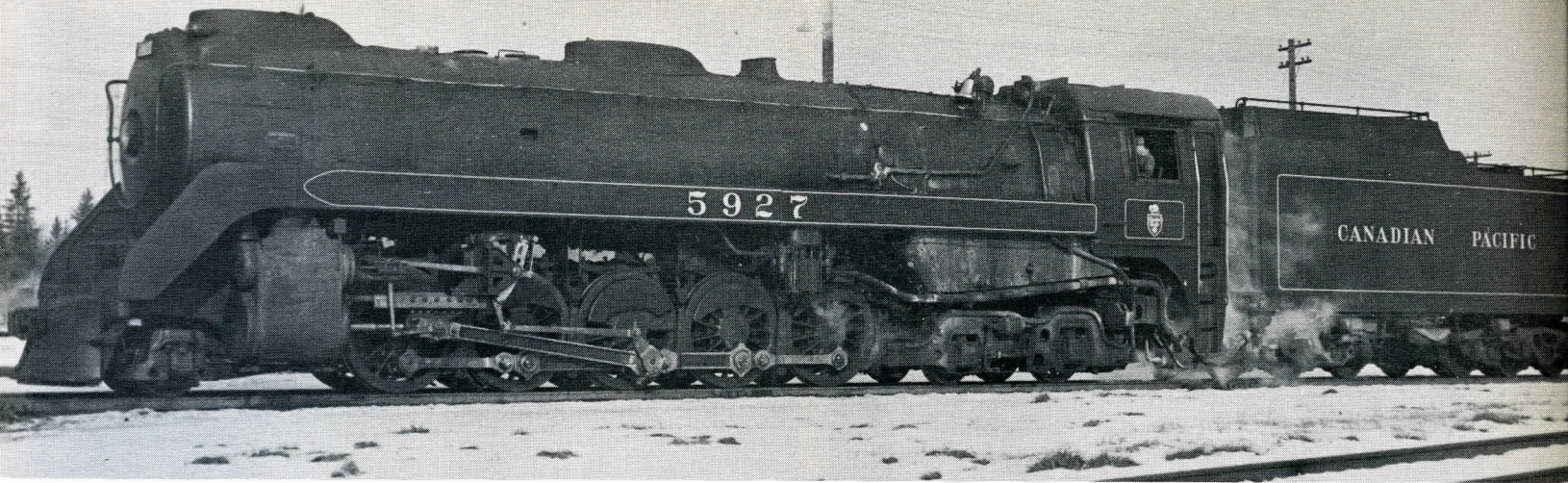
Perhaps no building in Canada has been more closely interwoven with the lives of more people. Through all these many years it has seen the coming into Canada of thousands who were leaving old lands behind to make their homes here. It has known the poignant scenes when thousands set out for service in war. It has seen homecomings and reunions. It has seen the setting out on holiday trips with all the anticipation of change and new scenery. It has seen the come and go of passengers on business. All the movement of life, of arrival and departure, has passed under the great glass-covered roof of its concourse, as through a portal.

And there has always been at Windsor Station something of the stirring sense of the tracks leading out to the Pacific coast itself. Sir Harry Brittain once said, on a visit to Montreal, after talking with Sir William Van Horne in the President's office at the Windsor, that the feeling for the Pacific seemed always very real.

You might ask some people, he said, to look out of Sir William Van Horne's office window and say what they saw, and they would only say that they saw rooftops. But if you asked Sir William what he saw from his office window at the Windsor Station, and he would reply: "I see the Pacific."

It is this sense of vision in Lord Mount Stephen, the first President of the CPR, and Sir William Van Horne, his successor, and in those presidents who have followed — it is this largeness of view that is embodied in the massive headquarters at Windsor Station, the building that had its beginning in 1889, only four years after the last spike of the CPR was driven into place at the Rocky Mountain station of Craigellachie.





CANADIAN STEAM: THE LARGEST AND THE MOST POWERFUL.

The two photographs reproduced at the left, from the collection of our member Al Paterson, of Oakville, Ont., show representatives of the largest and most powerful steam locomotives ever to operate in Canada or in the Commonwealth. Canadian Pacific's T-1 class 2-10-4s, illustrated by No. 5927 at top, had the distinction of being the largest and heaviest, yielding to the slightly smaller and lighter Canadian National T-2 class 2-10-2s, the distinction of being the most powerful locomotives. The latter class is represented by No. 4100, in the lower photograph. Power and weight statistics for the two classes follow:

<u>Locomotive</u>	<u>Weight in Working Order</u>	<u>Tractive Effort (with booster)</u>	<u>Driving Wheels</u>	<u>Boiler Pressure</u>
CP 5927	731,000 pounds	89,400 pounds	63"	285 p.s.i.
CN 4100	655,040 "	91,735 "	57"	200 "

While No. 4100 is destined for our museum, the CPR "Selkirk" type will be represented by No. 5935 of class T-1-c, a slightly more modern version of No. 5927. The Canadian Pacific units were products of Montreal Locomotive Works, while Canadian Locomotive Co. at Kingston built the CN "Santa Fe" types.

EASTER EXCURSION FROM VANCOUVER TO BANFF

An announcement has been received from the Excursion Committee of the West Coast Railfan Association, Inc., that a Spring Tour Party will journey in special cars over Canadian Pacific Railway, from Vancouver to Banff and return. Special cars, to be attached to the rear of CPR Train No. 8, the "Dominion", will leave Vancouver at 8:10PM on Thursday, March 26th, arriving at Banff on the following day. Returning, the cars will be attached to No. 7 west-bound on Saturday, March 28th, and arrive in Vancouver on Sunday morning at 7:15 AM. During the stopover at Banff, a chartered tourist bus will take participants to the Field Hill/Spiral Tunnels area, for photographs.

All-inclusive fares for this excursion (rail, first class sleeping car space, meals) start at \$35. The bus tour will be about \$6. and the one night off the train about \$7. For exact costs or reservations, write to Roger Burrows, Chairman, Excursion Committee, WCRA, Box 2700, Vancouver 3, B.C.

ROCKY MOUNTAIN BRANCH NEWS

The General Meeting of the Rocky Mountain Branch of our Association was held at Cromdale Car barn of the Edmonton Transit System, on Tuesday, January 13th, 1964. Among the reports of officers, it was noted that the Branch had eleven monthly meetings during the year -- eight at the Cromdale barn, and three in the form of visits to the CN diesel shops at Calder, to the now-dismantled North Edmonton tower, and to the NAR instruction car to hear a lecture on air brakes.

One excursion was operated during the year, and it produced the largest attendance to date in Branch activities. Sixty-five people rode a Northern Alberta Railways mixed train to Barrhead in May. For this trip, NAR obligingly annulled the train on its normal day, Friday, and ran it instead on Saturday.

The Branch has also given effort to the formation of a library, and is seeking donated material to add to a not-inconsiderable nucleus. Photographs of old or new rail equipment or buildings are particularly sought.

Possibly the largest group effort undertaken by the Branch has been the restoration of Edmonton Transit System No. 1, a double-truck electric streetcar built by Ottawa, and for many years retained in rather dilapidated condition in the ETS yard, "officially" preserved. Members of the Branch under John Guay rescued it, and on December 18th, 1962, started to work on it, after arranging with ETS to store it inside the former carbarn on the one remaining track. During 1963, 415 man hours were worked on the car on a total of 38 work nights, parts to complete No. 1 being rescued from the body of ETS No. 15, at Picardville, Alta. The Branch has a target date of July 1st, 1964, to complete the car so as to display it in the Exhibition Parade.

Last but by no means least, the Branch acquired a "voice" during 1963 in the form of the "Rattler", an informative and artistic newsletter which is edited by Wayne Brow, but whose principal contributor, during the year, has been Eric Johnson.

The Branch looks forward to an even more active year in 1964. They have promised to forward us photographs of Car No. 1 during its restoration for reproduction in "Canadian Rail"

NOTES & NEWS

- ★- The City of Montreal is seeking tenders for construction of the Montreal Metro station at Atwater, which will be partly in Montreal and partly in Westmount, under St. Luke Street and Western Avenue. This station will be the western terminal of east-west Line No. 1. It is expected that installation of 100-lb. rail will begin in completed portions of the Line No. 2 tunnel shortly. Reliable sources indicate that, to the extensions already contemplated or authorized, attention is being given to a scheme to further extend the north-south line from its present authorized terminus at Blvd. Henri-Bourassa under the Riviere-des-Prairies onto Ile Jesus.
- ★- In connection with its east-west Bloor subway, the Toronto Transit Commission has decided to proceed with construction of major extensions at each end of the portion originally proposed, which will put the western terminal in Etobicoke, and the eastern one in Scarborough.
- ★- Canadian Pacific Railway has christened its Montreal-Ottawa trains 233 and 234 "The Rideau". The all-stainless-steel train, featuring a Scenic Dome car, makes the trip in two hours and fifteen minutes, leaving Montreal at 8:10 AM and Ottawa at 4:30 PM, daily.
- ★- On Sunday, February 9th, a severe snow storm in the Gulf of Saint Lawrence caused havoc to Canadian National's 42-inch gauge lines in Newfoundland, when a 110-mile-an-hour gust of wind blew an undisclosed number of freight cars off the track near Cape Race,

on the barren southwest coast, just west of Port-aux-Basques. Famous for the severity of its storms, this exposed stretch of track features sections of rail buried on end in the ground, with chains attached to the exposed ends, to which the safety chains of passenger equipment can be anchored in case such a train is caught in a severe gale.

- ★- The Governments of Great Britain and France have finally reached accord in the matter of a crossing of the English Channel, and a railway tunnel, 32 miles long and double-tracked, is to be constructed from Dover, England, to Sangatte in France under the Straits of Dover. It is expected that this structure will take between six and seven years to complete, and will cost about £160 million (\$480 million). The accord, announced on February 6th, gives the "green light" to construction of the world's longest railway tunnel -- more than two-and-a-half times as long as the present record holder, the twelve-mile Simplon Tunnel in the Alps. Automobile traffic will be handled on flat cars, with an estimated capacity of 3,000 vehicles per hour, each way.
-

THE DIRECTORATE FOR 1964

The Annual Meeting of the Association was held at McGill University on Wednesday, January 22nd, 1964. The reports of officers for the year 1963 were read and adopted, following which the election of officers took place. Those chosen for 1964 were:

Messrs.	R.M. Binns	I.D. Macorquodale	C. Viau
	C.S. Cheasley	R.V.V. Nicholls	A.S. Walbridge
	D.R. Henderson	W.L. Pharoah	R.W. Webb
	O.S.A. Lavallee	L.A. Seton	S.S. Worthen

At a subsequent meeting of the new directorate, held on Monday, January 27th, the following officers were chosen:

President -	R.V.V. Nicholls	Vice-President -	Charles Viau
Vice-President -	O.S.A. Lavallee	Treasurer -	A.S. Walbridge

No Secretary was elected at this meeting but subsequently, Mr. J.A. Collins was approached and agreed to act in this capacity, as was Mr. Jacques Loiselle, who accepted the post of French Corresponding Secretary.

The principal committee posts were distributed as follows:

ARCHIVES - Chairman, S. Sanborn Worthen.

MUSEUM - Chairman, C. Stephen Cheasley.
Construction, R. Wyatt Webb.

PUBLICATIONS - Chairman, David R. Henderson.
Editor, Canadian Rail, Anthony Clegg.

SPECIAL ACTIVITIES - Chairman, William Pharoah.

RAILWAY (Interprovincial Railway of Canada)

(Chairman)	General Manager,	Omer Lavallee
	Superintendent,	Jack A. Beatty
	Master Mechanic,	Donald F. Angus
	Chief Engineer,	Ian Macorquodale.

Canadian Pacific Motive Power Situation

During the year just past, Canadian Pacific Railway scrapped thirty-eight steam locomotives, and disposed of thirteen others for preservation. The total of 51 locomotives thereby retired during 1963 represented a decrease from the previous year, when 57 units were disposed of. The 1963 retirements were:

To the Canadian Rail Transportation Museum, for preservation:

A-1 4-4-0 No. 29; D-4 4-6-0 No. 492; D-10 4-6-0 No. 999; G-1 4-6-2 No. 2231; G-3 4-6-2 No. 2341; H-1 4-6-4 No. 2850; F-1 4-4-4 No. 2928; M-3 2-8-0 No. 3388; P-2 2-8-2 No. 5468; T-1 2-10-4 No. 5935; U-3 0-6-0 No. 6271. (March)

To Ontario Northland Railway, for preservation:

P-2 2-8-2 No. 5361; H-1 4-6-4 No. 2839.

Scrapped:

D-10 4-6-0: No. 926

G-2 4-6-2: Nos. 1207, 1209, 1213, 1279, 1296.

G-3 " : Nos. 2352, 2358, 2360, 2363, 2372, 2384, 2389, 2432, 2445.

H-1 4-6-4: Nos. 2829, 2831.

N-2 2-8-0: Nos. 3663, 3676, 3677.

P-1 2-8-2: Nos. 5128, 5174, 5205, 5210, 5211, 5230, 5241, 5263.

P-2 " : Nos. 5372, 5387, 5431, 5432, 5435, 5436, 5439, 5442, 5444, 5450.

In addition, eight electric locomotives from the Grand River/Lake Erie & Northern operation were disposed of, as follows:

Grand River Ry. No. 222 sold Iowa Terminal Ry., July 1963.

" 224 " " October 1963

" 226 " " January 1963.

" 228 " " July 1963.

" 230 sold Cornwall St. Ry., Light & Power Co., Dec'r 1962.

" 232 scrapped at West Toronto, September 1963.

" 234 " Preston, Ont., February 1963.

Lake Erie & Northern Ry. No. 337 sold Iowa Terminal Ry., January 1963.

At the end of 1963, therefore, eighty steam units remained to be disposed of composed of 9 4-6-0s; 36 4-6-2s; 5 4-6-4s; 2 4-8-4s; 5 2-8-0s; 15 2-8-2s; 2 2-10-0s; 6 0-8-0s. Quite a number of these are being held pending possible historical preservation. In fact, since the end of the year, N-2 2-8-0 No. 3651 has reportedly been earmarked for preservation at Lethbridge, Alta.

Those readers who wish to know the individual identities of the eighty locomotives remaining at the beginning of 1964, are referred to the July-August issue of Canadian Rail, for 1963, in which a list of locomotives remaining as of the beginning of June last year, was published. It is suggested that the list be revised in the light of the foregoing.

As a result of the sale of wheat to the U.S.S.R., and the consequent movement of this staple by rail, a shortage of motive power has developed necessitating the rental of diesel-electric units from United States roads. At the middle of January, Canadian Pacific had officially leased twenty-three units:

C.P.Motive Power Situation (cont'd)

From UNION PACIFIC: 1500 hp "A" units Nos. 1601, 1616, 1624, 1627, 1628, 1637, 1641. All built Alco, 1947. Type B-B. Weight 248,500#. 1500 hp "B" units Nos. 1608B, 1608C, 1616C, 1618B, 1622C, 1636B, 1636C, 1642B. All built Alco, 1947 except 1642B which is Alco, 1948. Type B-B. Weight 248,500#. (See this month's Doug Wright cartoon, back page)

From SOO LINE: 1500 hp road switcher No. 371, Alco, 1949, weight 242,550#. Type A1A-A1A. 1500 hp F-7a No. 2224A, EMD, 1950, type B-B, weight 230,300#. 1500 hp F-7b No. 501C, EMD, 1949, type B-B, weight 253,500.

From DELAWARE & HUDSON: 1000 hp switchers Nos. 3024, 3026, 3028. All built Alco, 1948. Type B-B. Weight 230,000#.

From LAKE SUPERIOR & ISHPEMING: 1800 hp road switchers Nos. 1802, 1803. Built Alco 1957 and 1959 respectively. Type C-C. Weight 348,000#.

In addition, the following subsidiary Soo Line units are operating on the Prairie and Pacific Regions:

LAST-MINUTE NEWS:

202, 204, 213, 214, 221.
503.

2201, 2225, 2228, 2229, 2230.

In February, 1964, Engine No. 2816 was sold to Steamtown Museum, North Walpole, N.H.

It is expected that the leased motive power will be retained at least until the 1964 Saint Lawrence River shipping season opens for normal use in April.

THE "SASKATCHEWAN" MOVES TO DELSON

After being a "guest" of Dominion Bridge Company Limited, Lachine, Que., since September, 1958, the Canadian Pacific official car "Saskatchewan", possibly the most noteworthy unit in the Association's museum collection, was moved to Delson by wayfreight on January 21st. The wayfreight was pulled on that day, interestingly enough, by one of CP's leased diesel-electric units, Soo Line No. 371, an A1A-A1A road switcher. The car was moved into the property and spotted beside our trainshed by our intrepid gas-electric switcher, No. 9. On the next working day, Saturday, January 25th, the car was placed inside the shed on track 4, between L&PS interurban car No. 10, and National Harbours Board 0-6-0 switcher No. 4. Thus was the "ceremonial" headquarters of the Association moved to Delson, after five-and-one-half years at Lachine, where it was given expert supervised storage by our friends at "the Bridge".

The "Saskatchewan" will be eighty-one years old in March, having been built by Barney & Smith of Dayton, Ohio, in 1883. In its lounge, the Directors of the Canadian Pacific Railway sat in November, 1885, on their way to the driving of the last spike at Craigellachie; in its dining room, the famous missionary Father Lacombe was made President of the C.P.R. for one hour, as a gesture of esteem and respect by the directors, for his help in maintaining good relations with the Indians during Canadian Pacific construction on the prairies.



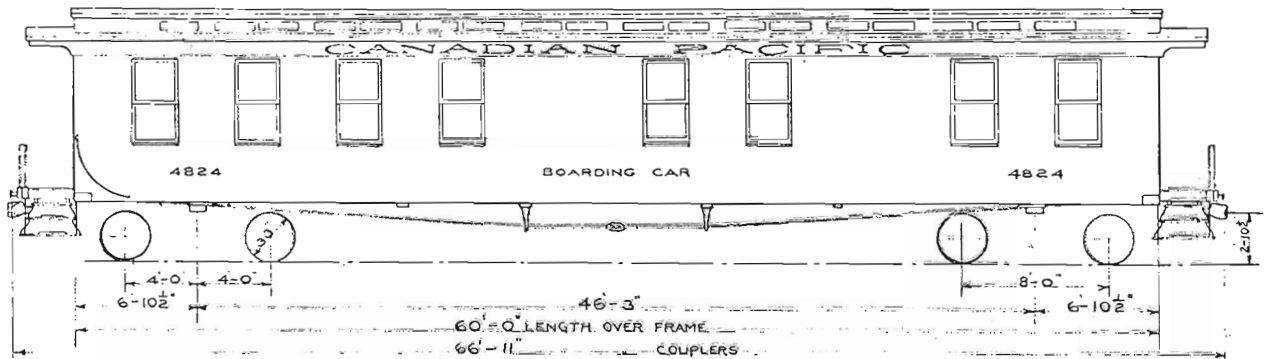
DIAGRAM

The subject of our diagram corner this month is a Canadian Pacific Railway extra gang boarding car of the vintage of 1902. This sixty-foot car was one of four constructed by the Company in that year, numbered 4824, 4825, 4826 and 4827. These units weighed 65,600 pounds. The exterior was painted "freight brown" and sheathed in pine; the interior was also pine-sheathed and painted in grey and drab. The car was illuminated by oil

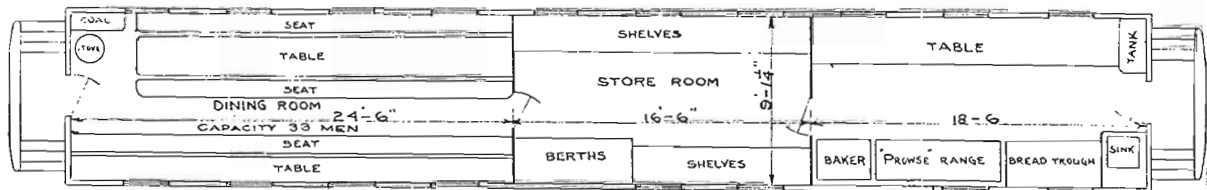
lamps and heat was provided by a Gurney "New Globe" heater.

These cars, along with a corresponding type of bunk car, were intended for the accomodation of crews composed of Orientals, who were employed in heavy maintenance work on western lines. At the period in question, there were no wooden passenger cars available for conversion as there have been latterly, hence the need for these passenger car-length service cars. All were scrapped many years ago.

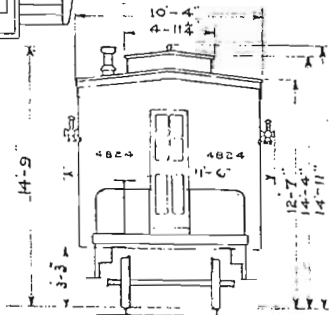
March 1903



60' BOARDING CAR
FOR CONSTRUCTION CREWS



CLASS OF CAR	BUILDER	DATE BUILT	WEIGHT	FINISH		LIGHTING SYSTEM		HEATING SYSTEM		PLATFORM	TRUCKS	BRAKE
				OUTSIDE	INSIDE	CENTRE	SIDE	HEATER				
COMBINATION BOARDING CAR	C. P. R.	1902	65,600	PINE SHEATHING PAINTED FRI BROWN	PINE SHEATHING PAINTED GRAY & DRAB	CENTRE	SIDE	GURNEY FOUNDRY CO'S "NEW GLOBE"		PASSENGER WOOD	PASSENGER C.I. WHEELS 45" X 8" JOURNALS ALLE	W.A.B OUT HUNG





"It's not a through train to Hollywood, Marilyn . . . it's just one of the engines they've rented to help move Russian grain!"

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