

Canadian Rail

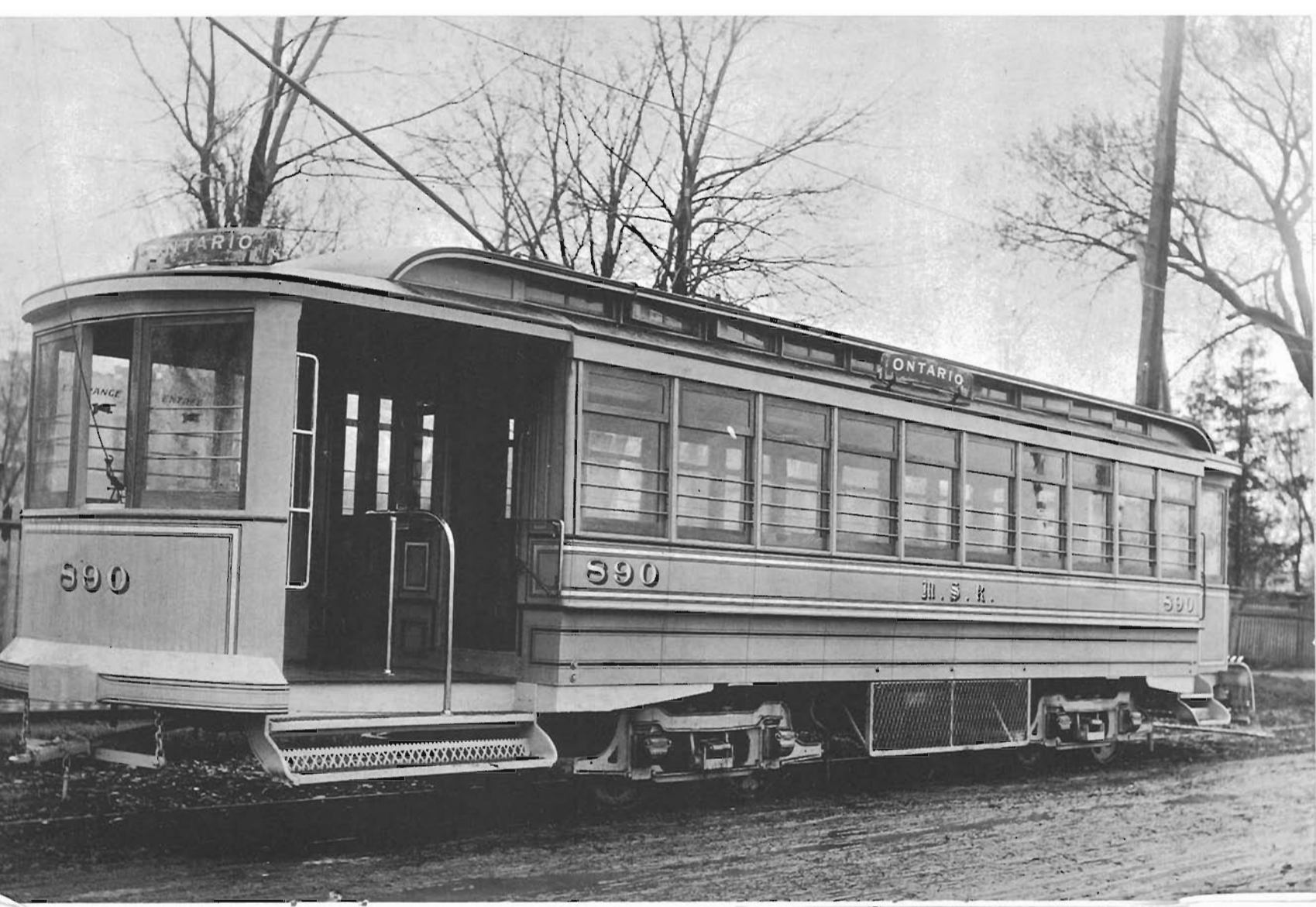


Number 158 / September 1964



GOVERNMENT OWNERSHIP of railways in Canada occurs at all levels, and not the least interesting is the Pacific Great Eastern, which is owned by the Province of British Columbia. For many years, the PGE began and ended nowhere, but in 1952 and 1956, the completion of extensions linked the "nowhere" carrier with the rest of the Canadian rail network. Here, in the latter year, the inaugural train is shown arriving from North Vancouver at Squamish, the erstwhile southern terminus of the line. (See "The PGE Is A 'Different' Railway" in this issue).

Photograph by PETER COX.



ONTARIO

ONTARIO

590

590

M.S.R.

590

Montreal Streetcars

900

Class

-- by R. M. Binns
(M.S.R. Photos)

By mid-December 1904 about half of the fifty 790 class semi-convertible cars were in service. Well satisfied with these cars, the first to have transverse seats, - Montreal Street Railway Co. was authorized by its Board of Directors to build twenty-five more, at a cost of \$6000 each - all to be built in the Company's shops. Ten cars were to be equipped with General Electric Co.'s No. 68 motors, K6 controller, and Christensen air brakes. Fifteen cars would have Westinghouse 101 motors, WH-402 controller and Westinghouse air brakes.

The first unit, similar in all respects to other 790 class cars, was put in service in April 1905. It was No. 888.

Before the next car appeared, however, there was to be a pronounced change, not only in design, but in the whole concept of urban street railway operation.

Probably for some time the management had been convinced of the benefits to be derived from collecting fares before passengers entered the car. This would eliminate the slow and uncertain process of collecting fares within the crowded interiors of the larger double-truck cars which had come into general use since 1900. Also there would be a definite advantage in keeping the conductor on the rear platform at all times, not only for the safety of passengers, but to give the starting signal promptly. The thinking may have been influenced too by the fact that some conductors on the Scotch cars - (638

class), - and probably on the new 790 class, had formed the habit of collecting fares on the platform at stops where only one or two passengers got on.

The "Pay-as-You-Enter" method had been tried on one or two roads in the United States, but without success. It was clear that the conventional car was not adapted to that system.

The original conception of the Montreal pay-as-you-enter car design has been variously credited to a McGill student, a M.S. R. conductor and others, but the credit belongs without question to the then Superintendent, Mr. Duncan McDonald and his associates. The design was patented in Canada and the United States under McDonald's name.

The innovation and its far-reaching effects may best be described by quoting from Blake and Jackson's book, "Electric Railway Transportation", published in 1917. Their chapter on "car types in Relation to Traffic" begins as follows:

"Up to 1905, the doors and steps of city electric cars showed no radical advance over those of horse-car days. A few cars for rapid transit service had been built entirely of steel, but the art of city car design seemed to have gone the way of Tyrian purple and tempered bronze. But in that year a pair of courageous Canadians, W. G. Ross and Duncan McDonald, then respectively managing director and superintendent of the Montreal Street Railway



Company, showed a skeptical street railway world that pay-as-you-enter (prepayment) fare collection really was practicable. Practically all they did to revolutionize fare collection was to lengthen the conductor's platform, install dividing rails, provide two doors instead of one in the rear bulkhead, one an inwardly opening door for entrance, and the other an outwardly opening door for exit, and, finally, supply also a front-exit door under the control of the motor-man.

"Chicago, Newark, New York, and other cities followed Montreal in rapid order. With each installation came many new conveniences quite foreign to the question of prepayment itself. The electric railways were now eager to adopt a system of collection which would intercept fares previously missed and which, by keeping the conductor on the platform, would also avoid many boarding and alighting accidents. They feared, however, that the public would refuse to accept the new or rebuilt prepayment cars unless they showed manifest superiority in convenience and safety. Thus began an era of improvement which even after a decade is still in full vigor. Prepayment, therefore, is directly responsible for the use of longer platforms, wider aisles, inter-operating doors and steps and many safety devices; and it is indirectly responsible for the high-grade ventilation, heating and lighting which have made the American city car a marvel of comfort."

So, on May 4th, 1905, the second car, No. 890, came out of Hochelaga Shops as the first streetcar in the world designed specifically for "Pay-Enter" fare collection, and employing the principle of a "circulating passenger load".

On that day, a special trip was made on St. Catherine St., from Harbour St., to Victoria Ave.

in Westmount, with a party of Company officials, Aldermen of the City and representatives of the press. To mark the inauguration ceremony, a photograph was taken and mounted copies were later distributed, - bearing the title "Montreal Street Railway Company-The Old and the New, 1893-1905". Unfortunately, but quite understandably, the photographer concentrated on the distinguished members of the party rather than on No. 890 and the two old horse-omnibuses brought out for the occasion.

No. 890 was put in regular service on St. Catherine Street. Public reaction was not altogether favourable, for it seemed at first glance to be a rather stupid arrangement that would slow down the service. It was true that when a large crowd of passengers was boarding, the stop time was longer, but the Company knew that such crowds were encountered at only a few points on a route, and that the time saved at other stops on a complete round-trip basis, together with other advantages, greatly outweighed the slight delay. It was subsequently proved that a P.A.Y.E. car could maintain a higher schedule speed.

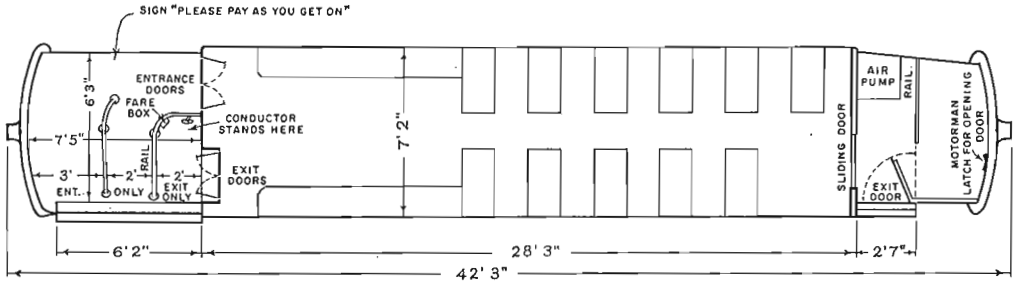
Some people were offended at being asked to produce their money before being allowed to enter the car, - as if their ability to pay was being questioned. Cartoons appeared in the newspapers ridiculing the new system. One series depicted a dear old lady standing at a corner on a dark rainy night, fumbling in her purse while a streetcar waited. Finally the car proceeded, leaving her stranded.

No. 890 remained in service until May 22nd, when it was involved in a tragic accident. While proceeding east on St. Catherine Street at Harbour Street, the rear truck split the switch, causing the rear of the car to swing violently toward the sidewalk, crushing and killing in-

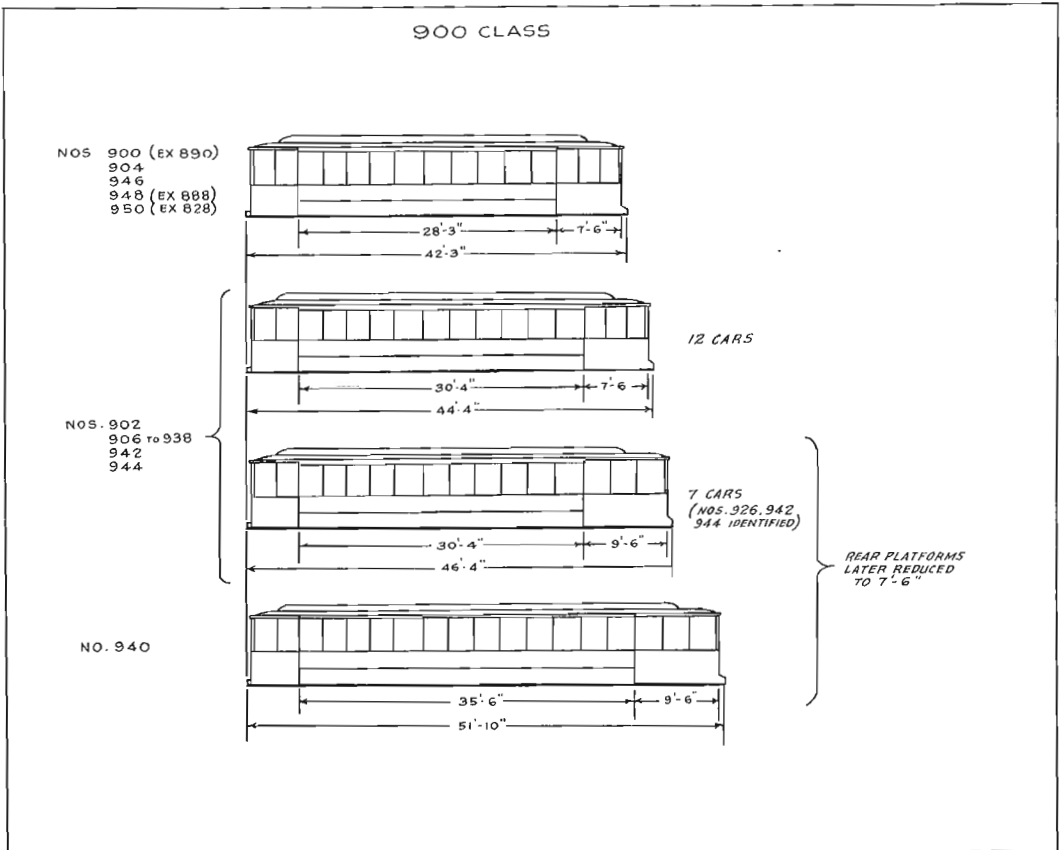
MONTREAL STREET RAILWAY COMPANY

FIRST ELECTRIC STREETCAR IN THE WORLD
 DESIGNED FOR COLLECTION OF FARES FROM
 PASSENGERS WHEN BOARDING.
 (PAY-AS-YOU-ENTER SYSTEM)

1905



FLOOR PLAN, GENERAL DIMENSIONS, AND ARRANGEMENT OF ENTRANCES AND EXITS





Number 900, the first Pay-as-you-Enter car, as rebuilt after mishap.
(M.S.R. photo - 1910)

stantly a man who was standing against a pole. While a pure coincidence, it can be imagined that this event was not looked upon as a good omen for the new car.

No. 890, damaged quite heavily, was shopped for repairs and emerged some time in June as No. 900. Not only had it been renumbered, but it displayed the number in large 8 inch silver numerals on a bright red panel across the front dash. It was felt that P.A.Y.E. cars should be classed as a new series and be easily identified by the public. Thus, prospective passengers could tell at a distance that the approaching car was a 900 P.A.Y.E. type and it would be prudent to have one's fare ready. Hence the creation of the 900 class. All subsequent cars built or converted for P.A.Y.E. operation carried the large numerals on the front, - a distinctive feature of Montreal two-man cars which continued for many years, even after the green colour scheme was adopted, and the need for such distinction had long passed.

No. 900 had a 28'-3" body (10 windows) and a 7'-6" rear platform. A similar car, No. 904, was turned out early in July, 1905. Also in that month, a 790 class car No. 828, which had been built in 1904, was converted and renumbered 950. Late in July, No. 902 appeared. This car, probably experimental, had a 30'-4" body (11 windows).

In August, No. 888 was converted and became No. 948. Another car (28 ft. body) which probably had been in course of construction before the P.A.Y.E. design was adopted, came out as No. 946.

Seventeen subsequent cars, Nos. 906 to 938 (even) were put in service between September 1905 and August 1906. All had 30'-4" bodies, and five had 9'-6" platforms, - an experiment to increase the prepayment platform capacity. Other than No. 926, the long-platform cars have not been identified.

It was apparent by this time that the P.A.Y.E. system would



Experimental car, number 940, on trial run.

(M.S.R. photo - 1906)

function successfully regardless of the size of the car body. Formerly car size had been limited to the ability of a conductor to collect fares inside. Now, the only limitation on car size was the physical clearances in relation to street widths and curves. This new freedom opened up interesting possibilities for still further reducing the average expense per passenger carried, by using larger units having the same crew cost. So, as an experiment, No. 940 was turned out in August 1906, with a 35'-6" body (13 windows) and a 9'-6" rear platform. Overall length was 51' 10". This was a very large car for Montreal's narrow streets and sharp corners, but considered practical at the time. No. 940 was an extremely handsome car, and set the pattern for the 703 class, which followed in 1907-08. No. 940 was exhibited at the Street Railway Exhibition in Columbus, Ohio, in September, 1906, where it attracted much favour-

able attention.

The remaining two cars in the series: No. 942, 944, were put into service in September, 1906. They were similar to the 906-938 group, but had 9'-6" platforms.

The original design of the 900 class called for two-leaf swinging doors at the entrance and at the exit in the rear bulkhead. At some stage, however, these were changed to a single panel entrance door opening inward, and a sliding door at the exit. Thirty-six seats were provided on a combination of transverse and longitudinal seats.

With the exception of No. 940, car weights varied from 46,600 to 47,775 lbs., depending on the length of bodies and platforms. Montreal Steel Works cl. 50 trucks were used, although several cars were later fitted with Brill trucks.

The 900's were used on most of the main routes at one time or another. As far as is known none were specially equipped for suburban lines, except No. 940 which was used on the Lachine line in its latter days. From about 1908 to about 1915, practically all 900's were concentrated at St. Denis Division. For several years thereafter most were at Hochelaga, but gradually moved to Cote Street, in the early 1920s, where they worked on Wellington St., during rush hours (Rt. 60) and on Lachine Rapids Line.

Photos of the 900 class cars are quite rare, probably because there were only 25 cars in the series (No. 940 was later

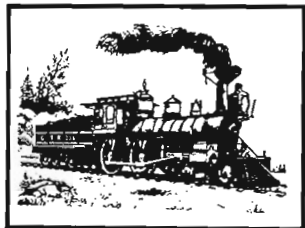
classified with the 703 group) and during the last fifteen years of their life, they were confined largely to rush hour service in one section of the City.

Nos. 904, 908, 920, 942, 950 were scrapped in 1929, - the remainder in 1933 and 1935. (No. 922 survived until 1950 as an air filter cleaning plant at Youville.)

Unfortunately, No. 900, representing as it did a new concept which made possible the rapid and safe operation of large streetcars in urban service all over North America, was not preserved.



RAILROAD WEEK



BELLEVILLE, ONT.

JUNE 22-28, 1964

A SOUVENIR TICKET OF YOUR TRIP ON ONE OF THE LAST STEAM TRAINS COMMEMORATING THE REMOVAL OF TRACKS ON PINNACLE STREET, BELLEVILLE. THESE TRACKS WERE LAID IN 1876 AS PART OF THE GRAND JUNCTION RAILWAY AND IN RECENT YEARS HAVE BECOME A TRAFFIC BOTTLENECK. CANADIAN NATIONAL JOINS BELLEVILLE IN CELEBRATING THE BOTTLENECK'S DEMISE.

In Belleville, Ont. the week of June 22-28, 1964 was officially known as Railroad Week. The announced reason for the occasion was the removal from one of the City streets of a C.N.R. switching line. But the week-long celebrations took in much more than a simple track-lifting. There was a splendid exhibit of railroad equipment, both ancient and modern, and a series of steam powered railway trips. Mr. R. Cox has described these festivities for us, and his article follows, on the next two pages.

(Canadian Rail takes pleasure in welcoming Bob Cox to our growing list of contributors. - Editor)

Railway Week in Belleville.

-- R. Cox.

June 22-28, 1964, officially designated as Railway Week in Belleville, Ontario, was tailor-made for children in Canadian National's Rideau Area. For half a dollar (or fifty pennies as was sometimes the case) Junior had the opportunity of riding behind one of the System's two operative steam locomotives, No. 6167, which for four days hauled trains of some fifteen cars from Belleville up Canadian National's winding Campbellford Subdivision to Anson Junction, a round trip of about forty miles.

For many of the youngsters it was their first train ride, and the prospect of travelling behind steam power made the occasion doubly exciting. The children, in the company of their class teachers, toured the exhibit site -- located adjacent to Belleville's classic Grand Trunk station -- immediately preceding or following their steam run to Anson. All were given a cardboard likeness of a CN "new image" diesel "A" unit and a cap bearing the CN monogram.

The official opening of "Railway Week" took place early Monday afternoon, June 22, with Mr. K.E. Hunt (Rideau Area Manager who was instrumental in promoting the idea of a Railway Week for the Area Headquarters) making a brief welcoming speech. Upon signal, the opening was proclaimed rather uniquely with Road Switcher 3807 and steam locomotive 6167 performing a somewhat non-operative but effective horn-whistle duet. Several minutes later, an ultra-modern special, featuring the passenger equipment from the display, left for Anson Junction with members of the press, engine 6500 at the head end. (Further details are lacking as a Canadian Rail representative was not among the Press invited --Ed.)

Railway Week activities began, however, in the morning with the Rotary Club of Belleville sponsoring a steam run up Pinnacle Street from the station to the Quinte Hotel and a luncheon for 42 handicapped children. That evening, again at the Quinte Hotel, J.A. MacDonald, Vice-president of the St. Lawrence Region of the CN, was guest speaker at a civic dinner sponsored by the Belleville and District Real Estate Board.

Undoubtedly, the exhibits formed one of the largest railway displays organized in the Dominion. Immediately east of the depot reposed CN 5700 (ex 5703) Hudson 4-6-4 type and the Toronto Yard demonstration car. Just west of the station was the main exhibit area featuring 6400 streamlined Northern type, which pulled the Royal Train of 1939 over most of the CN portion of the route. (CP Royal Hudson 2850, which performed a similar duty on CP lines, is slated for restoration to its Royal Train appearance at the Canadian Railway Museum at Delson). Also very much in evidence was the latest in vans, CN 79184, diesel-electric "A" unit 6534, No. 247 ex Grand Trunk O-6-OT saddle-tanker, and No. 40, traditional 4-4-0, built by the Portland Locomotive Works in 1872 for the G.T.R. A road switcher, 3807, freshly painted in CN new vermilion red and black colour scheme, and three of CN's luxurious passenger cars, coach-lounge 3018, the "ELEGANCE" a lounge-dinette, and the "CAPE BRETON", a buffet-lounge-sleeper, rounded out the display.

There was almost a continual line of visitors filing through the cab of 6400, an exhibit which seemed to dominate the display.

A point of interest is that both 6400 and 5700, which several weeks before had been sand-blasted and painted at Montreal, were sporting new brass number plates, which the CN was able to have manufactured from scratch.

The display area was under the supervision of the CNR police and the CN Pensioners Association, the latter wearing blue name plates on their lapels. The pensioners, for many of whom the event was a form of reunion, did a commendable job of answering queries put to them by visitors, and seemed to enjoy every moment of their temporary return to a railroad atmosphere.

The steam runs to Anson were scheduled for 9:30 and 1:30 p.m., daily - Tuesday to Friday - with a special for the general public on Wednesday evening at 6:00. The first two days of operation to Anson Junction carried a total of 4575 passengers. The last two days of Railway Week saw the running of two steam specials -- Saturday to Peterborough and the day after, a picnic train to Cobourg. Revenue passengers for the entire week totalled 9288.

On Thursday evening, a symbolic track-lifting was performed by Canadian National Railways and Belleville officials at Pinnacle and Victoria Sts., officially declaring the termination of rail service along Pinnacle St., one of Belleville's main thoroughfares. The line, just over two miles in length, ran from the station to the wharf. The tracks formed part of the former Grand Junction Railway which linked Belleville and Peterborough, and were laid in 1876.

Members of the Railway Week operating crew included the following: R.Jones, Engineer, J.T.Lorimer, Fireman, G.R.Ashman, Conductor, G.Elliot and B.Meagher, Trainmen. Besieged for autographs by countless youngsters with souvenir ticket stubs, these gentlemen smilingly obliged whenever a spare moment was at their disposal.

Few will dispute that the future of railways in Canada lies in some measure with its new generations. It is hoped that Canadian railways will continue to transmit to the nation's youth an idea of what railways have meant to Canada's development as a national entity and the vital rôle that they can play in the future, travel-wise and in the consignment of goods by rail. Railway Week in Belleville offered and succeeded in conveying to the 36,191 visitors who passed through the display area a taste of Canadian National, past, present and future.

RAIL - Canadian and otherwise:

On a siding near the Railway station at Hudson Bay, Saskatchewan, there are eight different types of rail within a length of twenty-five yards. The different makes are:-

1. Moss Bay Steel 1896 L M R Co.
2. Rhymney Steel 89 -- 56 lb.
3. Illinois Steel Co. South Wks 1896
4. Barrow Steel 1889
5. Cammell Steel 1902
6. E. V. Steel 91
7. Algoma Steel 60 lb. 1911
8. Ougree VI 1903 C N R

(-J.D.Welsh)



THE **PGE** IS A "DIFFERENT" RAILWAY

Text and Photos by PETER COX



See this month's cartoon, Back Cover

FOR YEARS AND YEARS, the Pacific Great Eastern actually ran from "nowhere to nowhere". Its southern terminus was Squamish, B.C., from which rails stretched northward to Quesnel in the Cariboo country. Construction materials and general supplies went North, forest and mining products came down. While not having any physical connection with other railways, PGE traffic was transferred by car barges and passenger vessels at Squamish to and from such points as Vancouver, Seattle and Bellingham, Wash.

Going back farther, the history of the PGE has quite a story to tell, considering a portion of the line uses the same route as a portage railway put down in 1861 between Anderson and Seton Lakes. However, 1907 was the actual beginning, being the year in which the Howe Sound, Pemberton Valley and Northern started constructing trackage North from Squamish. By 1918, British backing caused a change of name to Pacific Great Eastern, due to the fact that the Great Eastern Railway of England financed PGE's promoters. The charter provided for the construction of a railway North to Fort George (now Prince George), to connect with the Grand Trunk Pacific, and also eastward to meet the railways at Vancouver. Neither destination was reached for many years. Trackage was

PHOTOGRAPH CAPTIONS

LEFT (Top): In steam days, Canadian Locomotive-built 2-8-2 No. 160 wheeled tonnage into Squamish.

LEFT (Bottom): Modern contrast: the "Cariboo Dayliner" on a day when it consisted of five RDC units.

CENTER SPREAD (overleaf)

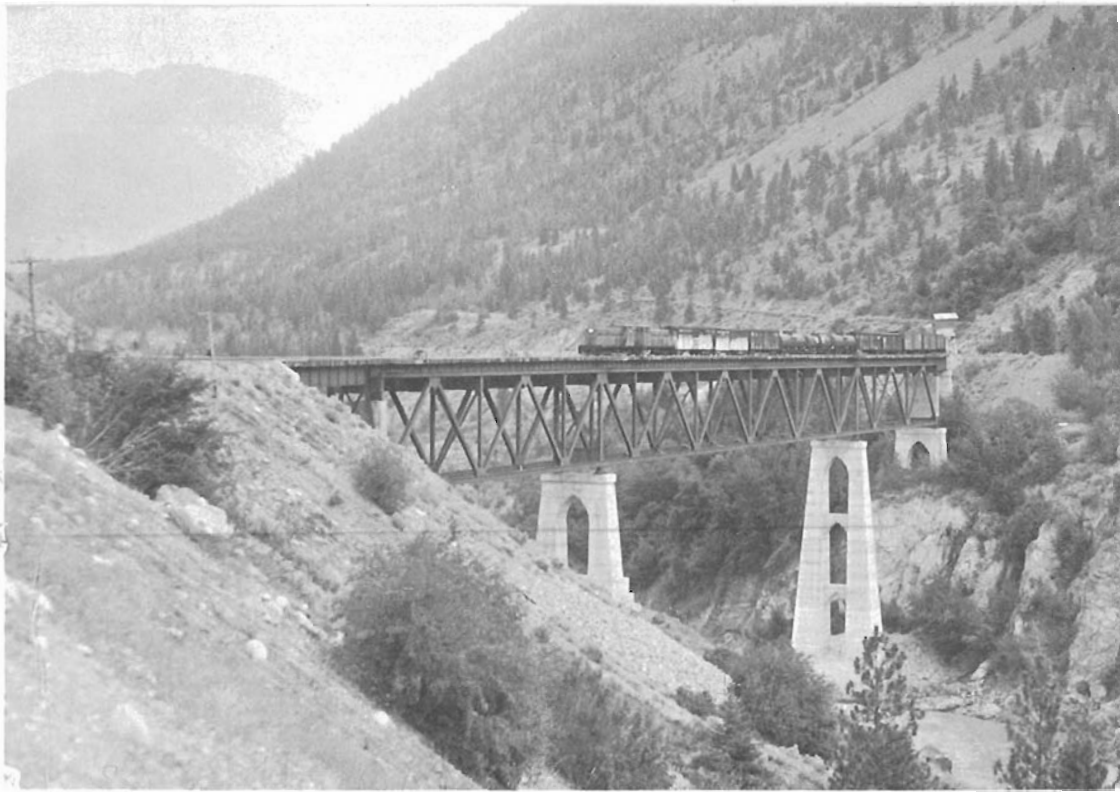
LEFT (Top): The platform of "Northern Summit" often finds Premier Bennett, who is also President of PGE, greeting his supporters.

LEFT (Bottom): The typical station at Quesnel, for many years the northern terminal of the line, 347 miles from Squamish.

RIGHT (Top): Two small General Electric units crossing the Fraser River at Lillooet.

RIGHT (Bottom): The first train "eventually" arrived at Prince George on October 31st, 1952.





THE PGE IS A "DIFFERENT" RAILWAY (concluded)

laid westward from North Vancouver in 1913 and allowed interurban service to prevail using Hall Scott motor cars over the thirteen-mile line. Meanwhile, 176 miles of railway had been built North from Squamish. The First World War intervened, halting tracklaying, and leaving the PGE with two sections of line, "from nowhere to nowhere". In 1918, the provincial government of British Columbia took over the venture and by 1921 had pushed north to Quesnel. Although progressing rapidly, the PGE never failed to lose money and being a government enterprise, it suffered from political pressure and ridicule. As the years passed, producing only inactivity and indebtedness, the road's initials spelled out other meanings: Province's Greatest Expense, Past God's Endurance, Prince George Eventually. Certainly it was neither Pacific, Great nor Eastern. In 1928, the North Vancouver line was abandoned.

Despite the ridicule, PGE did get to Prince George in 1952. And in 1956 it reached North Vancouver (again). This segment used the original roadbed through West and North Vancouver, even though expensive residences had been built on property extending to its very edges. Bridges and trestlework remindful of those on the CPR's abandoned routes through Rogers Pass once again carried trains after 28 years of dormancy.

At the northern end, a dream was coming into reality: rails reached 222 miles farther North to the Peace River country at Dawson Creek and Fort St. John and a connection with Northern Alberta Railways.

Today, the PGE is a combination of modern railroading and ancient hangers-on. Passenger service is provided by Budd RDC units but a variety of interurban and steam passenger cars still exist in the roster. Train dispatching is conveyed by radio microwave yet dynamic braking and roller bearings were "discovered" only in 1960. The North Vancouver depot is modern and attractive while up the line stations called "Water Tank" and "Number 10 Downing Street" grace the timetable and passengers can alight at their favorite fishing and hunting spots simply by arranging with the conductor. The beautiful scenery through which the road operates is constantly changing and is not accessible in many places except by railway. As may be expected, such terrain causes operating problems: it takes five units sixteen hours to haul sixty to eighty cars over each subdivision.

The main shops are still located at Squamish. Chop-hood diesels and older models are completely overhauled here in a modern facility. The car shop is noted as being able to reconstruct even badly wreck-damaged freight cars to their original appearance and has had plenty of practice -- also on foreign line equipment.

This railway is different. Piggyback, microwave, diesel power, Budd cars - are all here and so is the "Squamish logger", a daily train of log buggies carrying a genuine B.C. cargo: sticks so big that two or three constitute a car load.



RIGHT: Railroading on the PGE has its hazardous moments: engine 54 makes her last trip.



Railways of the Eastern Townships of Quebec

UNITED COUNTIES RAILWAY

See MAP -- Page 122, May 1964 issue

M. D. Leduc

The United Counties Railway was incorporated on March 30, 1883, by Honoré Mercier, three other members of the Legislative Assembly, and three local mayors, to operate from Richelieu Village to Sorel, where the Richelieu meets the St. Lawrence River. Although the project aroused much enthusiasm it produced little financial backing and thus languished for five years. In 1888, though, the Company received land subsidies from the Quebec Government totaling 600,000 acres. That year as well, it was authorized to extend its line south of the border. Four years later it received grants totaling some \$100,000 from the Canadian government.

Construction of sixty miles of road started in 1893 in both directions from St. Hyacinthe. In 1888 the charter had been revised to change the southern terminal from Richelieu Village to Iberville, and on September 17, 1895, the line was opened for traffic. The line running north from St. Hyacinthe extended to Bellevue Junction, and from there trains operated to Sorel over the Montreal and Atlantic, formerly the Richelieu, Drummond and Arthabaska Railway. South from St. Hyacinthe the railway went through St. Damase, Rougemont, Ste. Angele, and St. Gregoire to Iberville.

Meanwhile, on December 30, 1890, the East Richelieu Valley Railway was incorporated to build from a point in Missisquoi County at Lacolle to a point on the Grand Trunk near St. Hyacinthe. At Lacolle the line was to join the Canada Atlantic Railway for connections with the United States. This plan, too, languished for a number of years.

Since the East Richelieu Valley Railway planned to operate south from St. Hyacinthe, it would parallel the United Counties Railway for half its length, i.e., from St. Hyacinthe to Iberville. It is not surprising, then, that the United Counties and the E.R. V.R. drew up an agreement whereby the latter would have running rights over the former from St. Hyacinthe to Iberville and the former would have running rights over the latter from Iberville to Noyan. Noyan became the southern terminal of the United Counties and the railway thereby avoided crossing the Richelieu River at the place where it had planned to extend south of the border. The United Counties Railway subscribed to the construction of the East Richelieu Valley Railway and on December 1, 1898, its twenty-two miles of track from Iberville were opened for traffic.

When all the expenses were paid, both companies were left bankrupt. At an auction on January 25, 1900, the United Counties Railway was sold to the Bank of St. Hyacinthe for \$193,000. Four months later the East Richelieu Valley Railway went under the hammer to a Mr. Bernier for \$125,000. In both cases the Delaware and Hudson was behind the scene and on July 7, 1900, it incorporated the Quebec Southern Railway to operate these lines.

The Delaware and Hudson also had control of the South Shore Railway which operated from Sorel to Levis, Quebec; in 1906 the Quebec, Montreal and Southern Railway was incorporated to operate the Quebec Southern and the South Shore Railways. Due to the large deficits incurred by these lines, a Quebec member of Parliament requested that this burden be borne by Canada. (! - Ed.) Thus on July 14, 1929, Canadian National Railways paid a handsome price to the Delaware and Hudson for the Quebec, Montreal and Southern.

Since CN had absorbed the Grand Trunk which included the former Canada Atlantic lines, there was no reason to operate the United Counties and East Richelieu Valley Railways south of St. Hyacinthe. Thus, in 1930, train service was discontinued. The line from Iberville to Noyan was dismantled in 1936 and from Iberville to St. Hyacinthe in 1938. Today, the original United Counties line from St. Hyacinthe to Bellevue Junction and Sorel is still used by Canadian National for freight service.

U.C.R. - Q.S.R. locomotives - 4-4-0 types (Late R.R. Brown)

- No. 100 11" x 18", 39" drivers - Kingston 1876.
Ex South Eastern Railway No. 19, "St. Pie". Originally a narrow gauge loco. built for the Lake Champlain & St. Lawrence Jct. Railway.
- No. 101 11" x 18", 42" drivers - Avonside 1872.
Ex Toronto Grey & Bruce Railway No. 12.
Originally narrow gauge.
- No. 102 17" x 24", 63" drivers - Danforth 1879.
Ex Canada Central Railway No. 3.
- No. 103 Two second hand locomotives of un-
& known origin bought in Chicago, Ill.
No. 104 When they arrived at St. Hyacinthe, the
United Counties couldn't afford to pay
the customs duty. Therefore, they re-
mained on a siding, held by customs,
until the money was raised.

Fall Foliage '64

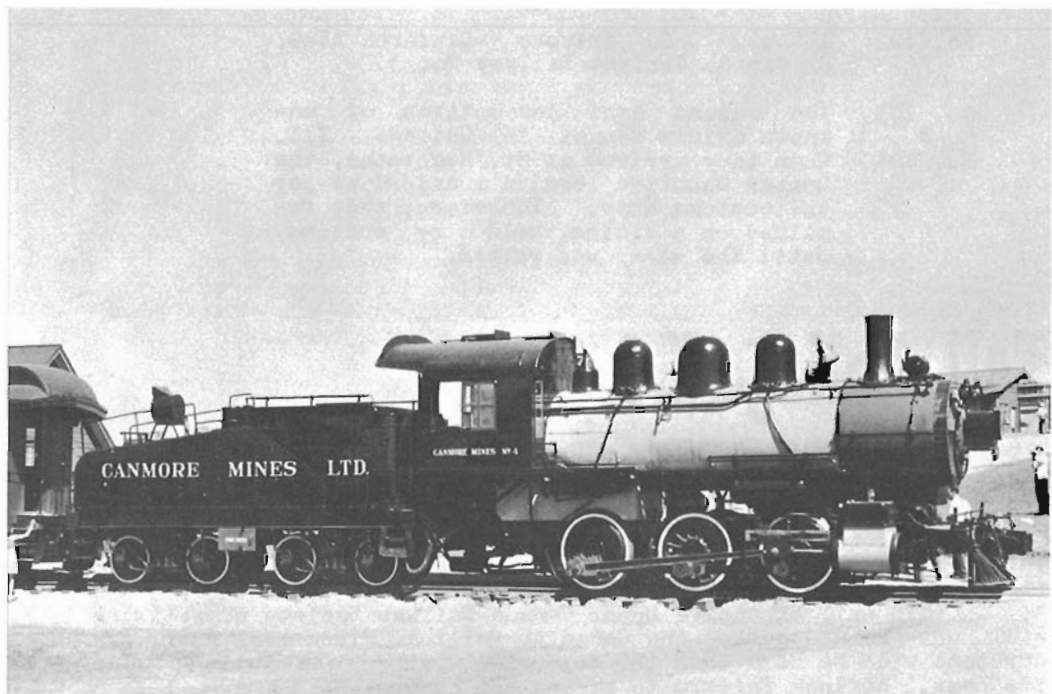
EXCURSIONS POSPONED ONE WEEK

At the request of the Upper Canada Railway Society who planned trips with locomotive 6218 for the same weekend as our proposed excursions, and omitted to confirm availability of the locomotive which was, in fact, committed to us, we have agreed to re-schedule the Canadian Railroad Historical Assn. excursions to October 3 and 4. In this way, expensive Upper Canada Railway Society advertising will not be wasted and the Canadian Railroad Historical Assn. excursions will be held when the colourful Laurentian foliage is at its best. We look forward to seeing you on October 3 and 4.



ABOVE: "Diesel locomotive" at Heritage Park, Calgary, was formerly Canmore Mines No.4 (ex CP 6144)

BELOW: West Canadian Collieries No.1 (Canadian Locomotive Company #1245 - built 1914.) abandoned in shed at Blairmore, Alberta.



Heritage Park.

'Canadian Rail' has recently received an interesting letter from Mr. Bob Sandusky, describing the railway exhibit at Heritage Park in Calgary, Alberta. On the opposite page are two of Mr. Sandusky's photos while below, we reproduce that part of his letter referring to the "Heritage" museum project, and to an abandoned locomotive at Blairmore Mine.

The museum railway...consists of a 4200' loop of track with one siding and two stations formerly on the CPR at Midnapore and Bowell, Alta. The setting for the park is a stockade-enclosed hillside on the east shore of Glenmore reservoir, to which have been brought over a dozen assorted 'pioneer' structures from various parts of the West....

The 'motive power' is Canmore Mines #4, formerly CP 6144, which has been operating over the 2-mile Canmore spur for the past 21 years. The engine is indeed to be powered by a diesel motor but has been placed in the park for the summer without a unit having been installed. As you can see from the enclosed photograph the smokebox cover has been moved about 6" forward on extension bolts and the resulting space filled with wire mesh. An open-bottom steel box can also be seen immediately ahead of the cylinder saddle. Apart from this the only visible incongruities are the pilot and grey jacket.

Coupled to #4 are three ex. Morrissey, Fernie & Michel coaches nos. 60, 62 and 63, all open-platform cars, except No.60, a 6-axle car which once was lettered "Long Island", and still contains panels of inlaid wood. On the letterboard of #62 can be seen "Eastern British Columbia Railway" and as #63 is an identical car one might suggest it has the same ancestry. Nos. 62 and 63 are 4-axle cars as is a fourth, unused, open-platform combine sitting by itself at the end of a siding. Its windows are unglazed and much restoration work remains to be done on it. The three serviceable cars have retained the longitudinal seats with which they were equipped on the MF&M.

Also in the exhibit train is MF&M flatcar #53 and CPR service car 401922, formerly on the Red Deer Auxiliary. Another stationary exhibit is CPR 'Colonist' car 2658, still in service car red and sitting on an isolated section of track.among the future plans of the Heritage Park Society is the construction of a narrow-gauge mine railway into a hillside on the north side of the park.

I was also rather taken by Doug Wright's cartoon in the July issue concerning the forgotten locomotive, as there is just such a one in a rusty shed at Blairmore, Alta. The Blairmore Mine of the West Canadian Collieries has been closed for at least the past four years and among their abandoned equipment is #1, a 2-6-0 built by Canadian Loco. (#1245) in 1914. It was formerly on the Greater Winnipeg Water District Railway.....



THE "WEST COAST RAILWAY" OFFICIAL CAR.....

Appearances to the contrary, "Canadian Rail" has not borrowed a photograph from Lucius Beebe's excellent work, "Mansions on Wheels". Submitted by Peter Cox, the photograph in fact shows the commendably authentic exterior decor applied to the West Coast Railway Association's car "British Columbia", formerly Canadian Pacific official car No. 16. The car is pictured at the Canadian National station in Vancouver, and if we are to judge by appearances, it is ready to leave at a moment's notice at the behest of its owners, its larders stocked with such essential comestibles dear to the pampered stomachs of the mercantile nobility, as black caviar, escargots and truffles. To wash down this epicurean fare, the wine cupboards undoubtedly contain "vintage years of Ausone and Perrier Jouet", if we may be excused for quoting verbatim.

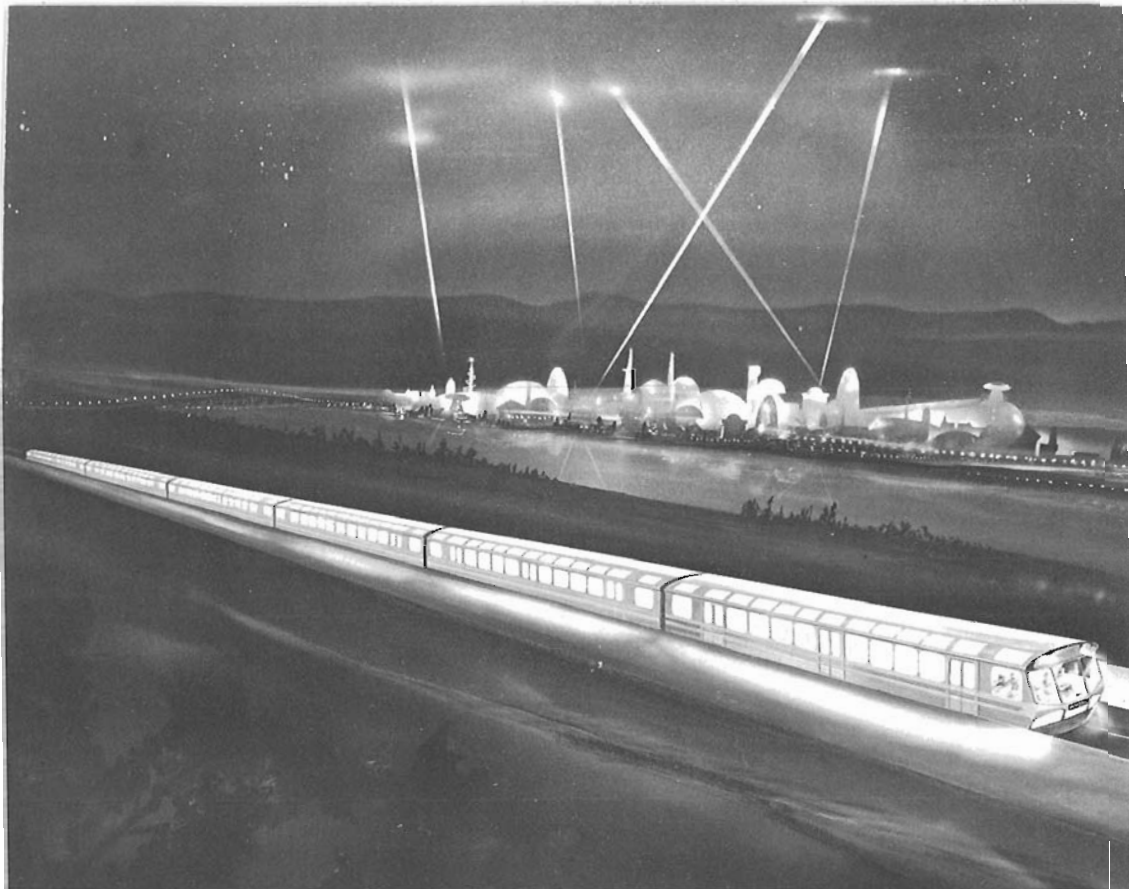
LOCOMOTIVE NOTES

MORE CANADIAN PACIFIC STEAM LOCOMOTIVES PRESERVED

THREE MORE Canadian Pacific steam locomotives have found their way to preservation.

During July, two C-5 class 4-6-2s, Nos. 1246 and 1293, passed through Montreal en route to the "Steamtown" museum at North Walpole, N.H. No. 1246 was built by Montreal Locomotive Works in 1946 while its companion, No. 1293, was built by Canadian Locomotive Company at Kingston in 1948. These engines had been in storage at Weston Shops in Winnipeg, Man.

Also preserved is D-10 class 4-6-0 No. 926, which was built at Angus Shops in August, 1911. This engine is to accompany Canadian National 4-8-4 No. 6200 at the proposed federal government scientific display in Ottawa, and is presently stored at Ottawa West roundhouse. One of No. 926's last assignments was out of Winnipeg in mixed train service in the summer of 1959. It was noted on one occasion on the Lac du Bonnet mixed train, provided, as was the practice in certain areas of western Canada where local water was unsuitable for use in steam locomotives, with two tenders. This brings to five the number of D-10s preserved -- a class which, with over five hundred members, was the most numerous on any railway in this country.



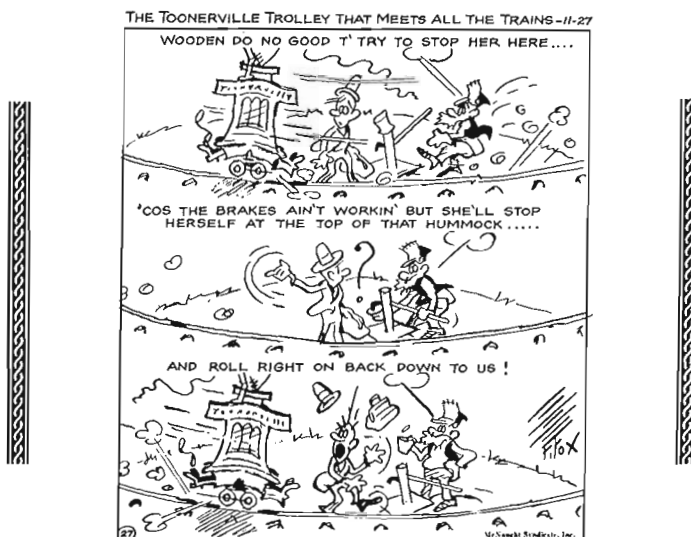
FREE, SWIFT TRANSPORT OVER EXPO 67 GROUNDS
ASSURED WITH CANADIAN-BUILT "EXPO EXPRESS"

Visitors to the 1967 World Exposition at Montreal will travel free of charge and as often as they wish on a swift, electrically-driven "Expo-Express", linking the exhibits, amusement and park areas of the site. Freedom and ease of movement over the network of islands in the Saint Lawrence River facing downtown Montreal will be assured by means of a rapid transit system, details of which were released August 28th last by Expo General Manager, Mr. Andrew G. Kniewasser.

Hawker-Siddeley Canada Limited has been awarded the contract to construct the system, which will be well within the \$16,000,000 budget authorized for the mass transit system in the Exposition Corporation's government-approved master plan.

Details of the electrified rapid transit railway, and the rolling stock which will be operated on the line, will be included in next month's issue of 'Canadian Rail'.

(The above photo showing an artist's conception of the EXPO-EXPRESS travelling along the Mackay Pier at dusk, courtesy of Expo 67 Corporation.)



Our cartoon this month is one of the Toonerville Trolley series, published in memory of the late Fontaine Fox, its creator, who passed away at Greenwich, Connecticut on August 9th. Mr. Fox's cartoons, which featured the famous little single-truck car, its good natured motorman and its passengers, have been all but forgotten in this day and age. In previous times, however, they were known to thousands all across the continent. The cartoons appeared for 35 years from 1920 to 1955 in as many as 200 newspapers. Following a pattern set by its real-life contemporaries the Toonerville Trolley was abandoned in 1955. Now after nine years retirement, the Toonerville's founder and manager has died, aged eighty years.

R. I. P.

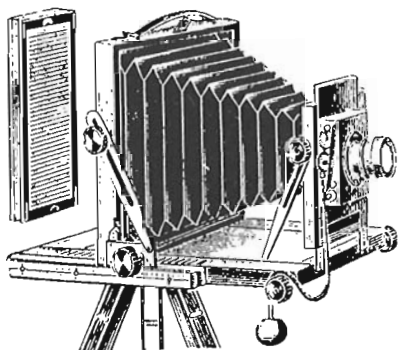
15 Years of C.R.H.A. Excursions. (May issue)

The summary of tramway and railway excursions operated by the Canadian Railroad Historical Association during the past fifteen years unfortunately did not include three trips sponsored by the Association's Rocky Mountain group at Edmonton.

Dates and details of these trips out of the Alberta Capital -

- | | | |
|-----------------|--------------------------|---|
| April 14, 1962 | N.A.R. Edmonton-Boyle | Comboose 303 was used outward on freight 81. Return in comboose 307 on passenger train 8. |
| October 7, 1962 | C.N.R. Edmonton-Hinton | Regular trains - visit to NorthWest Pulp and Paper Mills. |
| May 18, 1963 | N.A.R. Edmonton-Barrhead | Excursion made via special mixed train - the first passengers on line in three years. |

(information from Eric Johnson, Edmonton).



Photos

It would appear that Canadian Pacific has either adopted or is experimenting with a new paint scheme for its "Dayliners". CP Budd-built RDC 9106 is now operating in the new livery. The former maroon and yellow stripes have been replaced by a series of red and silver triangles, as indicated by the above photo, taken in July at St.Constant, Que. by Mr. Robert Halfyard.

The nucleus of the proposed Federal Government's scientific exhibit, Canadian Pacific 926 and Canadian National 6200 are presently stored at the CP's Ottawa West roundhouse. The photos below were submitted by Mr. Bruce Chapman of Ottawa. While 926 fits nicely into her stall, 6200's tender must protrude out the back door in spite of additional trackage laid ahead of the locomotive.



Notes and News

-- P. A. Ganley



Canadian National has purchased from Chicago & Eastern Illinois R.R. one RDC-1 (Budd) car. The unit will be assigned almost immediately to the Atlantic Region probably for use on the Halifax to Sydney run where there is a shortage of RDC's, especially during the heavy summer season. CN uses buses to handle the overflow of traffic between these two cities. This is the first RDC unit the National system has purchased from the U.S. CPR purchased an RDC from the Lehigh Valley R.R. a couple of years back; this unit is now in service on Montreal - Lakeshore commuter trains. The Budd Company has leased to CNR their RDC-1 demonstrator car. It is not known as yet where this unit will be used. The numbers of the C&EI and Budd units and details will be announced shortly.

The Federal Government has purchased a large ferry to go into service between Newfoundland and Nova Scotia early in 1965. The ferry, which is to relieve critical shipping problems for the island-province, is the "New Grand Haven" which formerly plied between Florida and Cuba. Tenders are being called for construction of a \$14 million railway and car ferry for the Cape Tormentine-Borden run, and construction is expected to begin in the spring of 1965 for completion and service in 1967.

To facilitate handling and to expedite movement of express traffic between Montreal and the Maritimes, CP Express has introduced a collapsible, all-steel cargo cage-type container capable of carrying 4,000 pounds. They can be loaded into an express car by a fork-lift truck and positioned in either an express car, a highway trailer or in a ship's hold by means of a pallet truck.

The Interstate Commerce Commission examiner has recommended denial of the Grand Trunk Western request to discontinue passenger service between Detroit and Durand, Michigan. If the examiners' recommendation is adopted by the ICC, the railroad will be forced to continue operating its commuter trains from Pontiac to Detroit.

CNR and CPR have simultaneously announced orders for 500 hopper cars. CN has placed its order with Marine Industries Ltd. of Sorel, Que. and CPR's order has been placed with National Steel Car Corp. of Hamilton, Ont. The CN hopper cars will be cylindrical, and equipped with roller bearings and will have a 100-ton capacity. The CPR cars will be steel tank-type covered hopper cars with a 100-ton capacity each. Delivery for both roads is expected to begin this fall and be completed early in 1965.

Canadian Pacific steam locomotives 1246 and 1293 were shipped from Montreal on July 21st, en route from Winnipeg to Bellows Falls, Vt. to be consigned to "Steamtown" at North Walpole, N.H. (ELM).

Assiniboine Park, Winnipeg, home of CN 6043, is to get another steam locomotive. Number 6043 noted for hauling the last regularly scheduled steam propelled passenger train in Canada will be joined by an operating, coal burning steam locomotive of the amusement park variety. A 3000 ft. line of 24 inch gauge is to be built. Top speeds of 6 mph will be experienced.

CN's 'Sceneramic', glass-topped passenger cars were being cut in and out of transcontinental trains at Jasper, Alta. However, maintenance facilities are inadequate there, so therefore each car in turn works east to Edmonton on No. 2, "Super Continental" and returns west on No. 9, "The Panorama". If you figure it out, each car has a ten-hour layover in Edmonton every fourth day. The turning around of the cars in Vancouver is very tight on nos. 9 and 10. The car arriving on No. 9 in Vancouver at 9.30 p.m. (PST) is switched immediately for the trip east on No. 10, leaving Vancouver at 10.30 p.m. (PST).

A major disruption of C.N. train services in and out of Montreal's Central Station occurred on July 7th last. Operations were almost paralyzed for about three hours, due to a fire in the Mount Royal Tunnel. No major damage resulted, but a series of unfortunate events took place which tied up passenger services during the evening peak period. An explanation of the mishap, and the emergency measures that were put in hand to correct the situation, was prepared for 'Canadian Rail' by Mr. Barry Biglow. His report follows:

"There's a fire in the tunnel". At 2:50 p.m. E.S.T. July 7th, the telephone rang in the Rectifier Room at Central Station, Montreal, and news of a short-circuit and small fire in the Mount Royal Tunnel was received.

A traction feeder had arced to ground, starting a fire in the cable duct, which contains not only the traction feeders, but also the supervisory control wire for the traction substations, feeders for signal currents, and CNT cables.

Immediately a series of corrective actions was taken. First, it was ascertained that no commuter trains were in the tunnel. Power was then shut off from the traction feeders at Central Station. It was discovered the fire had severed the supervisory control of Saraguay Substation when arcing continued from the traction feeders and an emergency truck was dispatched to shut down the substation. Meanwhile, an emergency crew attempted to open a disconnect to clear the fault. (A disconnect is not designed to be opened under load). The disconnect was vaporized in the process, but the fault was cleared. The fire was quickly put out, and the necessary repairs were started.

Unfortunately for many people, not only supervisory wires but also signal wires were severed. Before severing the signal wires the traction current passed down the signal wires, and extensively damaged relays in the Wellington Street tower. (Signal wires are heavy because of the low resistance of rail circuits). Thus, all trains to and from Central Station in both directions were affected. No trains left the station from the time the mishap occurred until about 5:45 EST when the "Champlain" left for Quebec. Other trains operated from two to three hours late, while power switches were cranked by hand. Some commuter trains to the north toured Montreal Yard in their journeys to and from Deux Montagnes until the signal circuits were repaired.



"... We've become so used to it that we never pay any heed to it any more."

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