

# Canadian Rail



Number 168 / July-August 1965



# "Pool-train" services to be discontinued ?

Reports have been published in Montreal newspapers indicating the imminent cessation of CP-CN Pool Train agreements. It is rumoured that the Pool Trains will cease operating as such before the end of the year, with Sunday October 31st being a most likely date.

The present joint arrangements date back to April 2nd, 1933 when the CN's "International Limited" and the CP's "Canadian" were combined to initiate the joint Windsor Station (Montreal) to Union Station (Toronto) "International" \* Two weeks previous the presidents of the railway systems had announced that the two Montreal-Toronto trains would be consolidated, a move expanded subsequently to include all Montreal-Toronto, Montreal-Quebec, and Toronto-Ottawa services. Originally inaugurated as an economy move during the economic depression of the 1930's, the Pool Trains have been continued in effect by mutual agreement. Now, however, due to the sharply divergent attitudes on passenger services taken by the participants, an end to the Pool Service operations seems inevitable.

\* (See Canadian Rail No. 140 - January 1963 - for photos and details of the first Pool Train runs.)

## *Canadian Pacific* motive power.

During the month of May, 1965, Canadian Pacific received six more "rebuilt" diesel-electric locomotives, two from Montreal Locomotive Works and four from General Motors Diesel Limited. Delivery of some of these units dropped slightly behind schedule as a result of a strike at a copper refinery in Montana.

The new units are:

CP 4207	MLW	84845	Rec'd	May 7th	Rebuilt from CP 4027
4208		84846		May 7th	Rebuilt from CP 4419
CP 5014	GMDL	A2079	Rec'd	May 7th	Rebuilt from CP 4425
5015		A2080		May 7th	Rebuilt from CP 8413
5016		A2081		May 27th	Rebuilt from CP 8420
5017		A2082		May 27th	Rebuilt from CP 8425

MLW units are 2400 h.p. "Century 424" road switchers.  
GMDL units are 2500 h.p. "GP35" road switchers.

Canadian Pacific has also taken delivery of a new hydraulic powered Type "J" Jordan Spreader/ditcher, model 4.150. This unit bears serial number 1405 and C.P.R. road number 402883.

## *Our Cover*

TWO FEET FROM CANADA.

Seconds before its 57" drivers touched Canadian rails, "St. Malo" was photographed being lowered onto National Harbours Board tracks by the N.H.B.'s Montreal floating crane. Its tender was already on the dockside rails, as this historic scene was photographed by Omer S. A. Lavallée, May 11th, 1965.



Fourteen R.D.C. units, built by Budd for the Boston & Maine RR, have been acquired by the Canadian National Railways. They arrived at the Passenger Coach Yard at Pointe St. Charles in Montreal in mid-July. It is understood that they will be placed in service as soon as possible to relieve the acute shortage of equipment during the summer months, and will be withdrawn from service one by one for a thorough overhaul as soon as circumstances permit.

Details of the units are as follows:

Boston & Maine RR number	Budd number	Type	New	Canadian National number (subject to confirmation)
6107	6102	RDC-1	3-1955	D-111 *
6108	6103	RDC-1	4-1955	D-112
6110	6105	RDC-1	4-1955	D-113
6111	6106	RDC-1	4-1955	D-114
6116	6111	RDC-1	4-1955	D-115
6119	6114	RDC-1	4-1955	D-116
6121	6116	RDC-1	5-1955	D-117
6900	6401	RDC-9	8-1956	D-500
6901	6402	RDC-9	8-1956	D-501
6902	6403	RDC-9	8-1956	D-502
6915	6416	RDC-9	9-1956	D-503
6919	6420	RDC-9	10-1956	D-504
6920	6421	RDC-9	10-1956	D-505
6925	6426	RDC-9	11-1956	D-506

\* D-110 reserved for use on Budd 2960, which the railway has been leasing since last autumn. (Canadian Rail #159 - October, 1964)

The purchase of the RDC-9 units marks the first use of this type of car in Canada. They are similar in many respects to the RDC-1's, but have only one motor per unit, no operating windows or controls, and must be run in conjunction with one or more of the two-motored cars.

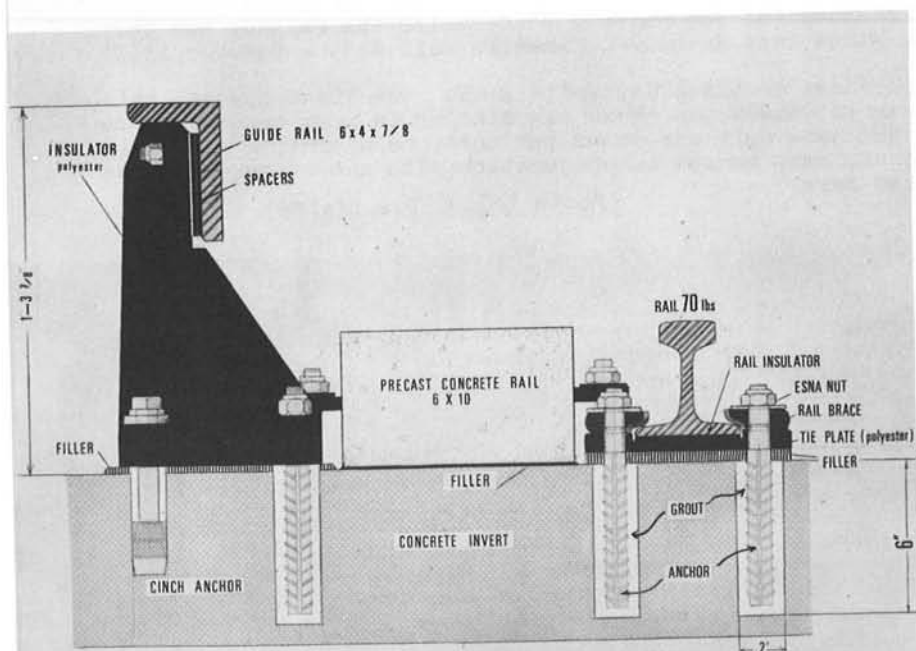
(Photo below: B.A. Biglow)

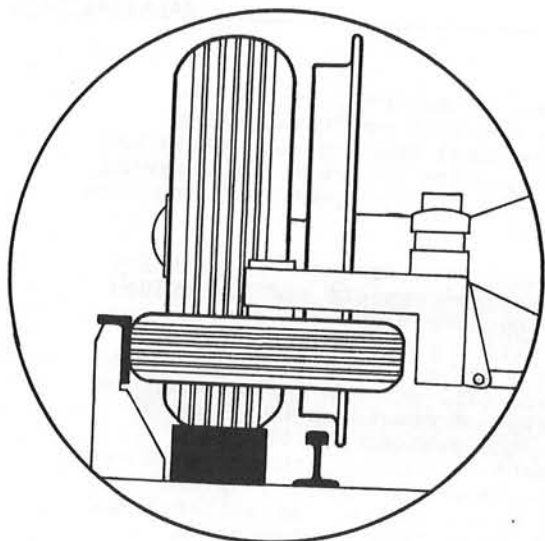




ABOVE: One of the strange-looking diesel locomotives built by Charles Cusson Ltd. for work train service on Montreal's Metro System. The hybrid vehicles can operate on road or rail and are equipped for hauling standard-gauge railway equipment, as well as the specially built Metro stock.

BELOW: "FIGURE 1" - showing cross section of track construction, as described in the text.





## Montreal Métro Track.

R. M. Binns.

Photos courtesy M.T.C.

While it is generally known that Montreal's subway will use the principle of rubber-tired electric trains developed by La Régie Autonome des Transports Parisiens, some details of the track structure now being installed might be of interest. Being a new subway a design was developed which differs somewhat from the original Paris concept.

Figure 1 shows the three principal components of the track, and how they are fastened to the tunnel floor. The steel rails are laid to standard gauge (4'8½") and serve to support the car should the load-bearing traction tires fail. Likewise, should the horizontal guide-wheel tires fail, the flange of the steel wheel will engage the rail and prevent any lateral deviation of the car. The steel rails also serve as negative conductors for the traction power, - contact being made by a sliding shoe. In addition, these rails carry currents for the signal system. Polyester tie plates topped with 1/8" rubber pads, and rail braces having bonded rubber facings, afford complete insulation, this being necessary to assure proper functioning of signals and also to avoid any possibility of electrolysis through leakage.

The concrete rails are laid to a gauge of 6'-6½" centre to centre, and are in 18 ft. lengths. They are laid on a special adhesive filler compound called "Monile" and are bolted through steel lugs cast in the concrete. A space of 1/8" is left between each rail to allow for expansion.

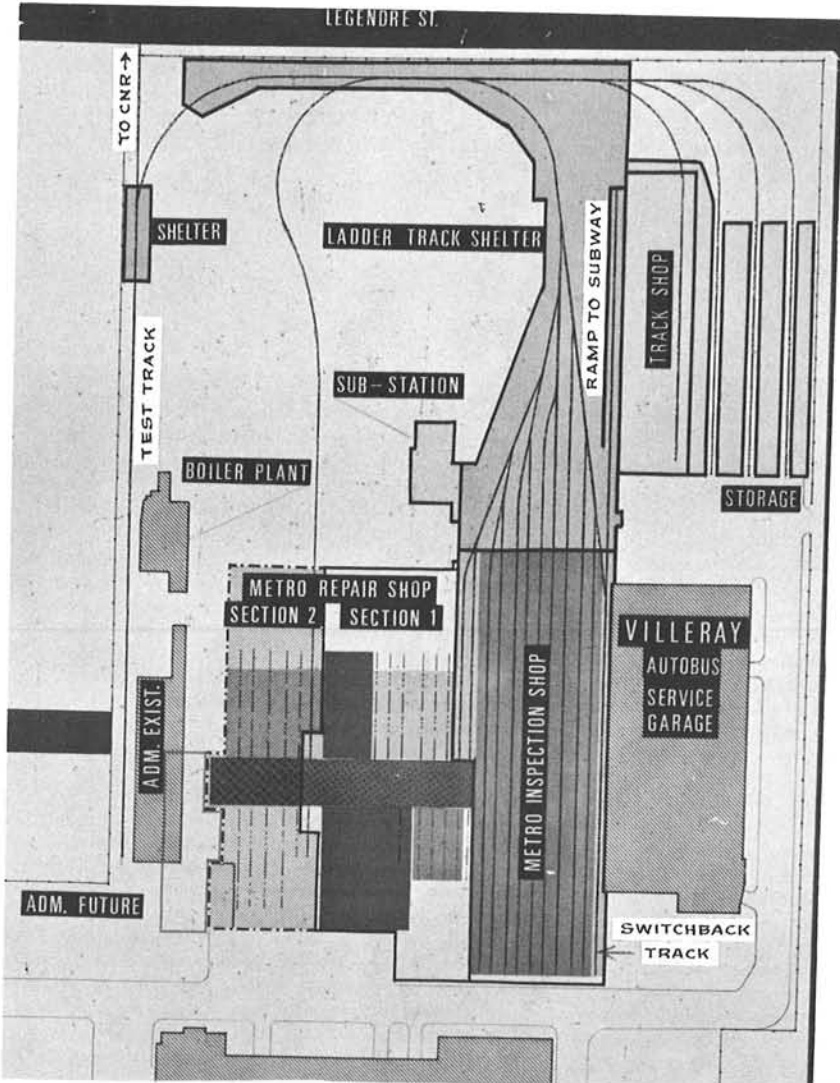
The guide rails, made of smooth angle iron, are installed at 8'-2½" gauge and are mounted on insulators made of polyester reinforced with fiberglass. These insulators can withstand a force of 13,000 lbs before breakage. The guide rails serve to keep the cars in alignment, and at the same time supply traction power (750 volts DC) which is picked up by a shoe in the conventional manner of third rail current collection.

Switches and crossovers, as well as the Youville Yard tracks, are laid on dressed ties in rock ballast. Both the steel and concrete rails are fastened with screw spikes, - the concrete rails having a steel lip at the bottom for this purpose, and are cast to the curvature required.

Switches have been designed so that the cars are supported by the rubber wheels and are guided through the switches by the deep 3 inch flanges on the steel wheels. A single switch and frog assembly is made up of seven massive manganese steel castings each incorporating the standard rail and the surface for the load-bearing rubber wheels. A crossover requires 16 such pieces. Nowhere on the system, not even on the yard tracks will the weight be borne on the steel wheels. However, inside the inspection and repair shop the cars will ride on steel when on pit tracks. At switches and throughout the yard area where flange guidance is employed, the side guide bars are only placed in sections on one side or the other to maintain power supply. Within the shop, power will be supplied by flexible cables suspended from an overhead trolley bar beside each track.



Figure 2 is a general plan of the Youville complex showing the track layout. Trains will come to the surface on a 4% ramp next to the track shop and will be switched back to the desired shop lead. The Inspection Shop and Track Shop are virtually completed, and Section 1 of the general Repair Shop, with transfer table, etc., will be started this summer. Section 2 will be deferred for the present.



ABOVE: "FIGURE 2" - showing layout of Youville yard and service buildings for the maintenance of the Metro equipment.

OPPOSITE: One of the switches in the ladder track at Youville yard.





For track construction, which is proceeding southward on Line No. 2, - and for general material handling, - some interesting rolling stock is used. Thirteen specially designed flat cars were manufactured by Marine Industries Ltd of Sorel. These are made of aluminum and are 48 ft long, with removable side panels. The "A" end has a high dash with a trainman's platform. Placed with the "B" ends together, two cars provide an 80 ft platform to accommodate long loads. Weight is about 24,000 lbs., and they are mounted on reconditioned archbar freight trucks obtained from Canadian Pacific Railway Co.

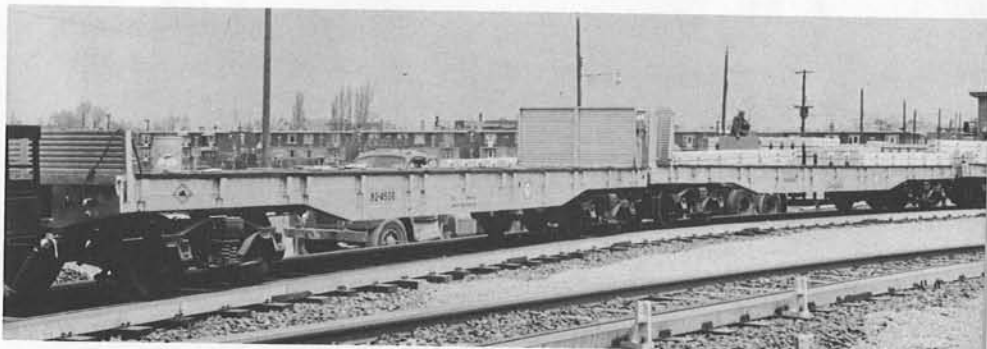
There are four diesel locomotives with rubber traction wheels running on the concrete rails. Two pairs of small steel flanged wheels ride on the steel rails for guidance. These machines are 525 HP and exert a drawbar pull of 33,000 lbs. Weight is 43,000 lbs. Rails and other materials required are hauled to the site of the track construction by these work trains. Afterwards they will be used for maintenance work and for handling materials and supplies. Couplers will mate with the subway car couplers (modified Schassernberg automatic coupler), but one locomotive has a standard AAR coupler on one end for handling railroad freight cars coming in via the CNR spur.

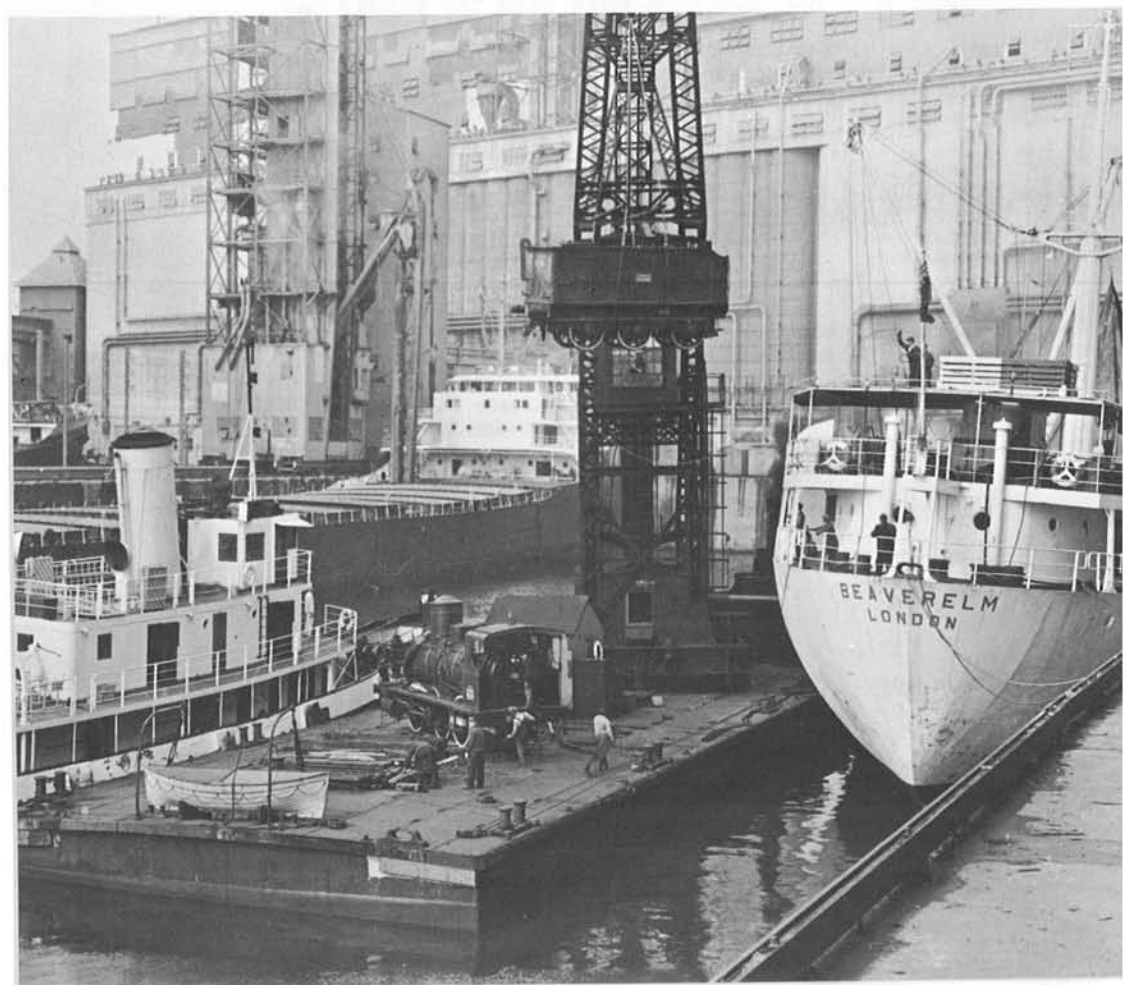
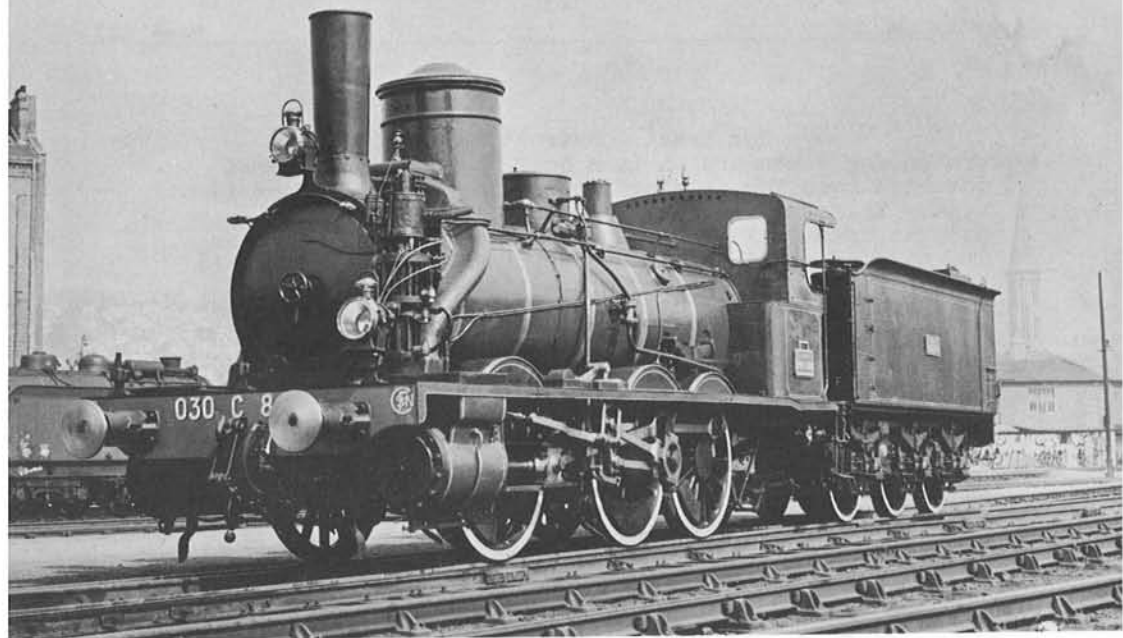
Tracks are being laid to very strict specifications both as to material and workmanship. It will be interesting to see the results of this novel installation.



**OPPOSITE:** Interior view of the Metro Inspection Shop showing one of the locomotives and a train of service cars.

**BELOW:** Specially-built aluminum flat cars used for construction and maintenance work on the underground Metro lines. They are mounted on rebuilt trucks from CPR freight equipment.





## "Bien le bonjour à nos amis au Canada . . . ."

-- O.S.A.Lavallée

THE PROGRESS of a transatlantic cargo vessel was followed with more than usual interest by the Montreal membership recently, and particularly by those who participate in the activities of the several museum committees. The ship in question was the Canadian Pacific cargo vessel "Beaverelm" of London, which called at the French port of LeHavre on Friday, April 30th, and there loaded the Association's 0-6-0 locomotive and tender which were donated last year by the Societe Nationale des Chemins de Fer Francais. After ten days on the high seas with the two railway units as deck cargo, the vessel docked at Shed 7 in Montreal Harbour late in the evening of Monday, May 10th; during the course of the following morning, May 11th, SNCF No. 030 C 841 and its tender, No. 15 A 189, were off-loaded onto the deck of a National Harbours Board floating crane. The crane was then taken in hand by the Harbour Master's vessel, "Sir Hugh Allan" and taken around to the foot of McGill Street where, at 11:15 AM, the tender, followed by the locomotive, were placed on Canadian rails.

The "ceremony" was witnessed by a small core of Association officers led by the President, who were joined by members of the press, Canadian Pacific, the French National Railways and the French Tourist Office. A small gathering of curious onlookers also watched the proceedings, some "wondering out loud" whether the locomotive would fit the Canadian gauge. Their fears were hardly allayed by the solemn assurance of those "in the know" that the locomotive and tender were of 1.435 metres gauge, while the Canadian track gauge was 4' 8½". Fred Angus, our resident human calculator, later imparted the useful information that the engine and tender were actually "broad gauge" by something less than a millimetre !

Early in the afternoon, members of the Railway Committee arrived and spent the rest of the daylight hours removing all portable artifacts from the engine and tender, bolting on the splashers which had been removed for hoisting, and wiping the locomotive down. Our friends in France had sent 030 C 841 on its way with everything it could possibly need for its permanent sojourn in Canada; there was a complete set of firing tools, new and used SNCF oil cans, three newly-refurbished signal lamps and a quaint red warning plate which admonished that the boiler was empty and that (therefore) the locomotive should not be fired up. The most personal touch of all was a small antique brass hand signal lamp, using carbide as fuel, in which was placed a message of greeting from the SNCF Yard Foremen at LeHavre. "Bien le bonjour à nos amis au Canada -- les chefs de brigade manoeuvre" it said; characteristically enough, it was written on the back of an old locomotive report form.

★★★★★

"St.Malo" posed at Le Havre for official photographers after its arrival from Chateaubriant.

(SNCF photo)

The Harbourmaster's vessel "Sir Hugh Allan" appears at left, ready to move the NHB floating crane with SNCF. 030.C.841 and its tender to the foot of McGill Street for unloading.

(O.S.A.Lavallée)

One of the tender lockers was well-secured with a lock-nutted bolt and upon opening this compartment, there stood revealed a large paper parcel marked "Tres Urgent". This turned out to contain three bound volumes of records giving the mechanical history of the locomotive and tender, plus a general summation of work carried out on the locomotive since about 1908. Miscellaneous documents enclosed loose in this book carried parts of the mechanical history back into the 1890s. The tender record goes back only to about 1947, lending weight to the assumption that it may have been a post-World War II acquisition by the SNCF obtained from Germany as part of war reparations.

During the afternoon, a crew of Canadian Pacific car men secured the locomotive and tender between two CP flatcars, Nos. 301413 and 301422, whose brakes were coupled across the engine and tender by a flexible hose line. About 8 PM, National Harbours Board switcher D-3 appeared and took the rake to the CP interchange at the foot of DeLorimier Avenue, where it was handed over to a Canadian Pacific switcher for movement to Hochelaga Yard for the night. The President and several members enjoyed an unofficial cab ride from McGill Street to Hochelaga in the gathering dusk.

On Wednesday, May 11th, a special movement (Extra 8592 South) took the engine and tender from Hochelaga to the Museum at Delson, where it was placed ahead of the Selkirk, No. 5935. That evening, a number of Railway Committee members were on hand to watch our own engine, No. 9, with Peter Layland as engineman and Robin Bales as yard foreman, move 030 C 841 and tender into Track 4 of the trainshed, signalled by the SNCF engine's own handlamp. Once inside, Omer Lavallee coupled 030 C 841 to "Waddon", our Brighton "Terrier" marking the first use of European side buffers and screw coupling in a museum in this hemisphere. On Saturday May 15th, "Waddon" and its new-found "friend" were transferred to Track 1 for storage.

#### Locomotive to be Named "St. Malo"

Our new acquisition's road number, expressed either verbally or in writing, is a cumbersome one; this, together with the fact that the tender carries a completely different road number from the engine, caused the Railway Committee to give consideration, earlier this year, to naming the locomotive. Such a procedure was not without precedent as far as the 030 C class locomotives were concerned. Of the 341 units in our locomotive's class, the first 125 bore names of Norman or Breton geographical origin. No. 030 C 841 was not one of those so endowed, however, and it thus fell to our lot to select a name appropriate both to the region where the locomotive spent its 82-year career, and to Canada. After much discussion and deliberation, the Committee recommended that the engine be named "St. Malo" for the following reasons:

- (1) The name is appropriate to Canada, being the port in Brittany whence, in 1534, Captain Jacques Cartier sailed to discover Canada. Cartier was a native of St. Malo, and died in its suburb of Limoilou.
- (2) It is appropriate to the locomotive, as St. Malo is on the lines of the Chemins de Fer de l'Ouest for which No. 030 C 841 was built. In its early years, the engine was stationed at Rennes, whose turns of duty include St. Malo.
- (3) The name is short, easily spelled and pronounced. (mah'low)

Because of its associations with Canada, the name "St. Malo" has been applied to a Quebec city suburb, the site of the shops of the former National Transcontinental Railway, and was also the name of a route on the city rail lines of the Quebec Railway, Light & Power Company's streetcar system -- "Basseville - St. Malo". For these reasons, the Executive Committee of the Association un-animously agreed, on April 26th, 1965, to bestow this name on the locomotive. A suitable official christening ceremony will be held later in the summer.

### Career Details

From the time of their arrival, the locomotive and tender were subjected to the closest examination. For one thing, while it was known that the original four-wheeled tender had long since gone to scrap, it was found that the present, six-wheeled, plate-framed tender is twenty-five years younger than the locomotive, bearing the markings of Henschel und Sohn, Cassel, Germany, in 1908. Following French practice, the tender carries its own distinctive road number 15 A 189, unrelated to the locomotive number. This tender has been with "St. Malo" only since October 5, 1956; previously, it had served with other engines of the same class, among them 030 C 549 (built at Graffenstaden in 1872); 030 C 673 (built by Schneider in 1878); and 030 C 756 (built by Batignolles in 1880).

The record books enabled us to assemble a precise record of the locomotive's shed assignments from 1910 to the date of its withdrawal in 1964:

- 1883, Oct. 16: Outshopped by Societe Alsacienne de Constructions Mecaniques, Graffenstaden, near Strasbourg, Alsace (then in Germany).  
Serial No. 3376. Chemins de Fer de l'Ouest No. 2225.
- 1899, Mar. 31: Air brakes applied.
- 1908 : Upon amalgamation of the Ouest with the Chemins de Fer de l'Etat, was assigned new number 030 841.
- : For an unknown time prior to 1910, assigned to Rennes.
- 1910, Apr. 1: Assigned to Chateaubriant, freight service.
- 1912, June: General overhaul and repainted Etat 030 841.
- Aug. 3: Assigned to Laval, freight service.
- Oct. 3: Assigned to Chateaubriant, freight service.
- 1916, Dec. 28: Assigned to Vire, standby locomotive.
- 1921, May 25: Assigned to St. Gauburge, mixed service.
- Dec. 10: Assigned to Lisieux, mixed service.
- 1929, Oct. 8: Assigned to Lison, mixed service.
- 1932, April 19: Assigned to Vire, mixed service.
- 1938 : When Etat system became Region Ouest of the Societe Nationale des Chemins de Fer Francais, renumbered 030 C 841.
- 1941, Nov. 1: Assigned to Cherbourg, mixed service.
- 1946, May 13: General overhaul at La Lilloise, Aulnay-sous-Bois.
- 1947, Apr. 16: Assigned to Thouars, mixed service.
- 1952, Mar. 5: Assigned to Chartres, freight service.
- 1953, Apr. 20: Assigned to LeMans, freight service.
- 1960, June 23: Assigned to Angers, freight service.
- 1962, Sept. 12: Assigned to Chateaubriant, yard service.
- 1964, July 15: Placed in "attente d'amortissement" at Chateaubriant.
- 1965, Apr. 26: Named "St. Malo" by Resolution of the Executive Council, CRHA.
- Apr. 30: Shipped from LeHavre aboard CPSS "Beaverelm".

A distinctive feature of the locomotive is its "Gooch" valve gear, invented in 1848.

1965, May 10: Arrived Montreal aboard CPSS "Beaverelm".

May 11: Unloaded and moved to CPR Hochelaga Yard, Montreal.

May 12: Moved from Hochelaga to Delson and placed in Museum.

It is entirely possible that the chronology will not end there. The locomotive is in good mechanical condition and is therefore a candidate for possible operation under its own steam, at least on the museum property and possibly elsewhere.

"St. Malo" is the first French steam locomotive ever to come to the "new world" as a museum piece. Another locomotive, built in France, was purchased by the Pennsylvania Railroad in 1904 and brought to the United States. This was a 4-4-2 DeGlehn compound and was bought for experimental purposes; it was broken up within a few years of its importation but was, like 030 C 841, built by the Societe Alsacienne, though at the Belfort works.

The Societe Alsacienne also had an indirect hand in the only other French locomotive construction related to North America. In 1870, its predecessor, Andre Koechlin & Cie. at Mulhouse, built a number of 0-6-0 tender engines for the Memphis, El Paso & Pacific Railway. Only two were actually shipped, however, and after the builders had learned that the purchasing United States company was bankrupt, had the locomotives unloaded when the ship, on which they were loaded at Antwerp, called in at Bordeaux. All were eventually sold to lines in Spain and Portugal.

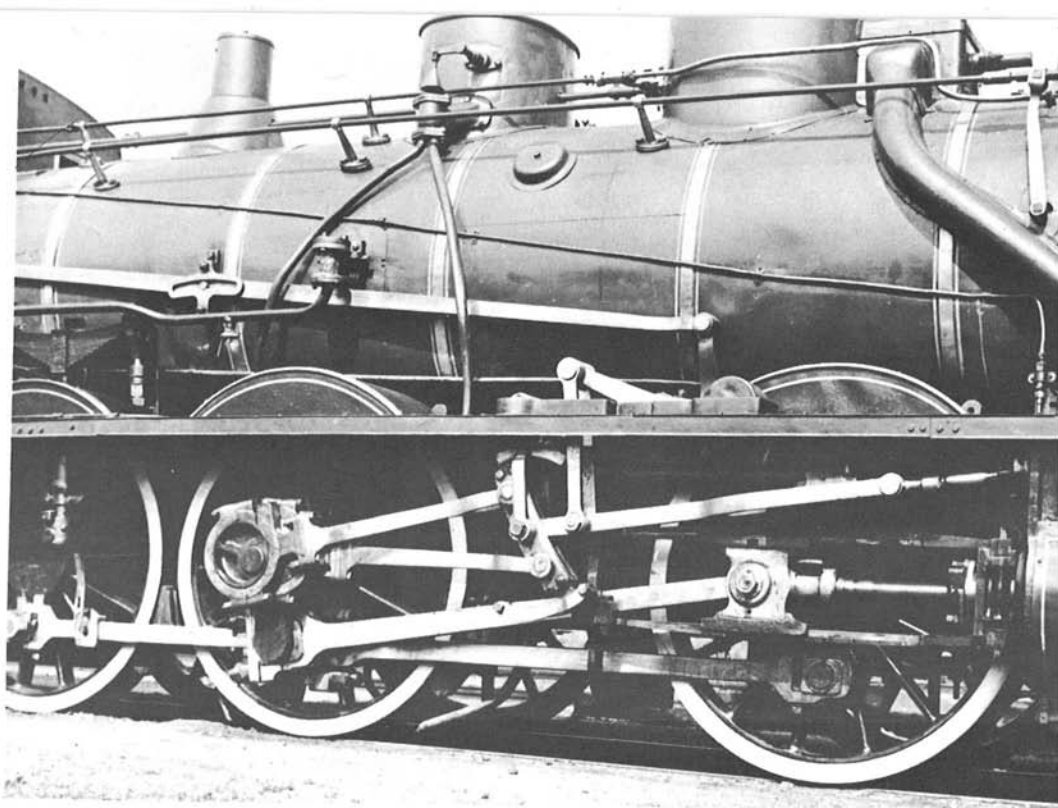
#### Mechanical Features

Probably the most striking visible feature is the Gooch outside eccentric valve motion, which has been seldom seen in North America. It was invented by Daniel Gooch of the Great Western Railway in England in 1848 and is similar to Stephenson link motion. It is hand-operated by a screw mechanism with counterbalances.

The indicating gauges on the locomotive are all graduated on the metric system, pressure gauges showing "hectopiezies" (hpz) or atmospheres. "St. Malo" carries 11 atmospheres pressure, or about 160 pounds.

An unusual feature to North America is the "Flaman" speed and signal recording apparatus, fixed on the cab wall and providing a paper tape record of speeds attained. It is operated by shafts and gearing to a rotating arm operated by the right-hand siderod just ahead of the rear drivers. It is locked and sealed to prevent engine crews from "correcting" their mistakes. There is an induction coil under the cab which is activated by a signal circuit coil in the tracks. Signals and their indications are also marked on the tape, and this, combined with the speed curve, indicates how quickly the "mecanicien" reacts to a restrictive indication. 030 C 841 carries a plate indicating that speed must not exceed 65 kilometres per hour.

"St. Malo" is 29 feet long, 14 feet to top of stack and weighs just over forty tons, empty. Its tender is 20 feet long and 9' 3" high. Both units have an extreme width of 116". Tender light weight is 18½ tons. Locomotive cylinders are about 16 x 25" and driving wheels about 57". The tender carries 5,000 kilograms of coal and 15 cubic metres of water.



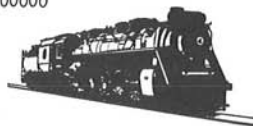
## Transit at EXPO '67

A cable car system, that will pick up passengers at ground level and carry them along a route 100 feet above the islands at Expo '67 is being planned as one of the transportation facilities at the "World's Fair Site" in Montreal. Expo officials point out that this operation is not to be confused with the regular rail system that will carry visitors around the site free of charge. Fare for the cable-car ride is estimated around 75¢ for the half-mile journey. The system will be similar to those operating in regular daily service at many points in Austria and Switzerland.



### EXCURSION

Montreal to Portland, Maine, and return.



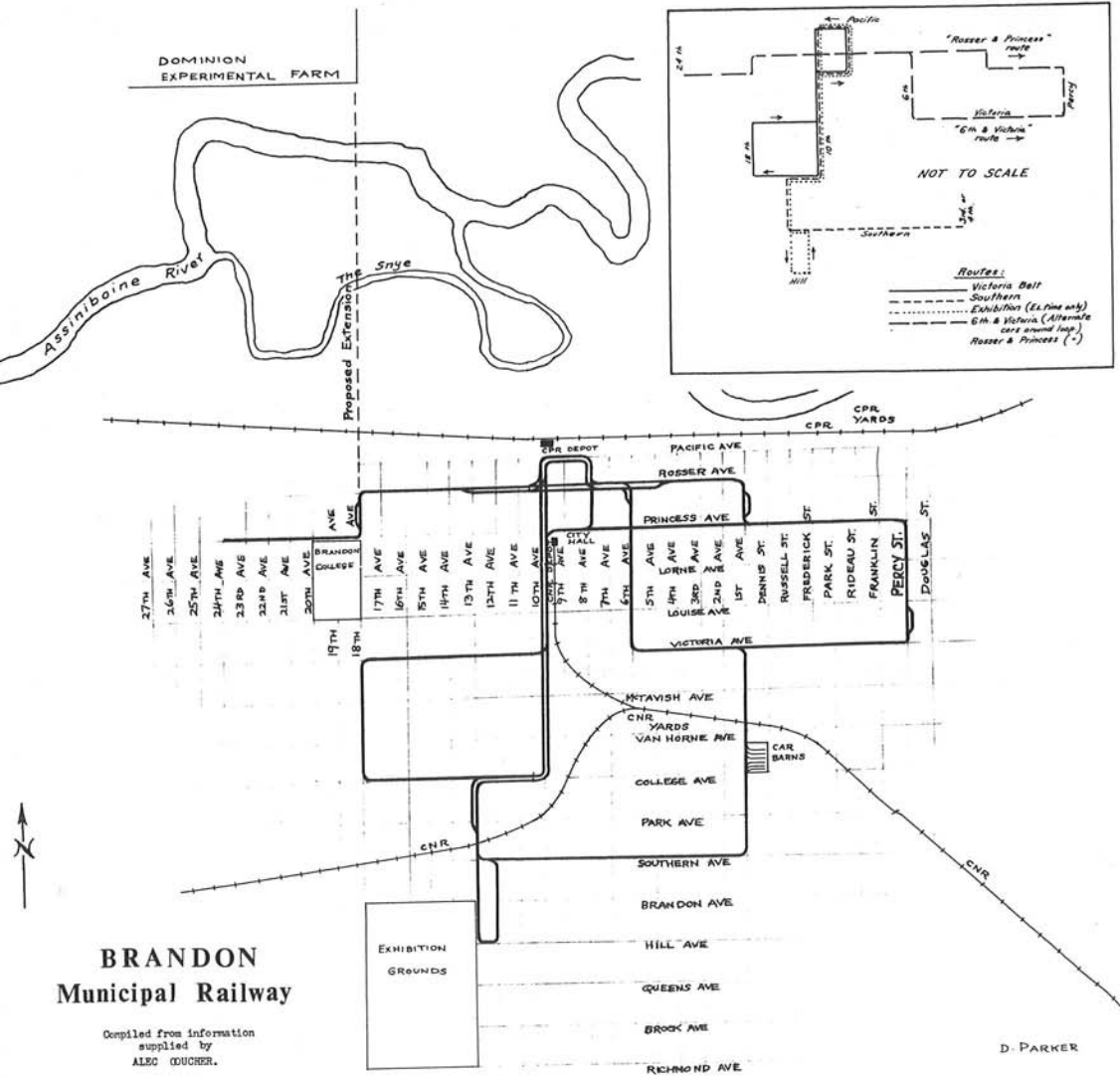
Three-quarters of the total mileage behind C.N. Steam power.

RESERVE THE DATE September 11 - 12, 1965.  
\$ 25.00

Inquiries and tickets - apply: Passenger Sales Manager

CANADIAN RAILROAD HISTORICAL ASSOCIATION

P.O. Box 22, Station "B"  
Montreal, Que.



### BRANDON Municipal Railway

Compiled from information supplied by ALEO DOUCHER.

D. PARKER

#### NOTICE OF MEETING:

The next regular meeting for all members of Canadian Railroad Historical Association will take place Wednesday, September 8th, 1965, at 8:00 p.m. Location: McConnell Engineering Building, McGill University, Montreal.



# The Brandon Municipal Railway

-- Douglas V. Parker

Brandon, Manitoba, the second oldest city on the Canadian Prairies, takes its name from Brandon House, an early outpost of the Hudson's Bay Company built in 1794 seventeen miles down the Assiniboine River from the site of the present city. Almost one hundred years later, in 1879, the influx of settlers by-passed the now-abandoned trading post, and set up house keeping on a site which the Canadian Pacific Railway was to call Brandon Station when it reached this point in 1881. The present city was incorporated in 1882, and, in time, became the trading centre for the wheat growing country of southern Manitoba.

Trade flourished, the town prospered, and as early as 1906 the city fathers considered proposals for a street railway. (The capital, Winnipeg, had enjoyed such service for several years). The first proposal came from the Kensington-Brandon Land and Development Company who wished to construct ten miles of line at a cost of \$200,000. The Company proposed to offer a ten-minute service between seven a.m. and eleven p.m. Consideration of the proposal was held over until the next meeting of council, but the plan was subsequently abandoned.

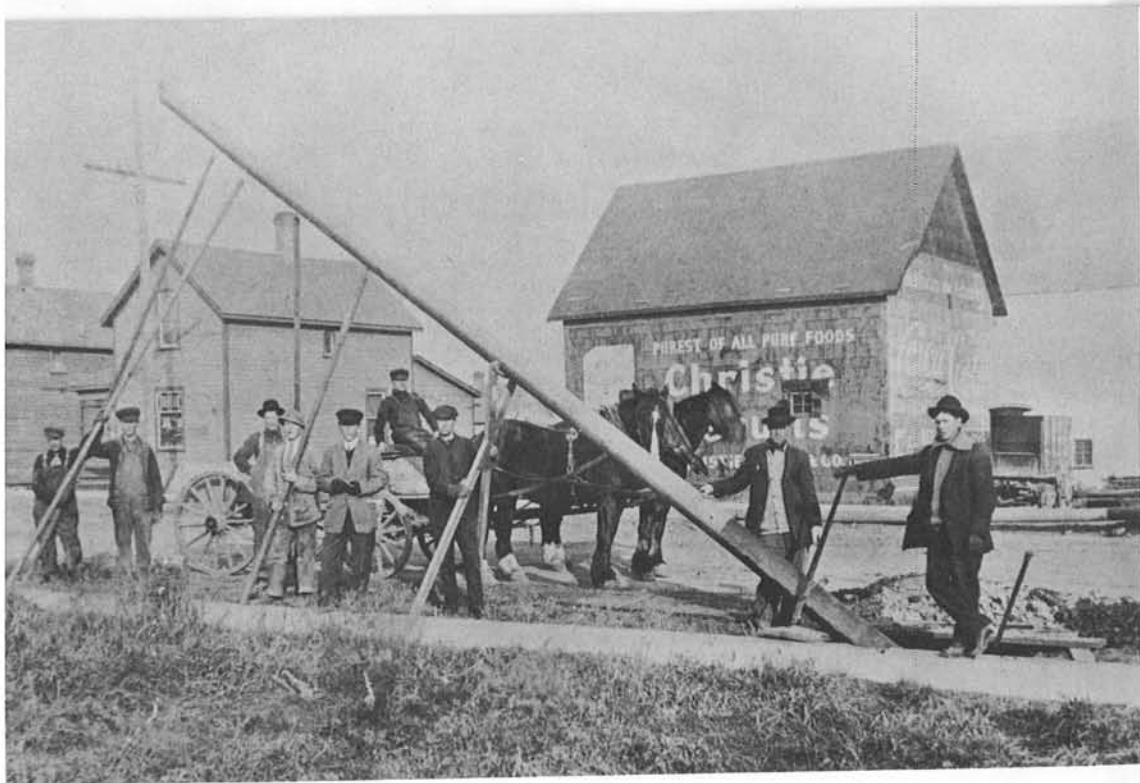
For a time, nothing further was done about providing street railway service. Then, in 1910, two proposals, one from a Vancouver firm, were presented to council. The terms in both cases were unsatisfactory, and, again, no further action was taken until 1911, when it became known that a group associated with the Reese-Muire Syndicate and the Manitoba Power Company had made an application to the Manitoba Legislature for incorporation of what was to be known as the Brandon Electric Railway.

Private ownership was not looked upon with too much favour in Brandon - for even during the 1906 negotiations the Mayor had gone on record as favouring public ownership of a street railway should one be built. Now, with the prospect of private ownership facing them, council hired a Mr. Farquharson to look into the construction of a municipally-owned street railway in Brandon. His report suggested that three lines aggregating 7.7 miles be built at once at a cost of \$140,000., exclusive of overhead wire, rolling stock and power supply. As a result, a by-law was put to the ratepayers on June 16, 1910, who passed it by a vote of 1238 to 236. Clearly the citizens of Brandon were solidly behind the project, especially as the proposed street railway was to be tied in with the paving of the streets and it was felt to be more economical to combine the two projects.

As might be expected, there were some rather unpleasant exchanges at council meetings where the route of the line was decided. Eventually, however, the differences were resolved, and on October 9, 1911, Mayor Fleming had the privilege of driving the first spike. Strange as it may seem, nothing had been decided about the method of operation, most of the previous decisions having to do with construction.

As a result, one month later, a new referendum was held to determine the ratepayers' wishes about the manner of operation of the line. On November 9, a small turnout of voters decided in favour of private ownership and operation by a vote of 458 to 176. Four companies promptly submitted bids for the franchise. Council finally decided in favour of a popular Brandon resident, J.D. McGregor, who represented a British syndicate.

On April 10, 1912, council approved the agreement with Mr. McGregor,



Erecting poles for the overhead, during the construction of the Brandon Municipal Railway. (Photo courtesy W.T.Wakefield)

and ordered a by-law to be prepared for submission to the ratepayers. It was passed on May 21. The franchise provided that Mr. McGregor would have five miles of line completed by December 1, 1912, and a further two miles by June 1, 1913. The line was to be standard gauge, laid with seventy pound T rail. The contractor was to take over the rail already laid by the City on Rosser Avenue at its original cost. The franchise was to run for thirty years, but on giving one year's notice, the City could take over the line on termination of the franchise at its replacement value, or else renew the franchise for further periods of five years.

Despite the passing of the by-law, there was still strong feeling in Brandon against its terms. Moreover, there was some question of the Company's position under the Public Utilities Act. Mr. McGregor agreed to withdraw his claim, and, in a further plebiscite, held June 14, the ratepayers once again approved public ownership and a \$300,000 construction by-law.

Mr. Speakman, the City Engineer, lost no time in getting construction underway. The Canadian Pacific Railway loaned a Mr. Dave Heatley to the City to act as master tracklayer; William Wakefield was timekeeper for a mixed track crew of recent immigrants from Poland and Galicia. The overhead men, on the other hand, seem to have come largely from the United States.

To those who are not familiar with prairie winters, construction progress may have seemed slow, since, while most of the trackwork was in place by November 1, it was January before the streetcars themselves were ordered and May 8, 1913 before the first three cars arrived in Brandon. Powered by electricity obtained from the Brandon Electric Light Company, the cars made a trial run May 16.

Regular service began June 2, 1913, on two routes: Rosser Avenue and Tenth Street. A retired motorman, Mr. Spedding, recalls that he drove the Mayor and City Clerk in his car on opening day. Many of the platform crews were former motormen and conductors from Great Britain. (Mr. Spedding himself was formerly a motorman in Lancaster, England.) He recalls that the barns on First Avenue, south of Victoria, had not as yet been completed, and it was necessary to leave the cars out in the open on First Avenue for the first few months.



At left: One of the single-truck cars on the B.M.Ry. Mr. Spedding in overcoat and Mr. Watkins. (photo courtesy Mr. Spedding.)

Below: Looking down Tenth St. during construction of the Brandon Municipal. (Provincial Library)

As was often the case with a new line, the railway showed great promise. During August, the average number of passengers was 2776. This soon fell, once the novelty had worn off, to 2500 the following month. In the first burst of enthusiasm, council gave approval for the purchase of ten single truck open trailers from the Winnipeg Electric Railway. These were intended for service during the annual Exhibition as well as for excursions in the summer. During the week that the Exhibition was in progress, the little cars pulled as many as three trailers each.



Soon, various extensions were discussed, the main contender being an extension of four miles to the Experimental Farm, the Industrial School and Lake Percy. The city was to receive land for park purposes at the farm, but this was not developed, and the project was dropped, although it came up for discussion again in 1917.

Prairie winters are notorious for their extreme cold as well as for the amount of snow that falls each year. In Brandon, the first problem was taken care of by the installation of small stoves in the cars; the second by the purchase of a sweeper from Preston. Even with these comforts, the poor motorman reporting for duty for the first car in the morning, or returning home after the last car at night, was still faced with a long cold walk on a wintry day.

In the beginning, the cars were operated with two man crews, but as early as 1915, revenue had dropped to such an extent that one-man operation was introduced. When the cars had both a motorman and conductor they were operated on the PAYE system, but when the switch to one-man crews was made, they were converted to pay-as-you-leave in order to speed up loading downtown. During the war this produced some ingenious schemes on the part of soldiers from nearby Camp Shilo using the cars.

On one occasion, the operator of the car had got out to throw the derail at the crossing with the Canadian Northern Railway just before Southern Avenue. On his return he found that all his paying passengers had departed via the open windows without going past the farebox. This derail had to be thrown by a switch located on the pole at the side of the road just before crossing Southern Avenue. Once the car had crossed the CNR tracks, the motorman had to get out again, to restore the derail to normal.

This same derail was productive of a certain amount of horseplay. One of the operators who lived nearby was a great prankster. Late one night, a motorman stopped to throw the derail. On leaving his car he noticed a man lying across the tracks. It was the prankster pretending to be drunk. With a great deal of effort, the good Samaritan hoisted the "drunk" into the vestibule of his car. Naturally the passengers had taken a great deal of interest in the proceedings, and promptly recognized the "drunk" who sobered up rapidly once the car got underway again. His fellow operator caught on to the gag when the passengers began laughing, and he pulled the night curtain aside to see what the joke was.

By 1915, even though the system was barely making operating expenses, council decided to extend the line by completing the loop from Franklin and Princess via Percy and Victoria Avenue, which was opened on September 1, 1915. Work was begun the same year on the completion of the Belt Line via Victoria, 18th, and College Streets. Five cars provided the base service while all ten were used during rush hours.

Even with the additional traffic produced by these extensions, the system continued to lose money. During its first year of operation ending June 1914, the net deficit was \$14,542. Each succeeding year continued to show a decline in revenue, so that by 1920, the loss had risen to \$26,828, by 1923 to \$41,000. Obviously this could not continue for very long.

Consequently, council was more than pleased to receive an offer from the Canada Gas and Electric Corporation on January 2, 1925, to buy the operation should the city decide to scrap it. The bidders offered to provide service for a five-cent fare, but also required an exclusive franchise for transportation, power and light. Since the city did not feel the terms offered were satisfactory, the Company withdrew its offer, but eventually received the electrical franchise May 11, 1927 on condition that it supply power to the street railway at a cost of 2½ cents.

Meantime, in an attempt to stimulate car riding, the city established new fares. Prior to this the fares had been four for twenty-five cents for adults, five for a quarter for workingmen's tickets good only at certain hours, and eight for a quarter for children. Transfers, yellow in colour, with the names of the routes printed on them, were issued. The new adult fare consisted of a twenty-trip book sold for one dollar, and good any time of the day.

For a short while things seemed to improve, even to the point in 1927 where an additional car was placed in service. A further change took place

in the late summer of 1928 when council authorized a short schedule for Sunday operation, there having been no Sunday operation when the line was first opened.

Despite these improvements, it gradually became clear to everyone that the line was doomed to be faced with an operating deficit for its entire life, built as it was in a community which was basically too small to support a street railway operation. Things eventually reached the point in 1930 where the Manitoba government suggested to the city that other means of transportation should be found, and the line abandoned. This discussion formed a part of the issues in the civic election of 1930. The ratepayers, however, voted to keep the line in the face of council who wished to invite tenders for a bus operation.

Council then decided to put the question to the voters a second time, but to ensure that the electorate were fully aware of how desperate the line's finances were before they voted, the aldermen put certain very drastic measures into effect. Beginning May 11, 1931, service was to begin one hour later, and finish one hour earlier. Headways were lengthened from fifteen minutes to one-half hour during non-rush-hour periods. The carhouse staff was reduced. It comes as no surprise to find that the voters reversed their previous decision when they went to the polls June 2, by a vote of 1421 to 791.

With this new mandate, council notified the line's employees that operation would cease as of August 15, 1931, and their services would no longer be required after August 25.

The line was given an unexpected reprieve as a result of a transaction which had taken place the previous January. On New Year's Day, 1931, the Provincial Government had purchased the city's electrical facilities from the Canada Gas and Electric Corporation. Almost immediately, an American company, the Iowa Southern Utilities Corporation, through a Canadian subsidiary, the National Light and Power Company, offered the government a clear profit of almost two hundred thousand dollars on the facilities it had just purchased. Agreement was near between the two parties, and the American corporation notified the city that if the purchase went through, it was prepared to continue the street railway operation.

As had been previously announced to the public, operation ceased on August 15. However, nothing was done to dispose of the equipment or the facilities pending the outcome of the deal with Iowa Southern. Unfortunately the agreement was not brought to a satisfactory conclusion, and the city invited tenders for bus operation. The tenders received were disappointing and the street railway resumed operation October 1 for a trial period of six months.

The operating loss for October was \$800., but the loss for November was only half this amount, and council announced that it was prepared to subsidize operations to this extent, and even extended the operating schedule by one hour. On March 31, 1932, council extended the trial period to April 30, but at the same time asked for tenders for a bus operation.

The tender of MacArthur and Son of Brandon was accepted, and street railway operation ceased as of April 30, 1932, even though the buses were unable to run before June 1.

Some of the track was lifted, and cut up to make posts for the road along the Assiniboine River on First Street North. Several of the street-car bodies were placed on the south side of Victoria Avenue at about 25th Street, to be used as coffee bars, and ice cream stands. Since this is now a residential area they have long since disappeared.

ROSTER

- 1-10 Niles 1913 Single truck, double-end cars, 34' long overall, full arch roof. (Bodies similar to TTC 2200 class) Brill 21E trucks. Cars built with all steel underframes. Sources say that cars were an orange-yellow colour, although it is possible that when first purchased they were chocolate coloured. Reports state that five cars were equipped with Westinghouse 101B motors and five with GE 80A motors.
- ?-? (10 units) Single truck trailers. Open bodies. Obtained in 1913 from the Winnipeg Electric Railway.
- Sweeper Preston 1913 Single truck, double end, long broom sweeper, painted boxcar red, equipped with Westinghouse 101 B2 equipment.

RAIL

70 lb. 264 section steel laid on concrete roadbed (mostly on Rosser Avenue).

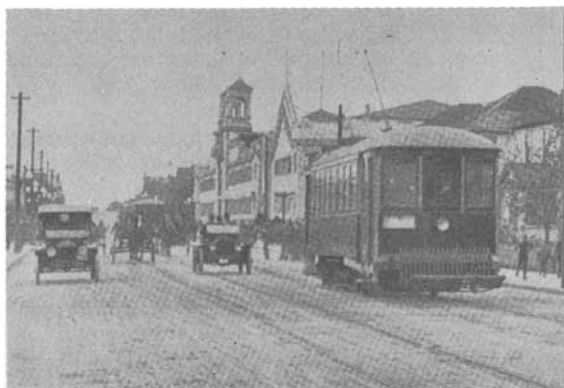
60 lb. ASCE rail on gravel ballast.

SUPERINTENDENTS

1. Percy Boden
2. a Mr. Jones - formerly the car house foreman.

A Mr. Antonisen is also mentioned for a very brief period in the early days.

The Superintendent's office was in the city hall, and operators had to go there to draw tickets.



- Above: Opening day on the Brandon Municipal Ry.  
(Provincial Library)
- Below: Looking down towards C.P.R. Station at  
the foot of Tenth Street, Brandon, Man.  
(Provincial Library)

ACKNOWLEDGMENTS

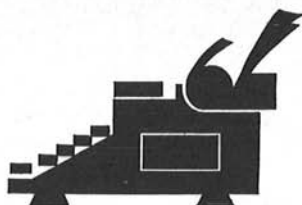
The author would like to express his thanks to the following people:

- Mr. William Wakefield, Brandon, Manitoba (timekeeper on the original construction.)
- Mr. Spedding, Victoria, B.C. (Motorman)
- Mr. Alec Goucher, Brandon, Manitoba (son of Archie Goucher, Motorman)
- Miss Regis Bennett, Assistant Provincial Archivist, Province of Manitoba.



# Notes and News

by P. Ganley



- ★ CN has introduced a new ticket which can be used for about 60 % of rail passenger ticketing. It covers on a single form, rail transportation plus all types of accommodation. Previously, at least two tickets were required; one for rail transportation, and the other for reserved space.
- ★ The Legislative Assembly in Quebec has unanimously adopted a motion urging the CPR to re-establish night train service between Montreal and Quebec city and vice-versa during Expo '67. As you recall the night pool service was discontinued a few years back because of lack of patronage we presume. It is doubtful whether service will be restored in 1967, certainly not before.
- ★ CN's Railiners (RDC's) on the Atlantic Region are getting a face-lifting at CN's Moncton shops. Transcona and Pt. St. Charles shops have been busy remodelling and converting other CN passenger equipment the past year and it was inevitable that the RDC's would be overhauled. Installation of a modern snack bar, improved luggage racks, a new colour scheme and reclining seats are the main features. The C.N. has purchased 16 more RDC's from the Boston & Maine, Chesapeake & Ohio, and Rock Island Railroads. Details of the B. & M. cars, received in mid-July, are included elsewhere in this issue.
- ★ Canadian Pacific has placed a \$4.2 million order for highway and city automotive equipment, which includes double trailer units, standard trailers, tractors, and other equipment. Meanwhile, CN has ordered 200 gondola cars from National Steel Car Corp. Ltd. Built to serve primarily the steel industry, the cars will have a capacity of 90 tons and a length of 65½ feet, the largest in CN service.
- ★ Construction is expected to start next April on the combined tunnel, bridge and causeway between New Brunswick and Prince Edward Island. The cost is estimated at \$148 million. As was rumoured, the nine mile line will include both rail and highway facilities.
- ★ CN's station in Moncton is to be expanded to handle the increasing flow of passengers. The number of people buying tickets in the Atlantic Region is now 33% more than it was in 1961. The east end of the station will be extended 53 feet with a full basement under this extension.
- ★ CN has been given approval by the Board of Transport Commissioners to abandon an eight-mile portion of railway between Lake St. Peter and Wallace Point, on the Maynooth subdivision. The railway revised its original plans to seek total abandonment of the 27-mile stretch between Bird's Creek and Wallace Point. The 19-mile portion between Bird's Creek and Lake St. Peter has been given a two-year stay of execution, due to the fact that increased pulpwood production is expected in the area in the near future.

# The Undesirable Element



"If we drive in, there's nowhere to park — you and the tramways keep raising the fare and reducing the service — in fact nobody likes us and IT'S MUTUAL!"

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