

Canadian Rail



NO. 223

SUMMER 1970



your Canadian Rail

Somehow,
it seems that magazines and newspapers
have taken to changing their shape, their appearance
and their content almost as fast as the Toronto MAPLE LEAFS
manage to lose hockey games and readers of CANADIAN RAIL may be for-
given for believing that the people who work to put the magazine to-
gether never seem to know quite what they're doing.

But to us, at least,
the feat of assembling this issue was a bit difficult, for it seemed
that there a great number of problems to resolve in its cover-to-cov-
er production.

The thing that was most on our minds was what was
the real purpose of CANADIAN RAIL and what could we do to raise a
bit of common interest in our diversified membership.

Should we compose a column of administrative events
and doings of the Board of Directors? After all, most of the members
are pretty much in the dark about the dark deliberations of this
august body.

Should we concentrate on the historical aspects of
Canadian railway history. A history should have a beginning and an
end, with no specific limitations of space, - incidentally, this is one
good reason why the book "Delorimier and Angus" should be reprinted.

Should we produce an all-photograph issue? This is
a sure way to provide a bit of relaxation for the summer evenings.

What about a steam issue for steam fans?

Or a traction issue for trolley buffs?

Maybe a diesel issue for diesel spotters?

Perhaps a "museum" issue for the C.R.M. friends?

Anyway, we hope you like the result.

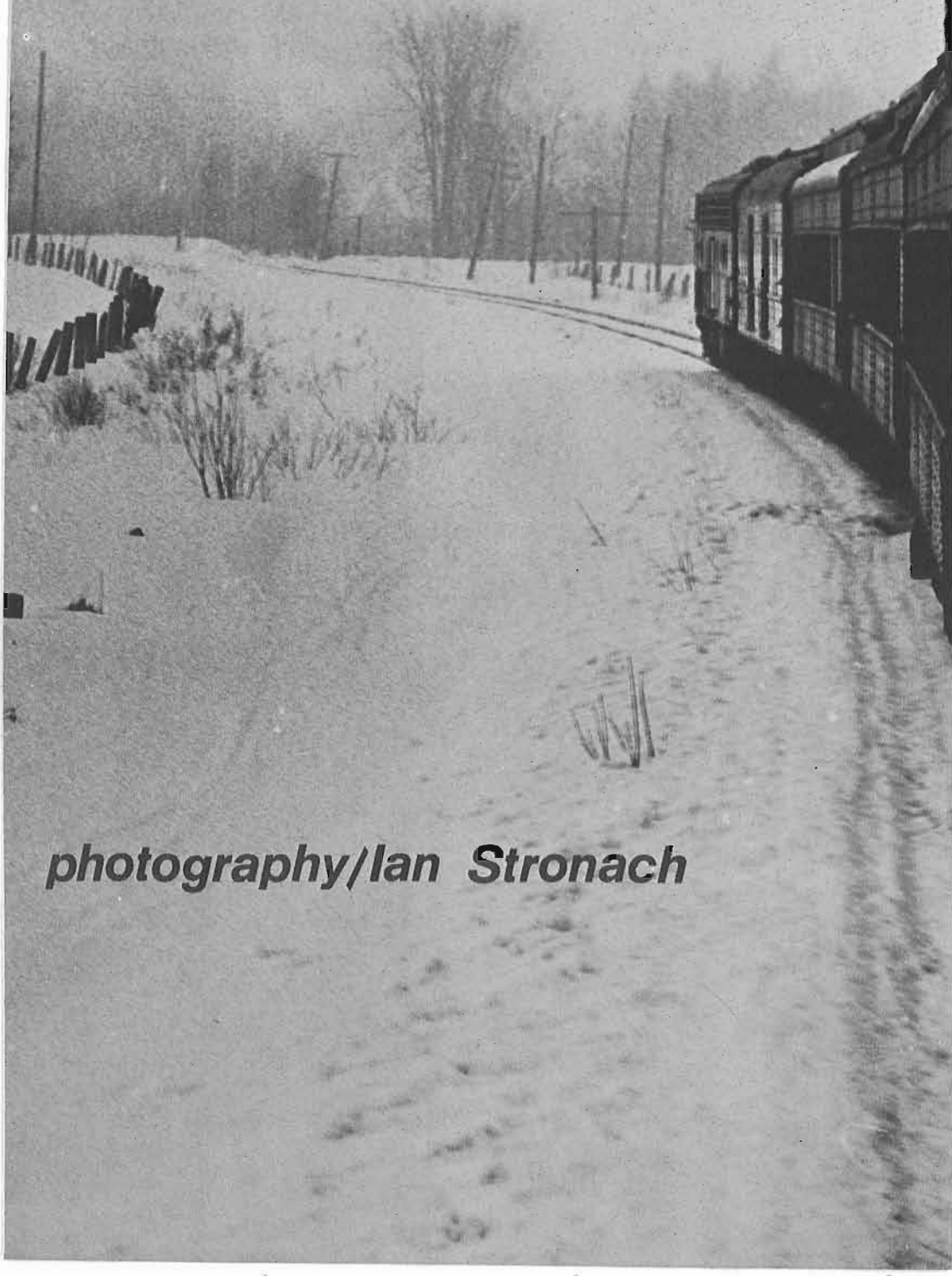
And let's see what changes the Toronto MAPLE LEAFS
make - and what changes you, the readers, make!

Bob Linney and Ian Stronach.

On the head end of this month's consist, Canadian Pacific's E-8,
number 1800, grumbles to itself in Windsor Station, Montreal.

Photo by Ian Stronach.

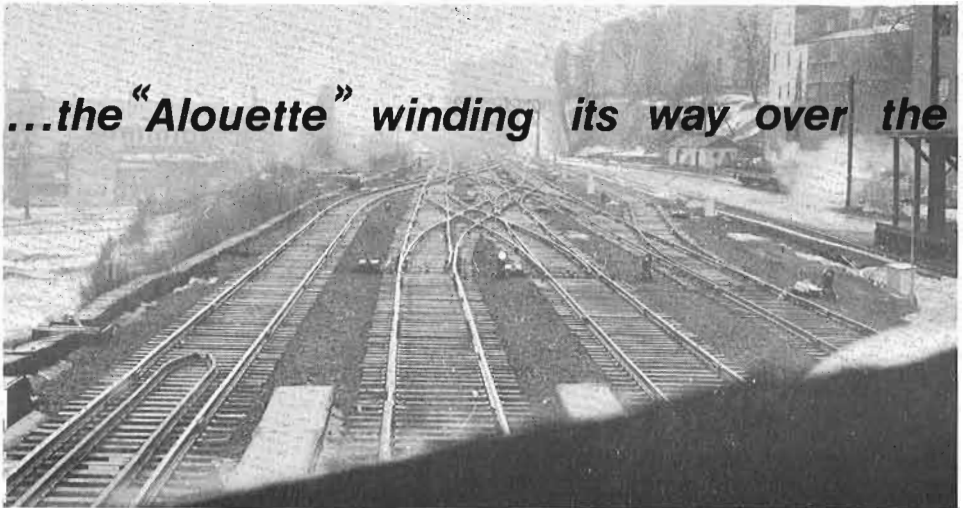
remember...



photography/lan Stronach



***Say, did you ever
see one of those
big EMD 2250 h.p.
E-8's on the
head end of....***



***cross-overs at the interlocker, up the
hill to Westmount...***



....or riding high atop the Ste. Anne's Bridge with the stainless steel and domes of the "Rideau" in tow.....





....or roaring up the grade at Cap de la Madelaine with the "Frontenac" eastward to Quebec's Palais Station?

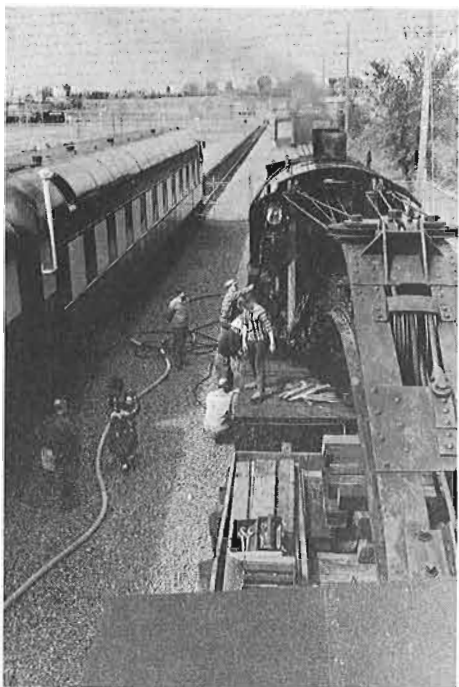




If you did, then the Association's excursion of March 21, 1970, from Montreal to Drummondville and return, will bring back many happy memories.



SPEAKING OF (OTTAWA) OPERATIONS



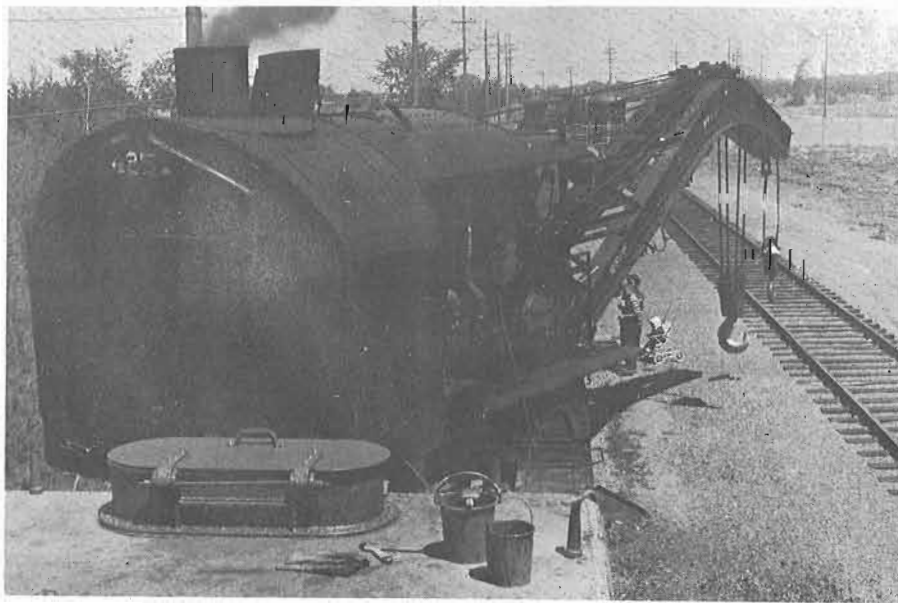
FIFTY YEARS IN STEAM - The Association's Ottawa Branch members celebrated the 50th. Anniversary of their ex-Central Vermont steam crane, no. 4251, in 1969. This veteran was built by Industrial Brownhoist in Bay City, Michigan, in May, 1919. In this latest photo, Ottawa Branch "Wreckmaster" Duncan duFresne climbs into the cab, while President Bob Elliot examines the running gear under the watchful eye of John Corby, Industrial Technology Curator, Museum of Science and Technology and Mike Iveson, Ottawa Branch Secretary.

Photo courtesy Doug Campbell.



RIP-TRACK REBUILD - Central Vermont boom car, built as a flat car in May, 1907, receives well-deserved attention from Ottawa Branch members Duncan duFresne (sweeping), Bob Elliot and Ernie Turner (preparing siding) and Al Craig (waiting on the ladder to fit the prepared siding).

Photo courtesy Doug Campbell.



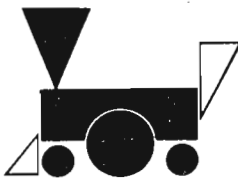
A PAINTER'S PAUSE - While repainting Central Vermont tender no. 4264, Doug Campbell paused to take this picture of CV steam crane no. 4251. The crane was fired up to assist Ottawa Branch members in their spring-cleaning operations. Association and/or Ottawa Branch members are cordially invited to assist in the continuation of the restoration work. Photo by Doug Campbell.



ANOTHER SPRING - Winter is past and CP 402818, a 1907 Jordan Spreader basks in the glory of a strong spring sun. During 1970, Ottawa Branch members plan to provide new timbers and a coat (s) of paint for the old Jordan, which should assure her passage through many more Ottawa winters.

Photo courtesy of Duncan DuFresne.

Museum Addendum



THE FIRST FORMAL ROSTER OF EQUIPMENT AT THE CANADIAN RAILWAY Museum at Delson/St-Constant, Qué., was published in the June, 1963 issue of CANADIAN RAIL (no. 145). There had been many informal lists compiled previously, but under the careful supervision of Mr. Anthony Clegg, the then-Editor, this list proved to be as accurate and as detailed as any which had been produced up to that time.

From then to now, there have been quite a few additions to the list of items exhibited or acquired for exhibition at the Association's Museum. Thanks to the hard-working members at the Museum, the following itemization of equipment is offered. Its reproduction, either in whole or in part, without the permission of the Canadian Railroad Historical Association, is expressly forbidden.

ABBREVIATIONS used in the tables:

CCF	Canadian Car & Foundry Company, Montréal, Qué.
CIC	Canadian Locomotive Company, Kingston, Ont.
CNR	Canadian National Railway, Montréal, Qué.
COURT	Courtaulds (Canada) Limited, Cornwall, Ont.
CPR	Canadian Pacific Railway, Montréal, Qué.
CTM	Commission de Transport de Montréal, Montréal, Qué.
D&H	Deleware & Hudson Railroad, Albany, N.Y.
LBSC	London, Brighton & South Coast Railway (England)
LNER	London and North Eastern Railway (England)
L&PS	London & Port Stanley Railway, London, Ont.
MARIT	Maritime Coal, Railway & Power Company, Joggins, N.S.
MCPRY	Montreal City Passenger Railway, Montréal, Qué.
MLW	Montreal Locomotive Works, Montréal, Qué.
M&SC	Montreal & Southern Counties Railway, Montréal, Qué.
MTC	Montreal Tramways Company, Montréal, Qué.
MSR	Montreat Street Railway, Montréal, Qué.
NBPCo.	New Brunswick Power Company, Saint John, N.B.
NHB	National Harbours Board-Conseil des Ports Nationaux
NJRR	Napierville Junction Railway, Napierville, Qué.
OSC	Old Sydney Collieries Company, North Sydney, N.S.
OTC	Ottawa Transportation Commission, Ottawa, Canada.
QNS&L	Québec, North Shore & Labrador Railway, Sept-Îles, Qué.
QRL&P	Québec Railway, Light & Power Company, Québec, Qué.
STA	Ste-Anne Paper Company, Beaupré, Qué.
SNCF	Société Nationale des chemins de fer français, Paris, France.
S&L	Sydney & Louisburg Railway, Glace Bay, N.S.
TTC	Toronto Transit Commission, Toronto, Ont.
UTLX	PROCOR Union Tank Line Limited, Montréal, Qué.

Electric Railway Equipment

<u>No.</u>	<u>Company represented</u>	<u>Year built</u>	<u>Builder</u>	<u>Description</u>
1	M.S.R.	1905	Montreal Street Ry.	DT SE Observ.
3	M.T.C.	1924	Montreal Tramways	DT SE Observ.
6	O.T.C.	1895	Ottawa Car Mnfg.Co.	ST DE Closed
7	Courtaulds	1900	Montreal Street Ry.	DT DE Loco.
8	Toronto Suburban Ry.	1895	Patterson & Corbin	ST DE Open
10	L. & P.S.Ry.	1914	Jewett Car Co.	DT DE Interurb.
14	L. & P.S.Ry.	1917	Jewett Car Co.	DT DE Interurb.
51	M.T.C.	1928	Ottawa Car Mnfg.Co.	ST DE Sweeper
82	N.B.Power Co.	1906	Ottawa Car Mnfg.Co.	ST DE Closed
104	M. & S.C.Ry.	1912	Ottawa Car Mnfg.Co.	DT DE Suburban
200	M.T.C.	1919	J.G.Brill Co.	ST DE Birney
274	M.S.R.	1892	Newburyport	ST SE Closed
350	M.S.R. "Rocket"	1892	Brownell	ST SE Closed
401	Q.R.L.& P.Co.	1901	Ottawa Car Mnfg.Co.	DT SE Interurb.
423	O.T.C.	1906	Ottawa Car Mnfg.Co.	ST SE Royal Mail
611	M. & S.C.Ry.	1917	Ottawa Car Mnfg.Co.	DT SE Interurb.
696	O.T.C.	1917	Ottawa Car Mnfg.Co.	DT SE Closed
859	M.T.C.	1907	J.G.Brill Co.	DT SE Closed
859	O.T.C.	1928	Ottawa Car Mnfg.Co.	DT SE Closed
997	M.T.C.	1910	Ottawa Car Mnfg.Co.	DT SE Closed
1046	M.T.C.	1924	Montreal Tramways	DT SE Suburban
1317	M.T.C.	1913	Ottawa Car Mnfg.Co.	DT SE Closed
1339	M.T.C.	1913	Ottawa Car Mnfg.Co.	DT SE Closed
1801	M.T.C.	1924	Can.Car & Foundry	DT SE Closed
1959	M.T.C.	1929	Can.Car & Foundry	DT SE Closed
2222	M.T.C.	1929	Can.Car & Foundry	DT SE Closed
2300	T.T.C.	1921	Can.Car & Foundry	DT SE Closed
3015	M.T.C.	1907	Montreal Street Ry.	Flat car-trailer
3151	M.T.C.	1925	Can.Car & Foundry	DT SE Motor flat
3200	M.T.C.	1928	Montreal Tramways	DT SE Tool car
3517	M.T.C.	1944	St.Louis-C.C.& F.	DT SE PCC car
5001	M.T.C.	1917	Montreal Tramways	DT DE Loco.
W-2	M.T.C.	1923	Montreal Tramways	DT SE Crane car
W-63	M.T.C.	1945	Montreal Tramways	ST SE Grinder

Non—Railway Transit Equipment

7	M.C.P.R.	1875	N.&A.C.Larivière	Horse omnibus
20	M.C.P.R.	1875	N.&A.C.Larivière	Horse sleigh

Added since 1963 list:

854	O.T.C.	1928	Ottawa Car Mnfg.Co.	DT SE Closed
4042	M.T.C.	1947	Canadian Car & Fndry.	Trolley bus
15702	C.N.R.	1913	Preston Car & Coach	ST SE Crew car
A-2	O.T.C.	1913	Ottawa Car Mnfg.Co.	ST SE Sweeper
Y-5	M.T.C.	1900	Montreal Tramways	ST Shop motor
Sludge	M.T.C.	1935	Montreal Tramways	ST Sludge car
(none)	(unknown)	(unknown)	Hollinger Mines	Narrow-gauge electric mining locomotive.

Railway Equipment

<u>Road numb.</u>	<u>Company represented</u>	<u>Year built</u>	<u>Builder</u>	<u>Description</u>
1	C.P.R.	1896	(unknown)	B-B Official Car
2	E.B.Eddy Co.	1925	M.L.W.	0-4-0 steam loco.
3	Ste-Anne Paper	1915	M.L.W.	0-4-OT steam loco.
4	S. & L. Ry.	(unknown)	Rhodes, Curry Co.	B-B Combine car
4	N.H.B.	1914	M.L.W.	0-6-0 tender loco.
5	MARIT	1895	Pittsburgh Loco.	4-6-0 steam loco.
9	Can.Ry.Mus.	1928	H.K.Porter Co.	Bo gas-electric
25	O.S.C.(DOSCO)	1900	Baldwin Loco.	2-4-0 steam loco.
29	C.P.R.	1887	CPR Delorimier	4-4-0 steam loco.
(30	Abitibi Ry.&N.	1922	M.L.W.	2-6-0 steam loco.)
38	C.P.R.	1883	Barney & Smith	C-C Official Car
49	C.N.R.	1914	M.L.W.	4-6-4T steam loco.
54	L.B. & S.C.Ry.	1875	Brighton Works	0-6-OT steam loco.
56	C.P.R.	1893	Hochelaga Mntl.	C-C Parlor-Obs.Car.
(70	Abitibi P. & P.	1926	LIMA Loco.Wks.	3-trk.Shay steamer)
105	Q.R.L.&P.	1889	Jackson & Sharp	B-B Combine car.
144	C.P.R.	1886	CPR Delorimier	4-4-0 steam loco.
492	C.P.R.	1915	CPR Angus Mntl.	4-6-0 steam loco.
999	C.P.R.	1912	M.L.W.	4-6-0 steam loco.
1112	Q.N.S.& L.Ry.	1913	M.L.W.	4-6-0 steam loco.
1009	C.N.R.	1912	M.L.W.	4-6-0 steam loco.
1223	C.N.R.	1906	C.I.C.	4-6-0 steam loco.
1554	C.P.R.	1908	CPR Angus Mntl.	C-C Passenger Coach
2231	C.P.R.	1914	CPR Angus Mntl.	4-6-2 steam loco.
2341	C.P.R.	1926	M.L.W.	4-6-2 steam loco.
2601	C.N.R.	1907	M.L.W.	2-8-0 steam loco.
2850	C.P.R.	1938	M.L.W.	4-6-4 Royal Hudson
2928	C.P.R.	1938	M.L.W.	4-4-4 Jubilee
3239	C.N.R.	1916	C.I.C.	2-8-2 steam loco.
3388	C.F.R.	1902	Schnectady Loco.	2-8-0 steam loco.
3987	C.P.R.	1910	CPR Angus Mntl.	B-B Baggage car.

4100	C.N.R.	1924	C.L.C.	2-10-2 steam loco.
5468	C.P.R.	1948	M.L.W.	2-8-2 steam loco.
5550	C.N.R.	1913	M.L.W.	4-6-2 steam loco.
5702	C.N.R.	1930	M.L.W.	4-6-4 steam loco.
5935	C.P.R.	1949	M.L.W.	2-10-4 Selkirk
6015	C.N.R.	1924	M.L.W.	4-8-2 steam loco.
6153	C.N.R.	1929	M.L.W.	4-8-4 steam loco.
6271	C.P.R.	1913	CPR Angus Mntl.	0-6-0 tender loco.
11204	UTLX	1916	Can.Car & Foundry	B-B Tank car
M-235	C.P.R.	1939	Buick (GenMotors)	A-A ₀ Track car
1893	Grand Trunk Ry.	1912	Buda	Gasolene velocipede
S-1	L. & P.S.Ry.	1915	Kalamazoo	Gasolene gang-car

Added since 1963:

34	N.J.RR.	1912	D.&H. RR.	B-B Caboose
35	N.J.RR.	1914	D. & H.RR.	B-B Caboose
51	C.P.R.	1898	CPR Hochelaga	B-B School Car
77	C.N.R.	1929	C.L.C.	LS-4a DE unit
2737	C.N.R.	1911	Pullman Car Co.	12-1 Sleeper
7000	C.P.R.	1937	National Steel Car	B-B DE unit
15824	C.N.R.	1926	Ottawa Car Co.	DE self-prop. car
55361	C.N.R.	1928	M.L.W.	Rotary Snowplow
60010	L.N.E.R.	1937	LNER Doncaster	4-6-2 steam loco.
030C841	S.N.C.F.	1883	Soc.Alsacienne	0-6-0 tender loco.
435288	C.P.R.	1884	CPR Perth, Ont.	B-B Caboose
Neville	C.P.R.	1921	CCF-CPR Angus	12-1 Sleeper
Brookdale	C.P.R.	1939	Pullman Co.	10-5 Sleeper

Barrington

Station	C.N.R.	1885	Can.Atlantic Ry.	Country station.
Turntable	C.P.R.	1907	Canada Foundry	Half deck-plate gir.
Gate Tower	C.N.R.	(unknown)	formerly located at Dupont Street, Québec, Qué.	
Hays Mem. Building	Can. Ry. Mus.	1970	Casey Hewson Ltd.	3-floor library/ archives building.

Note: Equipment shown in brackets is not yet located at the Canadian Railway Museum but is held for the Association.

The School Car

C.P.R. Car 51

Built as a first-class coach in Canadian Pacific's Hochelaga Shops in 1898, this car was numbered 442 and was the first car with wide vestibules on that Railway. In 1907, it was renumbered 532 and in 1912 was renumbered to 1131. It was converted to School Car No. 2 in July, 1928, still carrying number 1131. It was finally assigned no. 51 in July, 1942. In the autumn of 1967, the Department of Education of the Province of Ontario advised the Canadian Pacific Railway that car no. 51 was no longer required as a school car; it was agreed, however, that if the car could be preserved, the interior would be left intact. As a result, School Car no. 51 was donated to the Canadian Railroad Historical Association for preservation at the Canadian Railway Museum, with the interior in the same condition that it was when it was used by the pupils of this mobile "little red schoolhouse"

The history of these school cars on Canada's railways through northern Ontario is of interest. In 1926, the Department of Education of the Province of Ontario, in cooperation with the railway companies conceived the idea of fitting out a railway passenger car as a school and taking education to the children of railway workers, hunters, trappers and woodsmen of northern Ontario.

Each car was a former passenger coach or sleeping car, owned by the railway and remodelled according to specifications formulated by the Department of Education of Ontario. The remodelling was completed at the Department's expense.

One-half of the car was arranged as a classroom, having approximately fifteen desks. Other equipment provided included slate blackboards, maps, charts, globes - and a small library.

The regular programme for elementary schools was followed and in some cases the curriculum for Grades 9 and 10 was given to those students who wished to continue beyond Grade 8.

The other half of the school car was a complete apartment for the teacher, with a kitchen, living and dining room and bathroom. The teacher sometimes has his family with him on the car.

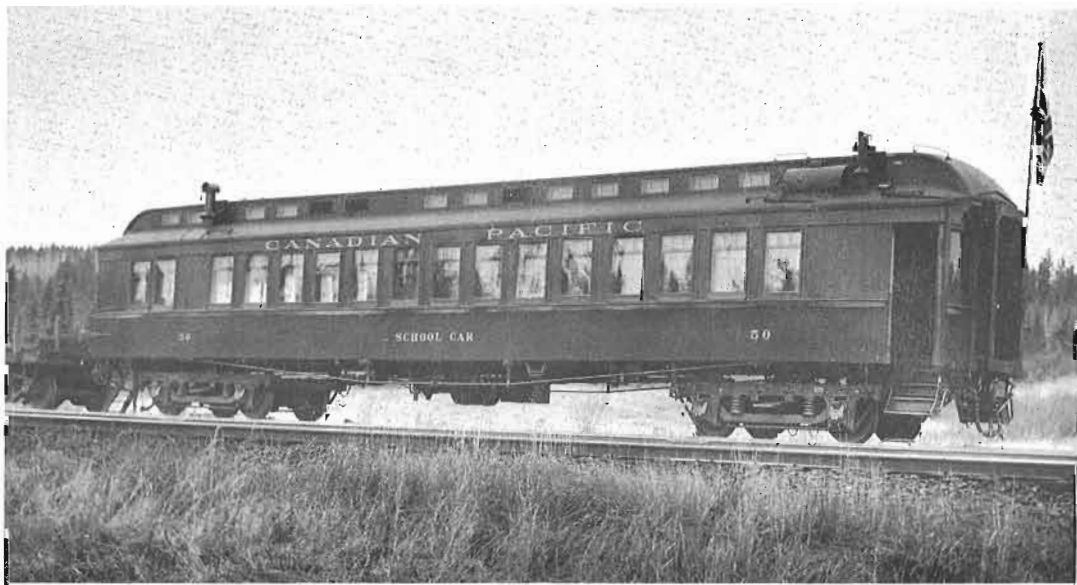
By 1956, there were six school cars in operation in Ontario: three on the Canadian National Railway, two on the Canadian Pacific Railway and one on the Ontario Northland Railway, as follows:

O.N.R. Car School	North Bay to Rib Lake: two stops for a total of 16 children;
C.N.R. Car School 1	Capreol to Foleyet: five stops for a total of 18 children;
C.N.R. Car School 3	Sioux Lookout to Manitoba Boundary: four stops for a total of 29 children;
C.N.R. Car School 4	Port Arthur to Fort Frances: four stops for a total of 27 children.
C.P.R. Car School 1	Chapleau east to Cartier: three stops for a total of 22 children;
C.P.R. Car School 2	Chapleau west to White River: five stops for a total of 22 children.

A school car stayed at a stop got 1 week; the children had regular classes one week in four. When the school car was elsewhere, the

students kept up with the work by completing assignments given by the teacher who, when the school car returned in three or four weeks, reviewed the work, corrected the homework and continued the course of study with the pupils.

Two of the teachers, working the mobile schooling system taught in school cars from their introduction to their withdrawal. One of these teachers, Mr. W.A. Wright, taught from September, 1928 to June 1967 in C.P.R. Car School 2, car. no. 51 of the Canadian Pacific Railway, - the one that is exhibited at the Canadian Railway Museum.



Canadian Pacific School Car No. One: the photograph shows one of the "mobile schools" at a stop between Chapleau and Cartier. C.P.R. no. 51 was donated to the museum by the Canadian Pacific Railway and the Department of Education of the Province of Ontario, with the interior complete.

Photo courtesy L.O. Leach collection.

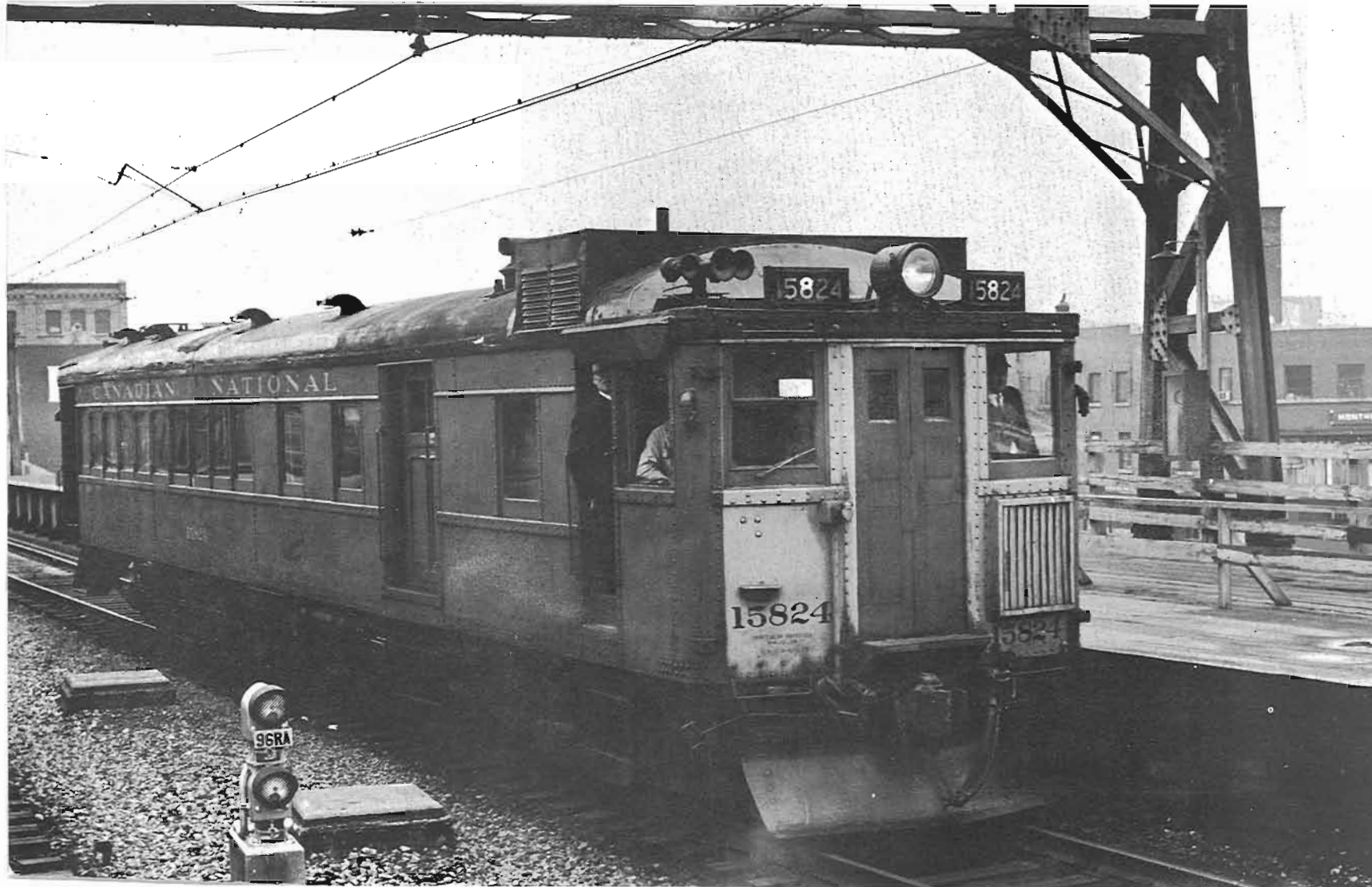




Photo-Ken DeJean.

This unit is a diesel-electric rail car, built by the Ottawa Car Company, Ottawa, Ont., in 1926. Canadian National Railway was one of the pioneer companies in North America in the use of diesel-electric equipment; the earliest examples were self-propelled cars such as this one, rather than locomotives which came several years later. A number of these cars were constructed in 1925 and 1926 and a sister unit, No. 15820, ran from Montréal to Vancouver in 67 hours in 1925 without once stopping the engine. No. 15824 was later converted for catenary maintenance service on Montréal's electrified commuter lines and was later replaced by more modern equipment in 1964.

No. 15824 has been restored to operating condition and is now used for the regularly-scheduled passenger train service at the Canadian Railway Museum.



B.R. 60010 "Dominion of Canada"

One of the famous class of Gresley "Pacifics", no. 60010 was built at Doncaster, England by the London and North Eastern Railway in 1937 and originally numbered 4489. Built to the design of Sir Nigel Gresley, this locomotive was later named "Dominion of Canada", being one of a series of locomotives named in honour of the Dominions of the British Commonwealth. These engines were noted for their speed and a sister locomotive, No. 4468 "Mallard" set a world speed record for a steam locomotive of 126.5 m.p.h. Prior to this record run, No. 4489 attained the speed of 112 m.p.h. In 1946, "Dominion of Canada" was renumbered 10 and in 1948, when the railways of Great Britain were nationalized, she was renumbered to 60010. The engine continued in service on fast passenger trains, such as those on the non-stop services from London to Edinburgh, until the early 1960's. No. 4489 was finally retired in 1965 and was sent to Canada in the Confederation Year, 1967.

C.N.R. 15702

This streetcar was built in the early part of the present century and probably ran on the Toronto Railway. In 1914, it was acquired by the Toronto Suburban Railway and used on local branch lines in the Toronto area. In 1924, the Canadian National Railway, which had bought the Toronto Suburban Railway, converted this car for use as a crew car at the then-new rider-hump yard at Fort William, Ont. It was fitted with long footboards along the sides for the easy transportation of yard crews to and from the yard offices. It was retired in 1964 and thereafter donated to the Canadian Railway Museum. It is interesting to note that the motors of No. 15702 were built in 1896 and are the oldest electric motors on any piece of equipment at the Museum.



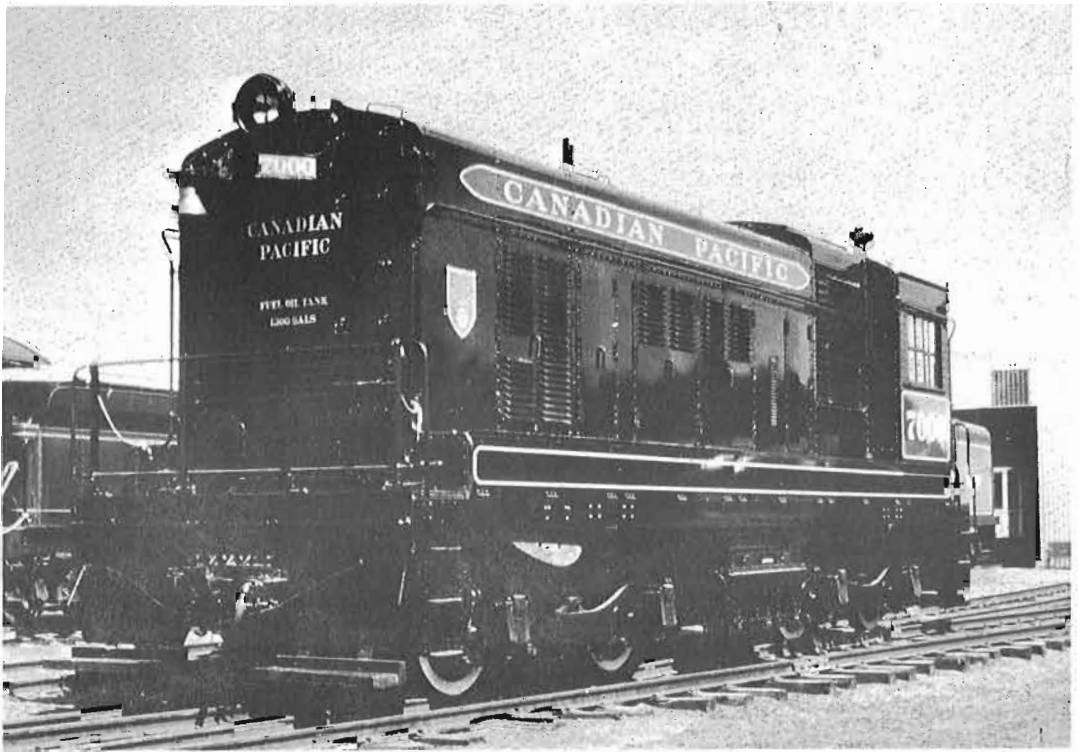


Photo-Ken DeJean.

C.P.R. 7000

The first Canadian Pacific Railway diesel-electric locomotive, this unit was built by the National Steel Car Company in 1937. It was used by the C.P.R. until 1943, when it was sold to the Marathon Paper Corporation of Marathon, Ont. The unit was used until 1964. The original prime mover built by Messrs. Harland & Wolff, Belfast, Northern Ireland, was replaced by a Caterpillar engine. The Canadian Pacific Railway restored No. 7000 to its original exterior appearance before donating it to the Canadian Railway Museum.

C.N.R. 77

This Canadian National Railway class LS-4a diesel-electric locomotive was built by the Canadian Locomotive Company, Kingston, Ontario, in 1929. It was originally numbered 7700, when placed in regular service in May, 1930. The design of the unit included the new "visibility cab" feature. No. 7700 was repowered in 1953 with a Caterpillar V-12 diesel engine. Restored to operating condition, No. 77 is used as a switcher at the Canadian Railway Museum; it is the oldest operating diesel-electric unit in North America.

Barrington Station

This typical nineteenth-century country station used to serve the town of Barrington, approximately 25 miles south of the Museum. Originally named Johnson's, the station was built in 1885 by the Canada Atlantic Railway whose main line from Ottawa to the United States border near East Alburgh, Vermont crossed the Grand Trunk Railway's Hemmingford Branch at grade at this point. In 1905, the Canada Atlantic was purchased by the Grand Trunk and this station was renamed "Barrington" and moved to the precise point of the crossing of the two lines, so that it could serve both. After passenger service on these lines ceased in the 1950's, the agency was



Photo-Ken DeJean.

removed; caretaker service ended in May, 1962. The station was moved intact to the Canadian Railway Museum in 1965 and has since been restored to its turn-of-the-century appearance, including a natural-finished interior.

Barrington Station is a centre of activity at the Canadian Railway Museum. The operating passenger-train service originates from here on Sunday afternoons and Barrington is a "crossroads" between the displays in Building No. 1 and Building No. 2. There is also a "Museum store" in the former gentlemen's waiting room, while the Ladies Waiting Room contains a small display of Association archival material. The operator's or agent's office has been restored with telegraphic instruments, ticket stamps and other equipment such as would be found in a station of the late nineteenth century.

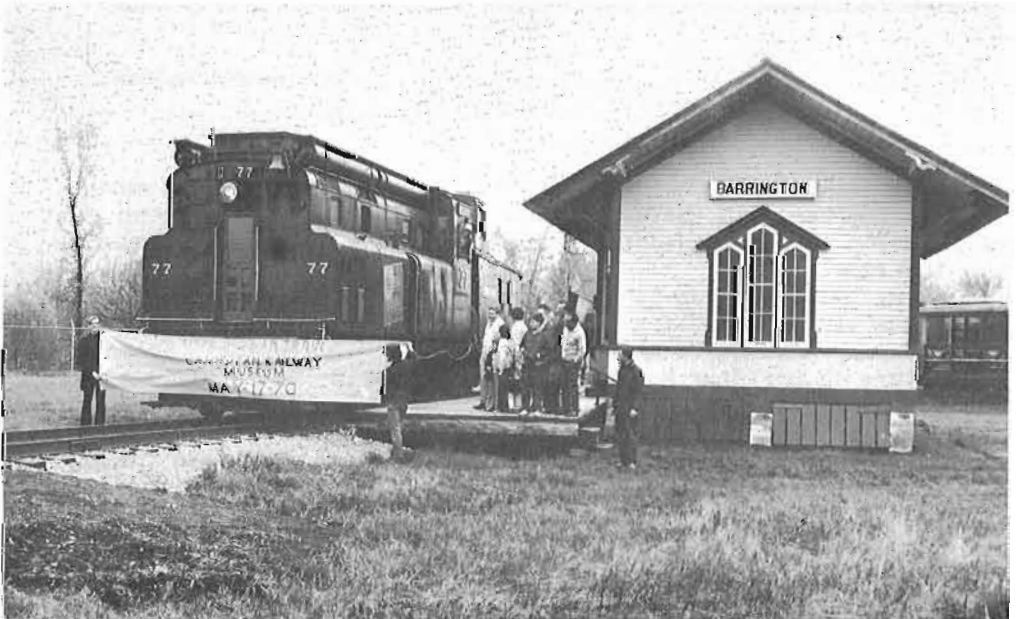


May 17, 1970: the first day of the regularly scheduled operation at the Museum, and this photograph illustrates the banner ceremony with the first run.

Photo-Ken DeJean.

The restored office of Barrington Station; the telegraph and Dispatcher's telephone are in constant use.

Photo-Ken DeJean.



Motive Power

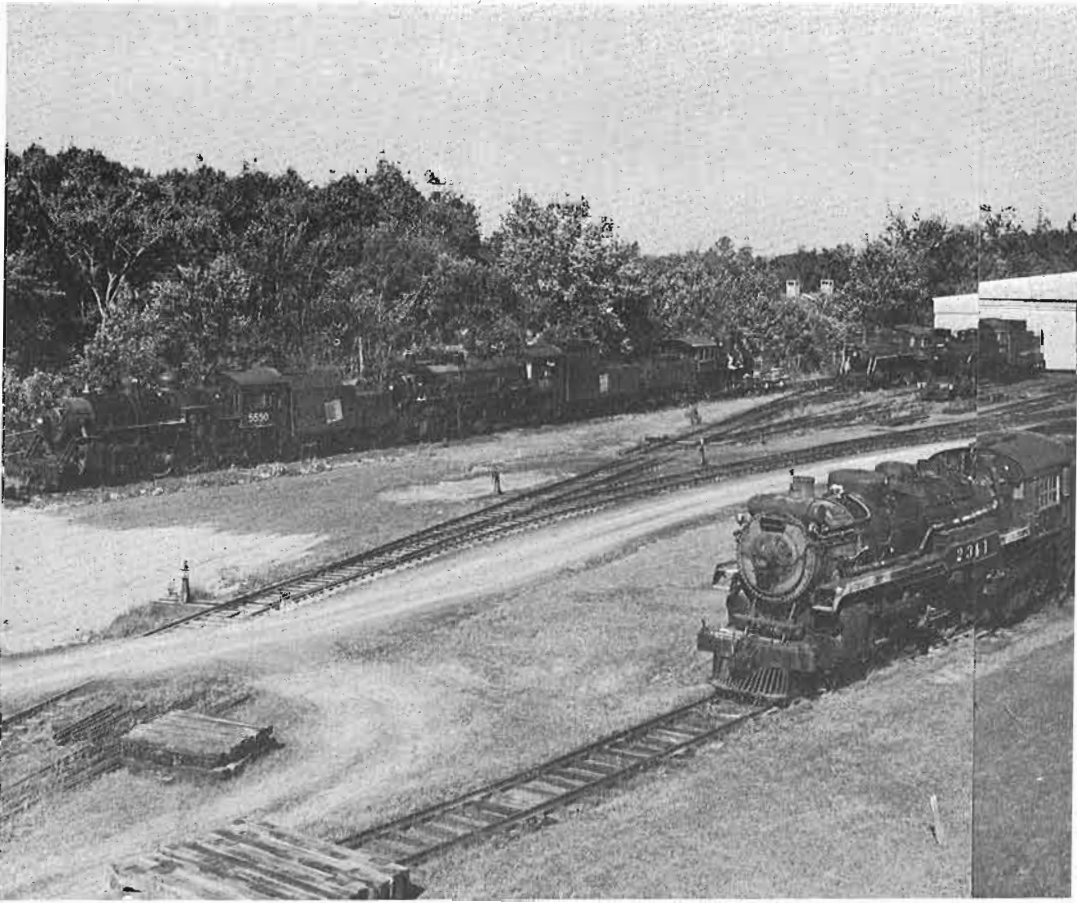


The operating motive power at the Canadian Railway Museum. From left to right; the first is Canadian National's 77, built by the Canadian Locomotive Company in 1929. Originally powered by a Beardmore prime mover, this diesel-electric locomotive was repowered in 1953 with a Caterpillar V-12. It is used for moving the larger engines at the museum.

The 15824, built in 1926, was restored by the volunteer workers during the winter months, and is now used in the regular scheduled passenger service at the museum.

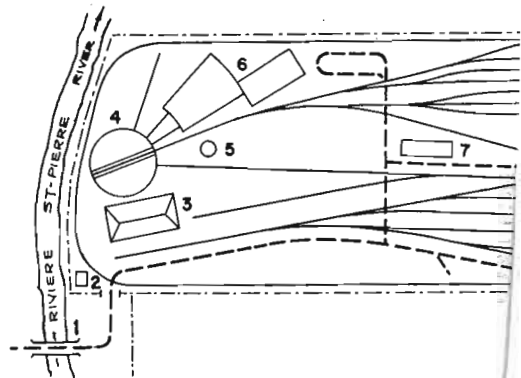
The gas-electric locomotive engine, no. 9, to the right of the photograph, was the first operating locomotive at the museum. It is now used for switching streetcars and other light-weight equipment on the grounds.

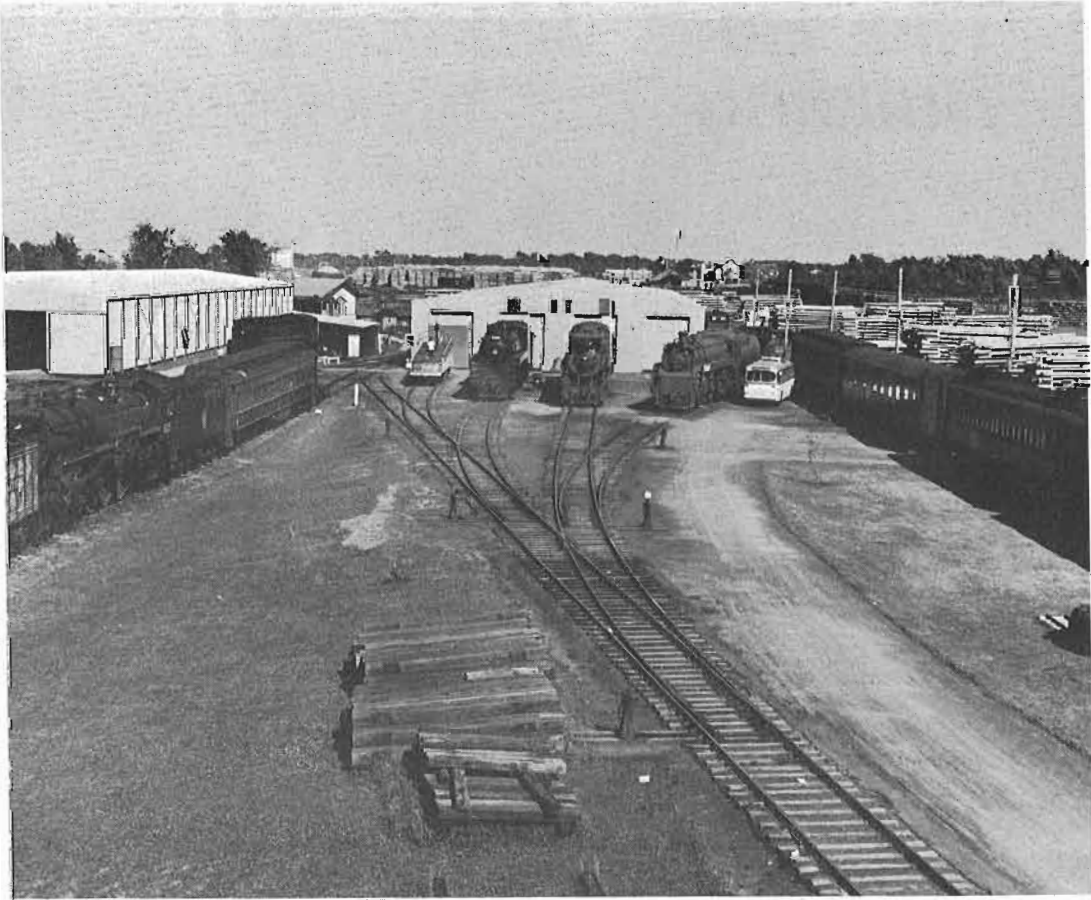
Photo-Ken DeJean.



The panorama shot shows a Sunday operation at the Canadian Railway Museum. The diesel car, C.N.R. 15824, waits at Barrington Station for passengers. Canadian National's 5702 and 4100 are outside Building One for steam cleaning; C.P.R. 5468 is receiving a coat of paint. Canadian National's 77 is located on the lead to the lower yard, awaiting clearance to return to the upper yard.

Photo-Ken DeJean.

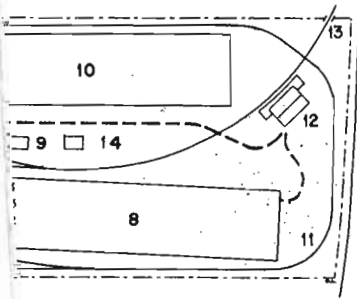




**PLAN OF THE
CANADIAN RAILWAY MUSEUM**

LEGEND:

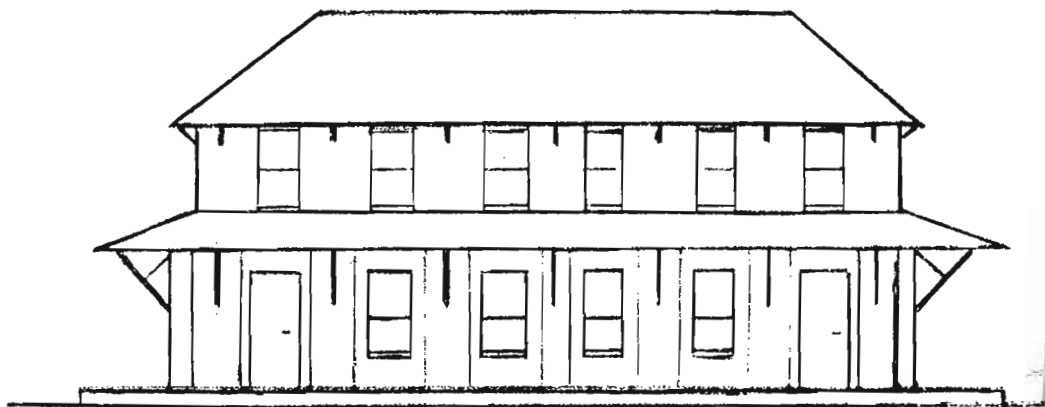
- | | |
|---|----|
| Main Entrance | 1 |
| Tramway substation - Lavatories | 2 |
| Site of library - archives - small exhibits building | 3 |
| Turntable | 4 |
| Site of water-tank | 5 |
| Site of two-stall roundhouse and backshop | 6 |
| Site of stores building | 7 |
| Exhibits building, No. 1 | 8 |
| Office and tool-house | 9 |
| Exhibits building, No. 2 | 10 |
| Proposed electric tramline | 11 |
| Barrington Station, a typical country depot of the 1880's | 12 |
| Connection from mainline railways | 13 |
| Garage | 14 |



The Hays Memorial Building

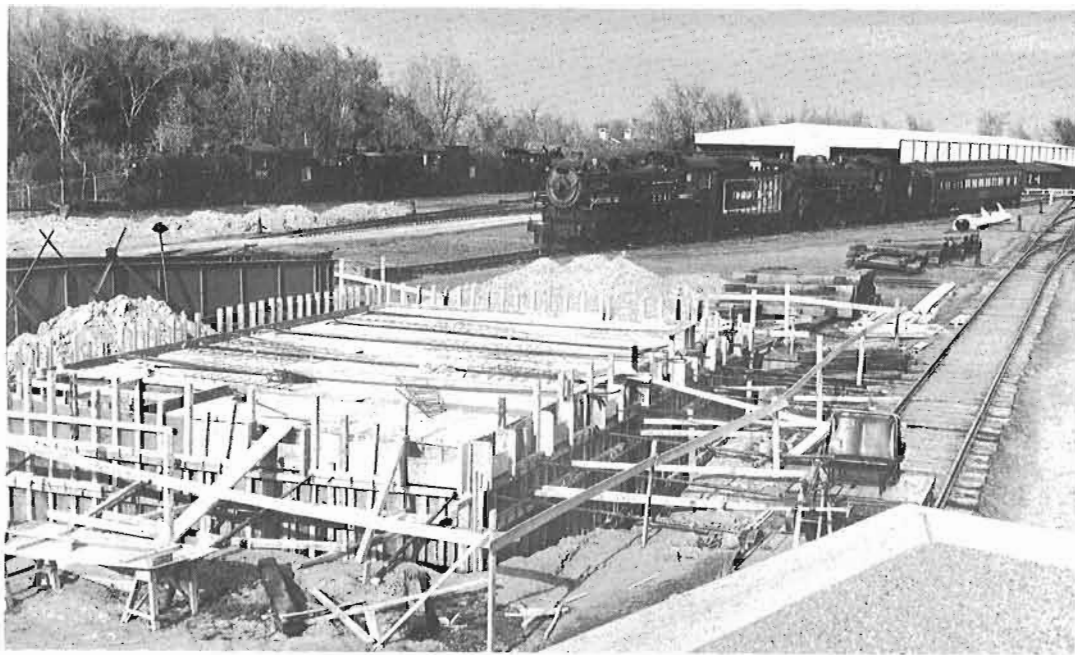
R.V.V. Nicholls

When the first winter snow began to fall in the autumn of 1969, the dominant structures at the Canadian Railway Museum, Delson/St-Constant, Qué., were a pair of impressive trainsheds, each measuring approximately 330 x 80 feet- the size of a football field! Together, they enclose more than 1,100 yards of covered railway track and protect from the vagaries of the weather the major portion of the Association's remarkable and unique collection of some ninety steam locomotives, railway cars, electric street railway and interurban cars. By April of 1970, construction had started on a third and no less important building of quite a different kind. Designed to be built of concrete blocks and faced with red brick, it has two floors and a basement and measures 30 x 50 feet. When it is completed, it will safely preserve the Association's comprehensive collection of books, pictures, model locomotives and cars and other small three-dimensional items of Canadian railroadians, at the same time providing facilities for the public display and scholarly use of this material.



An artist's sketch of the completed building.

Outwardly, the new building will have the appearance of a turn-of-the-century railway station, such as might be found in one of Canada's small cities. Interiorally, it has been designed for quite a different function. Floor space will be kept free from permanent partitions to assure maximum flexibility in use of the available space. The upper floor will be immediately devoted to the archival-library function, while the main floor will present exhibitions of small items. In the lower area, there will be a model railway-tramway installation of surprising dimension and detail.



The foundation forms are in, and the next step is the pouring of the concrete for the beams of the ground floor. Photo-Ken DeJean.

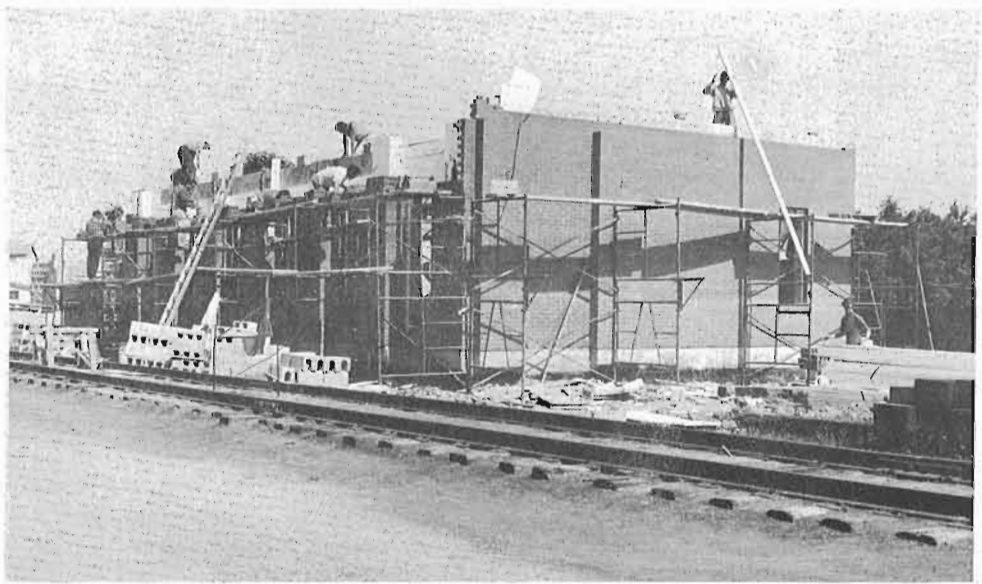
The walls and floors have been designed to provide maximum strength to support what may well be very concentrated loads. Foot for foot, books on shelves weigh a very great deal! The building will be electrically heated and humidified in winter. This imposing structure has been located in a prominent position, on a portion of raised ground just at the main entrance to the Museum proper.

The Association and the Museum have been singularly fortunate in finding generous sponsors for this archives-library-small exhibits building. The sponsors are four sisters: Mrs. Louise Grier, Mrs. Orin Hickson and Mrs. Clara Scott of Montréal and Mrs. Marjorie Hall of Pasadena, California. They have graciously consented to assist the Museum by providing this building in memory of their late father, Charles Melville Hays, General Manager of the Grand Trunk Railway Company of Canada from 1896 to 1901; Vice-President of the same Company between 1902 and 1910 and President of the Company from 1910 to 1912. Mr. Hays also served as President of the Grand Trunk Pacific Railway from 1904 until his untimely death by drowning

in the sinking of the transatlantic steamship, the S.S. TITANIC.

The Museum was singularly honoured in October, 1969, by the visit of Mrs. Grier and Mrs. Scott, when they officiated at the ceremony of the turning of the first sod for the construction of the new building. In addition to these primary benefactors, the Association and the Museum have received the generous cooperation of several companies and individuals, with contributions of professional services or gifts-in-kind. The assistance of the following organizations and individuals is gratefully acknowledged:

Messrs. Bland, Lemoyne & Shine, Architects
 DeStein and Associates, Consulting Engineers
 Warnock Hersey Soil Investigations Limited
 Casey-Hewson Limited, General Contractors
 Mr. Robert Smyth, James A. Keith Associates, Consulting
 Engineers
 DOMTAR Construction Materials Limited
 Miron Company Limited



Work progresses on the Hays Building as the ground floor begins to take shape.

Photo-Ken Dejean.

It is interesting to note, in passing, that the clay from which the bricks used in the construction of the new building were made, was dug from the clay pits at La Prairie, Qué., immediately adjacent to the ancient but still visible roadbed of the Champlain & St. Lawrence Rail Road, formerly the oldest constituent company of the Grand Trunk Railway Company and Canada's first public railway.



The final beam for the floor of the library is placed in preparation for the construction of the second floor.

Photo-Ken DeJean.

Completion of the Hays Memorial Building was, for a time, delayed by a strike of construction workers. However, barring any further delays, it should be ready for occupancy in the autumn of 1970. Following a "preview" ceremony, to which members and many friends of the Association and Museum will be invited, there will then begin the lengthy though fascinating task of moving into the new building the innumerable and invaluable items of Canadian railroadiana for the protection of which this structure was conceived and designed. The opportunity thus provided to catalogue all of the archival and library material will be used to full advantage and individual identification of all items will form part of this procedure.

This cataloguing process may take some time and, in the interval, the building may not be immediately accessible to Association members and students of Canadian transportation history. However, the interval of waiting will be more than offset by the final result. It is anticipated that when the cataloguing procedure is completed and the archives, library and small three-dimensional items carefully filed, the building, with about 4,500 square feet of floor space, will be FULL!

One might then well ask, "What of the Future?" The answer to this question is already available. The building has been designed and sited in such a manner as to permit its expansion to double, or even treble, its initial dimensions, by extending it eastward.

The exterior appearance of the Hays Memorial Building will be enhanced by the provision of the customary station platform, protected by a canopy roof running along three sides. An essential part of the exterior decor will be traditional station benches on this platform, where visitors to the Museum may rest in the shade or

seek shelter from a passing shower, while awaiting the arrival of the train from Barrington Station.

Another dream for the Canadian Railway Museum is becoming a reality. Another milestone in the construction of the Museum has been passed. Within a short time, the Association will have completed a commodious and safe archives-library-small exhibits building in which will be placed those treasures of the smaller and more fragile kind which have been donated or acquired over the thirty-four years of the Association's existence and which it holds in trust for succeeding generations.

With confident purpose, the Canadian Railroad Historical Association can now offer its new facilities as an appropriate repository for additional donations of material pertaining to Canadian transportation history, with special emphasis on railways. In this regard, Association members are encouraged to provide their assistance in discovering railway memorabilia of all kinds - books, maps, documents, paintings, drawings, photographs, timetables, tickets, annual passes and the like and ensuring their donation to the Association. Friends of Association members should also be reminded that donations of memorabilia to the Association's Hays Memorial Building will be immediately acknowledged, carefully catalogued and frequently exhibited, all in the name of the donor.

For many years, the Association has been continually on the alert to preserve from destruction the otherwise-unwanted artifacts associated with Canada's railways and urban and interurban electric tramways. Most of the members have long ago reached the conclusion that it is most important to preserve from destruction even the smallest item of interest. Let us continue this devoted effort to make our collection in the Hays Memorial Building not only the finest in North America, but without peer around the world!



The crowning touch: the rafters are lifted into place during the middle of July, and all that is left to complete is the roof and the final touches.

Photo-Ken DeJean.

photo memoirs



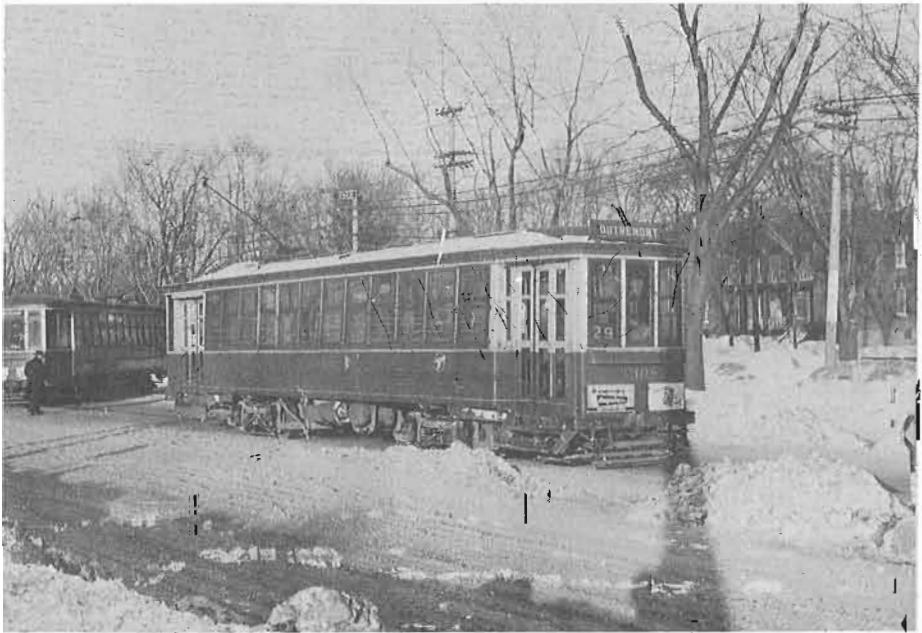




Photo-Ken DeJean.

A comparable situation: the upper photograph shows Canadian National's 15824 backing into Bay six at the Canadian Railway Museum after completing the day's passenger service; the bottom photo is Canadian Pacific's 9007 leaving the station in St. John, N.B., the beginning of the run.

Photo courtesy Fred Angus.





Passing through Wentworth, Canadian Pacific's 4025 Extra West leaves St.Luc yard destined for Ottawa via the North Shore line, headed by a "vintage" FA 1.

Photo courtesy Stronach collection.



With Canadian National leading the way in diesel-electric locomotive experimentation, the 9000 was their first successful road unit. Built by the Canadian Locomotive Company in Kingston, Ontario, the unit was later split in two, bearing the numbers of 9000 and 9001. During the Second World War, no. 9000 was armoured and camouflaged as a box car for use on Canada's west coast. The armour was removed at the end of the war, and the unit continued in service for several years before being retired. The photo depicts the original two-unit 9000 at Dixie Station, on the old Canadian National main line that once served the Lakeshore.

Photo courtesy Canadian National Railways.



Flexing through the crossovers at North Junction, the Association's excursion of May 30th heads towards home after making the circuit tour of the Montreal terminals of the Canadian Pacific Railway.

Photo Ken DeJean.



On June 25, 1969, Canadian Pacific freight # 916, powered by B&M units on equalization service from Montreal, Quebec, slows for a crew change at Wells River, Vermont, before returning to B&M rails.

photo by James A. Stronach

Just new from the General Motors London, Ontario, plant, Canadian National's only two 2500 H.P. GP-35's were proving their capabilities to the Operating Department of the railway when this photo was taken.





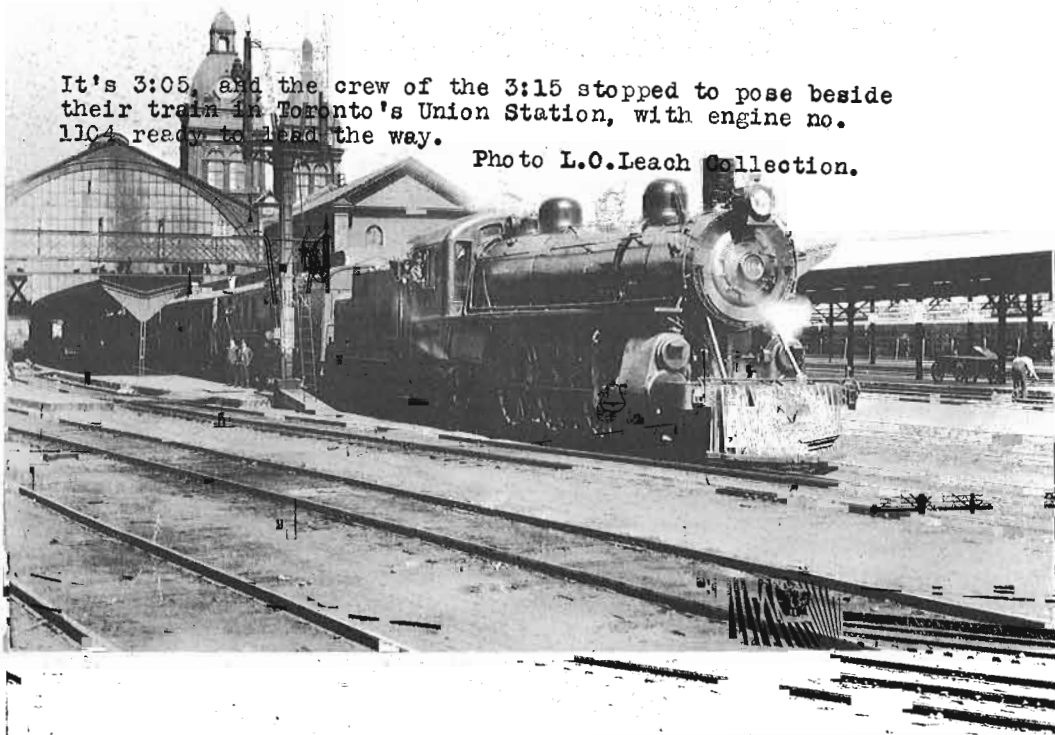
The long-gone Ste. Rose station is the location, and Canadian Pacific's tank engine no. 5993 is the power.

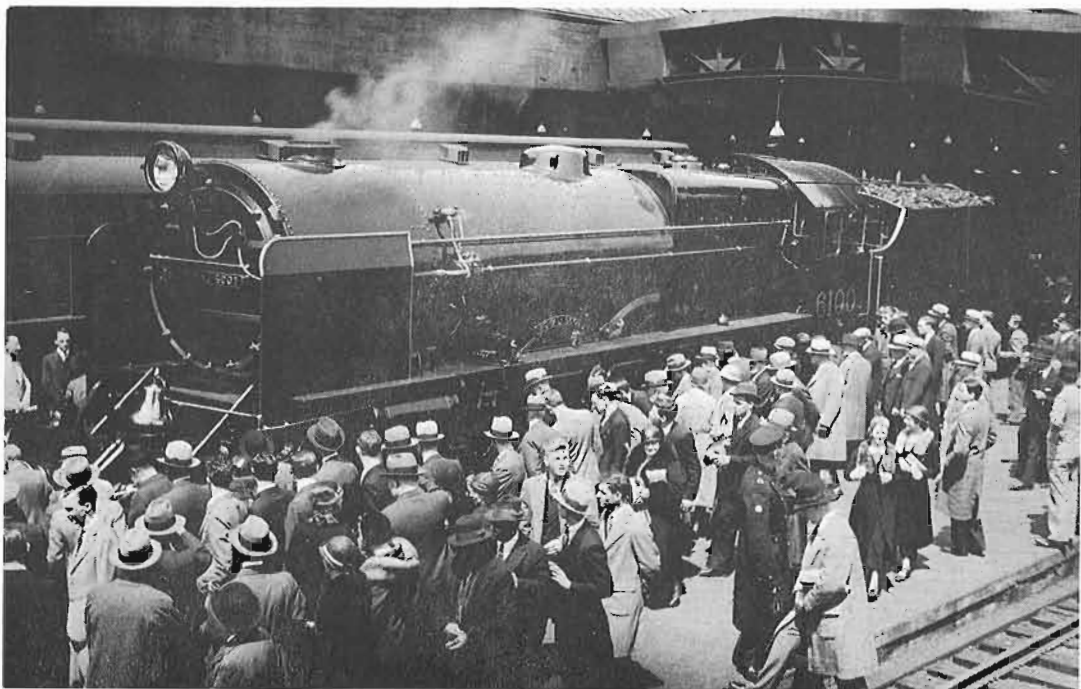
Photo L.O. Leach Collection.



It's 3:05, and the crew of the 3:15 stopped to pose beside their train in Toronto's Union Station, with engine no. 1104 ready to lead the way.

Photo L.O. Leach Collection.





The autumn visit of Alan Pegler's FLYING SCOTSMAN complete with two tenders, brings to mind the visit of the then London, Midland and Scottish Railways ROYAL SCOT to North America in the summer of 1933. Dr. R.F. Legget, our member in Ottawa, sends in these two pictures of that famous occasion. The upper photo shows the engine, no. 6100 under steam in Windsor Station, Montreal, while the lower picture shows the entire train at speed on the C.P.R. main line east of Ste-Anne de Bellvue, Que., on the westbound run to Ottawa, Toronto and Niagara Falls.



The C.P.R. "Motor Car" of 1906

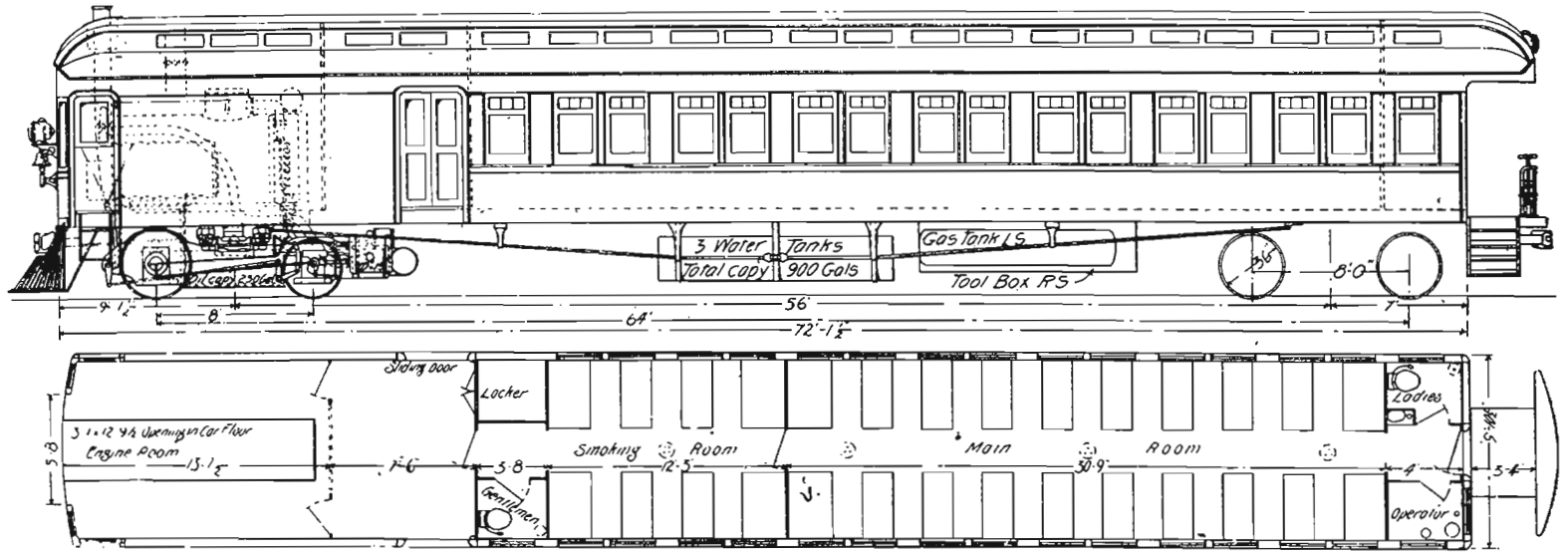
The recent introduction by CP RAIL of stainless-steel gallery cars on the Montréal-Lakeshore commuter service brings to mind another innovation made by the Canadian Pacific Railway on the same route nearly sixty-five years ago.

In 1906, the suburban service provided by the Canadian Pacific between Montréal and Point Fortune, Qué., was 13 years old. Since 1893, more and more people were commuting to Montréal and four additional stations had been opened along the stretch of line later to be known as the "Lakeshore". The daily round-trip to Point Fortune had been supplemented by other trains terminating at Vaudreuil, Hudson Heights and Rigaud and, in addition, trains to Ottawa via the "South Shore Line" made intermediate stops between Montréal and Rigaud.

Nevertheless, there were times during the day when traffic did not warrant the operation of a passenger train and yet to have no service, either by the Canadian Pacific or its competitor, the Grand Trunk, would have been inconvenient to the Lakeshore residents. In these days before the automobile and the bus, reliable road service was out of the question and the only solution would have been a small train, cheap to operate, which could provide a shuttle service in the off-peak hours. It was in an attempt to achieve this solution that Canadian Pacific designed and built steam car number 88, one of the first self-propelled cars used on any of Canada's railways.

Number 88 was a wooden passenger car 75 feet long, divided into four: engine room, baggage and express section, smoking compartment and first-class section. The latter seated 40 persons, while the smoker accommodated 16. Motive power was a small steam engine with two drivers, 42 inches in diameter, two trailing wheels 34 inches in diameter and cylinders 10 x 35 inches. The boiler was 4½ feet in diameter, 7 ft. 11 in. long, worked at 180 lbs. pressure, had a total heating surface of 536 square feet plus a superheater and was oil-fired. The oil valve was interlocked with the throttle, so that the oil supply was diminished when the steam was shut off, reducing the emission of smoke and saving fuel. 2,000 lbs. of oil were carried in tanks under the car. The total weight of the car in working order was 136,632 lbs., of which 82,880 lbs. were on the motor end and, of this, 42,440 lbs. or 31% of the total weight was on the drivers.

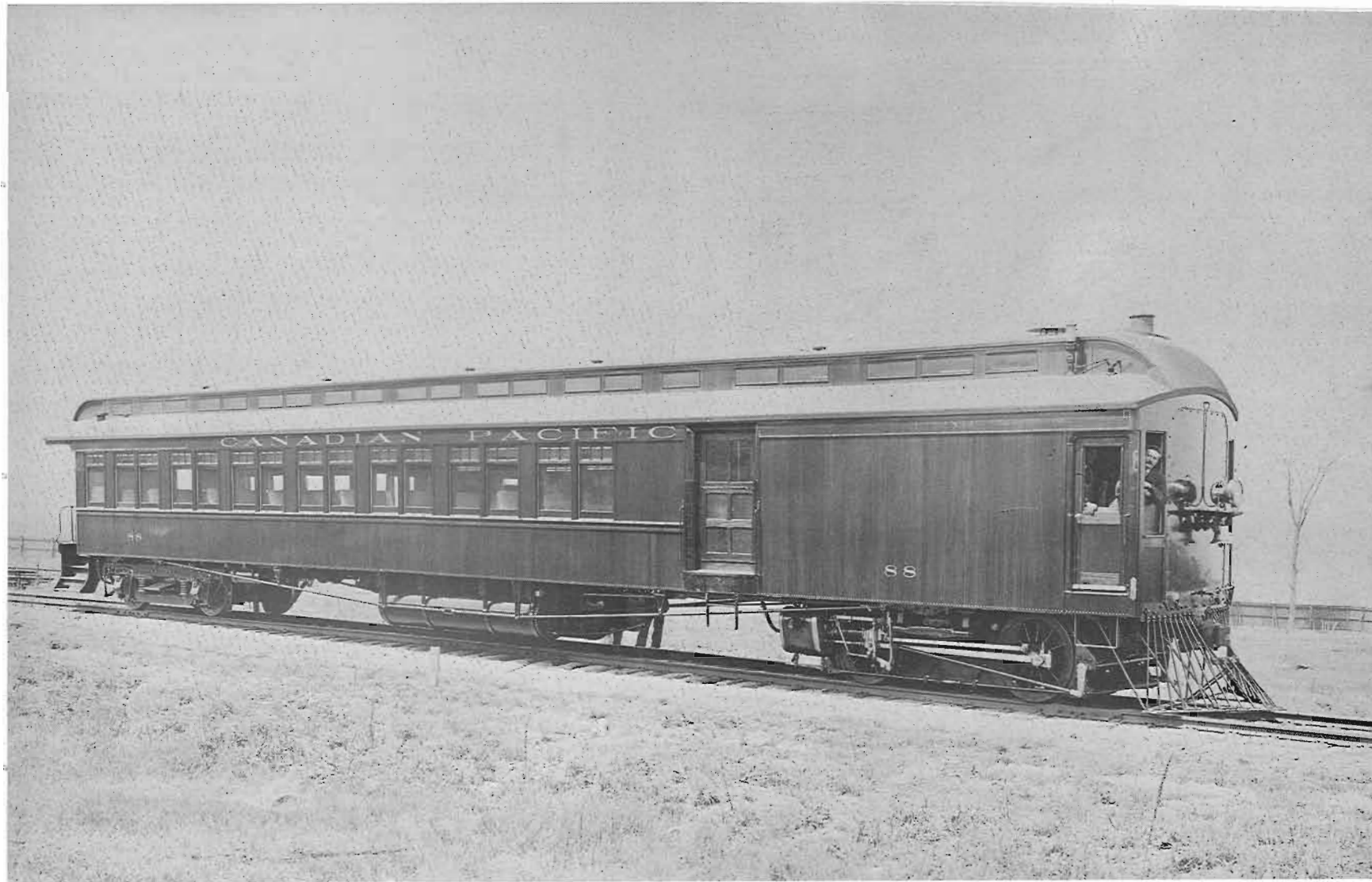
The rear of the car was supported on a standard passenger car truck and, in fact, the passenger portion of the car was similar in construction to a contemporary open-platform suburban coach of the "100" series. The interior was finished in mahogany similar to C.P. R. standard, seats were rattan and both passenger compartments had continuous parcel racks.

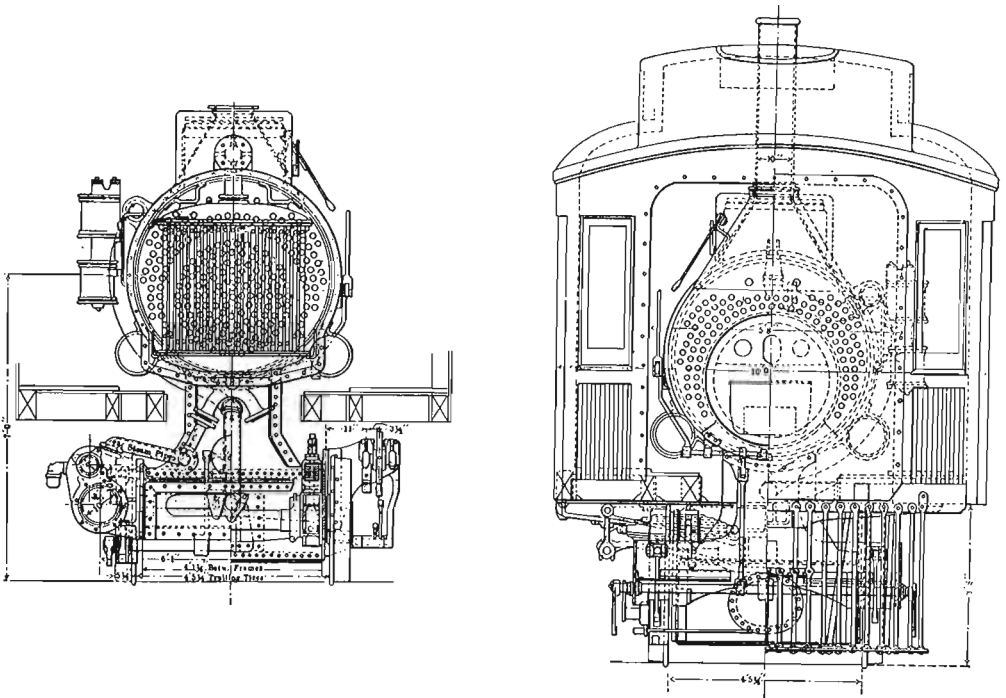


CANADIAN PACIFIC RAILWAY STEAM MOTOR CAR—FLOOR PLAN AND SIDE ELEVATION

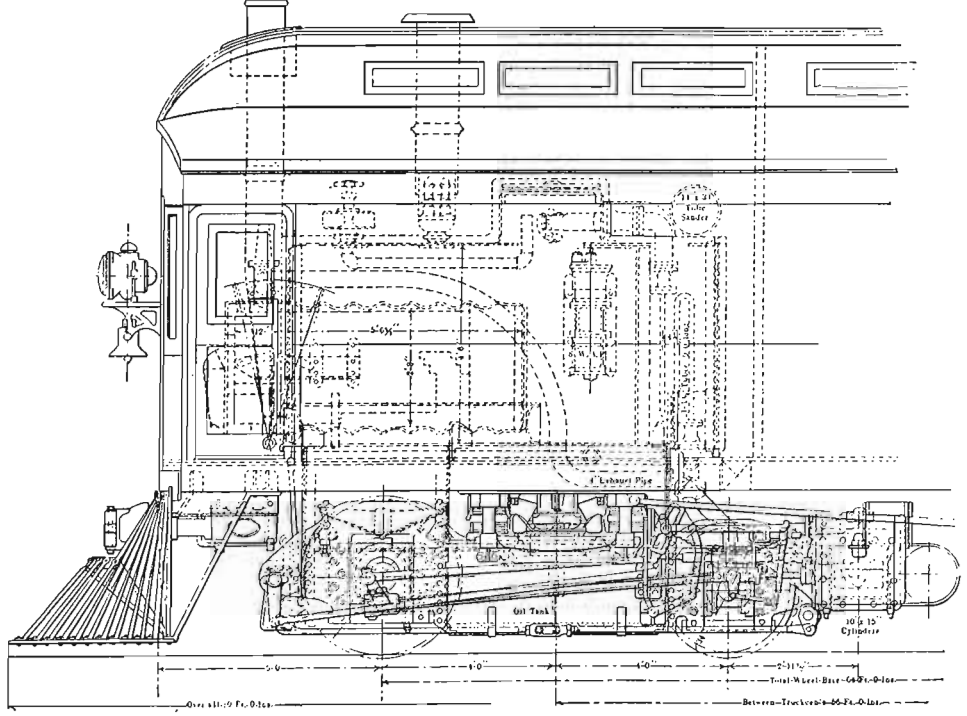
Diagrams;

showing the side and seating specifications of C.P.R. 88. Note the water tanks under the passenger section, and the small boiler; also visible is the operator's compartment in the rear of the car.





CANADIAN PACIFIC RAILWAY STEAM MOTOR CAR—END VIEW AND SECTION

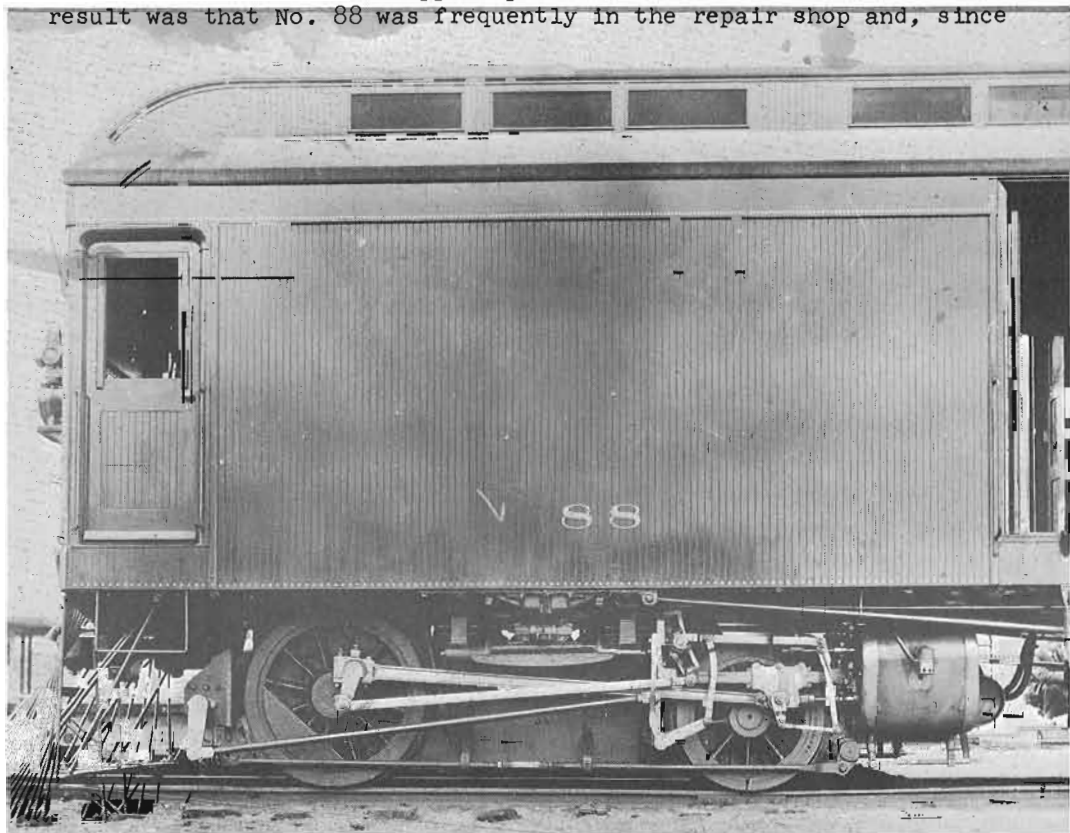


CANADIAN PACIFIC RAILWAY STEAM MOTOR CAR—ENGINE ROOM AND DRIVING TRUCK

The baggage room was 7 feet 6 inches long and had a three foot 3 inch door on each side. The car was steam-heated and was illuminated by acetylene gas. The exterior was finished in varnished mahogany and the upper sashes were glazed with bevelled plate glass.

The "motor car", as No. 88 was generally called, was built in Canadian Pacific's Angus Shops in the spring of 1906 and, after a certain amount of experimentation, was placed in service between Montréal and Vaudreuil. Four round trips per day were made and it was found that the 23-mile trip could be completed in 38 minutes, compared to the schedule of 50 minutes with the conventional local train. Speeds of 50-55 miles per hour could be attained and the cost of operation was only 15 to 20 cents per mile.

Nevertheless, No. 88 was plagued with troubles from the outset. On its very first trip, it broke a spring hanger and the second time, a cross-head arm and, although these were soon repaired, a rash of other troubles cropped up from time to time. The inevitable result was that No. 88 was frequently in the repair shop and, since

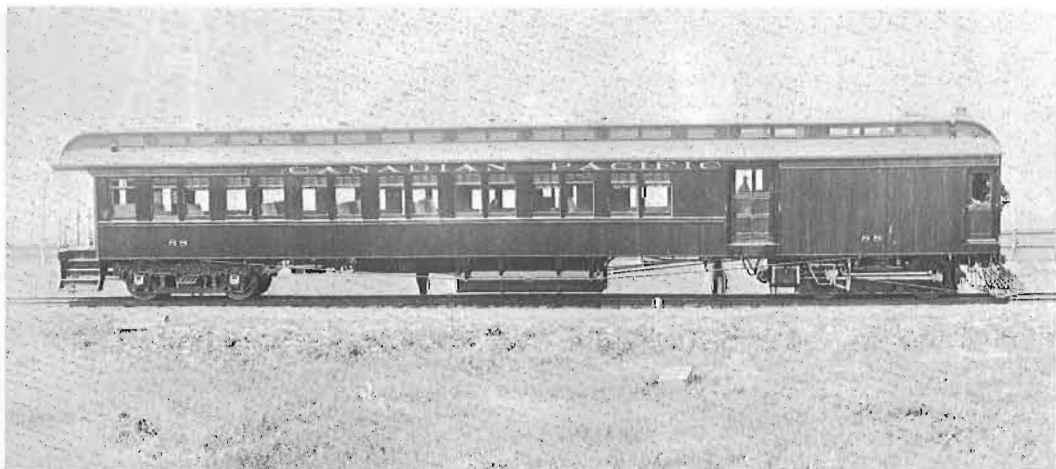


A close up of the "business end" of Canadian Pacific Railway's 88, showing the operating mechanism. Collection J.A. Shields.

it was "one of a kind",there was no back-up unit and its place had to be filled by a conventional train,where practicable,but often the intending passengers would simply have to wait for the next regular train. The fact is that No. 88 was too far ahead of its time and while its problems were being resolved and corrected, it was earning a reputation for being unreliable. When it ran,its nicely-finished interior and its speedy service made it attractive to the public,but when it broke down,the praises turned to condemnation. Furthermore,servicing was a problem,since it was both a locomotive and a passenger car and therefore could not be completely serviced in either roundhouse or coach yard.

In the end,No. 88 was withdrawn from service,its engine was removed and it became an ordinary combine passenger car.As such it survived for many years until the building of steel passenger cars and the retirement of wooden combine passenger cars, brought about by these steel cars as well as the reduction of branch-line passenger services. After the withdrawal of the "motor car", the Lakeshore suburban service was once again exclusively operated by conventional steam-hauled trains and this condition continued another half-century until the advent of the BUDD R.D.C. "Dayliners" in the 1950's.

Today,the experiment of the "Motor Car" on Montréal's Lakeshore is all but forgotten. The commuter trains of 1970 are of a size undreamed of in 1906,despite the great automobile competition. Yet,as the "new look" comes to this service,it is well to remember that had No. 88 been more successful,a "new look" of another kind would have come,long ago. Certainly,the basic concept of a self-propelled car was sound and it is likely that the unfamiliarity of shop crews in general to the radical design contributed as much as anything to its failure,especially in view of the fact that it was unique. Nevertheless,old No. 88 was the ancestor by 50 years of the BUDD cars,which are today so much a part of Montreal's Lakeshore scene.



A side view of car 88. Note that the passenger end of the car is similar to the 100 series of suburban cars, shown in last month's Canadian Rail

Collection J.A. Shields

Postscriptum from the vacationing Editor and Production Manager

Traditionally, summertime is holiday time and for a period of some three-and-one-half months, CP RAIL stops worrying about the "Canadian's" deficit and Canadian National starts shopping for more dome cars and adds another TURBO trainset.

Summertime also means that the Editor and Production Manager begin to think about how the July-August issue of CANADIAN RAIL is going to be prepared for distribution at the same time that they expect to have some time away from both their ordinary and extraordinary employments.

Late in the month of May, this dilemma was resolved, when Messrs. Bob Linney and Ian Stronach, both active members of the Association, made the incredible offer to prepare the entire issue! Wonder of wonders, this included text, photographs, lay-out and all other negotiations essential to the production of the magazine.

To make such an offer may have seemed rank folly, but you, dear reader, have just finished reading the result. This remarkable result disproves two hitherto unassailable axioms: (1) that a 40-page issue was the biggest that could be produced and (2) that it could ONLY be produced by the two reigning experts: the Editor and the Production Manager. These axioms have been demolished very successfully.

Bob Linney is a second year student in Communication Arts at Loyola College, Montreal and also works on the Public Relations Board of the Canadian Railway Museum.

Readers of CANADIAN RAIL have already enjoyed articles by Ian Stronach and his photography which enhances this issue is the proof of his capability in this medium.

The (vacationing) Editor and Production Manager enthusiastically join the many readers who will be sending their congratulations to the two Summer Issue editors of CANADIAN RAIL. Why not join us by sending a postcard to Ian and Bob, in care of the Association, whose address appears on the back cover of this (and every) issue of CANADIAN RAIL.

P. Murphy and S. Worthen.



CANADIAN RAIL

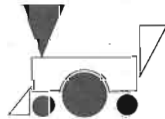
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