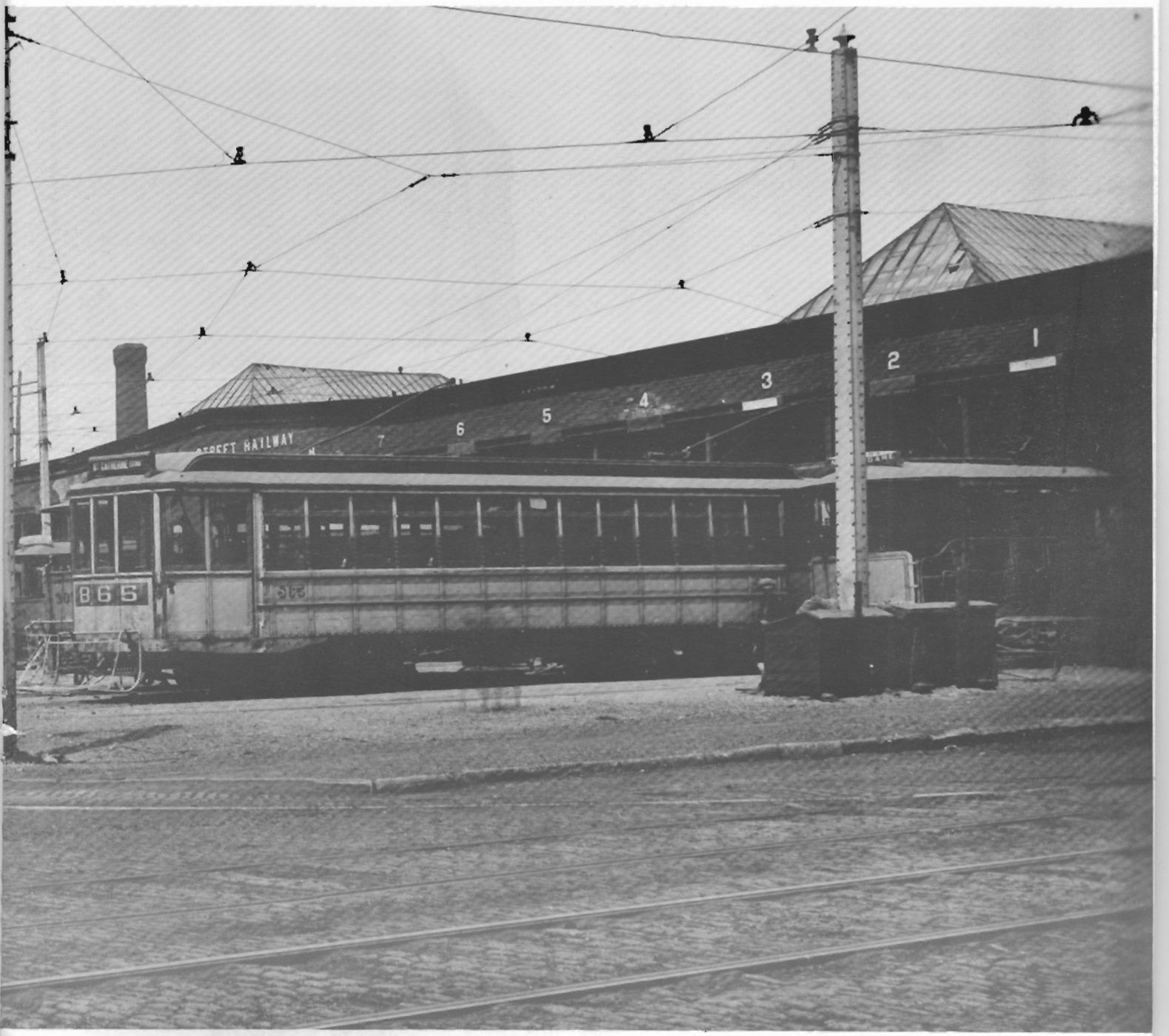
Canadian Rail

No. 398
MAY-JUNE 1987



Half a Century of C.R.H.A. Publications

FIFTY YEARS AGO THE C.R.H.A. PRODUCED ISSUE NUMBER ONE OF A PUBLICATION CALLED "THE Bulletin of the Canadian Railroad Historical Association". Dated April 1937, it was a five-page mimeographed news letter distributed to the members of the Association; then about fifty in number. There were 15 issues of the Bulletin produced before publication was suspended in December 1940 due to World War II. After the war the function of the news and historical accounts was taken over by the News Report which began in October 1949 and in 1962 was renamed Canadian Rail. The old bulletin was revived in the 1950's as a type of monograph, and several of these were produced over the years starting with Number 16.

The first editor of the C.R.H.A. Bulletin, serving from 1937 to 1940 was Robert V.V. Nicholls, now Honourary President of the Association and, happily, still very active in the organization. The President in 1937 was John Loye who served as such from its founding in 1932 until 1947.

Issue No. 1 dealt mostly with the commemoration of the Centennial of Canadian Railways in 1936, much as we have, in 1986, celebrated the railway Sesquicentennial. However the very first item in the first issue was an editorial by John Loye which is as meaningful today as it was fifty years ago. We feel that there is no better way to start our second half-century of publication than by reprinting this editorial which so neatly sums up the aims and objectives of the C.R.H.A. Appropriately entitled "FOREWARD", here is the first article in the first C.R.H.A. publication exactly as it was written fifty years ago.

Foreword

IN PRESENTING THIS, THE FIRST NUMBER OF ITS OFFICIAL JOURNAL, THE CANADIAN RAILROAD Historical Association realizes in a modest way the ambition of its members since its foundation.

The ultimate purpose of this publication is to accumulate gradually in one compendium the records of Canadian railway development. We propose that in future it will be a source of reference for those who, like ourselves, will be interested to know the circumstances attending this most important national institution from its inception to its culmination in the achievements of the present day.

We aim to distribute the work of gathering information among many, by giving to each a particular field in which to prosecute research. Herein lies a hidden advantage which our members are asked to discern. It is a certainty that in pursuing the study of their chosen subject they will discover material not in their department, but of interest to a fellow worker. In all such cases the endeavor should be to transmit such information to its proper department, and by following such a system of reciprocal exchange of historical material between members, we shall soon possess records covering every phase of Canadian railway history.

During the five years of our Association's existence, we have not confined ourselves strictly to railway history. It is only natural that in the minds which form our circle, there should be a deep and engaging interest in all that appertains to the development of steam, internal-combustion, and electrical transportation, whether on land or water, and as consequence, we have adopted the study and record of steamship, steamboat, and street-car history, and we propose to embrace the evolution of aerial transport as well.

Our ambition is as great as the field before us, but our enthusiasm is proof against discouragement. The Association is one for recreative study, where we may pursue at leisure our selected theme with assurance of success. For, no matter how small may be our contribution, the little we will contribute will be a coin in the collection that is surely destined to be a treasure of record in the days to come.

The President.

CANADIAN RAIL

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FRONT AND BACK COVER:

The only early photo so far known that shows a Pressed Steel Car Co. tram in Montreal is this very clear view of the front of Hochelaga barn in 1911. No. 865 dwarfs the others beside it, mostly turn-of-the-century open cars. Eight cars are visable in the photo, all different. From left to right they are: 833 Kuhlman 1906 scrapped 1936; 726 M.S.R. 1901 scrapped 1928; 245 M.S.R. 1896 scrapped 1917; 523 M.S.R. 1899 made convertable 1904 scrapped 1922; 2nd 93 M.S.R. 1899 scrapped 1925; 307 Lariviere 1896 scrapped 1915; 865 Pressed Steel Car 1907 scrapped 1938; 387 M.S.R. 1898 destroyed in fire 1920. No. 865 and the others like it worked out of Hochelaga all their career but, unlike most of them, 865 did not survive to serve in extra service during World War II.

C.R.H.A. Archives. M.U.C.T.C. Collection.

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The Peanut Road

By: Ena Schneider

WITH EACH NEW YEAR HOPE SPRINGS ETERNAL in the hearts of we mortals. The dawn of 1909 was no different. Its arrival reinforced the belief of the residents of a farming area southwest of Edmonton, Alberta, that this was the year their hopes for a railroad would be realized. Their instincts were right – a road was chartered. But it was to be ten years before they could enjoy a train ride to Rimbey, a distance of 32.9 miles, on the little railroad that was soon dubbed "The Peanut Line" and another seven years before an extension was built to Breton.

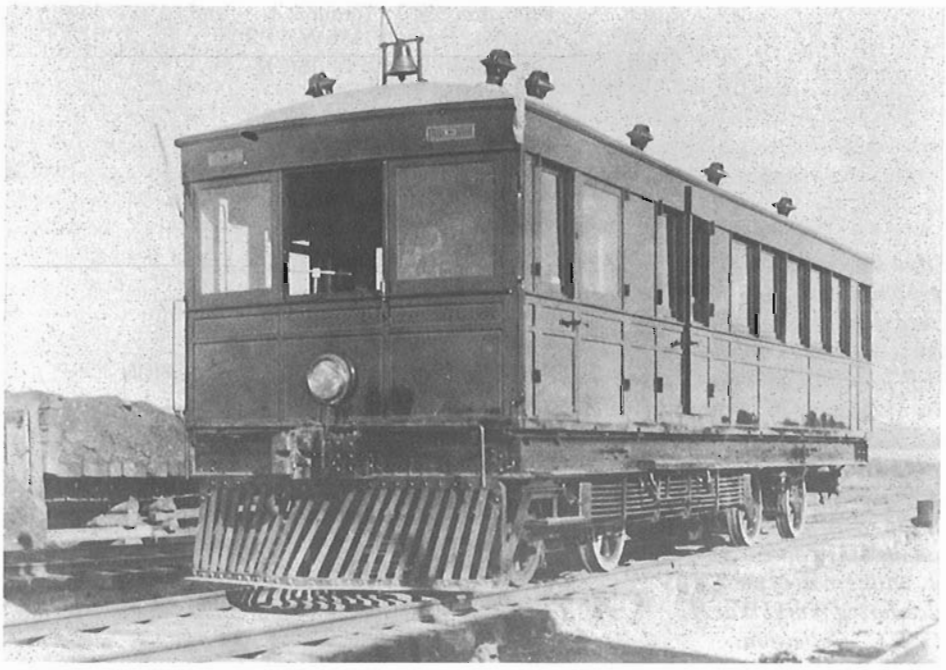
The road was chartered in February 1909 as the Lacombe and Blindman Valley Electric Railway Company (L. & B.V.E.). A group of eighteen farmers, professional and business men, from the communities of Rimbey, Bentley and Lacombe, chartered the railway.[1] These men, headed by Major William Burns McPherson, a local farmer, also became the provisional directors of the company, that had its head office in Lacombe, Alberta.

The charter called for a railway "propelled by electricity or by any other motive or mechanical power". Originally it was planned to build an electric railway, but later on this idea was abandoned. From Lacombe it was to extend westerly to the vicinity of Bentley and then northwesterly towards Rimbey.

Gibson, Taylor & Strathy of Toronto, Winnipeg and London, England, became the railway's financial brokers and promoters. Strathy was the only one with an intimate knowledge of the type of country the railway would pass through, because he had been a resident of Lacombe.[2] It was not until 1913 when they became majority stockholders that the promoters had civil engineers on the ground for final location surveys. In spite of the enthusiasm and support of the local people the promoters had difficulty raising the necessary funds.

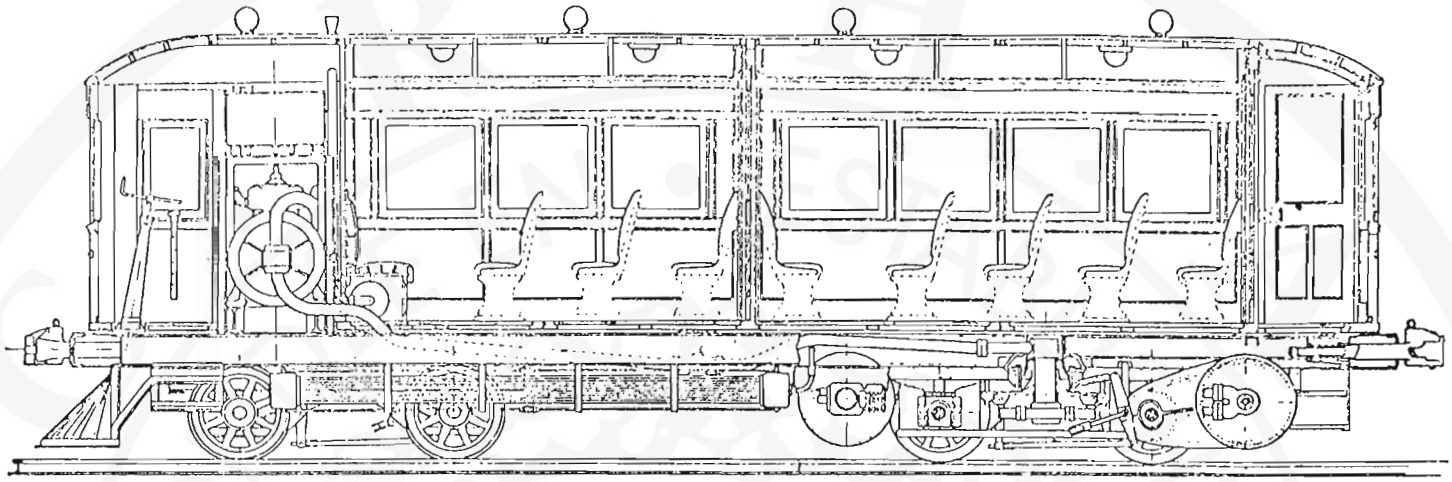
In August 1913 the provincial government stepped into the breach with a guarantee of $7,000 per mile to enable 20 miles of grade construction between Lacombe and Bentley to commence. John W. Shirkey, of Lacombe, won the contract.[3] There was large crowd of local people to witness the turning of the first sod by the Honorable Senator Talbot on September 9. So anxious were they to see the railway in operation, farmers lent their own teams to assist the contractor with the grading. To celebrate the commencement of active construction, the promoters hosted a Thanksgiving banquet for residents of Bentley the following month.[4] But the initial spurt of progress soon slowed down to a trickle. The advent of winter brought the work to a standstill.

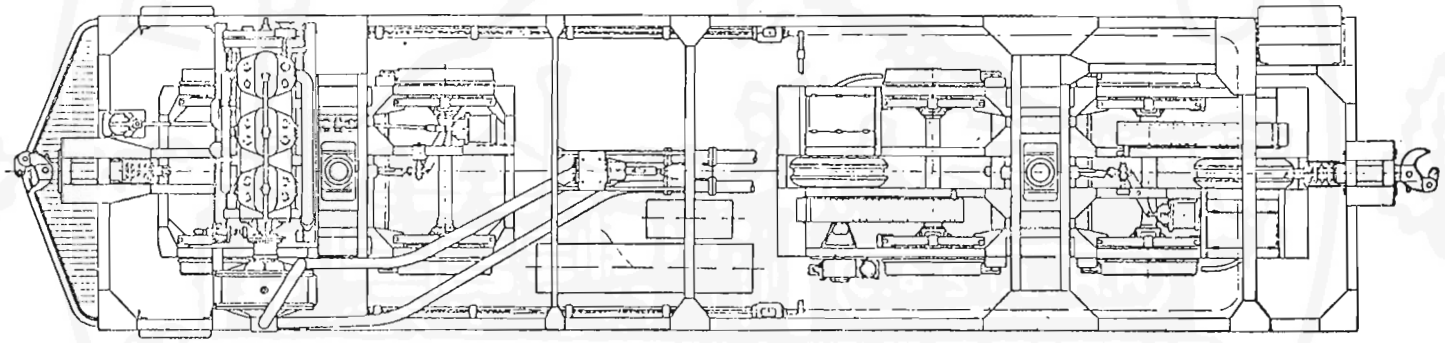
Grading operations resumed at the end of April 1914 with forty teams.[5] Stuart L. Brown was superintendent of construction with headquarters at Lacombe. The Edmonton Bulletin of May 9 was moved to run the headline "SPLENDID PROGRESS BEING MADE ON THE LACOMBE BLINDMAN VALLEY RAILWAY LINE". The railway was expected to reach Bentley by July 15 but World War I intervened and it was 1917 before steel was laid by the Alberta government.[6]



This is Baguley Cars Ltd. No. 533, outshopped August 14 1913. Called the "Lacombe", it ran between Bentley and Lacombe. It was ostensibly a McEwan Pratt vehicle. The company went into liquidation in 1911 and Baguley bought the company and kept it alive as a subsidiary. In 1914 the car was photographed on the Lacombe & Blindman Electric Railway which later became the Lacombe & Northwestern Railway. The railway was purchased by the C.P.R. in 1928 and the car was scrapped in Ogden shops that same year.
Provincial Archives of Alberta. Photo No. 70.206.

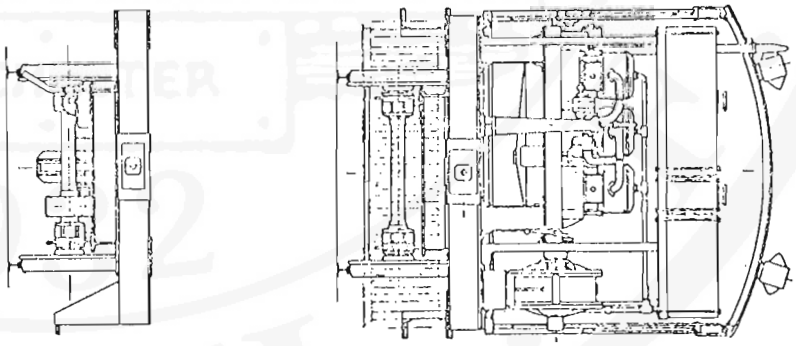
1 Statutes of Alberta 1909 Chapter 48
2 The Western Globe, Alberta Wednesday, October 1, 1913 and April 8, 1914
3 Lacombe Guardian Sept. 12, 1913
4 Lacombe Guardian Oct. 22, 1913
5 Lacombe Guardian April 24, 1914
6 Northern Alberta Railways Company files





Lacombe & North-Western Railway
Petrol-hydraulic Railcar "Lacombe" M-1

Builder:	McEwan, Pratt & Co., a subsidiary of Baguley Cars Ltd., London, England. It was outshopped 14 August 1913 as Baguley Car No. 533.
Built:	1913.
Gauge:	4 ft. 8.5 in.
Seating Capacity:	36 passengers.
Length over headstock:	33 ft.
Engine:	Six-cylinder, 140 x 156 m/m giving 85 h.p. on kerosene, or 95 to 100 h.p. on petrol.
Transmission:	Hydraulic, consisting of one Hele Shaw pump direct coupled to engine, and two motors one driving each axle of driving bogie. The "Campayne Hele-Shaw Transmission" was a system of power transmission by oil under pressure.
Brakes:	Both Westinghouse and hand brake fitted.
Lighting:	Electric lighting.
Inside finish:	Teak and Russian maple.
Outside finish:	Oak battens and tin panels.



Drawing of Petrol-Hydraulic Bogie Coach.

PETROL-HYDRAULIC RAIL CAR
"LACOMBE" No. M-1

The outbreak of war brought work on the railway to a halt. But not before the railway purchased a "petrol-hydraulic" rail car and placed an order for construction of a locomotive to be operated on the same system, which was cancelled shortly afterwards. The car delivered was built by Baguley Cars Ltd. of England with a hydraulic Hele-Shaw transmission.[7] Although ordered by the Edmonton Interurban Railway, all the manufacturer's subsequent records referred to the purchaser as the L. & B.V.E.[8]

A picture was taken of the car at Lacombe in 1914 but it was not until later years that it ran on the railway. The car was named "Lacombe", Number M-1. In his researched history of the Edmonton Interurban Railway R.F. Corley suggests that car "Lacombe" may have been used on that railway until their car barns burned in 1915. The car was used on the L. & B.V.E. from 1917. (It was scrapped by the CPR in 1928.)[9] It had a seating capacity of 36, in a passenger compartment divided into smoking and non-smoking sections. This was later reduced to accommodation for 24 passengers and extra space turned into a baggage room.

In 1914 Machinist W.D. Brown was lured to Canada from England under contract to take care of the "Lacombe". He had been employed in the McEwan Pratt machine shops. When that company went into liquidation in 1911 it was bought by Baguley Cars, and was operated as a subsidiary.

Although he was an excellent machinist, Brown's experience in steam railway work and its equipment was limited.[10] A good deal of the equipment used on the L. & N.W. was from the Alberta and Great Waterways Railway (A. & G.W.), or leased from other railways. Most of it had seen better days and there were difficulties in keeping it in operating condition. (This led to Brown's replacement as machinist foreman shortly after John Callaghan became General Manager of the railway.)

The crash of the real estate market along with the outbreak of World War I caused the railway promoters severe cash flow problems. They even had trouble paying their bills locally. Financing further building on the L. & B.V.E. Railway became an impossibility. In 1917 the provincial government authorized another guarantee of funds. Material and equipment were scarce. To solve the problem the entire trackage of two short railway lines in the Province were bought and re-assembled at Lacombe. This enabled steel to be laid from Lacombe and the first train finally reached Bentley.[11]

In 1918 the government assumed control of the railway: first under the Department of Public Works, and then under the Department of Railways and Telephones. Norman L. Harvey, Deputy Minister of Telephones became General Manager and Harry A. Warner was appointed Chief Engineer and Superintendent.[12] Fred T. Ames was the resident engineer in charge of construction and operation.

Harvey had little knowledge of actual railway construction work. His experience had been garnered in the accounting and executive departments of Canadian Northern Railways. But Warner had considerable experience in this area. He had worked for the Edmonton, Dunvegan and British Columbia Railway (E.D. & B.C.) prior to joining the Department of Railways.

At a meeting on November 30, 1918, the railway's shareholders elected twelve members of the cabinet council and government officials to be directors of the company. The government had begun buying up shares from those willing to part with them, paying 35 to 90 cents per share. (By 1926 4549 shares had been acquired for an outlay of $2,105.85.) The name of the railway was also changed to the Lacombe and Northwestern Railways (L. & N.W.).[13]

Again progress on the railway building ground to a halt. Residents of the area tell of local men so frustrated by all the stops and starts they took matters into their own hands. Despairing of the railway ever reaching Rimbey they set about building the grade themselves. Almost immediately the government had a work crew taking over the task. Track was laid into Rimbey during the fall of 1919. The combination engine house and machine shop located at Bentley was moved to the new end of steel.[14] A converted boxcar served as the depot.

The crowd of area residents that met in Lacombe to ride the first train and celebrate all the way to Rimbey, was a jubilant one. They had waited so long for this railway. The train with its small consist soon became known as "The Peanut Special".

Meanwhile railway builder J.D. McArthur of Winnipeg was floundering in an economic quagmire. The railways he was building and operating north of Edmonton were in dire financial straits. By 1920 the Alberta Government felt it had little choice but to take over the ailing roads. It managed to lease those running into the Peace River area to Canadian Pacific Railways (C.P.R.) for a five year term. The government decided to manage the A. & G.W. along with the L. & N.W. The head office staff in Edmonton handled administration for both railways.

During 1920 the track was extended beyond Rimbey to reach a pit with a good supply of ballast. Headquarters for the Rimbey section was located in the vicinity of the pit. Section Foreman Felix "Monty" Montalbetti was an ex-CPR Extra Gang Foreman. He was a heavy set man with a bushy moustache which he had a tendency to stroke when he was angry. Nevertheless, he was kindly to the inexperienced young men on the section. When one of them experienced difficulty with some assigned work, he would say, "Just a minute, boy, I'll show you how."[15] And he did.

Philip Debney succeeded Ames as resident engineer in August 1920. He had emigrated from England in 1912 and after a short stint with the Canadian Northern, joined the E.D. & B.C. Railway. He served overseas in the First World War and attained the rank of Colonel.[16] On his return he joined the staff of the L. & N.W. It was his responsibility to complete the ballasting program on existing track.[17]

Meanwhile, changes were taking place in management. With the resignation of Norman Harvey on 29 March 1921, Harry Warner became Acting General Manager. At a meeting of the Board of Directors on 4 August 1921, he was appointed General Manager and Chief Engineer, "retroactive to 30 March 1921."

Warner's term as General Manager was short lived. He resigned shortly after the United Farmers took over the reins of government. The new Minister of Railways and Telephones

7 Provincial Archives of Alberta. Acc. 71.2
8 City of Edmonton Archives MS25
9 CP Rail info.
10 John Callaghan's letter of Feb. 24, 1922 to Hon. Vernor Smith, Min. of Railway and Telephones.
11 Provincial Archives of Alberta Acc. 84.388. Box 315
12 Board of Directors meeting Aug. 4, 1921
13 Northern Alberta Railways Company files – History of L. & N.W.
14 Department of Railways Annual Report 1922
15 R.V. Storms' letter Nov. 1984
16 "More Edmonton Stories" by Tony Cashman
17 NAR files – Interview with Hon. Chas. Stewart April 22, 1921

Vernor Smith appointed John Callaghan to replace Warner. (His signature was always "Jno. Callaghan"). Callaghan immediately set about reducing the office staff by 35%.

Callaghan had a long and distinguished career in railway construction. Employees discovered he was not an easy man to work for, nor with. He was one of the last of a breed of railway managers from a generation where the boss was BOSS. A bachelor, Callaghan devoted himself to his work and it is doubtful that any other man in railroad management could, or did, operate a railway more economically.

That year Jamieson Construction Company won the contract for ballasting and surfacing the track on the L. & N.W.[18] This company had done other work on the line during the previous two years. Difficulties with the railway developed regarding the cost of ballast work. Jamieson Construction attempted to renegotiate with the government. The argument ended up in court where the construction company won its case, much to the annoyance of John Callaghan.

Gull Lake (in Aspen Beach Provincial Park), located between Lacombe and Bentley, had become a popular summer resort. Two McKeen self-propelled passenger cars had operated for some years on the A. & G.W. Railway between Edmonton and Lac La Biche. Breakdowns were occurring with alarming frequently. It was hoped the McKeen cars could handle the summer traffic on the shorter haul from Lacombe to Gull Lake. In the summer of 1921 one of the cars was brought down as an experiment. It broke down before completing the season and had to be hauled back to Edmonton.

The McKeen cars were the forerunners of the Baguley Car mentioned earlier. Car 709 was built in 1910 and Car 711 the following year by the McKeen Motor Car Company of Omaha, Nebraska, for the Woodstock & Sycamore Traction Company of Illinois.[19] The cars were purchased in 1914 by J.D. McArthur for use on his rail lines spreading into northern Alberta.

McKeen car No. 711 operated on the A. & G.W. and L. & N.W. Railways. It was built by McKeen in 1911 for the Woodstock & Sycamore Traction Co. It had a 55 foot long steel body and a 200 horsepower engine. This car had a seating capacity of 75 persons. The front of the car resembled the bow of a ship and the windows were like portholes. Its glaring weakness was its manually actuated transmission; it is believed that had they been equipped with a modern transmission system they would have been a huge success. This car was renumbered N.A.R. No. 1951 sometime prior to 1929. Shown are engineer Hank Kelly and conductor Frank Waite.
Photo: C.N. Rail. Edmonton.

The front of the cars were shaped like the bow of a ship and the windows resembled portholes. The cars were ahead of their time, except for the transmission. They had a manually actuated mechanical transmission. It is said that had they been equipped with a modern transmission system they would have been a huge success.

In November 1921 engineer Henry Dimsdale succeeded Debney, who had moved on to greener pastures. Dimsdale arrived from the A. & G.W. Construction Department where he had been resident engineer for three months.

Dimsdale was an able man who held definite opinions. Born in southern Ontario in 1873, he became a teacher at the age of sixteen, but found the occupation too tame for his tastes. He was a natural mathematician and this, coupled with his zest for adventure, led him into civil engineering.

Between 1921 and 1924 he handled railway construction on the A. & G.W., the L. & N.W. and the E.D. & B.C.[20] During a break in railway employment in 1923 he held the position of Commissioner of Highways. But his involvement with railroad construction was to continue until retirement. The hamlet of Dimsdale, 9 miles west of Grande Prairie, bears his name.

In May 1922 Dimsdale handed over his responsibilities to Howard Warner Tye. Tye was not nearly as forceful a personality as his predecessor. Born in Ontario, he graduated from the University of Toronto in 1906. He had prior engineering experience with the C.P.R. where he had worked with Mr. Callaghan. Tye went on to become Chief Engineer of the government railways and later the Northern Alberta Railways. Although he was of serious countenance his colleagues found him to be a kindly man, who was frugal with the company's money.

That year the government again advanced a loan to the L. & N.W. to enable its building to progress. W.A. Dutton of Winnipeg won the contract for construction of the grade west to Hoadley.[21] Railway work crews handled the bridging, track-laying and ballasting. The end of the year heralded the first freight and passenger service into Hoadley.[22] Mr. Tye received a pat on the back for keeping the cost of the extension well within the original estimate.

While the road was advancing some eight acres were acquired adjacent to Lacombe for a terminal. A wye was built and the engine house and machine shop moved from Rimbey. The water tank and pump house were dismantled and moved from Outlet Creek (Mile 19.6) to Lacombe. The freight warehouse at Bentley was converted into two temporary station buildings.[23]

It was the responsibility of Locomotive Foreman Charles Bellis, a young Welshman, to ensure that the equipment in the shops at Lacombe was in operating condition. The railway was

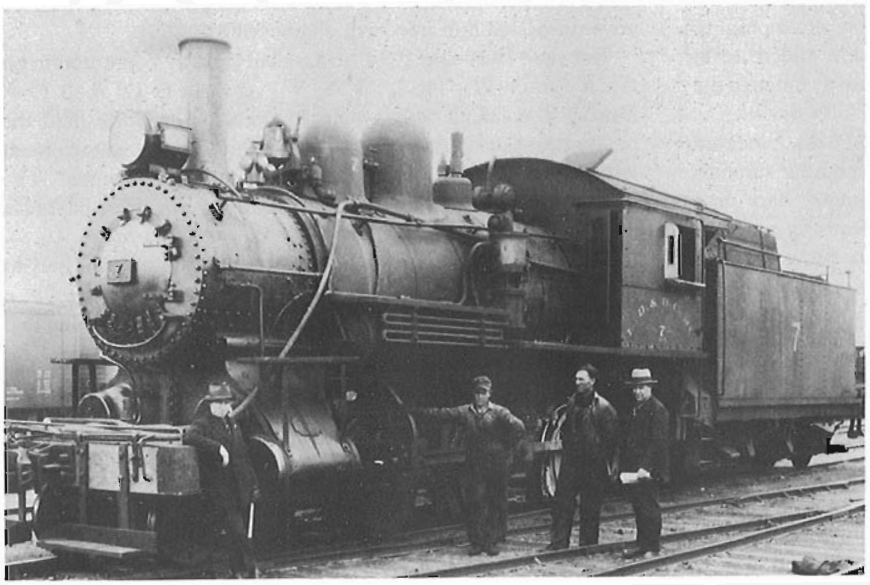
[18] 4 Aug. 1921 minutes board of directors
[19] "The Marker" magazine of Alberta Pioneer Railway Association, P. 141
[20] Provincial Archives of Alberta Acc. 84.388, file 02.211
[21] Meeting Board of Directors, Sept. 21, 1922
[22] Annual report for year ending Dec. 31, 1922
[23] Min. of Railways Annual Report 1922

using No. 7, a mogul type 2-6-0 locomotive, from the E.D. & B.C. It was built in 1907 and bought by J.D. McArthur in 1913. Its open cab, with only a heavy canvas over the entrance for protection, could be bitterly cold in the winter. A. & G.W. No. 28, a ten wheel 4-6-0 type, also operated on the L. & N.W. It had been built by Canadian Locomotive Co., Kingston, Ontario, for the A. & G.W. in 1915.

The train crew operating the "Peanut Special" were known affectionately by the local travellers as outlaws. A number of them had been on the CPR at one time or another. The reasons for the railway and the men parting company are obscure, but they found themselves on this small road.

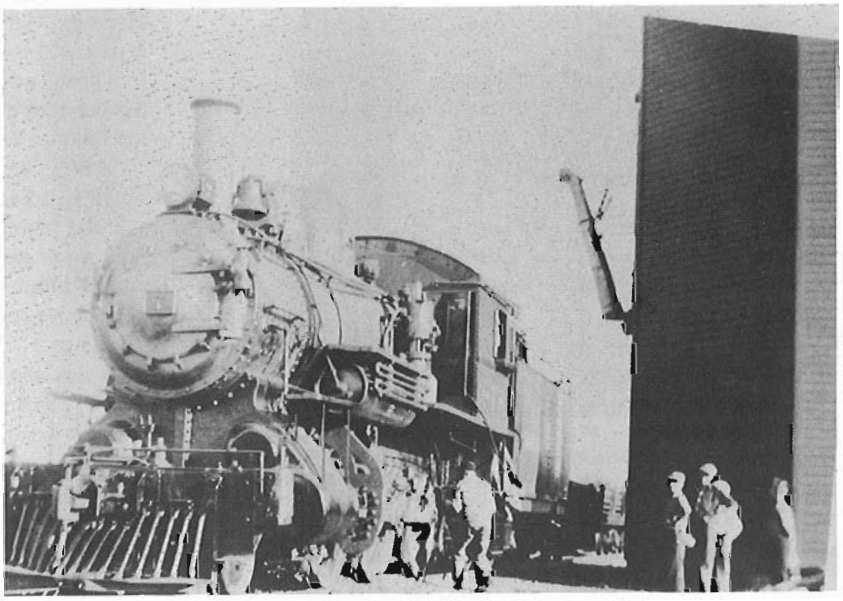
Conductor George "Mack" McClure was a friendly fellow, who loved to share a joke with his passengers.[24] Engineer Hiram Maltby was an elderly man then. He was not adverse to backing up to enable a tardy passenger to board the train. Nor was it unusual for him to stop the train and allow passengers to pick berries en route.

A furor erupted in May 1922 when General Manager John Callaghan discovered the "alleged hire and upkeep" of a Ford car on the company's books. An investigation revealed the car had been bought second-hand in April 1919, on instructions from Superintendent Harry Warner, for use when supervising grading operations. At Lacombe it was "put on the payroll" in the name of resident engineer Fred Ames at $100.00 per month as well all upkeep and running expenses. (It is interesting to note that Harry Warner was earning $150 a month himself at the time.) When Philip Debney succeeded Ames on August 1, 1920 the hire and upkeep for the car reverted to him. Debney was instructed to discontinue the charges in July 1921 as a provincial election approached.[25] (If this happened in 1987 the media would have a field day.)



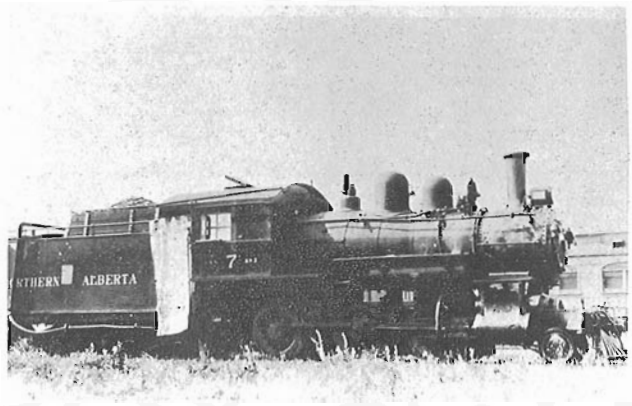
Dunvegan yards of the Edmonton Dunvegan & British Columbia was the site as engine No. 7 was photographed on May 25 1929. Left to right we see switchman (brakeman) Billy Mair, fireman Clarence Comrie, engineer "Nick" Nichols, switch foreman (conductor) Walter Crawford. According to N.A.R. files, No. 7 was built in 1907 and was purchased second-hand by J.D. McArthur, the builder of the E.D. & B.C., the Central Canada Ry. and the Alberta & Great Waterways Ry. The purchase price of No. 7 in 1912-13 was $14,060.

Glenbow Archives, McDermid Studio Collection No. ND-3-4627.



Northern Alberta Rys. No. 7 at Jarvie Alberta in 1936. Photo courtesy of Don Baker, former section foreman of N.A.R.

[24] "The Early History of Bentley and District" by Bert Degroff.
[25] Provincial Archives of Alberta, Acc. 84.388, file 1100.150.1



N.A.R. No. 7 was a Mogul type (2-6-0). In this photo we see the heavy canvas curtain over the open cab doorway. Those cabs were really cold in the winter with only the heat from the firebox to warm the occupants. The siphon can be seen coming down over the tender in this picture.

Photo courtesy of R.D.C. Comrie, retired N.A.R. Master Mechanic.

N.A.R. ten-wheeler No. 28. She had 19 X 26 cylinders, 180 lbs. pressure, 102,000 lbs weight on drivers and 23,000 lbs. tractive effort. Built by Canadian Locomotive in Kingston in 1915 for A. & G.W. In November 1950 it was sold to Esjay Supply Co. Ltd. of Edmonton at $6.00 per net ton F.O.B. Dunvegan yards. All journal and engine truck brasses remained the property of the N.A.R. Shown (in cab) engineer Spike MacFarlane, (on ground) left to right, engineers Bill Barnes and Duke Kowarski.

Photo courtesy of collection of Stan Hryniuk, then American Ditcher operator.

This picture was taken of A. & G.W. No. 28 at Old Waterways (now Draper) on the A. & G.W. about 1926. The conductor is Fred Martin and the engineer is Charlie Snyder.

Photo courtesy of Provincial Archives of Alberta, No. A3936.

During its years in the driver's seat, the Government of Alberta made futile attempts to unload the railway on Canadian National or Canadian Pacific Railways. By 1923 the total number of passengers carried during the year had dwindled to 4,650. Operating expenses and taxes outweighed operating revenue for the year by $3,111.51.

Regular maintenance continued as plans progressed for another extension. By 1925 contracts were let for construction from Hoadley to the new townsite of Breton. Bill Davidson, who later joined the CPR, was the civil engineer in charge of construction.[26]

R.V. "Pat" Storms left the section crew to join the steel laying gang. He recalls the pioneer track layer was discarded when it did not function properly. With no replacement available there was no alternative but to continue the work by hand. Rails were dumped off each side of the track and eight straining men with rail tongs carried the heavy rails forward. In spite of this slow procedure, the men laid up to a mile a day. By freeze-up the track had reached Winfield. Work began again in the spring.

Lacombe & Northwestern No. 71 on train No. 2 at Smith in 1927. Engineer is Jack Brown, conductor Kenny McLennan, watchman Charlie Passmore, locomotive foreman George Bisson (at front). Others unknown. No. 71 was constructed for the L. & N.W. Ry. by Canadian Locomotive Co. of Kingston in 1926 and was delivered in August of that year.

Photo courtesy of R.D.C. Comrie, retired N.A.R. Master Mechanic.

CANADIAN LOCOMOTIVE COMPANY, Limited.
Kingston, Ontario.

..... February 10, 1926.

Specification No. C-326

Of a ..... Consolidation Type ..... Locomotive
Class 280-s-167 ..... Gauge of Track 4'-8½" .....

LACOMBE & NORTH-WESTERN LOCOMOTIVE NO. 71

Cylinders		Driving Wheel Diameter	Fuel	BOILER		FIRE BOX		TUBES		
Diam.	Stroke		Kind	Diameter	Pressure	Length	Width	Number	Diameter	Length
21"	28"	56"	soft coal	63½" 70"	200 #	114"	42½"	144 26	2" 5⅜"	13'-8"

WHEEL BASE			APPROXIMATE WEIGHT IN WORKING ORDER POUNDS				
Driving	Engine	Engine and Tender about	Truck	Driving	Trailer	Engine	Tender
15'-3"	23'-10"	54'3"	20000	148000	- - - -	168000	129000

HEATING SURFACES SQ. FT.							
Tubes	Fire Box	Arch Tubes	Total	Superheater	Grate Area	Maximum Tractive Power	Factor at ADHESION
1520	166.5	13.5	1700	396	33.65	37400	3.935

LIMITATIONS							
Weight Per Axle	Weight on Drivers	Weight Total	Width	Wheel Base Total	Length Over All	Height Smoke Stack	Above All Ten Filling Holds
37000	148000	- -	- -	- -	- -	- -	- -

Tender, Type Eight wheel Capacity-Water 5500 Imp. Gallons, Fuel 10 tons.

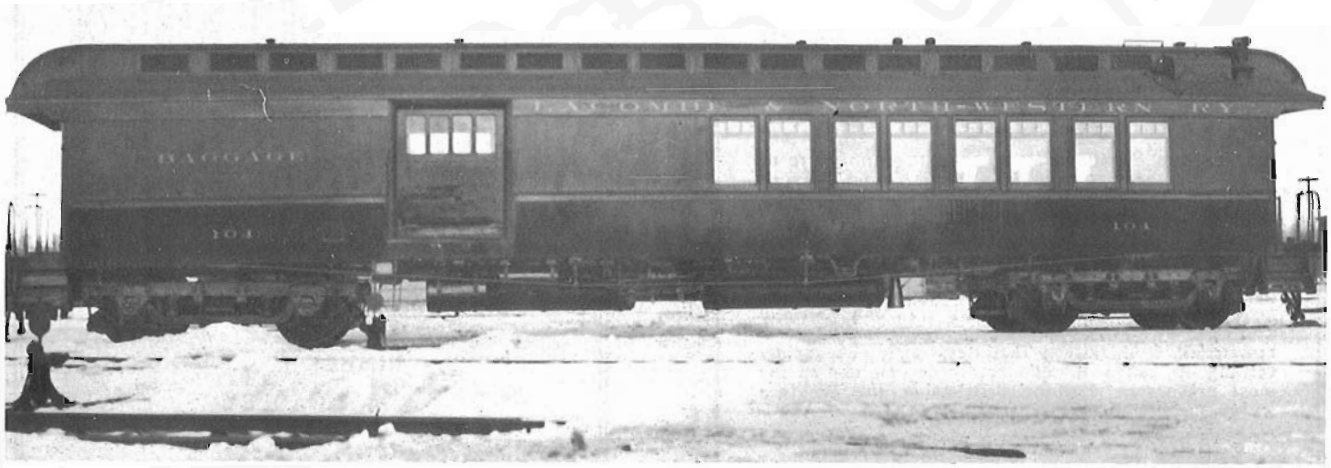
GENERAL DESIGN SHOWN BY Photo of British Government Engine No. 1301 except M.C.B. Coupler, Pilot, Laird Crosshead, Cross Compound Pump, Vestibule Cab, and wagon Top Boiler.

[26] R.V. Storms letter Nov. 1984

A new consolidation-type locomotive, No. 71, built by Canadian Locomotive Works, Kingston, Ontario, replaced engine No. 28 in work train service.[27] Although it was more suited to this type of work, it derailed shortly afterwards while unloading ballast. It was quickly rerailed and work proceeded with no major mishaps. The track reached the railway's terminus at Breton in November 1926.[28] Tommy Roberts, who was assistant agent at the station at Lacombe, was moved to breton as agent.

A mixed freight and passenger service was quickly inaugurated between Lacombe and Breton. A. & G.W. combination passenger and baggage car No. 12 was spruced up with a new coat of paint. Emblazoned with the words "Lacombe & North-Western Ry" and number 104 it set out on its new run. The decor in the passenger area was quite ornate with a carved wooden arch dividing it into two sections. The top portion of the windows were fashioned from stained glass.[29]

By March 1927 John James Glover was occupying the portable station building at Breton. He had "bumped" Roberts, who returned to his previous position at Lacombe. Glover had very little previous experience as an agent. Born in Scotland, Glover had come to Canada as a youth. He joined the CPR in 1919 as a railway policeman.



Formerly A. & G.W. car No. 12, this combination passenger and baggage car was renumbered 104 for the Lacombe & North-western Railway. It ended its years as N.A.R. No. 1650. Provincial Archives of Alberta photo No. 79.77.

Lacombe & North-Western Railways
Combination Passenger and Baggage Car 104

Purchased:	From the Hotchkiss Blue Company, Chicago by the Alberta and Great Waterways Railway in 1917. It was originally numbered 12.
Built:	1900
Weight:	97,100 lbs.
Length over end sills:	65 feet
Width:	9 feet
Sills:	Six, made of pine
Tandem Miner draft gear.	
Composite four-wheel trucks	
Steel-tired wheels	
Journals:	5" x 9"
Hoppers:	St. Pans Type
16" Cylinder Brake equipment	
Lighting:	Oil lamp

[27] Annual Report for the year 1926
[28] Annual Report for the year 1927
[29] R.D. Clarence Comrie, retired Master Mechanic, Northern Alberta Railways

Lacombe & North-Western Railway Company

The Lacombe & North-Western Railway serves a large and productive territory in that part of the Province of Alberta lying north-west of Lacombe, that point being its southern terminus.

From Lacombe to Hoadley the railway traverses a highly-developed farming country, unexcelled for grain, hog, and cattle raising, and for mixed farming generally. From Hoadley north, the country is of a rolling and partly wooded nature, but for the most part the soil is fertile, and this area is gradually being settled and brought under cultivation. East and west of this portion of the line there are large areas of merchantable timber which are being developed at the present time, there now being six sawmills operating in the district, with several more commencing operations within the near future.

At Aspen Beach, located upon the south shore of Gull Lake, there is a popular family summer resort. Bentley and Rimbey, both thriving villages, are located in the fertile Blindman Valley, and particulars and information as to their districts may be secured from their respective Boards of Trade. Breton, the new terminus of the railway, will be the shipping point for a large area, well adapted for grain and mixed farming. This district has been only partially developed up to the present time, owing to its former remoteness from railway facilities, but is now rapidly settling up, and will undoubtedly become one of the most prosperous farming districts in the Province within the not distant future.

Facilities for the shipment of grain are provided by elevators located at Aspen Beach (1); Bentley (2); Forshee (1); Rimbey (2); and Bluffton (1). There are stockyards and loading platforms at Aspen Beach, Bentley, Forshee, Rimbey, Bluffton, Nugent, Hoadley, Winfield and Breton.

The Railway Company has townsites at Bentley, Rimbey, Winfield and Breton, all of which points are shipping centres for large areas of productive and constantly developing territory, and which consequently present attractive business opportunities.

For further information in regard to this district, apply to General Manager, Lacombe & North-Western Railway Company, Edmonton, Alberta.

No. 4

JAN. 5th, 1927

LACOMBE & NORTH-WESTERN RAILWAY

LOCAL TIME TABLE

LACOMBE
BENTLEY
RIMBEY
HOADLEY
WINFIELD
BRETON

JNO. CALLAGHAN,
General Manager,
Edmonton

The agency work on the L. & N.W. was a far cry from his days of railway police work and Glover's stint as an agent only lasted a year. By the end of 1928 he was working as claims investigator for the E.D. & B.C. By its nature his job endeared him to few. It also earned him the nickname "Flatfoot". Nevertheless Glover handled his job as he perceived it should be done and he did enjoy it a lot more than agency work.

Negotiations for the sale of the railway to the Canadian Pacific Railways continued all the while. By 1928 an agreement to sell the road for $1,500,000 was hammered out. The transcontinental railway assumed responsibility for the bonded indebtedness of $273,000.[30] It was with relief that the Alberta Government handed over operation of the little railway to the C.P.R. on March 1, 1928.

Arrangements were made with the C.P.R. for running crews to be taken over with the railway.[31] Their seniority was recognized, but it meant little in such a large organization. But it proved advantageous to some like Fireman Giles McDonald, who eventually became a locomotive engineer. He was from the Lacombe area and had worked on the E.D. & B.C. before moving closer to home. His railway career came to a tragic end when he was killed in an accident on the Edmonton to Hardisty run.[32]

Pat Storms recalls that men on the CPR main line then bid in the section jobs on the L. & N.W. His seniority was such that he was unable to hold a job on the section. Instead he accepted the job of patrolling the track between Hoadley and Breton for fires started by steam engines. Patrols were done by jigger. This

[30] NAR Files
[31] NAR Files
[32] R.D.C. Comrie, Master Mechanic, and R.V. Storms, Superintendent, both retired from Northern Alberta Railways

was a small track vehicle with two wheels on one rail and one wheel extending out on the other rail. It was operated by the pumping action of pulling with the hands and pushing with the feet. To his disappointment he lost the job when it rained steadily for several days.

Pat resumed his railway career in 1930 with the newly established Northern Alberta Railways. There he acquired experience in various positions and eventually retired from the position of Operations Manager. He was a well respected official with a healthy esteem for those who worked in every area of railroading garnered through his own experiences on both railways. But for a wet spell in the weather it might have been the C.P.R. he retired from.

For the C.P.R. the L. & N.W. was only useful as part of its larger system. With another extension added the small railway eventually connected up with the Canadian Pacific Railways' Edmonton-Calgary branch at Leduc.[33] The peanut line had come of age. (Copyrighted)

[About the Author:

Ena Schneider, who was an employee of the Northern Alberta Railways for ten years, is researching and writing the story of the railway. Mrs. Schneider would be interested in obtaining further information on the L. & N.W. Ry., its employees and photographs of that railway, Norman Harvey and Harry Warner. All material will be returned to the owners. Address: 9819-92 Avenue, Edmonton, Alberta. T6E 2V4. Tel: (403) 439-0588)]

Lacombe & North-Western Railway

LACOMBE, HOADLEY and BRETON

Read Down				Read Up	
No. 1 Tues. Fri.	No. 3 Wed.	Miles	L. & N. W. Ry. STATIONS	No. 4 Wed.	No. 2 Tues. Fri.
A.M.	A.M.			P.M.	P.M.
7.30	7.30	0.0	Lv. .....Lacombe..... Arr.	6.45	3.40
f 7.52	.....	6.5	.....Kasha.....	.....	f 3.15
8.15	f 8.15	12.3	.....Aspen Beach.....	f 5.45	2.50
8.50	8.50	18.3	.....Bentley.....	5.25	2.20
9.13	f 9.13	26.2	.....Forshee.....	f 5.00	1.30
9.45	9.38	32.9	.....Rimbey.....	4.40	1.10
10.25	10.05	41.0	.....Bluffton.....	4.10	12.20
10.35	f10.15	43.7	.....Nugent.....	f 4.00	12.05
10.50	10.30	48.9	Arr. / Lv. Hoadley Lv. / Arr.	3.45	11.50
	10.35	48.9		3.35	
	10.59	55.1	.....Townlake.....	3.11	
	f	58.3	.....Drader.....	f	
	11.25	59.5	.....Winfield.....	2.45	
	f	61.9	.....Nelspur.....	f	
	11.55	64.6	.....Norbuck.....	2.15	
	f	68.1	.....Antross.....	f	
	12.35	71.4	Arr. .....Breton..... Lv.	1.35	
A.M. Tues. Fri.	P.M. Wed.			P.M. Wed.	A.M. Tues. Fri.

General Information

Time Tables herein are subject to change without notice.

Time Tables herein show time trains should arrive and depart from the several stations, and connect with other trains, but their time of departure and arrival are not guaranteed.

LOST TICKETS. Railway Companies are not responsible for lost tickets and as a precaution passengers upon purchasing ticket should make a note of the form and number of the ticket, also place of sale and date and destination. Similar precaution should be taken in connection with baggage check numbers.

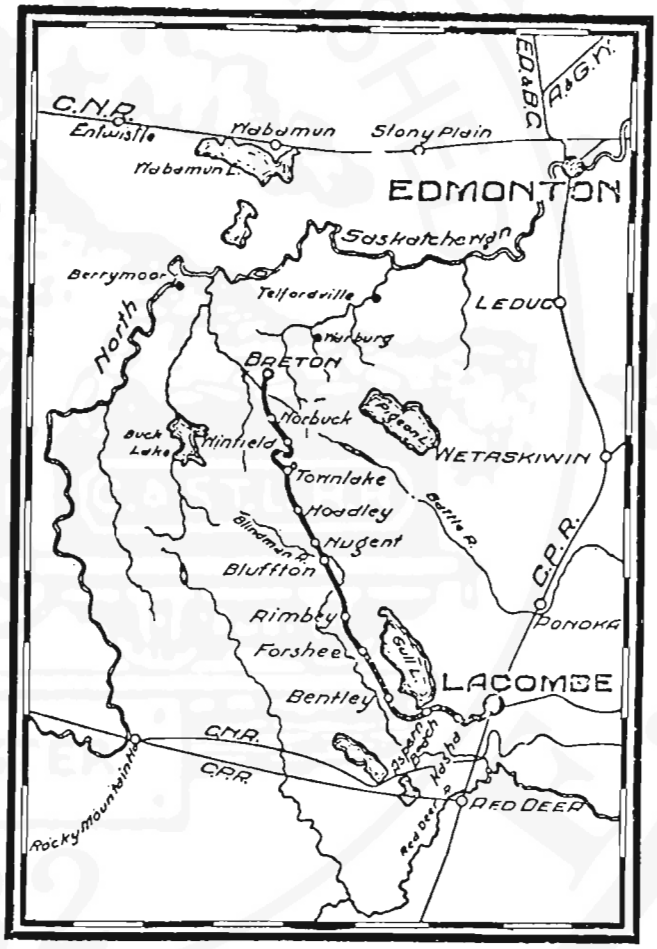
Baggage for flag stations, where Agents are not on duty, must be claimed at baggage car door immediately on arrival, otherwise it will be carried to next station where there is an Agent on duty and held for further orders.

Baggage from flag stations will be accepted and checked by baggageman on request of passenger, but will not be checked to points on connecting line from Lacombe.

150 lbs. of baggage will be checked without charge for every adult passenger and 75 lbs. for every child travelling on a half ticket. Single pieces of baggage weighing over 250 lbs. will not be checked.

Baggage must be checked at least fifteen minutes before scheduled departure of trains.

FOR REFERENCE MARKS SEE PAGE 3.



Lacombe & North-Western Railway

LACOMBE — BRETON

A.M. in Light Type. f Flag Station. P.M. in Dark Type

[33] P. 31 Lacombe Centennial Edition of "Lacombe Globe"

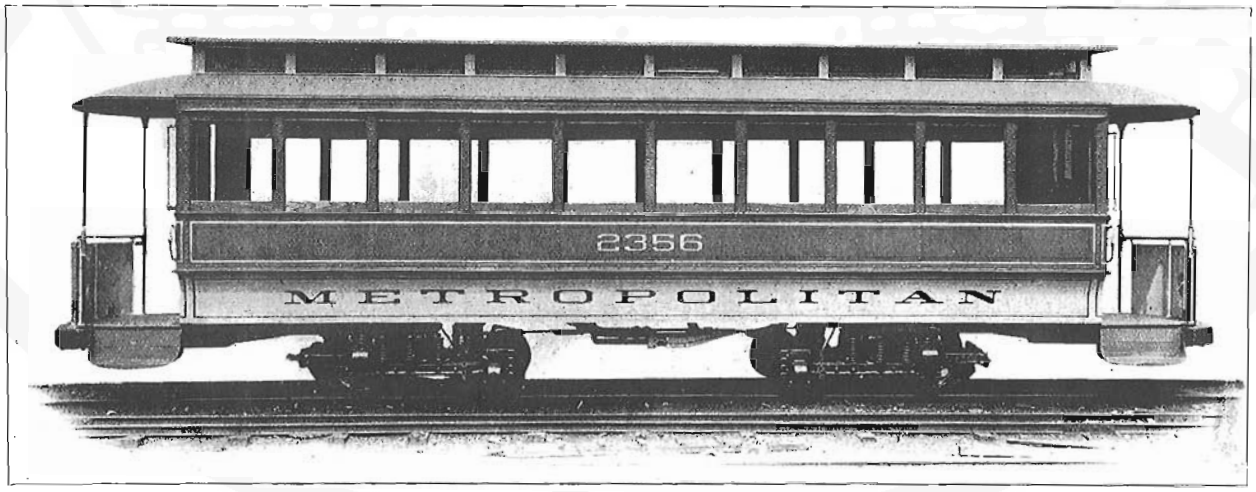
Eighty Years of Steel the Story of a Group of Street Cars and what resulted from them

By: Fred F. Angus.

THIS YEAR MARKS THE EIGHTIETH ANNIVERSARY of the construction of a group of ten street cars which had a profound effect on the design of urban transit vehicles in Canada. This group, known as the 863-class, was a lot built for the Montreal Street Railway in 1907; the first steel street cars in Canada and among the very first in the world.

At the beginning of the twentieth century almost all railway cars were built of wood regardless of whether they belonged to main-line railways, interurban or suburban lines, or rapid-transit and street railway systems. For seventy years wood had served well as a car-building material and during this long period it had no really serious rival. In the early days this was not surprising given the relatively low speeds and small dimensions of railway trains. However in the 1850's several spectacular wrecks occurred in which flimsy passenger cars were quickly reduced to kindling wood with consequent heavy loss of life, and, as a result, far-sighted inventors began to think of metal cars. A few experimental iron passenger cars were built from time to time during the second half of the nineteenth century, but most development centred on strengthing and improving the construction of wooden cars, and the very small handful of metal cars were, by and large, short-lived oddities. By the 1890's it was realized that steel-frame freight cars could carry heavier loads and so make more money for their owners, but there was not as much incentive to apply the new technology to passenger equipment until higher speeds and larger cars finally caused the limits of wooden construction to be reached in the first decade of the twentieth century. Even then, however, there was no sudden rush to steel, in fact wooden passenger cars continued to be built for at least another twenty years, and some remained in service into the 1960's.

On the street railway scene there was even less pressure to abandon wood. Cars were much smaller and lighter while speeds were lower. In fact 1900 was less than a decade since the days when the majority of street railways had given up horses and switched to electric power. A steel horsecar would have been an absurdity, and the same feeling carried over into the electric era. Even on rapid-transit systems such as the elevated lines of New York and Chicago, or the underground railways of London, wood construction was universal for passenger cars. However by 1900 the plans for deeper higher speed subways were in the works. Systems like the Interborough Rapid Transit in New York, the Central Line in London and the Paris Metro promised quick clean transit under the city streets. However these "second generation" rapid-transit systems with their higher speeds and greater capacity required more stringent safety precautions. The thought of what might happen in the event of a wreck in the subway was most frightening to say the least. Transit officials must have had nightmares of two crowded trains colliding in the tunnel at 30 or more miles an hour and splintering and perhaps bursting into flames with huge loss of life. One way to reduce this potential hazard was to use stronger and less combustiable equipment so, starting about 1900, rapid-transit operators began very seriously to consider the best solution; steel. Construction on New York's Interborough Rapid Transit subway began in 1900 and its proprietors wanted to have all-steel rolling stock from the start; but there were 500 cars needed and not enough time to tool up and build



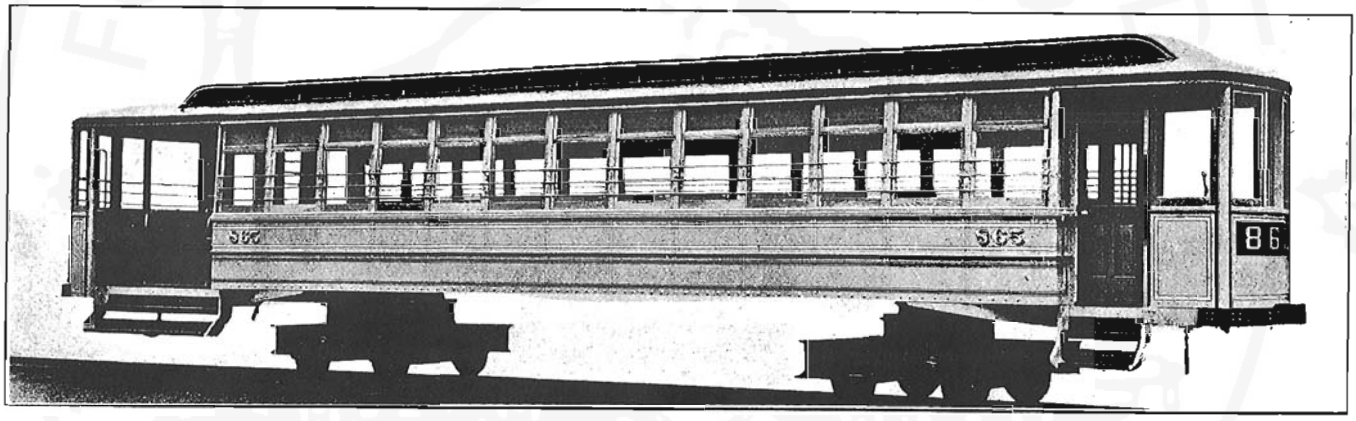
The first steel street car. Built for New York City in 1905, it looks like a wooden car except for the rivets. But only one of these was built.

Street Railway Journal.

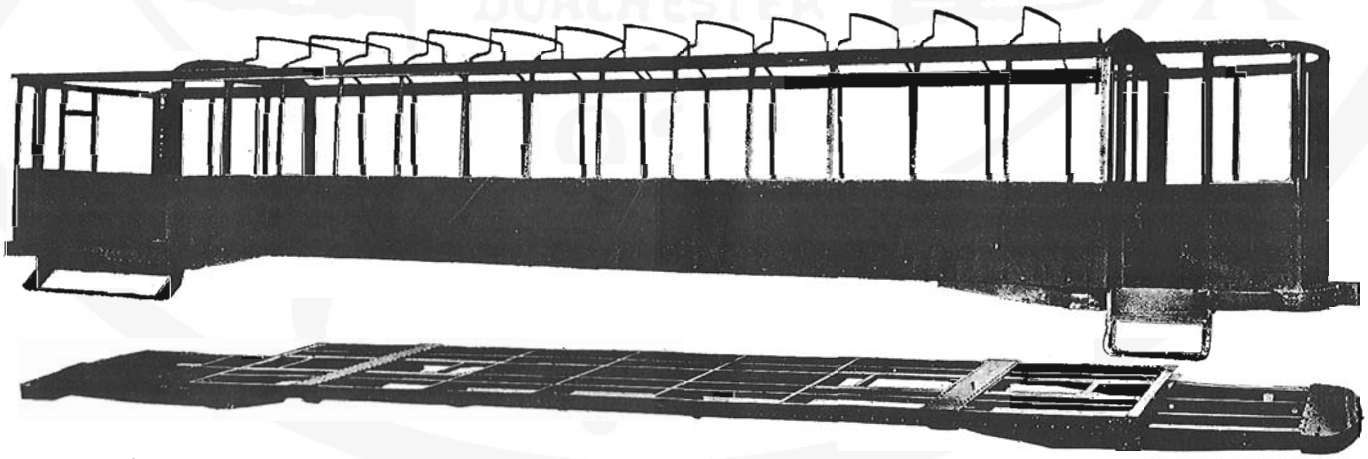
all these of steel before the scheduled opening date of 1904. So the first cars ordered by the I.R.T. were composite, having steel underframes and wooden bodies. All-steel cars soon followed, some in time for the opening day, and within a few years all wooden rolling stock was barred from the subway and relegated to elevated and surface lines.

By 1905 steel cars were, therefore, coming quickly into use on rapid-transit lines and were just starting, at long last, to appear in passenger service on main-line railways. But the street railways and interurbans were still the preserve of the ubiquitous wooden car. Times were, however, changing and in 1905 a few street railways, noting what was happening on rapid-transit lines, began to make the first tentative feelers into the new technology of steel cars. It is not absolutely certain which company took the first step; there have been several claimants and most early plans never got off the drawing board. The first such car actually built appears to have been No. 2356 of the Metropolitan Street Railway of New York City. This pioneer, built by Pressed Steel Car Co. of Pittsburgh in 1905, looked almost exactly like a contemporary wooden car even having the traditional curved sides; only the presence of rivets on the sides indicated that it was steel. The following year, 1906, the Pressed Steel Car Co., having received several orders from rapid-transit lines and even from one or two main-line railways, built a new larger factory. The first product of this new plant was No. 1350, a California type (partly open, partly closed) street car for the United Railroads of San Francisco. This car looked even more like a wooden car than the New York one, for almost all the rivets were covered by a steel moulding, and the steel posts were painted with artificial grain to resemble wood. This phenomenon of disguising steel to look like wood was common in the early days even on main-line railways. It seemed as if the companies did not want to risk "scaring off" passengers with something new and unfamiliar. This was in marked contrast to later years when old wooden cars were often modernized to make them look like steel. At any rate the first steel cars still looked like the kind to which passengers had grown accustomed over the years. Both the New York and San Francisco cars appear to have been one-of-a-kind experiments and as 1907 began few if any other steel street railway vehicles had been built.

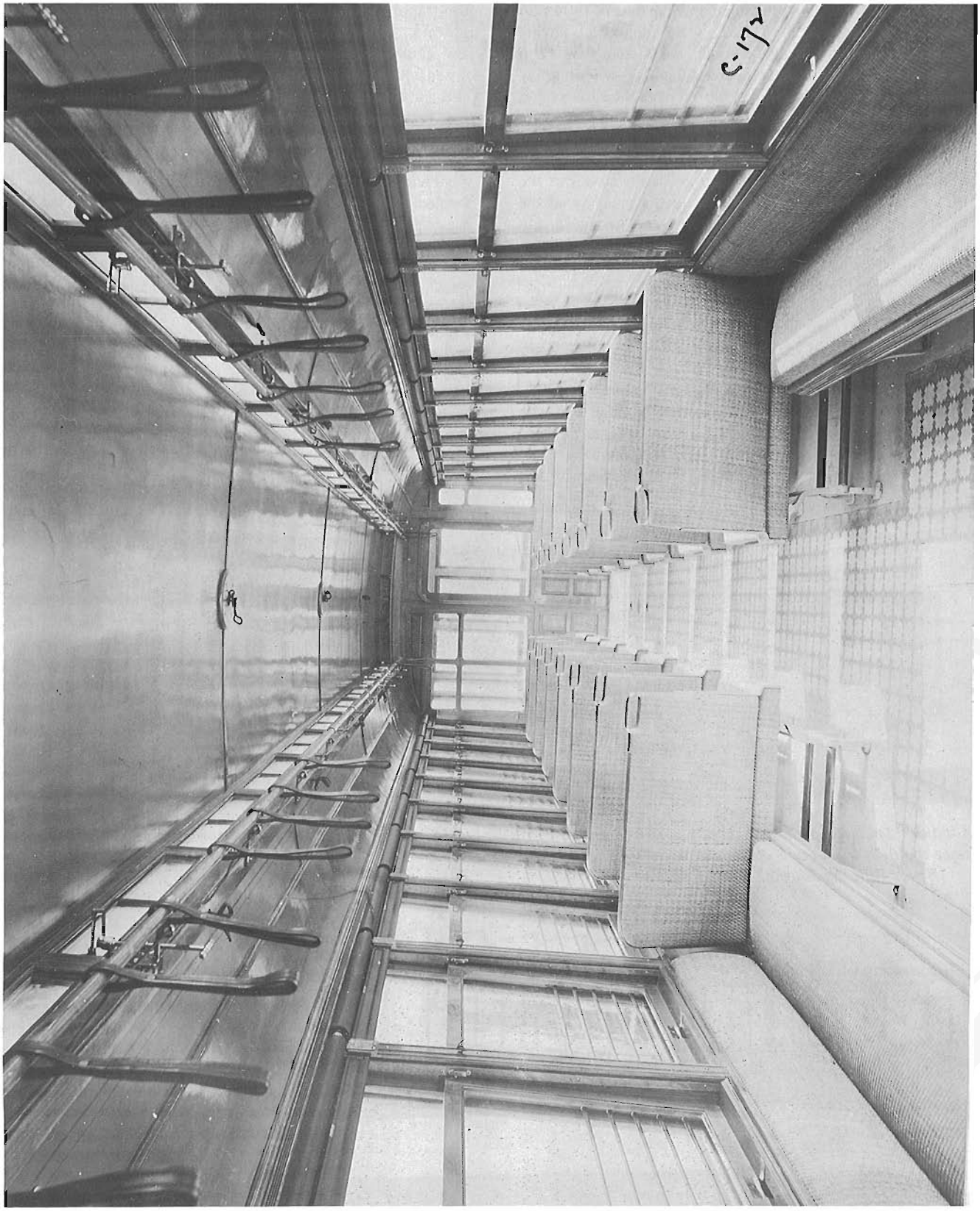
During these years of progressive transit development one of the leaders in progress was the Montreal Street Railway. In 1905 the M.S.R. had created a revolution by starting the "Pay As You Enter" (P.A.Y.E.) system. (See Canadian Rail No. 386, May-June 1985). Having instituted one revolution the



A builder's photo of Montreal car 865 at the works of the Pressed Steel Car Co. in Pittsburg. The body is mounted on shop trucks since the Brill trucks and other equipment were installed in Montreal.
Street Railway Journal.



The underframing and steel skeleton of an 863-class car as seen at the Pittsburg works during construction.
Street Railway Journal.



The only builder's view of the interior of an 863-class tram available was, unfortunately, of too poor quality to be reproduced. We have, therefore, substituted this view of wooden car 813 which was built by Can-Car at the same time and is virtually identical inside. Note the blue-and-white interlocked tile on the floor, also the bare wires where the light fixtures would be installed when the car arrived on M.S.R. property. When the rubber tiling wore out it was replaced by the more conventional wooden strips used on most later trams.

C.R.H.A. Archives. Can-Car collection.

company was about to embark on a second one only two years later, the results of which would be almost as momentous. Soon after P.A.Y.E. showed the practicability of larger cars, the M.S.R. ordered 90 very large units which were delivered over a 20-month period starting in December 1906. It is obvious that the directors of the street railway had been watching very closely the developments south of the border and decided to take the big step to steel. Accordingly an order was placed with the Pressed Steel Car Co. for ten all-steel street cars which would comprise the last 10 of the 90, the other 80 being of wood and from other builders. The fact that there were as many as ten ordered shows that this was not an experiment like the previous New York and San Francisco single-car orders. The Montreal order was intended to be a group of regular trams of the "state of the art" construction and was almost certainly the first such order in the world for steel city street cars. For some reason the usually alert Canadian magazine The Railway And Marine World seems to have missed the boat (or rather the car) and given only passing mention of this development. However the U.S. publication Street Railway Journal more than made up for this omission. Realizing the significance of what was happening, the S.R.J. reported at considerable length including printing detailed construction drawings of the cars. Due to the importance of this report we quote from it extensively:

"The recent delivery of ten pressed steel pay-as-you-enter cars to the Montreal Street Railway Company shows that this progressive railway refuses to be left behind others in trying out the latest ideas in electric rolling stock. The cars were built at the Pittsburgh works of the Pressed Steel Car Company of New York, and resemble the wooden pay-as-you-enter car type so closely that it is doubtful whether the Montreal public will detect the difference...

The underframing of the car body proper consists of two longitudinal side sills and two center sills of rolled steel channel sections and angles. The center sills are spaced to allow for the four motor trap doors required. On each side between the center and side sills is a light sill which helps to carry the floor construction. The longitudinal members are tied by two body bolsters and end sills of the channel section. The rest of the body underframe consists of four needle beams between the bolsters extending from side sill to side sill and shorter beams between the center sills for the trap doors. Each bolster is formed of special forged channel shapes with cover and bottom plates. It is 9-1/2 inches deep at the center bearing and 5 inches deep at the side bearing. The channel shapes are attached to the side sills by a wrought bracket construction, the cover plates overlapping the channels. The center bearing consists of a casting riveted between the side channels while the side bearings consist of castings shaped on a 2-ft. 5-in. radius bolted to the lower side of the bolster for easy removal.

The platforms are built up of four channel members, which are bolted to the body underframe to facilitate their removal in case repairs are required. The corner posts are of pressed steel, the side posts of rolled tees and the top plates of steel angles. There are twelve wrought iron carlines. The vestibule framing and platform bearers are of steel throughout. The outside panels, which are of 3/16-in. cold rolled steel, are riveted horizontally under the belt rail and vertically at each post to permit the removal of single damaged panels. All except the bottom line of rivets are covered with a steel moulding to give the car the same appearance as the ordinary type. The roof consists of tongued and grooved white wood, painted with thick white lead and covered with No. 8 cotton duck, which is given three coats of white lead.

The car doors are made of oak. Those in the front are of the single half-glass sliding type. The front vestibule door opens inwardly. The rear platform entrance door also opens inwardly, but the exit door is of the sliding type. All doors are glazed with 1/4-in. plate glass. The steps are covered with Mason safety treads and provided with a back riser of malleable iron to close the step opening and thus prevent accidents to passengers by their feet slipping through.

Form 1210

Principal Dimensions and Equipment Data

CLASS 865 CARS
SERIAL NOS. 863 - 801 odd numbers (Subdivision of cl.703
Double truck-4 motors

Number of Units 10 Type Single end-2 ann. Date in Service Nov. 1907.
Seating Capacity 44 No. of Cross Seats 10 Avge. Full Load 125 Pass. at 140 lbs. 17,500 lbs.
Car Body Builder Pressed Steel Car Co. Order No. Date
General Construction—Underframe Steel & Wood Side Sills Wood
Body Composite Steel & Wood Vestibule Open
Roof Wood and Canvas

Length Over all	50	Ft. 8	In.	Bolster Centers	24	Ft. 0	In.
Length of Body	35	Ft. 9	In.	Truck Wheel Base	4	Ft. 8	In.
Width Over all	8	Ft. 9¾	In.	Weights—Light—Body	29,900		lbs.
Height—rail to top of Trolley Board	11	Ft. 8 - 3/8	In.	—Trucks	15,500		lbs.
				—Equipment	11,200		lbs.
Window Post Spacing	2	Ft. 8½	In.	Total	56,600		lbs.
				Avge. Full Load	125	Passengers	17,500 lbs.
				Total average loaded weight			74,100 lbs.

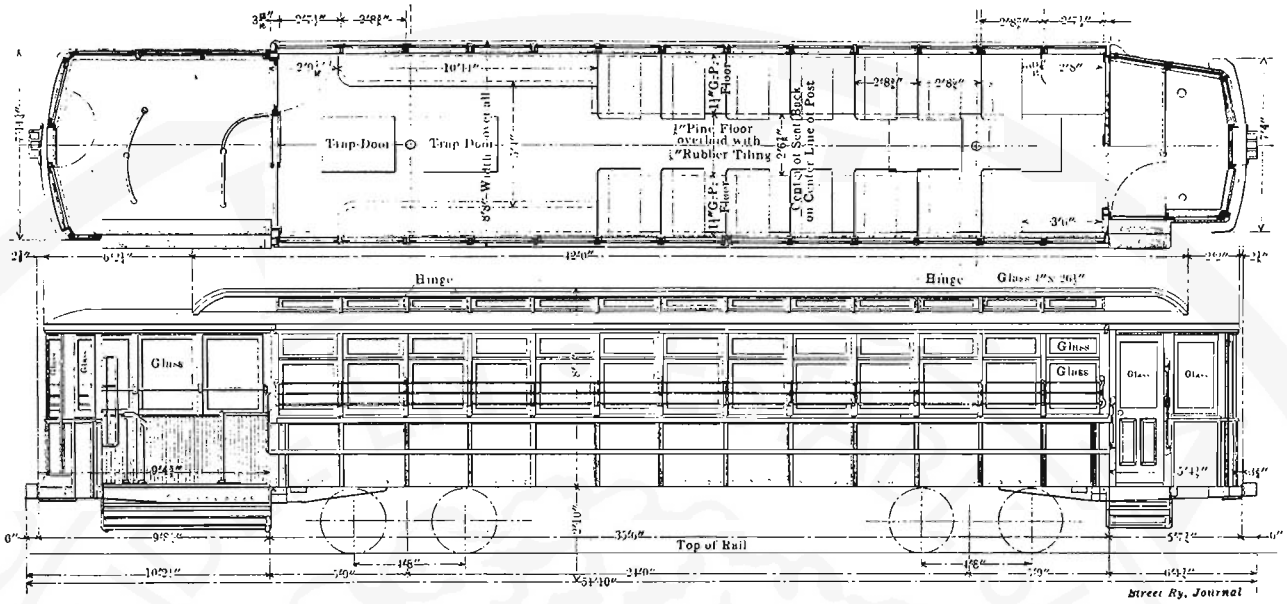
Equipment

Air Brakes G.E. Straight Air Brake Valve G.E. SC.
Armature Bearings Brass Bearings
Axles 5" Std.
Bumpers M.T.Co., Cast Steel
Car Signal System Edwards 4.5V Battery System
Compressor G.E. 27
Conduit Cable in Furrus Hose
Control G.E. K-30
Couplers M.T.Co., Std. Draw bar
Curtain Fixtures Curtain Supply Co. Chic. Ill.
Curtain Material Pantasote
Destination Signs Hunter Roof sign
Door Mechanism Front - Hand operated
Doors Front-folding Rear-folding & slide
Energy Saving Device none
Fare Boxes Cleveland Fare Box Co.
Finish M.T.Co., std.
Color Scheme Green and Cream
Floor Covering Wood plats
Gears and Pinions Spur
Glass 21 oz.
Gong 12" foot gong
Hand Brakes Hand Staff
Hand Straps Leather
Insulating Material -
Heaters Consolidated Car Heating Co. #192 3 circs. 6 in circuit.
Headlights None
Alterations

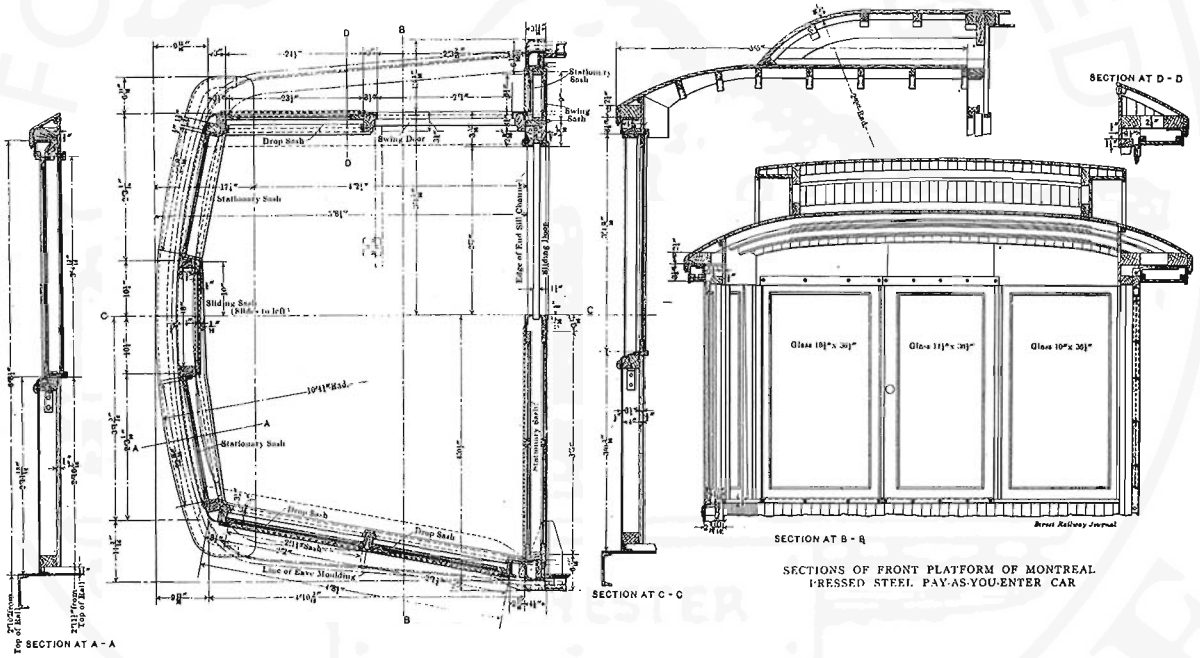
Headlining 3 Ply Veneer
Interior Trim Oak - Oak Stain & Varnish
Journal Bearings Brass - babbitt
Journal Boxes Cast iron
Lamp Fixtures Std. Wall Socket
Motors G.E.80 No. 4 H.P. 45
Gear Ratio 69 - 17
Registers
Roof—Type Monitor
Roof Material Wood canvas covered
Safety Car Devices -
Sanders Foot operated
Sash Fixtures No identification
Seats Heywood Bros. & Wakefield Co.
Seat Spacing 32"
Seating Material Rattan
Slack Adjusters none
Steps Double stationary Front & Rear
Step Treads Moulded lead strip
Track Scrapers Rod
Trolley Base Ruttall H.S. 11
Trolley Catcher none
Trolley Wheels Can. Ideal Co.
Trucks Brill 27-72-2
Ventilators Monitor sash type
Wheels, type Cast iron Diameter 33 In.
Wheelguards or fenders H.D.
Special Devices

Length of rear vestibule reduced from 9'0" to 7'0" 1913-1914.
Notes Wooden trolley boards installed in place of steel 1927.

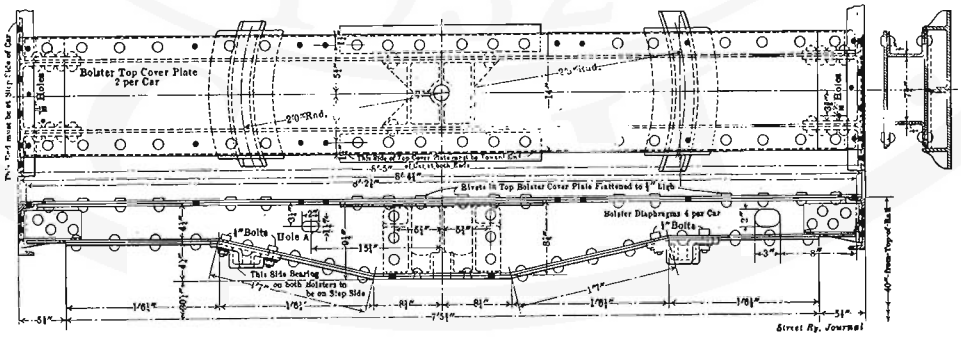
Department of Rolling Stock
Date of Issue



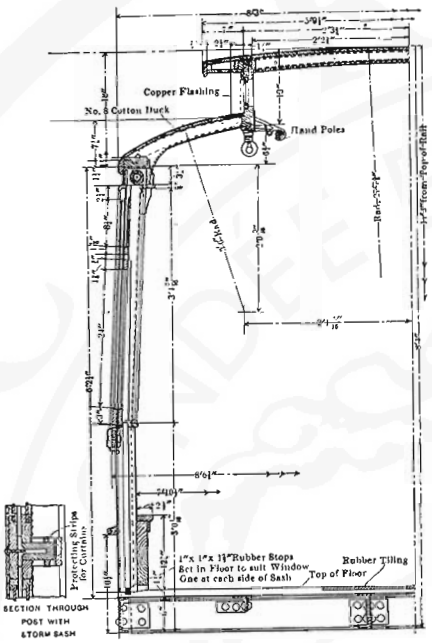
PLAN AND ELEVATION OF MONTREAL PRESSED STEEL PAY-AS-YOU-ENTER CAR

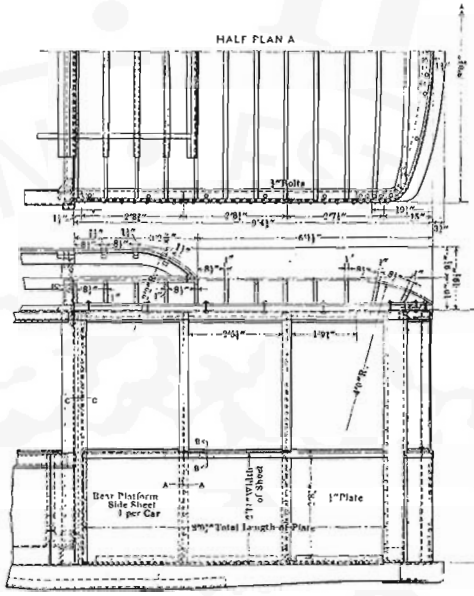


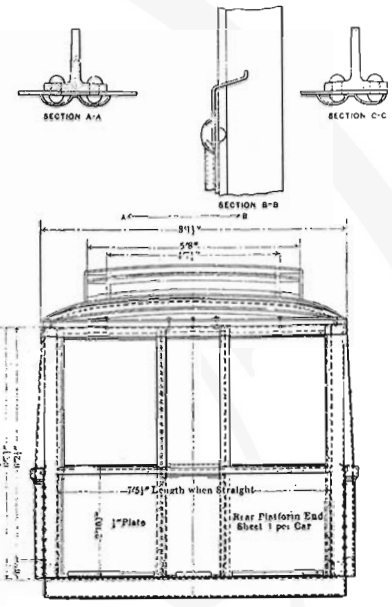
SECTIONS OF FRONT PLATFORM OF MONTREAL PRESSED STEEL PAY-AS-YOU-ENTER CAR



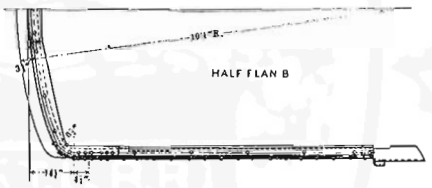
DETAIL OF BODY BOLSTER FOR PRESSED STEEL PAY-AS-YOU-ENTER CAR

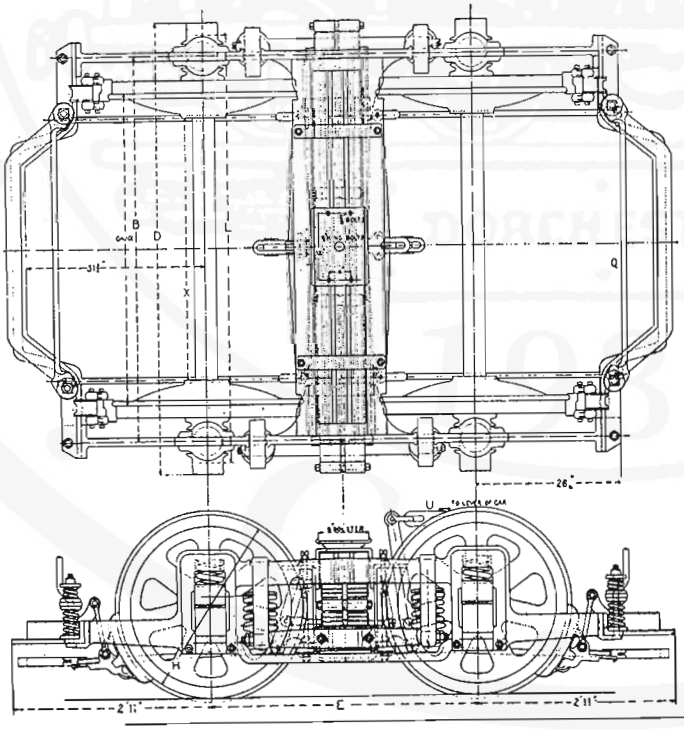


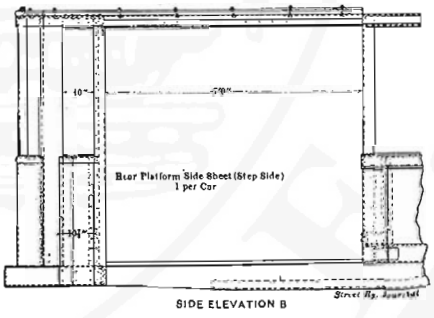




SIDE AND END ELEVATIONS AND PART CROSS-SECTION OF MONTREAL PRESSED STEEL PAY-AS-YOU-ENTER CAR





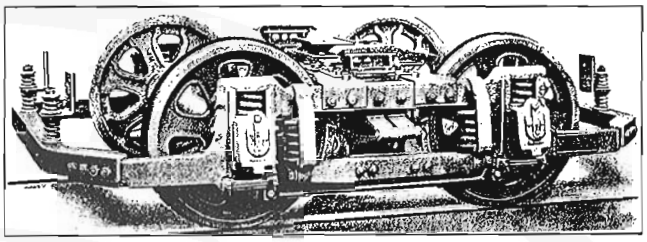


There are thirteen square windows on each side with the upper part stationary and the lower dropping into pockets below the belt rail. Pantasote spring roller curtains are used. Storm sash guards are applied to each window. Three are three ventilators at the front end and three at the back end on both sides of the car hinged at the ends and made to open outward by cranks and handles inside the cars. The remaining six (sic) on each side of the car are hinged.

The top of the floor in the car is covered with the 3/8 - in. interlocking blue and white rubber tiling which has been found so successful in the other cars. The first course of flooring laid on the underframing consists of 1/16 - in. steel plate, upon which 13/16 - in. long leaf yellow pine boards are placed. The interior finish of the car consists of oak linings and mouldings for the doors, a white maple ceiling and polished brass trimmings.

Each car is fitted with two longitudinal seats at the rear or entering end and one corner seat in the forward part of the car. These as well as the transverse seats are of the Haywood Brothers & Wakefield type. The cross seats have grab handles, but there are straps in the rest of the car. The braking equipment consists of hand brakes in addition to air brakes. The body is mounted on two Montreal trucks".

It should be noted from this description that, although the cars were nominally of steel, there was considerable wood in their construction. This was usual on all steel cars right down to the present time since the concept of a totally fireproof car had been given up as impractical at a very early date.



A brill 27f truck as used on the Pressed Steel cars.

The new cars went into service in November 1907 and were given numbers 863 through 881 odd numbers only. Though very closely resembling the contemporary wooden cars, there were differences. One major difference, not immediately apparant at a glance, was the fact that the sides were not curved below the windows but were straight and vertical, a complete departure from all previous Montreal city trams. The fact that a " rub rail " was present half way down tended to make the straight sides less obvious. As on the San Francisco steel car, many of the rivets were covered by steel moulding; most of this moulding was later removed, exposing the rivets, but some remained on one or two cars until they were finally retired. Although the S.R.J. report stated that " Montreal trucks " would be used, in actual fact the 863 - type were equipped with Brill 27 - F trucks, the same as on

" Doing their bit " for the war effort. A lineup of ten old trams waits on Ontario street East as worker climb aboard on a sunny afternoon in 1943. The third car from the front is an 863 - class steel tram while the others are also 800 's but the wooden variety. A close look can quite easily detect the difference.

M.U.C.T.C. photo.

the 20 wooden cars built by Kuhlman at the same time. Despite the radical difference in construction the 863's were always considered as part of the "703" class of which 80 were wood. The basic dimensions were identical and the electrical and mechanical equipment were the same. The steel cars did weigh about a ton more than the wooden ones, 56,600 lbs. against 54,700, and are said to have been slightly longer. With their total length of 51 ft. 10 in. and extreme width of 8 ft. 8 in. they were the largest and heaviest trams ever used in city service in Montreal with the exception of the two 80-ft. articulated cars built more than twenty years later.

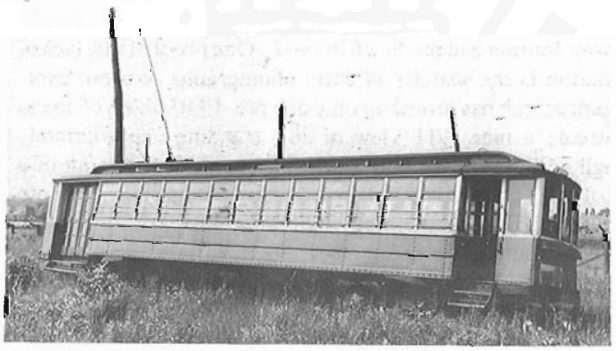
All ten of these new cars were assigned to the Hochelaga barn located in East-end Montreal and they ran from that same barn for their entire career which averaged 40 years and, in the case of two of them, reached the very respectable duration of 45 years. They were used in regular service on Ste. Catherine street where they proved very successful in swallowing up the crowds waiting at stops on this busiest line in the city. Certainly a large P.A.Y.E. tram with its 9-foot open rear platform could load passengers at a far faster rate than the slow single-file method now used on today's busses. The heavy construction made for a solid smooth ride and the drop-sash windows which could be lowered out of sight made the next-best thing to an open car on those hot summer days. Better in fact, for the windows could be raised quickly back into place if one of Montreal's sudden thunder storms broke. Altogether the most comfortable way to travel on the streets of the Edwardian era.

The management of the street railway watched carefully the performance of the new cars. It soon appeared that some problems existed, for example the over-long rear platform, but these had nothing to do with the steel construction but were common to all units of the 703-class. Eventually, about 1913, the platforms were shortened by two feet and that problem was solved. The actual body length and width were also a bit too great for Montreal traffic; this could not be altered on these cars, but all later ones were slightly shorter and narrower. But the most important test was passed easily, steel cars were fully successful and the decision was made that all new passenger street cars for Montreal would be of steel. This decision was adhered to with two small exceptions. One steel suburban car (No. 1051) was rebuilt with a wooden body in the 1920's, and years later, in 1943, four wartime emergency cars (1175 to 1178) were built of wood. However these five exceptions were dwarfed by the more than 950 steel cars constructed for Montreal after 1907, so for all practical purposes it may be said that following that date steel was used exclusively for Montreal trams. Therein lies the real significance of the 863 class, for Montreal thus became the first city in the world to switch entirely to steel for its street cars.

Of course the type of construction used for later steel cars did not stay static but kept pace with engineering development. The primary objective of later designs was to save weight while maintaining strength, and so reducing material costs, power consumption and wear and tear on the track. Basically four different types were introduced at various times, each type lighter than, and superseding, the previous. Since Montreal was the pioneer in this technology we will use that city as the example but, of course, parallel development was taking place around the world. The next lot of cars for Montreal were the first Canadian-built steel trams, the 901 series of fifty, built in 1910 and 1911. These were smaller than the 863's but were still the same heavy box-like steel body. By 1911 considerable improvements were in the works and the new design offered a great saving in weight with little diminuation in strength. In this new design the main strength was in two big side plates which extended only half-way up to the window sill, i.e. as far as the "rub rail", a distance of about 18 inches. The part above this was only 1/16 inch sheet metal held in place by screws and which could be replaced easily if damaged. The underframe was therefore reduced in size since the lower side carried much of the load. This design, of which Montreal's first example was No. 1200, was very successful and 525 of them were built between 1911 and 1924. Then came the lightweight steel cars with their smooth clean-lined sides, of which 367 were acquired by the Montreal system between 1924 and 1943. Finally came the very lightweight streamlined P.C.C. cars. These were developed in 1936 but Montreal had only 18 of them, bought in 1944. However Toronto had at one time the largest fleet of P.C.C.'s in the world (more than 700) and some are still in service there.

By 1920 the steel street car had become a completely integral part of the urban transit scene. No longer was it thought necessary to disguise a steel tram as a wooden one as had been done in the days of 1905 through 1907. Quite the contrary, the steel car represented the modern age and many traction companies steel-sheathed their old wooden cars to make them look more up to date. This did not happen in Montreal but did in many other cities. For many years steel and wood (the latter either steel-sheathed or un-rebuilt) co-existed on the streets with wood gradually diminishing until it became extinct just after the middle of the twentieth century.

Meanwhile the old 863 class of the Montreal system remained in service. Year in year out they continued their duties on the many routes served from the Hochelaga barn. None was specially equipped for suburban use, as were several Hochelaga cars, but nevertheless they could be seen on most routes. Very soon their special distinction as poineers was lost since they so closely resembled the wooden cars that the average person did not notice (or care about) the difference; just as the Street



863, the first of the lot, sits forelornely in the yard behind Youville shops on June 27 1948. Its trucks have already been removed, as has its destination sign, and the car body is mounted on work-car trucks which accounts for its pronounced list to Port to use a nautical term.

C.R.H.A. Archives. Toohey Collection. No. 48-291.

February 14, 1938.

Mr. Hogan
Nicholson
Scott
Blass
Dean
Crawshaw
McGovern
Timekeepers

Re: Scrapping Rolling Stock Equipment

Please be advised that the following Rolling Stock has been written off and should be scrapped as soon as convenient:-

82 Car Bodies: 745 - 751 - 757 - 859 - 865 -
877 - 901 - 907 - 917 - 919 -
923 - 933 - 945 - 949 - 965 -
967 - 977 - 983 - 987 - 989 - 999. 991

16 Pairs F E 2 Trucks with wheels and axles
5 " Mountain & Gibson Trucks with wheels & axles
5 " Class 60 Trucks " " "
22 Sets Air Brakes - 2 CP 21 - 20 Christensen AAl
22 G.E. 80 4-Motor equipment with K 6 Controller

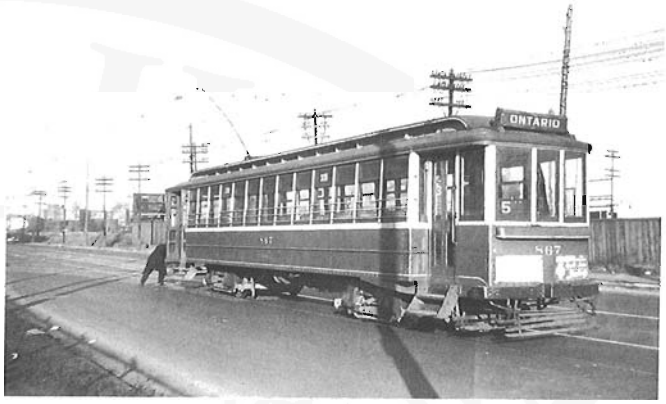
Yours truly,

J. T. Lindsay

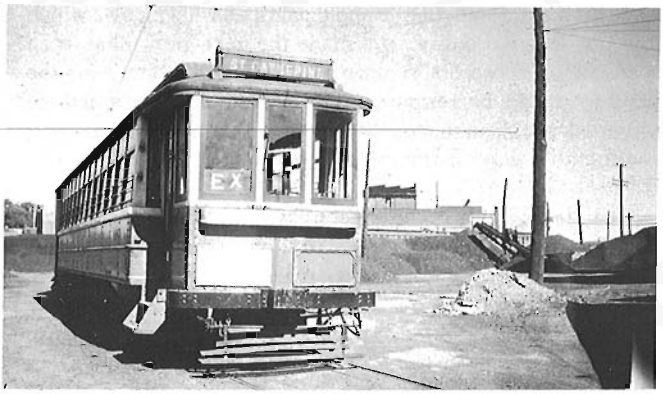
JTC/McC. Supt. Rolling Stock.

Letter of February 14 1938 authorizing a group of old cars to be scrapped. This included 865 and 877, but some of the others on the list survived until after the war.

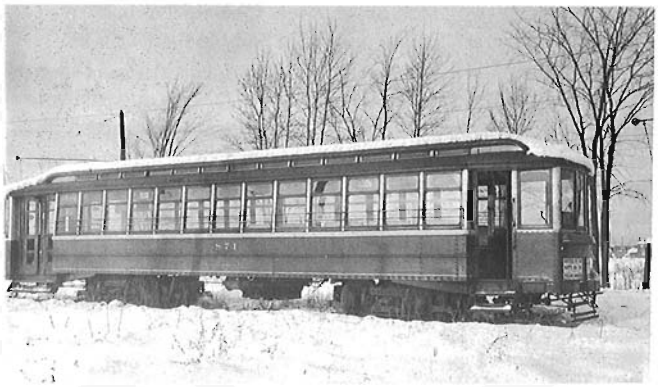
Railway Journal had predicted in 1907. One proof of this lack of distinction is the scarcity of early photographs of these cars. Diligent search has turned up only one pre-1940 photo of one in Montreal; a nice 1911 view of 865 standing, appropriately enough, outside Hochelaga barn. They were just ten out of a fleet of more than 1000, and the chances of one being in a photo was accordingly small. After 1927 they were used mostly in rush hours but the series remained intact until the late 1930's. On February 14 1938 a group of old cars in storage were authorized to be scrapped, and this scrapping commenced later that year. Some of the group that had not yet been scrapped were saved for further use following the outbreak of World War II, but this reprieve was too late for the two 863-class cars in the group; Nos. 865 and 877 were cut up in late 1938 or early 1939. In 1938 it had been expected that all of the 1907 cars would be gone by 1943, but the war changed all that and they saw very much more service until well after the war ended in 1945. Starting in 1947 some were placed in storage and by 1949



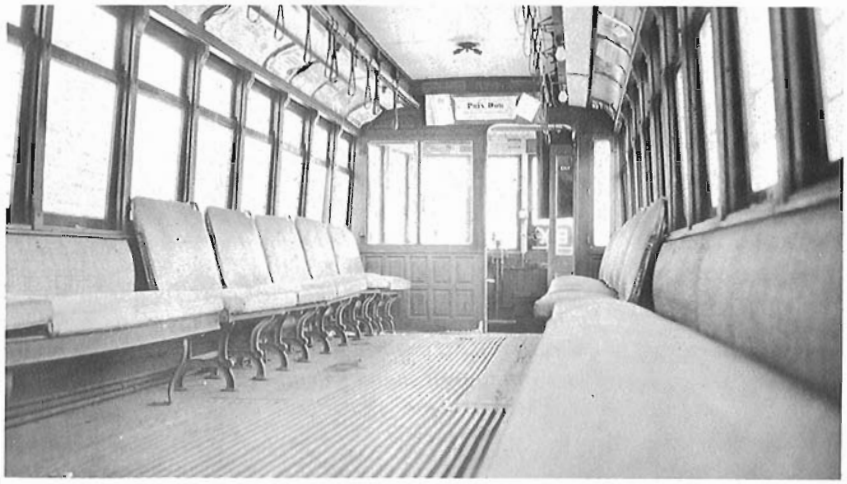
In late 1947 the 863-class cars were disappearing, but most were still busily at work. This clear view of 867 was taken on Notre Dame street on November 16 1947 as the car was going into extra service on the Ontario street line.
C.R.H.A. Archives. Toohey collection. No. 47-234.



Another view of 867, this time in Hochelaga yard on September 20 1947.
Photo by Omer Lavallée.



871 and 873 were retired in the autumn of 1947, and here we see 871 at Youville shops on November 29 1947. Already its destination sign is gone and snow is piled up on the roof. Note the advertisement on the front for the Montreal East fair September 12 to 21. This indicates the last time that 871 ran.
Photo by Omer Lavallée.

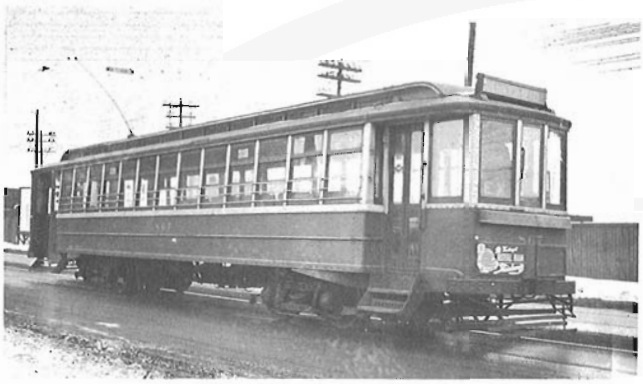


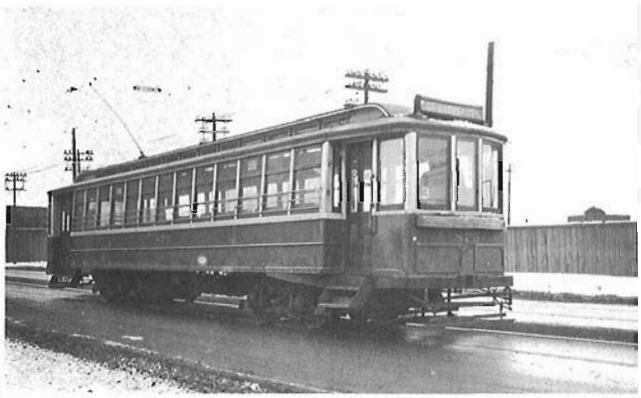
Two very rare interior views of 873 taken at Youville on November 29 1947. Note the seats turned against the wall for wartime service, also the ornate original numerals "873" over the Dow sign. The closeup view of the controls includes the air brakes, hand brakes and emergency brake as well as a re-railer and the hole where the motorman's stool would be mounted.

Both photos by Omer Lavallée.

This view of 879 on Notre Dame street on December 6 1947 is notable because it shows some of the moulding that covered the vertical lines of rivets on the right-hand side. Originally all these cars had this moulding both above and below the rub-rail, but 879 seems to have been the only one to carry any of it to the end of its days, a span of forty years.

Photo by Omer Lavallée.





In our attempt to portray as many as possible of the Pressed Steel cars we present this group of three photos, all taken on December 27 1947, showing 867, 875, 881 coming along Notre Dame street near Hochelaga barn. 875 is heading for the Ste. Catherine run, while the others are bound for Ontario. Such s sight of so many 863's going by would only be seen for a few weeks longer as the new year of 1948 arrived.

All photos by Omer Lavallée.

Note: No photo is presently known of car 877. Does anyone have one?

In the spring of 1948 the end of the line came for 875 which is here seen on April 18 1948 just after coming to Youville for the last time. The sign reading "Store Furs Now" indicates that the car had been in service not long before. Photos of the left-hand side of these cars are rare.

Photo by Omer Lavallée.

February 10, 1949.

Messrs:

T. Hogan,
Shop Superintendent.

A. Scott,
H. Carroll,
O. Gauthier,
T. Dean,
A. Labelle.

Re: Cars Written Off

The following cars have been written off our Inventory, and will be scrapped:

Nos:	739	873
	805	875
	863	879
	867	977
	871	979

781

These cars are now in Youville Yard, and you may remove all or part of the equipment for spares.

Kindly advise the Office when you remove any of the parts.

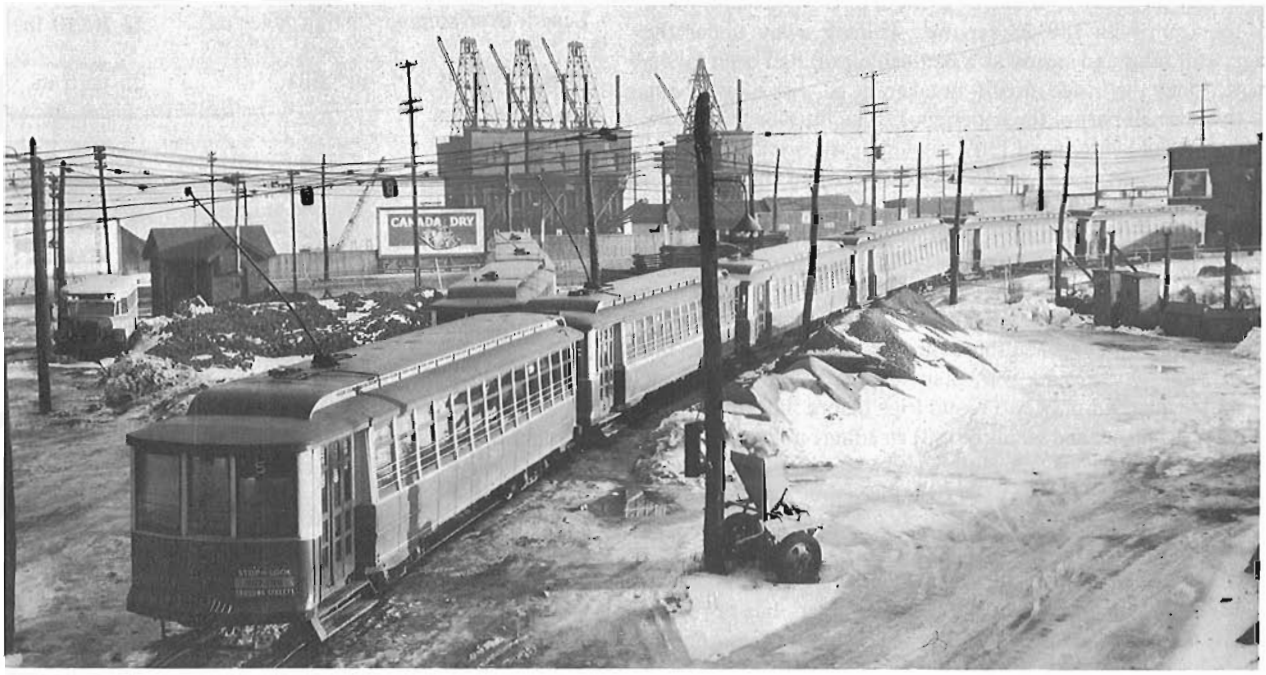
Yours very truly,

Superintendent of Rolling Stock.

JTC/EE

CC: Mr.J.M.Scott

Letter of February 10 1949 authorizing scrapping of six of the Pressed Steel cars that had been retired in 1947 and 1948.

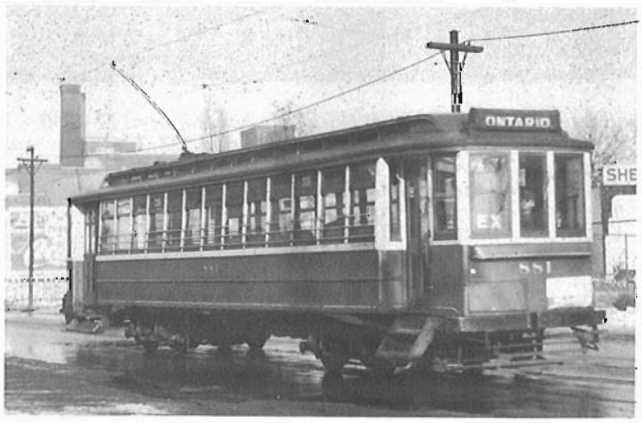


On a sunny Sunday afternoon in January 1949 a group of nine cars of the 800 series wait in the back yard of Hochelaga car barn ready to go into service in the following morning rush hour. The second-nearest to the camera is No. 881 which contrasts slightly with its wooden contemporaries. By this time 881 and 869 were the only Pressed Steel cars left in service, but they would both last another three-and-a-half years.

C.R.H.A. Archives. Toohey Collection. No. 49-18.

six were in mothballs. These were Nos. 863, 867, 871, 873, 875, 879. In February 1949 these six were officially retired and authorized to be scrapped, the actual scrapping taking place in the spring and summer of 1949. Thus by the end of the 1940's only 869 and 881 remained and these were still in rush-hour service out of Hochelaga. One irony is that, of the thirty-five 1907 cars remaining at the start of the 1950's, only two were of steel compared to 33 of wood. Since the original proportion was 10 to 80, the wooden cars actually lasted longer on the average, but perhaps the extra weight of the steel cars as well as the corrosion due to salt on the streets played a part in this. In 1950, however 31 wooden cars were retired leaving only two (859 and 861) as well as steel cars 869 and 881. The end was near however and in the late summer of 1952 the last of the 1907 trams were retired. The final irony was that the last wooden car disappeared from the streets of Montreal on the same day as the last of the type which had marked the beginning of the end for wood; 45 years before! Placed in storage at Youville shops, these four old cars passed the winter in silence and in the spring of 1953 the last of the Pressed Steel cars (869 and 881) were scrapped along with wooden car 861 and a number of newer cars. Wooden car 859 was saved and is now at the Canadian Railway Museum. So in 1953 the pioneer series of steel trams became extinct.

In closing this account a few personal memories would not be out of place. The author recalls riding and observing the tramway lines in the spring of 1952 when it was still possible to see a "big 8", as they were fondly termed, in rush hours. Sometimes one would appear on Ste. Catherine street, sometimes on Notre Dame, or Ontario street, or other runs. It was difficult to predict where one would turn up, but if a tram-



After the retirements of 1947 and 1948 the remaining two Pressed Steel cars had a few more years left to them. No. 881 is seen at Notre Dame and Valois street in January 1949 running at a good speed.

C.R.H.A. Archives. Toohey Collection. No. 49-19.

watcher was persistant the chances were good of seeing or even riding one. Especially memorable is a day in June 1952, right near the end, and boarding 881 just out of Hochelaga barn for a trip on the Frontenac line. For the last time it was possible to experience the climb up the steep grade to Sherbrooke street on a 28-ton tram with 180 horsepower whining away under the floor, still solid and steady as a battleship as it had been for 45 years. Once the inside circuit-breaker let go with a loud bang but this was all part of the experience. The interior woodwork still had the old lettering of 1907, including the ornate numerals on the end bulkheads, now darkened with age and many coats of varnish, the original silver faded to a dull gold but still clearly visible. The windows still dropped into the side pockets allowing the breeze to blow through as a sort of natural air conditioning. The seats were still turned against the sides recalling the time of World War II when they had been so turned to allow more standees in the days when these old cars were crowded to the doors with workers in war plants. The 1952 rush-hour schedule called for only two round trips before the car was put away for the night, and seeing old 881 heading out for the second trip one was reminded of the Hollywood westerns where the hero rides off into the sunset as the movie fades out. So it was with 881 and the others of its type.

The Pressed Steel cars were built eighty years ago and they have been gone for thirty-five years, yet their successors carry on. Every transit vehicle today, be it street car, bus or rapid-transit, is built of steel, a material that was pioneered on the streets by these long gone cars, the 863 type of 1907.

Still later, 869 stands behind Hochelaga barn on April 22 1950, sporting a new paint job complete with the oval "M.T.Co." monogram. This shows the good maintenance given to Montreal's street cars; even these old timers received the latest overhauls and paint jobs when required.
C.R.H.A. Archives. Toohey collection. No. 50-84.

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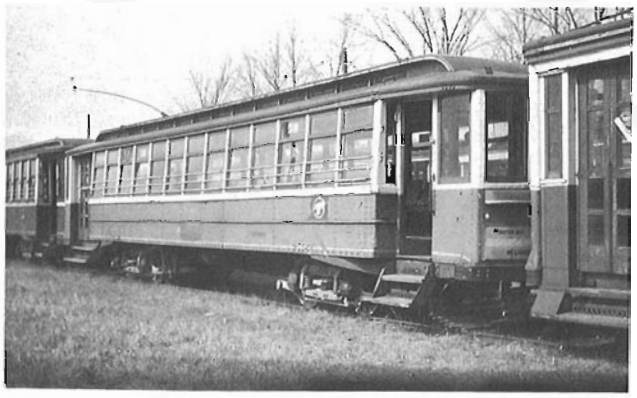
Appendix I

Dimensions of M.S.R. 863 Class Steel Trams as Built

Length over bumper casting (over all).	51 ft. 10 in.
Length of body over end sills.	35 ft. 6 in.



At last the end came, and here we see 881 in the scrap line at Youville on March 27 1953. Notice that it had survived into the era of the Montreal Transportation Commission and had received the "flying T" symbol in March 1952, only a few months before retirement. The sign advertising Canada Savings bonds shows that it was retired during the time the bonds were on sale in the autumn of 1952.
Photo by Fred Angus.

Length inside of car (end lining).	34 ft. 10-3/8 in.
Distance from centre to centre of trucks.	24 ft. 0 in.
Width outside of side sheets.	8 ft. 5-3/8 in.

At the same time the last of the Pressed Steel cars were retired, the last wooden cars came out of service. This photo of wooden car 861 at Youville on March 27 1953 is included to make a comparison between the last of the wood and the first of the steel in their last days. Note that, even at the very end, the car bodies were straight and did not show any sag.
Photo by Fred Angus.

Width inside between truss planks.	7 ft. 7-1/8 in.
Width over belt rails (over all).	8 ft. 8 in.
Width over eaves (lower deck).	8 ft. 3 in.
Width over eaves (upper deck).	5 ft. 9-1/2 in.
Width of side window opening.	2 ft. 5-7/8 in.
Height from rail to top of body floor.	3 ft. 5-1/4 in.
Height from rail to top of platform floor.	2 ft. 11-1/4 in.
Height from top of body floor to top of roof.	7 ft. 8-3/4 in.
Height from floor to ceiling, centre.	7 ft. 6-1/16 in.
Height from rail to top of car.	11 ft. 2 in.
Height from rail to eaves, lower deck.	9 ft. 4-15/16 in.
Weight.	56,600 Lbs.

Appendix II

Dates of Service of 863 - Class Trams

Car Number	In Service	Retired	Scrapped
863	1907	c. 1947	1949
865	1907	c. 1936	1938
867	1907	1948	1949
869	1907	1952	1953
871	1907	1947	1949
873	1907	1947	1949
875	1907	1948	1949
877	1907	c. 1936	1938
879	1907	1948	1949
881	1907	1952	1953

Tatamagouche
The Oxford Subdivision and environs

By: Norris Adams, (Vancouver, B.C.)

I WAS UNAWARE OF BOTH THE CURRENT AND also the historic railway bonus that awaited me in distant beautiful Nova Scotia. During two successive years I spent my week's holidays in a camp overlooking the Northumberland Strait and very close to where the French River joins the Waugh River and advantageously Canadian National provides a low level trestle bridge — a great spot for rail-oriented photographers! The only catches are the usual infrequency of trains — one a day in each direction is normal and/or the consistency of the consists — most often — a diesel, a box car and a caboose. Picture 1 (one) captures an eastbound freight astride the French River bridge. The elements have battered the stone and concrete abutments with scour, ice, currents and general floating debris. The village of Tatamagouche is about two (2) miles away. This intriguing name means "the meeting of the waters" in the Micmac Indian tongue. In picture 2 (two) the westbound counterpart led by engine #3105 is idling midst the tall grass in front of the station. Canada Gazeteer Atlas lists the village population as 636 people. Picture 3 (three) shows something of the languishing age and architecture of this once multi-purpose station.

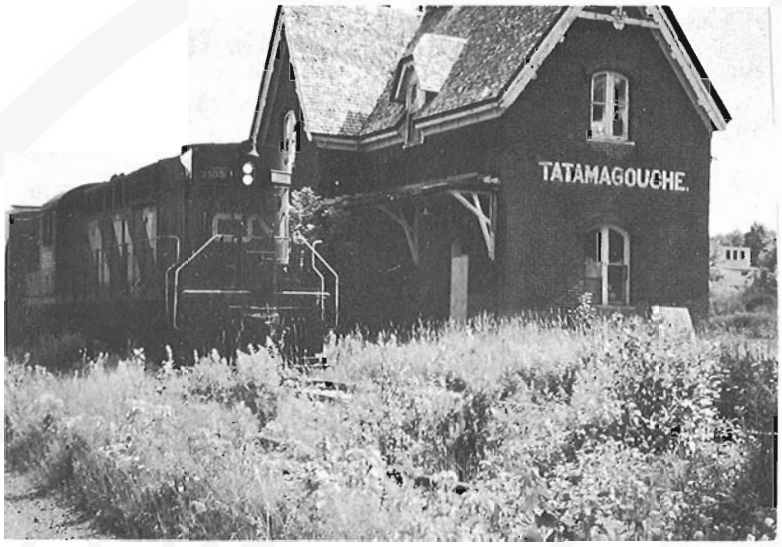
Please let me quote from a letter from Claire B. Miller of the Musquodobit Railway Museum, in which he refers to the C.N. Line and to the Tatamagouche station; "This particular railroad is part of the Canadian National system and, in fact, has always been publicly owned and operated. It was originally built in the late 1870's as a branch of the Intercolonial Railway. As you probably know, construction of the Intercolonial

Picture 1 (one). Eastbound freight train on French River bridge.

Photo by Norris Adams.

Railway by the Dominion Government was a condition set by Nova Scotia for joining Confederation." "Nova Scotia joined Confederation and almost within days of July 1, 1867 work began at Truro on the new railway."

"The line you ask about leaves the main route at Oxford Junction (in Cumberland County), goes east to Pugwash Junction (with a spur to Pugwash) then travels along the Northumberland Strait through Tatamagouche and Pictou,



Picture 2 (two). Train at Tatamagouche station in 1984. Photo by Norris Adams.

Picture 3 (three). Tatamagouche station in rather dilapidated condition. Photo by Norris Adams 1984.

Picture 4 (four) "The CNR railway station as it appeared in the early 1970's. Note that the order board has been removed. The station would later see life as a shop for antiques, handcrafts and souvenirs. Built by the Intercolonial Railway about 1890, the sattion was in continuous service for the C.G.R. and later the CNR until 1973 when the station was closed."

Picture 5 (five) "During the 1950's the regular passenger train on the CNR Short Line in Nova Scotia consisted of a venerable oil-electric and a lightweight trailer, the latter for passengers. Unit 15843 was built by National Steel car in 1931 for baggage-and-express service. The SpC was powered by a 300 h.p. Beardmore engine. This view, taken on 3 July 1956, shows the train at the Tatamagouche Station for what was one of the last trips for CNR. unit 15843."

Picture 6 (six). "The 3rd of July 1956 was a beautiful, sunny day. H. B. Jefferson (later a vice-president of the Society) awaits the arrival of the train. A baggage wagon is piled with some luggage. Note: the clutches of milk cans."

terminating at New Glasgow. There it joins up with what was the Eastern Extension Railway, a privately built line between New Glasgow and Mulgrave on the Strait of Canso, which was made part of the Intercolonial in 1883. Initially, it seems, Confederation and the Intercolonial did bring the promised growth in prosperity. The Oxford Branch (or, as it was locally called, the Gulf Shore Railway) carried passengers and goods from along the Northumberland Strait, including salt from Pugwash, sandstone from Wallace, farm produce from around Tatamagouche, lumber from Earltown, coal from Pictou, steel from Stellarton, and other manufactured items."

I am grateful also to R.D. Tennant, Jr. Secretary & Archivist of the Scotian Railroad Society for the 3 large B & W photos taken at the Tatamagouche station.

Railfans and historians will like the Oxford Sub — it's by no means — overly hasty — top speed for its 79.4 miles is 20 m.p.h. It is quiet and beautiful country, lovely sescapes, stations and bridges — A photographer's delight and exhilorating for the eager historian.

TIME TABLE NO. 85 — MAY 29th, 1983

WESTWARD TRAINS	Miles from Oxford Jct	Yard Limits	OXFORD SUBDIVISION — Stations	Office Symbols	Siding Capacity in Feet	EASTWARD TRAINS
	79.4		Jct. with Hopewell Sub. STELLARTON. KYZ	M		
			3.1			
	76.3		WESTVILLE. Z.		900	
			4.9			
	71.4		GRANTON. PZ.			
			4.0			
	67.4	66.3	BROWN POINT. PYZ.			
			2.4			
	65.0		LYON BROOK.		1450	
			4.6			
	60.4		SCOTSBURN.		900	
			13.1			
	47.3		RIVER JOHN.		1300	
			12.1			
	35.2		TATAMAGOUCHE.		1350	
			7.6			
	27.6		MALAGASH.		1050	
			4.3			
	23.3		WALLACE		1500	
			7.6			
	15.7		PUGWASH JCT. Y		1300	
			4.3			
	11.4		CONN MILLS.		1400	
			8.5			
	2.9		OXFORD		1300	
		0.8	2.9			
	0.1		OXFORD JCT. KYZ.	OD		
	0.0		Jct. with Springhill Sub.			
			Rules 41 and 44 applicable.			

OXFORD SUBDIVISION FOOTNOTES

1 UNIFORM CODE OF OPERATING RULES

1.1 **SPECIAL INSTRUCTIONS**
System 1.1(d) — Applies on entire subdivision

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696 —**
Item 17.3 (10) applies to westward trains between mileage 3.0 and mileage 0.0, and to eastward trains between mileage 5.1 and mileage 5.4

2 GENERAL FOOTNOTES

2.1 **Regulations for the Protection of Track Units and Maintenance Work.**
Sections 10.0, 11.0 and 12.0 applicable.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest engine permitted MR-18 e, f and g class.

3.2 Heaviest auxiliary crane permitted 120 ton capacity.
Heaviest auxiliary crane permitted over bridge mileage 74.5, 75 ton capacity.

3.3 Heaviest car permitted gross weight 220,000 lbs, except that cars of a gross weight of 263,000 lbs may be handled between Stellarton and track TR-63, located at mileage 74.69, at a speed not exceeding 10 miles per hour.
Heaviest car permitted over bridge mileage 74.5 gross weight 177,000 lbs., except cars of a gross weight of 220,000 lbs are permitted provided the distance between truck centres is equal to or greater than 28 feet.

4 SPEEDS

4.1 Mileage	Miles per hour All trains
0.0 to 79.4 zone	20
15.9 East Wye Switch	
Pugwash Jct.	10
34.2 Bridge	15
48.5 Bridge	15
67.4 to 68.3	5
73.5 to 75.6	15
74.5 Bridge	10
79.2 South Foord St crossing, Stellarton, until crossing occupied (B.O. 89004)	5

Our Member Lon Marsh Writes:

I READ THE STORY CALLED "A FATEFUL COINCIdence" in the March-April '87 Can. Rail with great interest as a member of the Titanic Historical Society.

As well as Mr. Charles Hays, also aboard the Titanic were a couple of other notable railway figures.

These were Mr. JOHN B. THAYER, Second Vice-President of the Pennsylvania Railroad with his wife & son (JOHN JR.) and Mr. GEORGE D. WIDENER, a son of the Philadelphia streetcar magnate, Mr. P.A.B. WIDENER. Both men perished on that fateful night.

Mrs. Thayer was so numbed by cold & misery in lifeboat #4 that she didn't notice her son John Jr. alongside in lifeboat #12. Mrs. Widener and her maid also survived.

On their arrival in New York a few days later aboard the rescue ship Carpathia (there were approx. 706 survivors), Mrs. Widener was met not by automobile but by a special train consisting of a private Pullman, another car for ballast, and a locomotive.

Mrs. Charles Hays was met by a special train too, including two private cars and two coaches for the trip to Montreal.

Mr. Hays body was later recovered among others and taken to Halifax aboard the cable ship MACKAY-BENNETT and put aboard the private car "CANADA" to be taken to Montreal for burial.

On page 81 of the 1912 edition (memorial edition) of: "Wreck of the Titanic" is a large photo of Mr. Hays with the caption: "Mr. C.M. HAYS, President of the Grand Trunk Railroad, who lost his life, Mrs. Hays and daughter Margaret were saved".

From the 1912 edition called "The Sinking of the Titanic and Great Sea Disasters" (illustrated edition), page 30 is a young photo of Charles M. Hays with black hair & beard captioned: "Charles M. Hays — President of the Grand Trunk and Grand Trunk Pacific Railways. Numbered among the heroic men who willingly stood back to make room for women & children in the lifeboats of the Titanic".

In a chapter of this same book called "Some of the notable passengers", very high praise is made of Mr. Hays: "Another person of prominence was Charles Melville Hays, president of the Grand Trunk and the Grand Trunk Pacific Railways. He was described by Sir Wilfrid Laurier at a dinner of the Canadian Club of New York, at the Hotel Astor last year, as "beyond question the greatest railroad genius in Canada, as an executive genius ranking second only to the late Edward H. Harriman." He was returning aboard the Titanic with his wife and son-in-law and daughter, Mr. and Mrs. Thorton Davidson, of Montreal".

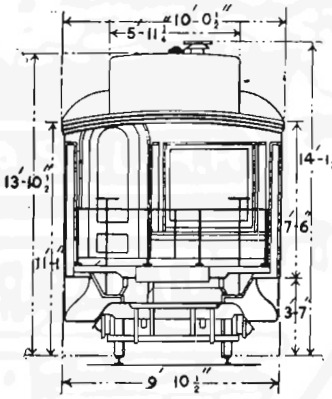
To quote another passage from this same book which refers to the arrival of the survivors in New York: "The Pennsylvania Railroad sent representatives to the pier, who said that the railroad had a special train of nine cars in which it would carry free any passenger who wanted to go immediately to Philadelphia or points west. The Pennsylvania also had eight taxicabs at the pier for conveyance of the rescued to the Pennsylvania Station, in Thirty-third Street".

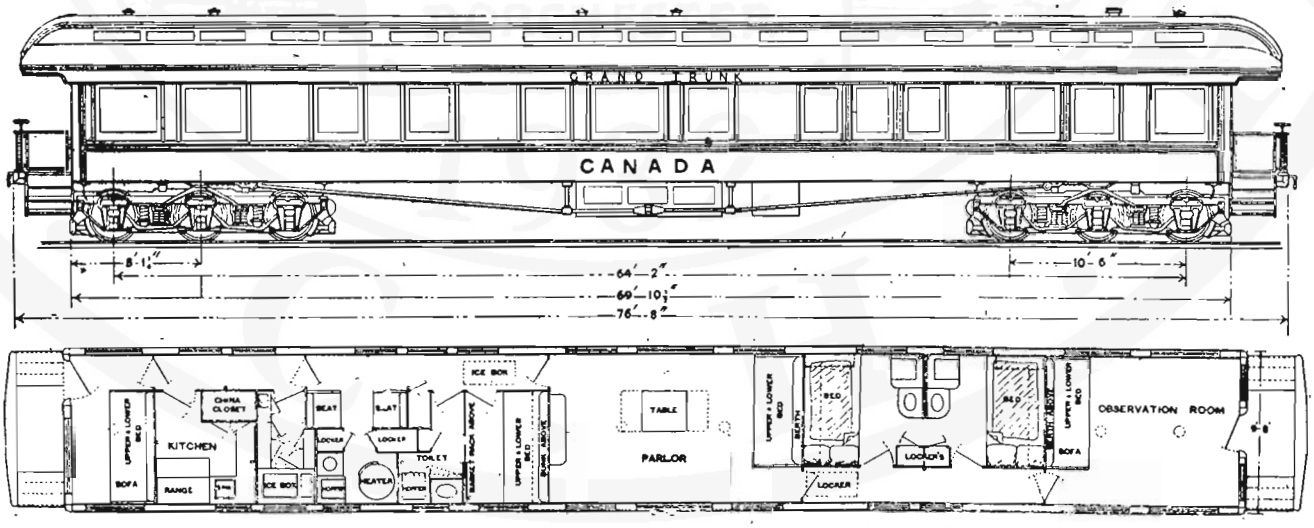
From Walter Lord's 1955 illustrated edition of: "A night to Remember", on page 100 is another photo of Mr. Hays with the caption: "Notable Passengers on Board the Titanic".

Major A. PEUCHEN of the Canadian Rifles, photo also appears on this page.

All these gentlemen were in first class.

It's amazing what ships and railways seem to have in common! I thought your members would be interested in this bit of Titanic-Railway trivia.





OFFICIAL CAR OF THE GENERAL MANAGER, GRAND TRUNK RAILWAY.

ADVERTISING-ISMS.

Advertising is appealing to people through their common sense, and their articles sense, to win their dollars and cents.—G. H. E. Hawkins.

The Montreal Daily Star.

CIRCULATION OF STAR
Last Week's Daily ... 492,050
Last Week's Weekly ... 132,246
Total ... 624,296

VOL. XLIV., No. 90. Weather Forecast: WARMER. MONTREAL, MONDAY, APRIL 15, 1912. PRICE ONE CENT.

THE TITANIC'S PASSENGERS SAFE

TITANIC'S ACCIDENT MADE GREAT STIR IN MONTREAL

Several Well-Known Residents of this City Among the Passengers—Mr. C. M. Hays and Family Returning to Canada—Mr. and Mrs. Thornton Davidson, Mr H. Markland Molson, and Others—Shipping Circles Keenly Interested—How the News Came Into Montreal.

MONTREALERS ON THE TITANIC.
Mr. C. M. Hays, president of the Grand Trunk Railway.
Mrs. Hays and Miss Hays.
Mr. H. Markland Molson.
Mr. and Mrs. Thornton Davidson.
Mrs. James Baxter.
Mr. Q. Baxter.
Mr. H. J. Allison, and Mrs. Allison.
Mr. Paul Chevre.

Montreal was stirred to the depths to-day by the news of the Titanic's mishap, and it seemed that every citizen of this big city must have asked the query some time during the day:

MR. C. M. HAYS.

...ber of the Montreal Stock Exchange. He is a son of Mr. Justice Davidson and a member of a family every member of which is well known in Montreal in various capacities. Mr. Davidson had been noted when younger as a member of the famous Victoria hockey team, which has numbered so many prominent Montrealers in its ranks.

Mrs. Davidson had formerly been Miss Hays, a daughter of the Grand Trunk president.

Mr. Markland Molson is a well known figure in Montreal financial circles, being interested in the bank of that name and in various other enterprises. At one time he occupied a seat in the Montreal City Council.

Mrs. James Baxter is the widow of the late Mr. James Baxter who had been a prominent figure in Montreal during much of his lifetime.

Had Been Hockey Player.

Mr. Quigg Baxter, who accompanies Mrs. Baxter, is her son. He had been a student at Loyola and McGill and recently had been studying abroad. He had played hockey in his student days, being a member of the Shamrock team at one time and played ...

... the Titanic and within a few hours the Virginian was out of touch with Cape Race, having passed beyond the zone in which the ship's instruments could communicate with the powerful land station. The Titanic is equipped with apparatus which gives her a sending radius of five hundred miles.

The fact that there were Montreal passengers on board the Titanic stirred people in the city. Of well-known people the above-mentioned had booked passage.

The Montrealers on Board.

Mr. Hays had been in England on important matters connected with the Grand Trunk, and it was expected that on his return would follow an announcement regarding developments in New England and other parts of the system.

Mr. Thornton Davidson is a mem-...

The news caused commotion in various local offices to-day. Grand Trunk officials naturally did everything possible to secure the latest information and to get into communication with Mr. Hays. Officials of the White Star-Dominion line were early at their offices and so, too, were those of the Allan line, but the news at these offices was of meagre description and most of their information came from the Star.

At eleven o'clock Mr. George Hannah, the general passenger agent of the Allan line said:

"I am rather inclined to think that the next important message will reach some of the other lines. By getting alongside the Titanic we figure that the Virginian is out of the Marconi wireless zone and therefor cannot communicate with us any more than can the Titanic unless perchance a ...

DESCRIPTION OF THE "TITANIC."

The White Star liner Titanic which was due to arrive in New York on Wednesday, is the largest vessel in the world. The tonnage of the Olympic, the Titanic's great sister ship, is 45,324, while that of the Titanic is 46,328 tons.

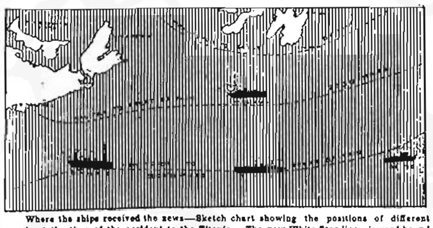
The following table shows the tonnage of the twelve largest liners now in the transatlantic trade:

Titanic (White Star)	46,328
Olympic (White Star)	45,324
Mauretania (Cunard)	32,000
Lusitania (Cunard)	32,000
George Washington (N. German Lloyd)	27,000
France (French Line)	27,000
Kaiserin Auguste Victoria (Hamburg-American)	25,000
Adriatic (White Star)	24,541
Rotterdam (Holland-Amerika)	24,170
Baltic (White Star)	23,876
Amerika (Hamburg-American)	22,500
Kronprinzessin Cecilie (North German Lloyd)	20,000

The Titanic is a four-funneled boat, the great stack rising a fraction over 81 feet above the upper deck, while the distance from the top of the funnels to the keel is 175 feet. As for the passenger accommodations, they are among the most gorgeous of any ship ever built.

There are private promenade decks, a Parisian cafe and the Palm Room. In the main dining room 600 passengers can dine in comfort at the same time and there is in addition a French restaurant where 200 more may dine a la carte. Then there are Turkish baths, a swimming pool, a finely fitted gymnasium, and a squash racquet court.

THE TITANIC AND CHART SHOWING POSTION AND THAT OF RELIEVING SHIPS.



Where the ships received the news—Sketch chart showing the positions of different vessels at the time of the accident to the Titanic. The new White Star liner, inward bound on the southern course, struck the iceberg when south from Cape Race. The Virginian, outward bound from Halifax, was following the northern course when she caught the Titanic's distress signals and immediately changed her course and proceeded to the aid of the sinking ship. The Olympic, outward bound from New York, caught the wireless message and hurried forward to the assistance of her sister ship; while the Baltic, inward bound and following in the wake of the Titanic, hurried to the scene from the eastward. After the above mentioned steamers had steamed out of the zone of communication with Cape Race, the Allan Liner Parisian and the Carpathian approached the injured steamer. The Parisian from Glasgow, is bound for Halifax. Neither of these steamers could communicate with the land station as their apparatus is not powerful enough to carry the distance, therefore their presence was unknown early in the day.

THE WEATHER

Only Torontonian Aboard.

MR. THORNTON DAVIDSON.

"TITANIC'S" PASSENGERS

London, April 15.—The first class passenger list of the Titanic includes 318 names, as follows:—

(Continued on Page 2.)

MR. H. MARKLAND MOLSON

Parisian, of the Allan Line, and Carpathia, of the Cunard Line, First to Reach the Stricken Ship. Take Off Passengers

VIRGINIAN IS TOWING TITANIC INTO HALIFAX

Greatest Ship in the World, Which Cost $10,000,000 to Build, Comes to Grief on Her Maiden Voyage Across the Atlantic, By Striking an Iceberg off the Coast of Newfoundland.

Canso, N.S., April 15—It has been ascertained that the Titanic is now being towed to Halifax by the Virginian.

New York, April 15, 11.30 a.m.—The transfer of passengers from the disabled Titanic is under way and twenty boat loads have already been taken aboard the steamship Carpathia.

News of the transfer was contained in a wireless despatch received by P. A. S. Franklin, Vice-President of the White Star Line, from Captain Haddock, of the steamship Olympic, which is nearing the Titanic. The wireless despatch states that the steamships Parisian and Carpathia are in attendance upon the Titanic and that twenty boat loads of the Titanic's passengers have already been taken aboard the Carpathia.

The despatch further states that the Baltic is nearing the Titanic.

Siasconsett, Mass., April 15, 11 a.m. — Wireless communication was established here with the White Star Steamship Olympic early to-day.

The Olympic is rushing to the aid of her sister ship, the Titanic.

According to information from the Olympic, the damage to the Titanic is very large.

Captain Smith announced that he would send his passengers to the first ship that arrived.

London, April 15.—Lloyds are reinsuring the Titanic's cargo, but are charging 50 per cent premium.

Wireless despatches up to noon to-day showed that the passengers of the monster White Star Liner Titanic, which struck an iceberg off the Newfoundland coast last night, were being transferred aboard the steamer Carpathia, a Cunarder, which left New York April 13, for Naples.

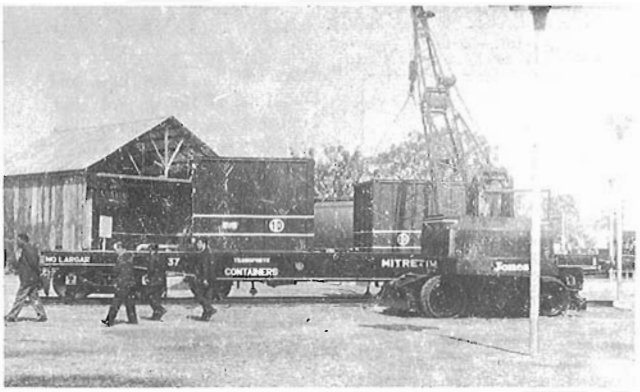
TITANIC'S WIRELESS FAILED TWO HOURS AFTER THE ACCIDENT OCCURRED

EDITOR'S NOTE

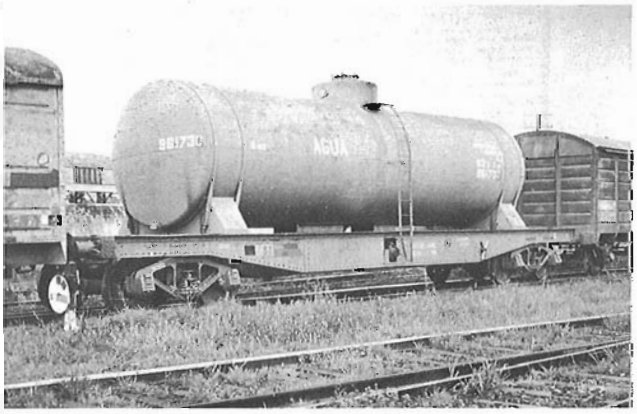
The mention of the TITANIC disaster in the last issue has resulted in more interested comment from the members than any other article we have printed. This shows that the story of the TITANIC is still of very great interest to people after 75 years, all the more so in view of the recent discovery of the wreck. Since we printed copies of the front page of the Star for Saturday April 13 and Tuesday April 16 1912, several inquiries have been received asking what the issue of Monday April 15 (the actual day of the sinking) looked like. Always ready to please, we present that page herewith. At that time the truth had not been realized that the great ship had actually gone down and reports were that the passengers were safe. These hopes were, of course, soon dashed as further news came in. Besides the false hope raised, this page is interesting too in view of the information given about the TITANIC and its passengers, including photos of Mr. Hays, his son-in-law Thornton Davidson, as well as Mr. H. Markland Molson. All three of these gentlemen were lost.

Public Archives of Canada. Photo L-3269.

A Mystery From Argentina



Mr. Angel Ferrer of Rosario Argentina sends these photos of Canadian-built flatcars running on the Argentine railway system. Builders plates attached to the cars indicate that they were built by the Canadian Car & Foundry Co. in 1945, yet they were delivered to Argentina only in 1948. Where were they during the intervening three years? Mr. Ferrer surmises that they may have been intended for the U.S.S.R. as part of an aid deal which ended with the termination of World War II in 1945, the year the cars were built. Evidently they were never delivered to Russia as intended, and were later sold to Argentina. Both Argentina and the U.S.S.R. have broad-gauge track, but that of Argentina is wider, being 5 feet 6 inches (1676 mm.), the same as the old Canadian Provincial gauge of the mid-19th century. Thus the cars must have been converted when they went to Argentina. In these four photos we see some of the Canadian-built flatcars in several roles in service. The car in photo 1 is arranged for container conveyance at the Farm and Industry exhibition in Rosario in August 1970. Photo 2 shows a road van on a flatcar in May 1980. In photo 3 we see car 828004 in piggyback service in June 1983, while photo 4 depicts one of the cars fitted with a 50,000 litre water tank for station supply in September 1986. All photos were taken by Mr. Ferrer in Rosario. Many of the Canadian-built flatcars are still in service. If anyone knows the full story of these cars we would be very interested in knowing it.



C.R.H.A. communications

Canadian Railroad Historical Association Annual Awards

AN ANNUAL AWARDS PROGRAM HAS BEEN authorized by the Board of Directors of the Association, to be known as the CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS.

The purpose of the awards program is to recognize and honour individuals whose endeavours have contributed during the previous year to recording and/or preserving the artifacts of historical value of Canada's railways. One exception will be the ACHIEVEMENT AWARD which will be presented to a person for a significant contribution over a period of years.

Many societies have had their own awards program whereby medals and other honours are presented to persons who have contributed to the aims and objectives of that society. Examples are the Royal Canadian Geographical Society, the National Geographic Society, and the Railway and Locomotive Historical Society. Our own Toronto and York Division has presented a certificate annually to a member' for outstanding contributions to the Association'.

Categories of Awards:

1. Achievement Award: (as noted in paragraph 2) to a person for a significant contribution over a period of years.
2. Article Award: a) for an article published in Canadian Rail, or Division periodical.
3. Book Award: b) for an article published in any magazine or periodical. for a book published in the award-year.
4. Preservation Award: to a person or group of people, for an outstanding preservation activity in Canada in the award-year.

The recipient of the Award will receive a Certificate bearing the Association's name, its corporate seal, the name of the recipient and the signatures of the Association's President and the Chairman of the Awards Committee.

A Panel of Judges will be selected by the committee. They will be chosen for their known interests and qualifications in the Award's category. Every effort will be made to ensure the national scope of the Awards.

Nominations for Awards will be accepted from members of the Association and others interested in railway history. Ideally nominations should be in the hands of the Committee by the end of March in the year following the award-year. All submissions should give the name of the nominee and an assessment of the nominee's achievements.

The names of the recipients of the Awards will be announced on or about the end of June of the year following the award-year at a public function, if possible, and in Canadian Rail. Awards will be presented to the recipients in person whenever possible.

Additional categories of Awards are contemplated and suggestions for future Awards are solicited. Awards in all categories may not be presented every year.

Communications

PACIFIC COAST DIVISION: THE DIVISION PROVIDED a display in the science section of the Vancouver Public Library during the first weeks of May. The purpose of the display was to add attention to Vancouver's celebration – the reinactment of the arrival of the city's first revenue passenger train one hundred years ago in May 1887. The display consisted of old photos, newspapers and magazine stories, letters and railway timetables.

The Division has acquired its first piece of rolling stock: Canadian National sleeper « Resolution Island ». The car was built by Canadian Car and Foundry in 1923 for CN as sleeper #1588 with 12 sections and 1 drawing room. It was named « Woodstock ». In 1954 the car was converted to 8 berths and 4 sections and was renamed « Resolution Island » as #2186.

TORONTO & YORK DIVISION: The Division's rolling stock has been moved from Harbour Front and is sitting in a yard awaiting disposition. It is hoped that most or all of the equipment can be moved to the Rideau Valley Division in Smiths Falls. The T&Y Division received much assistance from various organizations in moving the equipment, particularly CN Rail, not to mention the hard work done by some members of the Division.

NEW BRUNSWICK DIVISION:

DURING DECEMBER AND JANUARY A GROUP OF Moncton members of the division have been busy running several snow-plow extra's in order to keep eleven miles of track plowed and cleared of snow at the Salem and Hillsborough railroad. This work is being carried out in anticipation of limited steam train excursions in 1988. On Saturday December 20th 1986 the railroad ran two steam excursions to Salem and return with EX CN-4-6-0 #1009 and three coaches. Over 300 adults and children rode the two trains and enjoyed meeting Santa Claus.

Plans are progressing for the 100th Anniversary of EX 4-4-0 CP #29. The celebrations will be held on Saturday and Sunday of Labour Day weekend. We will be operating two days of double-headed steam train excursions using EX CN 4-6-0 #1009 and EX DEVCO 2-6-0 #42 (presently being retubed). Two photo runs will be made on the return journey to Hillsborough a night photo session will be held featuring all three steamers plus ALCO RS1 #8208 and GM NW2 #7941 both 1st generation diesel switchers. A gourmet evening banquet with live musical entertainment will be featured aboard the sunset dining and lounge train as we travel on a 3½ hr. return evening excursion both evenings. All members of the C.R.H.A. are welcome as this will be the steam event to be long rembered. Hillsborough has excellent camping, motel, and bed & breakfast facilities in addition to sleeping quarters aboard our own sleeping cards for the economy minded. Moncton is serviced by both VIA and Air Canada connections and we offer free transportation by bus/van to the railroad complex. More information can be obtained from the Salem and Hillsborough Railroad box 70, Hillsborough N.B. E0A 1X0.
By: Richard E. Viberg

WINDSOR & ESSEX DIVISION

THE DIVISION HELD A « SAVE THE STATION » raffle in March which, following the payment of the prize, netted them over $600 towards the necessary funding for the Essex station. The Division is hoping that ownership of the station can be transferred by the end of the year.

The Divisions newsletter « The Semaphore » has expanded recently with additional pages and improved reproduction of photographs. Rail news for the southern Ontario region is more extensive than ever and there is a comprehensive list of sightings covering a 2 month period. The editor is Ken Garber who also doubles as the Division's Treasurer/Secretary.

AN APOLOGY

The editorial committee of Canadian Rail apologizes for the poor quality of many of the photos in the March-April issue. The fault was due to the plates from which the magazine was printed, and we have taken steps to ensure that the quality control inspection is tightened up. In the meantime new plates have been prepared, at no cost to the Association, and it is proposed to print a number of copies of the issue from the good plates. If any member wishes to exchange his defective copy for one of the new ones this can be done. Simply return the old one and we will arrange to replace it at no charge. Please let us know as soon as possible so we will have an idea of how many replacement copies to print.

New Members for Year 1986

No.		No.		No.		No.	
3487	Nelson, Brian	3520	Mudgett, Kenton	3553	Neil, Paul	3586	Green, William
3488	Timoleon T.	3521	Geisler, Steven	3554	Elliott, Dale	3587	Gorka, Martin
3489	Stokes R.	3522	Hilliers, John	3555	Tordoff, Arnold	3588	Town of High River
3490	Stack, John	3523	Ouellet, Jean Pierre	3556	McMenamin, Patrick	3589	Nauta, Andrew
3491	Anderson, Doug.	3524	Piras, Massimo	3557	Smith, David L.	3590	Clement, Louis
3492	Sebastian, Ronald	3525	Clow, Robert	3558	Lake, Kenneth W.	3591	Fleming, Meredith
3493	Luard, Claude	3526	Procyk J.	3559	Fishback, David L.	3592	Manchulenko, George
3494	Spaull, Pip.	3527	Jean, P.	3560	Harrow, Brooke	3593	Nash, Randy
3495	Rittmeyer, June	3528	Robinson, R. Louis	3561	Krueger, Dieter	3594	Castle, Calvin
3496	Goodlake, T.H.S.	3529	Leidenberger, S.	3562	Falconer, Kenneth	3595	Burles, Gene
3497	Byrne, Chas. J.	3530	Hall, Alan	3563	Porteous, Barry	3596	Schneider, Mrs. Edna
3498	Edwards, Ken.	3531	James Jerome Hill Library	3564	McDonald, Ronald	3597	Dengate, Wesley
3499	Webber, Clinton	3532	Thorsen, Erik R.	3565	Gendron, Gerard	3598	Best, Eileen
3500	Hughes, David	3533	Mesler, Bruce	3566	Baskin, Edwin	3599	Thompson, John
3501	Creighton, W.D.	3534	Port Moody Station Museum	3567	Prentice, Roger	3600	West, Brian
3502	Pomeroy, Tim.	3535	Zvidris, Joris	3568	Adkins, John	3601	Fouler, Carl
3503	Harte, James E.	3536	Kaiser, Ronald	3569	Johnston, D. James	3602	Lobb, Richard
3504	Kelly, Francis	3537	Keel, Urs	3570	McIntyre, Roy	3603	Vezina, Raymond
3505	Penney, A.R.	3538	Radke, Neil	3571	Moore, William B.	3604	Stanton, John
3506	Beliveau, Roger	3539	St-Arnaud, Jacques	3572	Real, Roderick	3605	Ludwig, Richard
3507	McLean, R.A.	3540	Milot, Roger	3573	Smith, Horace	3606	Steels, Jack
3508	O'Shaughnessy, Richard	3541	Barrett, Ross. F.	3574	Sutton, Gerald	3607	Allen, Robert
3509	McLean, Doug.	3542	Corbeil, Gilbert	3575	Whitwell, Kenneth	3608	Hardie, Robert
3510	Levesque, Guy	3543	Abram J.V.	3576	Lemoyne, Jean	3609	Knox, Rev. James
3511	Naylor, Shawn	3544	Giles, Earle	3577	Noriega M.	3610	Parker, Douglas
3512	Strong, Wm.H.	3545	Gross, Barry	3578	Tugwell, Ian	3611	Spotswood, Richard
3513	Moravec, Pat.	3546	Hanslip, Mark	3579	Creighton, Willis		
3514	Robinson, David	3547	Howarth, Tom	3580	Klefos, Kristan		
3515	Mouse, James R.	3548	Duquette, D'Arcy J.	3581	Head, David		
3516	Parkin, Shawn	3549	Johnson, J.H.	3582	Adams, John		
3517	Dyment, Peter	3550	Sims, Harry	3583	Bruehler, Philip		
3518	Hiscock, Roy	3551	Ford, Stephen	3584	Gooch, Dr. Bryan		
3519	Scott, Ian W.	3552	Dalton, John (Caboose Cafe)	3585	Lofthouse, Peter		

The business car

Amtrak to suspend New England route

MONTPELIER, VT. — BECAUSE OF THE DE-teriorating condition of the track, Amtrak plans to suspend indefinitely its Montrealer passenger train, which crosses New England on twice-daily trips between Washington and Montreal, Quebec, Sen. Patrick Leahy (D-Vt.) said Sunday.

"They called me today to say they plan on announcing the cancellation of the train service this week," Leahy said.

Amtrak spokesman Clifford Black said he could not discuss plans for the Montrealer, but that a decision had been made.

Montrealer service has been curtailed since April 5, when flooding in southern Vermont prompted Amtrak to make Springfield, Mass., the northern terminus, busing passengers between there and Montreal.

The train had been scheduled to resume its full run soon.

But a dispute involves the condition of track between Springfield and Windsor, Vt., owned by the Boston and Maine railroad. Amtrak feels the Boston and Maine is not properly maintaining the track, even though Amtrak pays for the work.

Source: The Milwaukee Sentinal
Monday, May 4, 1987

Time to scotch the Montrealer's jinx

THERE IS A JINX WITH A LIFETIME PASS ON THE Montrealer, the night train that connects this city with New York and Washington, when it runs. It isn't running now, and it may never run again.

And that is a pity, because it has been and could be once more the best way to get from here to there. A plane is faster, of course, but the ride is not an experience anyone wants to remember. The best thing that can happen on a plane flight is an hour or two of amnesia.

On the train, before the jinx got to work, you could enjoy the scenery, read a book, have a good dinner, have your bed made up when you were ready, have your shoes shined while you slept, and wake up pampered and refreshed. An overnight train trip once was a mini-vacation in itself, a refreshment between the workaday lives at either end of the line.

The Montrealer, to be sure, hasn't been like that for some years, but it could be, given good cars, a good roadbed, and good service.

It is the roadbed that threatens the Montrealer now, its condition made worse by flooding in southern Vermont last month that forced the train to end its run at Springfield, Mass. Amtrak, which operates the train, indicates that the Boston and Maine railway, which owns the track between Springfield and Windsor, Vt., does such poor maintenance work that the train may have to be cancelled.

Facing that possibility, there is little that most Canadians can do other than lobby and hope. Canadian National, which owns the track between here and White River Junction, Vt., already is doing that. It could, perhaps, offer to buy the ailing roadbed from the B&M, but so far that is not being considered.

About that jinx. Last year it closed down the train for most of May because of a strike. Three months later Amtrak was threatening to cancel the service because of high CN operating charges on this end. That was straightened out, only to have would-be passengers face the new shutdown now.

Even if it dies, the train, unlike us, could be revived, and perhaps even come close to paying its way, but for that it would need not only a good roadbed but good service. Why shouldn't an overnight train serve as good a meal as a hotel? This city will be the loser if it doesn't.

Source: Gazette
May 7, 1987

AS STATED IN THE ANNOUNCEMENT OF THE Canadian Railroad Historical Association Annual Awards as published elsewhere in this issue of Canadian Rail, the Awards will be given for the topics as announced for 1987.

Please make it a point to remember and record all that you read this year on these topics so that they will be fresh in your mind early in 1988 when you submit your choices for Awards for the year 1987.

Your comments and suggestions are earnestly requested by you Award Committee, presently consisting of Dr. Robert V.V. Nicholls, and Messrs. William LeSurf and Walter Bedbrook.

Selection of judges and additional planning is still underway, so watch Communications for further information in future copies of Canadian Rail.

Canadian Rail

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