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FRONT COVER:

It is Christmas 1924, and Santa Claus is at Montreal's Windsor station supervising the unloading of a shipment of goodies from CPR baggage car 4510. Goodwin's Limited was a Montreal department store which, later that decade, was sold to Eaton's. Dominion Express later became Canadian Pacific Express.

CP Rail Corporate Archives, photo 12739.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

Early Railway Shipments of Ontario Livestock

By Calvin M. Patrick

Western Ontario, with its favourable climate and rich farm land, had all the ingredients to make this region of Canada one of the prime livestock producing areas of North America. Early immigrants from the British Isles, who had grown up on top livestock farms, had first-hand knowledge that enabled them to carry on good animal husbandry practices in this country.

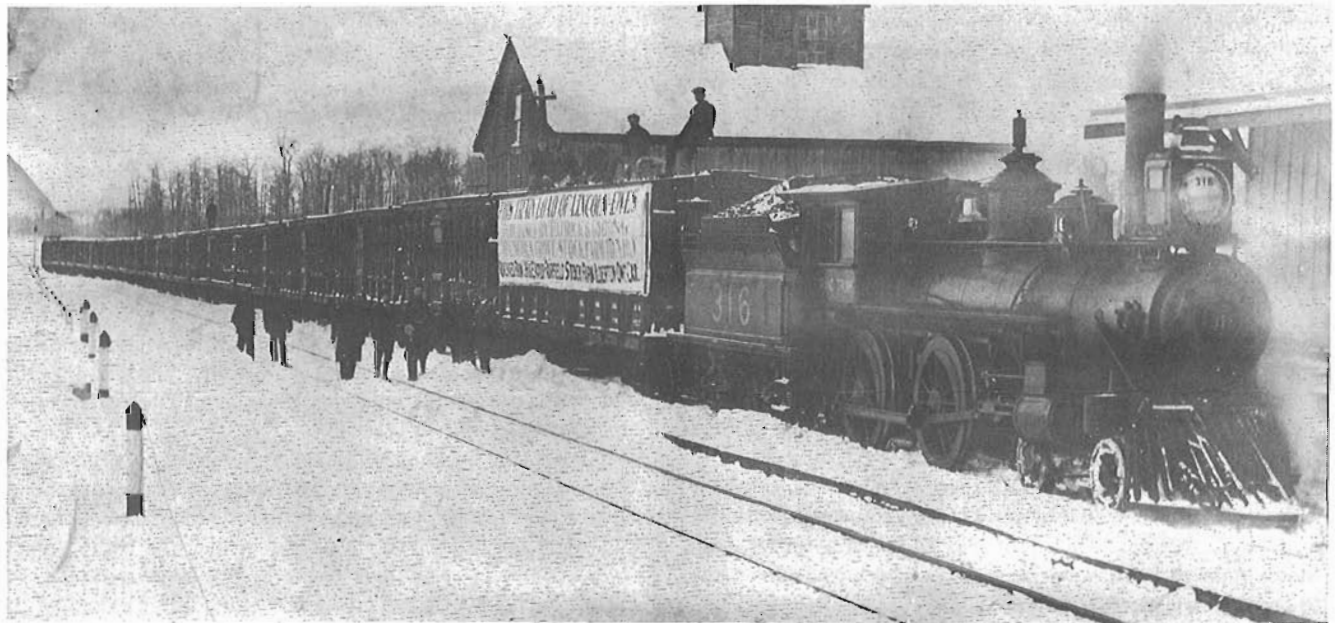
When the Railways began to criss-cross Western Ontario in the 1880's and 1890's, every trackside village and town clamoured for its own railway stock yards. The railways were only too happy to oblige. Eventually each week from these small yards, several hundred head of cattle, sheep and hogs found their way by livestock freight cars to the holding pens of the major meat processing plants in Toronto, Berlin (now Kitchener), Stratford, Hamilton and London. Packing plants in Buffalo and even Chicago also received Ontario stock when prices were to the Ontario farmers advantage.

However, many of these small town stock yards also loaded out livestock cars with valuable purebred breeding stock for various regions of Canada and the United States. Once trans-continental rail lines had been established, it was only natural

that surplus breeding stock be sold to farming and ranching areas, where there was a genuine desire to increase the numbers and quality of their herds and flocks.

Many of Western Canada's pioneer settlers originally came from Ontario and turned to their relatives and former neighbours to supply them with work horses and cattle. The railways shipped hundreds of cars of livestock to Manitoba and Saskatchewan. Alberta cattle ranchers purchased Ontario bulls and many local farm youths received a free trip to these ranches as caretakers of the animals on their journey. A return pass was given for coach travel, but one had to pay extra for first class comfort.

The large scale sheep ranches in the Western States of Wyoming, Colorado, Montana, Idaho and Utah sought out each fall, big "growthy" ram lambs to crossbreed with their native stock. As Ontario's winters made indoor lambing necessary, these early born flock sires had the size and vitality the sheep ranchers needed to build up their flocks and to improve blood lines.



Picture of famous train carrying 600 head of sheep leaving Ilderton during the winter of 1900-01. Small boy in picture is writer's father. Other family members are grandfather, great uncle and a great-great uncle. On top of car are area farm youths who were the livestock attendants on the 2,000 mile journey to Idaho, U.S.A. Others in picture are train crew, station agent and railway employees. Locomotive 316 had been built as Great Western 282 in May 1873 by Rhode Island. After several renumberings it ended its days as Grand Trunk 2158 in April 1918.



Banner fastened to first car was durable enough to last entire trip. Note open sides boarded up on Mather stock car 12075. Freight cars were of a smaller size than what the writer travelled in during the 1930's, 40's and 50's.

From about 1890 until 1950, our family was a fairly regular exporter of breeding stock to the U.S.A. The accompanying photo, taken during the winter of 1900-01 shows a complete trainload of 600 purebred Lincoln ewes leaving Ilderton, Ontario on a 2,000 mile journey to the State of Idaho. Because of the dollar value of the stock and the uncertainty of connections, it is believed the entire shipment was made as one unit, only changing engines and cabooses as necessary. The sheep were purchased from J. H. Patrick and his brother Eugene. At the time, J. H. Patrick owned one of the largest sheep breeding and exporting farms in Canada, located just north of London. Eugene Patrick handled the U.S. end of the Railway shipments and eventually settled in Utah. The trainload of 600 head is still believed to be the largest number of breeding stock ever to leave Canada at one time.

Carloads of draft horses were shipped to the Prairie Provinces by Walter Needham of Ilderton. Farmers with horses to sell found this an excellent source of income. J. D. McGregor periodically received rail shipments of Western Ontario livestock for his large ranch at Brandon, Manitoba. Other Ontario stock breeders of that early era, who from time to time shipped to the U.S. and/or the Canadian West, were Robson, Gibson, Freeborn, O'Neil, McEwen, Langford, Bowman, Miller, Marshall and Henderson. In later years freight carloads of Western Ontario swine were shipped to the hog-producing States in the cornbelt, when farmers there started crossbreeding to produce a leaner bacon-type pig.

Our own family continued to ship by rail to the U.S. up until about 1950. In all, this writer made 15 trips by livestock freight car to various areas of the U.S., delivering sheep to ranchers and to consignment sales. The southern-most point reached was Fort Stockton, Texas and the most westerly point was Red Bluff, California. As the village of Ilderton was on the CNR, ordinary slat or open-sided 'bottom whitewashed' CNR

livestock cars were used. In cold weather the open spaces were boarded up.

The shipper was responsible for double-decking the car and making four long troughs to be used for watering and feeding of grain. In reality, there would be eight separate pens, four up and four down, with each car accommodating 100 - 102 head. Once penned, the sheep stayed there until the destination was reached. The middle section of the car was used for straw, hay and grain storage.

The railways allowed one 'keeper' or livestock attendant per car, but often one person would look after two carloads of stock, which were fed and watered twice a day. The more experienced livestock haulers, such as Union Pacific and the Santa Fe realized they had a perishable product and hustled the distinctively marked CNR cars from division points and yards, as rapidly as possible onto express freights.

In cold weather it was often necessary to ride the caboose or the headend. On steamers the livestock car was usually placed only 3 or 4 back. When diesels were the power source, the livestock was placed adjacent, or as near as possible to the caboose.

Consideration given by the railway employees, especially in making certain of watering facilities, helped keep death losses to less than 1%, and on the majority of runs there were no losses. The one exception was a train accident in the United States which caused a severe loss of stock. My father, who was the shipper and the attendant on that particular trip, was injured and spent several weeks in an American hospital.

Most rail journeys were completed in 5 - 7 days, but one trip to California took an uncomfortable, unforgettable and unforgivable 11 days. This was one trip the railways certainly heard about.

Another episode of a bygone era!

Farewell to the Newfoundland Railway

By Fred Angus

In June 1988 the official announcement was made that an agreement had been reached between the federal government and the provincial government of Newfoundland and Labrador under which the federal government would provide a grant of about \$800 million in lieu of the railway subsidy which had been paid since Confederation in 1949. This meant the complete abandonment of all railway operations in Newfoundland and the shifting of Terra Transport's operations to road and marine transportation. The money from Ottawa will be used for several purposes, chiefly highway construction, but some will be paid as compensation to communities and individuals affected by the closure of the railway.

Although the final announcement was only made in June, it was no secret that the end of the railway was near. Despite pious denials by politicians in 1987 and early 1988, the handwriting had been on the wall for some time as railway freight traffic declined over the years. The fact that the usual maintenance was not done on the track this spring was accepted as proof that, despite what some people continued to say, the railway would not survive the year 1988. As it was so aptly put waiting for the official announcement was like "waiting for the other shoe to fall". Well, the other shoe did fall, and it was announced that the railway system in Newfoundland would cease running no later than September 30, and perhaps as early as September 1.

It was quickly decided that the CHRA should not let this historic occasion pass uncommemorated and, accordingly, plans were set on foot to have an excursion to Newfoundland to ride the one remaining passenger service on the island: the mixed train run between Bishop's Falls and Corner Brook. A flyer was prepared and sent with Canadian Rail saying that the trip would take place on or about August 14, and explaining how one could obtain full information about the trip. Eventually twelve members came on the trip, which was indeed held on August 14, and the following is what happened on that day.

The Bishop's Falls - Corner Brook run had survived because of the remoteness of most of the area from the highway and other means of transport. Although both ends are on the highway, the train was scheduled so it did not connect with the busses at either end; due to time constraints the only practical way to go was to fly to Newfoundland (either Gander or Stephenville) and drive to Bishop's Falls. Your editor was with the group that left Montreal on Saturday August 13 on Canadian Airlines flight 830 to St. John's via Halifax, then on Air Atlantic to Gander, arriving at 7:45 P.M. Our group then went by car to Grand Falls where all the participants met at the Mount Payton hotel and spent the night awaiting the next day's excursion. En route a brief visit to Bishop's Falls station had revealed the mixed train ready for the trip, so August 14 was awaited with anticipation.




TERRA TRANSPORT TIME TABLE

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EFFECTIVE SUNDAY, MAY 1st, 1988
REFER TO PAGE 1 FOR EFFECTIVE TIME, AND FOR
OTHER TIME AND DATE CHANGES THAT WILL OCCUR

*SAFETY IS OF THE FIRST IMPORTANCE
IN THE DISCHARGE OF DUTY*

J.H. EASTON PRESIDENT AND GENERAL MANAGER ST. JOHN'S	R.J. WALSH SUPT. TRANSPORTATION ST. JOHN'S
--	--

The last timetable. May 1 to September 30 1988.

Sunday, August 14 dawned rather reluctantly, it was what in Newfoundland, would be called a "soft day"; in other words it was pouring rain! However this did not dampen the spirits of the excursionists who soon made the nine-mile trip to Bishop's Falls, pausing en route to examine some long disused locomotives and cars of the former Buchans Railway. At Bishop's Falls all quickly purchased return tickets to Corner Brook, then spent the available time photographing some of the remaining equipment near the station. There was ample time for this since departure of the train, which had been scheduled for 11:00 A.M., was delayed until almost noon. This proved to be fortunate for the rain gradually let up and eventually stopped, which added much to the enjoyment of the participants. By departure time many other passengers had arrived, mostly nearby residents but some from as far away as Pennsylvania. Mixed train 203 consisted of locomotive 937, combination coach-caboose 757, baggage car, coach 764 and caboose 6055.



*At the summit, with Gaff Topsail in the background, some railway historians photographing the Newfoundland mixed train. It was at this spot, only seven weeks later, that the track was cut as the work of lifting the rails began.
Photo by Alan Blackburn.*

The train normally ran with only one coach but, in anticipation of extra demand for the passenger service following the abandonment notice, car 757 had been renovated and sent to Bishop's Falls to handle the overflow traffic.

As the train pulled out of the yard at Bishop's Falls there was one hair-raising incident. A truck, the driver of which was oblivious to the presence of the train, cut across the track, and a collision was missed by a matter of inches. In this case a miss was as good as a mile and train 203 was soon well under way. First stop was Grand Falls where three container flats were picked up, then on to Badger. Here both locomotive and caboose were turned during which numerous photos were taken. Many people were out to watch the train, and others came aboard for the ride for this is the last point at which the highway is near the railway until Deer Lake. Leaving Badger the train began the climb up to the Barren highlands around the mountains known as the "Topsails". Despite the sadness of the event a festive mood prevailed, rather like in Irish wake, as passengers sang songs, often with guitar accompaniment, and told stories and jokes. By now every seat was taken, most of the CRHA group being in the coach-caboose car 757. So up towards the summit while listening to such song as the one about the "seven old ladies locked in a lavatory" and, of course, taking many photos and movies of the passing scenery.

As we reached the summit a unique opportunity for a photo took place. The train stopped; a few interested enthusiasts were allowed to disembark; the train backed up and a runpast took place right at the summit, 1551 feet above sea level, almost in the shadow of Gaff Topsail. Then back aboard and down from the heights along the Newfoundland railway's famous undulating narrow gauge track. Stops were made at Pond Crossing and

Howley to pick up campers who, with their equipment, were getting out of their camps before the closure of the railway cut off their access.

Next came Deer Lake, then down the beautiful Humber valley and on to Corner Brook. A stop was made to look at steam locomotive 593 and its train of preserved historic cars, followed by taxi ride took us to downtown Corner Brook. By this time everyone was hungry so the whole group went to a restaurant and dined on such delicacies as freshly fried cod tongues. Then back to the freight yard to await the return trip. By now the sky was fully clear, and despite the time of 8:05 P.M., it was still broad daylight thanks to the extra hour of daylight-saving time instituted in Newfoundland this year. After more picture-taking all boarded the train and at 8:35 P.M., train 204 departed only five minutes late.

This time there were more than twenty container cars up ahead which was quickly apparent as the slack ran in and out and the passenger cars jolted back and forth in true mixed-train fashion. As darkness fell, any idea that this would be a quiet return trip was quickly dispelled. Many of the returning passengers were the same ones who had been on the westbound trip and the festive atmosphere continued. This time there was dancing in the aisles as well as singing, punctuated by periodical jolts as the slack ran in and out. So once again up to the Topsails shortly before midnight. From the platform of the car the sky seemed so clear in this remote area far from pollution of air and light. There was no moon and this made the stars seem all the more bright; the milky way shone clearly in a way it never could anywhere near urban areas. About midnight a stop was made during which more campers loaded their belongings including furniture, stoves and other equipment, into the baggage car as they left their camps, perhaps forever.



Campers about to load their equipment into the baggage car for the trip to Deer Lake and Corner Brook. Note the plastic bag on a post serving as a flag to signal the train to stop.

Photo by Fred Angus.

In the passenger car, time passed quickly as we continued to Grand Falls where the container cars were cut off and shunted to another track. Then on to Bishop's Falls which was reached at 2:10 A.M. about 50 minutes late. All passengers disembarked and, after a last look at the train, the CRHA group soon returned to the hotel in Grand Falls for a very brief sleep before the drive to Gander and the flights back to the mainland. It was a sad occasion as we last beheld the narrow gauge near Gander station, but then it was farewell and the adventure was over.

The mixed train continued to run until September 30. An account of the last run from the St. John's Evening Telegram, is printed here courtesy of Mike Wragg. Final closure of the railway was postponed while an application for public hearings

was considered, but the abandonment was finally authorised and freight service ended in mid October. When service stopped the track was broken near Gaff Topsail and crews are working backwards in each direction lifting track. By next year, all that will be left will be the Trinity loop, preserved through the efforts of Clayton Cook, as well as numerous pieces of historic equipment. The CRHA is fortunate to have a complete Newfoundland train at the Canadian Railway Museum thanks to the great generosity of Terra Transport which made this important donation. Thus visitors to the Museum can see an historic relic of the Newfoundland railway to which we have just bidden a fond and sorrowful farewell.



The CRHA participants on the August 14 trip posed in front of car 757 at Corner Brook.

Passengers Cherish Last Ride on the Bullet

By Ken Meaney

Bishop's Falls — They held an Irish wake Friday and they're burying the old girl October 28. There was plenty of life in the old Newfoundland Railway as island's last passenger coach rocked, rolled and rambled from Bishop's Falls to Corner Brook and back on its final run.

It was a mixed group of railway men, Bishop's Falls residents and Gaff Topsail cabin owners who sang, played instruments, laughed and pointed out the sites on a five hour journey through some of Newfoundland's most isolated and beautiful country.

Many had mixed feelings about the loss of the railway, and some expressed fears for the future of Bishop's Falls but most seemed determined to enjoy this last excursion on the railway.

One man had planned his trip from his home in North Carolina. Another woman and her four children jumped aboard on impulse at Badger leaving dinner and dishes behind.

Sharon Mayne went down to the station at Badger to see the train off but decided to get on board when she heard the whistle blow.

"I left the dishes on the table, the milk is not put back in the fridge, and just said 'that's it, we're going.'"

Like many on the train Friday she said the closing of the railway had been on her mind for some time. Three of her children, ages six to 11 had grown up waving at trains as they went past her home. Her youngest, 15 month old Paul, won't have that experience, but she said he may remember his last train ride.

Her daughter Deidre, six, offered a rhyme about the end of the railway. "Engine engine number nine, September is the end of the line."

Twenty-nine year old Marty Smith a self-confessed Durham, North Carolina, "train fanatic" made his decision to ride Newfoundland's last passenger train when he read a couple of months ago in a train magazine that the railway would close in September.

He said he was interested in the Newfoundland railway because "it's the last narrow gauge railroad in North America." "I just thought I should go up and see it before it's gone."

He said his family has long since given up trying to figure out why he loves trains so much. "They just sort of winced and said have a good trip."

Everywhere the train crossed road or bridge between Bishop's Falls and Corner Brook people went out to see her one more time. About two dozen were on hand at Bishop's Falls and another couple of dozen at Grand Falls as the train passed through. More stood along the highway and waved as she passed.

A festive air was added by a group of ladies from Bishop's Falls who sang to the accompaniment of guitar and accordion, such songs as Let By-gones be By-gones, Working on the Railroad, and She'll be coming Round the Mountain. Bessy

Cocarell said she decided they had to mark the occasion "because its the last day they'll see the railway run."

She said she feels sad to see it go. "It's a sentimental thing because where I come from it was the only way to get back and forth from Port aux Basques."

Violet Dawe waited in the chilly morning air at Bishop's Falls. She had come with a group of ladies who had baked a farewell cake complete with a picture of an engine and caboose as a memento for the train crew.

The ride was interrupted at Caribou Siding as the train stopped and the ladies presented the cake to the crew.

Mrs. Dawe said she still doesn't understand why the railway had to be closed down and she wondered what would come to replace it. She noted the town has been given \$7 million to replace the loss and she said the success of that measure would be the only hope.

More than 100 passengers packed the train at Bishop's Falls including 45 students from Norris Arm Integrated school. Grade 9 teacher Fay Hynes said the school organized the trip and another last week for pupils in the lower grades "so that they could see it run for the last time."

Most of the pupils had never been on a train before nor ever would again, she said despite the fact the train runs right past the school. She said, losing the train seems bad because it was so much a part of their lives.

Sources: St. John's, Evening Telegram.

Railway Closure Cuts Off Owners From Their Cabins.

DEER LAKE — Gaff Topsail cabin owners may have been the only ones not joining in the party Friday as the island's last passenger train made its final run.

They depended on the railway for access to their isolated cabins and they're not happy that they are now left with no other way to get there.

The train stopped periodically Friday to pick up returning cabin owners. More than 30 got on at one stop, Pond Crossing west of Howley Junction.

They left behind cabins some may not see again and signs that voiced their displeasure at the railway decision that read "ghost town" and "the town Peckford let down."

Charlie Cook, president of the cabin owners association said that's show the owners feel-betrayed.

"The sad part is a lot of people are not going to see their cabins again. You've got a lot of elderly people here - 70 per cent of the cabin owners are over 60."

Mr. Cook said younger cabin owners can get to their cabins by ATV's but older people won't be able to do that. And that is going to spell the end of their use of the cabins.

Mr. Cook said he has spoken to Canadian National about the situation and has gotten assurances that a meeting would be arranged with the railway and the two levels of government, but he accused the province of dragging its heels in the matter.

The cabin owners are opposed to the loss of the railway, Mr. Cook said but they think ending the service is “disgusting.”

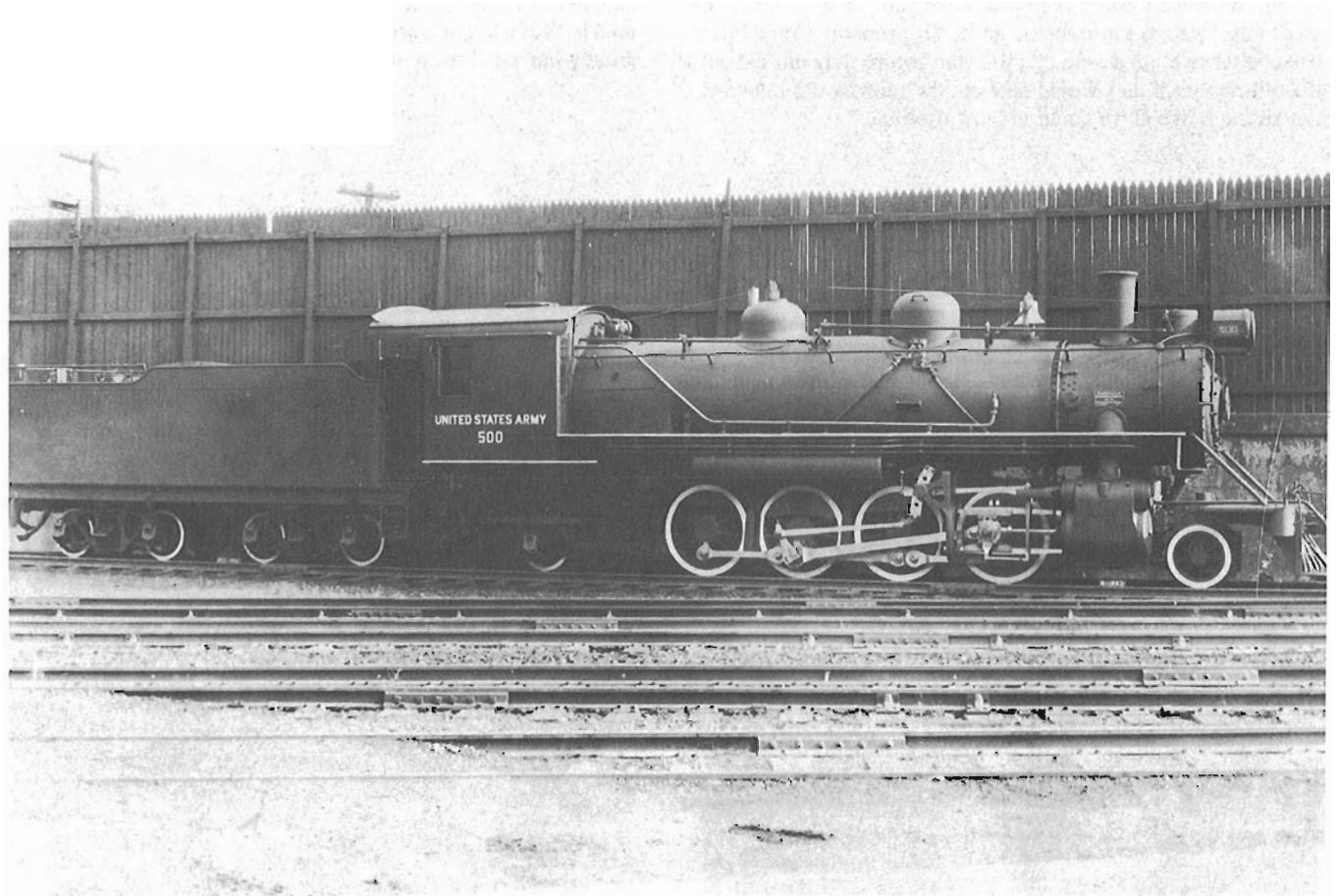
But the owners could accept that, he said, if they only had some other way to get to their cabins. “It probably would have been better to build a road into the area before they phased out the railway but if they would take out the railway ties now and flatten the rail-bed we could at least use that.”



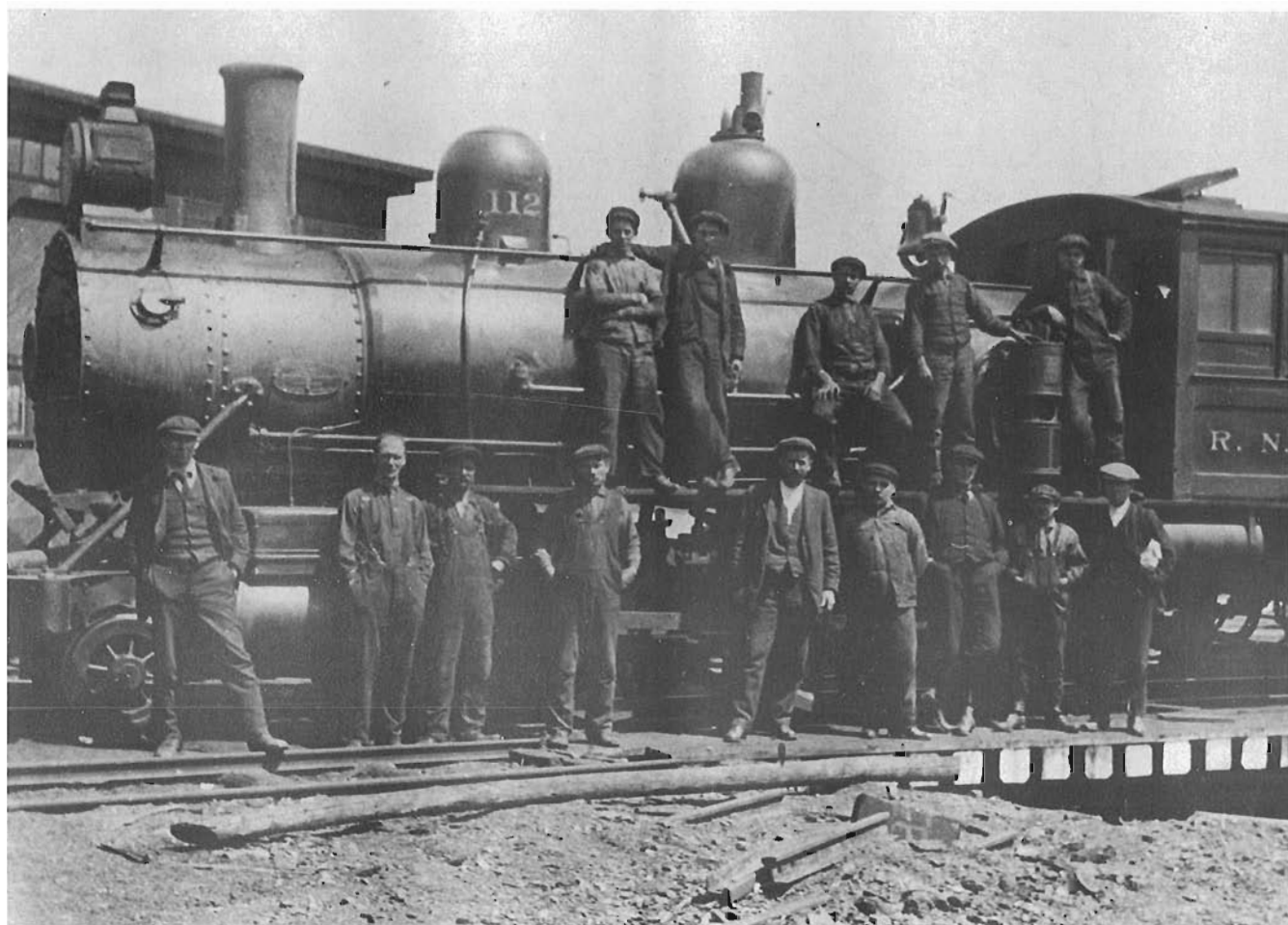
Mr. Cook has used his cabin in the past for most weekends from April to November. He said he plans to make another couple of trips by ATV later this year to see how passable the area is. But without a proper trail visits and others will likely be greatly curtailed from now on.



One part of the Newfoundland railway that has survived is the Trinity loop on the old line to Bonavista. Thanks to the efforts of Clayton Cook, this part of the line has been preserved as a tourist railway as we see from these photos which were submitted by Mr. Cook.



A potpourri of Newfoundland photos from the collection of Clayton Cook. On this page are photos of two locomotives that came to Newfoundland from two allied countries, Britain and the United States, during World War II. The strategic importance of the Newfoundland Railway was immense during that conflict as the island formed the nearest North American jumping-off point to the European battlefields. The British locomotive proudly bears the inscription "Britain Delivers The Goods". On page 199 we see a view of Reid Newfoundland Company locomotive 112 on some unknown date prior to 1922. The pass, issued to Clayton Cook in 1949, is one of the last issued by the Newfoundland Railway before it was taken over by CN when Newfoundland entered Confederation the same year. Finally there is a view of the ship "Caribou", recently delivered, which has the same name as the ship sunk by a German submarine during World War II.



NEWFOUNDLAND RAILWAY
SUBJECT TO CONDITIONS PRINTED HEREON

No. F **1110** **January 8th.** 19**49.**

First Class

PASS **C. Cook**

Account of **Brakeman**

From **Station** To **Station**

Good ~~For~~ ~~One~~ ~~Day~~ Until **January 26th.** 19**49.**

Valid when countersigned by
G. Cobb, W. Fitzpatrick,
J. V. Ryan or Myself.

[Signature]
GEN. MANAGER

W. Fitzpatrick





One Newfoundland locomotive that has escaped the scrapper is No. 900, the first of the series. On July 30, 1988, 900 was moved to the museum of the Newfoundland Transport Historical Society on Mount Scio Road in St. John's. The locomotive had been in storage at Clarenville since the 1970's and, in April of this year, was donated to the society by CN and was moved to St. John's. It now joins the coach, mail and sleeping cars already at the museum.

Photos by Thomas Ronayne.

TWENTY FIVE YEARS AGO

From: St. John's Evening Telegram, October 1, 1963.

"The Newfoundland Legislative Committee of the International Railway Brotherhoods has expressed concern over the quality of the passenger train service being provided in Newfoundland.

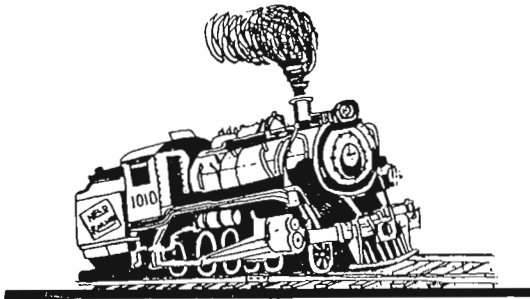
In a prepared statement, issued following the committee's annual meeting in St. John's Sept. 25-30, the committee stated that 'the travelling public in the province are subjected to slow schedules, inadequate eating and sleeping facilities, and in general the passenger train service leaves much room for improvement' "

Editor's note: Ironically the end of the last rail passenger service came just 25 years (less one day) after this news item.



On July 16 1988 a ceremony was held at the Canadian Railway Museum to mark the donation, by Canadian National and Terra Transport, of four pieces of narrow gauge equipment. Present at the ceremony were officials of Terra Transport, the CN subsidiary which manages CN operations in Newfoundland. In front of locomotive 805 we see David Johnson (CRHA President), Howard Easton (President and General Manager of Terra Transport), David Monaghan (Director of Canadian Railway Museum).

Photo by Doug Smith.



"Gone but not Forgotten"

NEWFOUNDLAND RAILWAY'S FAMOUS FLAGSHIP TRAINS

Drawing courtesy of Clayton Cook.



Ninety Years Ago

From The Railway and Shipping World, November and December 1898.

(Note: Original spelling and punctuation have been retained)

November 1898: "A fire occurred on the Montreal Street Railway's premises at Hochelaga Sep. 16, destroying a car shed and a considerable amount of rolling stock and electrical equipments. The Co's loss, however, was fully covered by insurance, & immediate steps were taken to replace the rolling stock, all of which will be turned out at the Co's shops according to the latest standard. In spite of this heavy loss in rolling stock the Co's business was done as usual the following day, without inconveniencing the public or affecting the receipts. The Co's rolling stock has been increased during the past year by the addition of 22 closed motor cars & 60 open motor cars, all of which have been constructed in the Co.s shops. There are also under construction 40 motor cars which will be ready for this winter's service, & 75 open motor cars which will be ready for next summer's traffic. Seven sweepers are also being constructed to replace those destroyed in the fire; also 3 additional ones, all of which will be ready for service this winter".

December 1898: "The CPR is building, at Montreal, 10 large compound consolidated (sic) freight locomotives that will weigh in working order about 150,000 lbs. They will have extended waggon-top boilers with Belpaire fire boxes, 200 lbs. pressure; 57" driving wheels with cast steel centres, Westinghouse American brakes, cylinders 26 & 33 X 26, steel tender frame, with tank having capacity of 4,000 imperial gallons. The Co. Has also placed orders for 13 similar locomotives & has

ordered material for 6 large passenger engines for service between Montreal & Toronto."

December 1898: "The Grand Trunk is building at Point St. Charles, Montreal, 200 platform cars 35 ft. long, 9 ft. wide & 60,000 lbs. capacity. They are being equipped with G. T. axles, & standard draft rigging, diamond trucks, 33 in. cast iron wheels & Westinghouse brakes. . . . During the ½ year 16 locomotives were scrapped or sold and 20 were purchased. The actual stock on June 30 was 811."

December 1898: "Montreal Island Belt Line - The cars between Montreal & Bout de l'isle have been fitted with an arc light reflector on the front vestibule, which acts as a powerful searchlight, small objects a quarter of a mile ahead being plainly visible to the motorman."

December 1898: "Ottawa to Meach's Lake & c - G.E. Kidd, solicitor for applicants, gives notice of application to the Dominion Parliament to incorporate a company to build a railway or tramway, operated by steam, electricity or other motive power, from Ottawa, Ont., through the Township of Nepean, by Kingsmere to Meach's Lake Que.; with branches to Hog's Back & Graham's Bay, in the Township of Nepean, & the Town of Aylmer & City of Hull; also to build a railway, foot passenger & vehicular bridge across the Ottawa River from the Township of Nepean to the Township of Hull, at or near the Remous Rapids."

Bag and Baggage

NUMBER 7 had not yet pulled out of Windsor Station, but the head end of No. 1, which doesn't depart for the coast until two hours and 15 minutes after 7 goes, was already in the train sheds being loaded with mail and baggage. The Christmas "rush," was on; the holiday "rush" superimposed on the everyday "rush," which has become routine in wartime. In the years since this war began, mail and baggage have more than doubled, almost tripled in volume, as compared with peacetime traffic. With the increased activity at Yuletide, it is more important than ever to "keep them rolling." Both James Gill, 34 years with the company, the last dozen of which he has been baggage agent at Windsor Station, and Joe Lewis, 33 years with the company and now assistant baggage agent, Windsor Station, will tell you that "keeping them rolling" is the secret of success in efficient handling of baggage.

"Keep them rolling" is a well-known railroad slogan.

Insofar as it is applied to baggage handling it means simply to get the stuff cleared through or out of the baggage-rooms as quickly as possible. Otherwise there'll be a traffic jam extraordinary. As Mr. Lewis puts it: "If you get behind, the baggage piles up on you, you block yourself and have



A large commercial trunk about to be hefted into a baggage car.



A corner of Windsor Station baggage-room with a variety of baggage — trunks, military duffle-bags and skis.

no place left to put new stuff as it comes in. Get it out on the first train possible is the watchword around here. Keep it rolling, keep it moving."

It is remarkable the way it is done, too. You can walk into a baggage-room at some hours of the day, and there seems hardly room for the motor trucks to thread their way through the stacked-up suitcases, trunks, boxes, packages, milk cans, duffle-bags, skis, navy hammocks and all the varied impedimenta that comes under broad heading of baggage. The overflow from the jam-packed baggage-room may be piled row on row, truck after truck outside on the station platform. Return a few hours later after certain trains have departed, and the baggage-room is relatively empty—a few scattered pieces of luggage and boxes here and there. The place is ready for the next deluge of baggage which may run the full scale from a lady's dainty overnight bag to a caged gorilla.

Typical of System-wide Job

It requires intense activity backed by experience and preparation to cope with these periods of exceptionally heavy influx of baggage. And what goes on in Windsor Station in this respect may be regarded as characteristic of the job done in varying degrees in all the baggage-rooms of terminals and stations throughout the entire system. This department is under the direction of W. E. Allison, Manager, Mail and Baggage Traffic, at Montreal, with local jurisdiction centred at Winnipeg in G. W. Carter, General Mail and Baggage Agent for the Prairie Provinces, and in H. J. Maguire, General Mail and Baggage Agent at Vancouver, for the British Columbia District and the British Columbia Coast Steamship service.

It is estimated that, perhaps, 5,000-7,000 pieces of baggage are handled as a daily average in Windsor Station in these wartime years. The Christmas "rush" increases this volume by some 1,000 to 1,500 pieces every day during the holiday season.

An approximate 5,000 pieces handled on a normal day are broken down as follows: regular baggage cars loaded, unloaded or transhipped, 3,000 pieces; piled-solid cars, 700 pieces; milk, 400 cans; stores (company supplies), 470 pieces, and company stationery, 200 pieces.

Comparative statistics, supplied by Mr. Gill, of number of pieces handled in Windsor Station baggage-room in November, 1942, and November, 1943, reveal not only the volume dealt with but also the trend of increase in the space of one year. The figures follow:

	1942	1943
Baggage	119,404	164,604
Milk	11,431	11,928
Papers	23,639	22,520
Totals	154,474	199,052

"Pieces" is a term that covers a multitude of articles: trunks, suitcases, boxes, crates, packages, parcels, bicycles, skis, golf clubs, caskets, special diplomatic cases, navy hammocks, military kit-bags and innumerable other objects.

Skis and bicycles are the most difficult to handle, with bicycles the worse of the two. Skis are unwieldy to lift and load, but they can be stacked into a minimum of space; bicycles can't be. They take up a great deal of valuable room, and cannot be piled one upon another.

Prominent in any baggage-room these days are quantities of army, air force and navy duffle-bags. Baggage trucks stacked high with these kit-bags and the long, white canvas rolls that are the sailors' hammocks are a common sight. The three different services require different amounts of space for their duffle. The navy takes most space: only 300 to 400 naval bags and hammocks can be stowed in a 40-foot car; some 500 air force kit-bags can be carried in a similar car, while army kit-bags, smallest of the three, will go 700 to a 40-foot car.

This type of equipment is, of course, connected with troop movements and for that reason occasions more trouble than routine

baggage. The explanation is simply that military movements are secret and if an unheralded draft of 300 men goes through Windsor Station then an equally-unheralded 300 kit-bags are likely to descend on the baggage-room, which is thus unprepared. Whenever possible the passenger traffic department will acquaint the baggage department beforehand of such a movement; to give the latter at least time enough to get ready. At other times it is not possible. Then it is difficult. For instance, recently one such movement of 280 pieces came into the baggage-room and had to be handled in a hurry. The baggage-men knew nothing about it until the trucks backed up to the windows.

"Forewarned is Forearmed"

That sort of thing complicates the baggage-man's task. Normally, he has a fairly clear idea of what to expect and can arrange accordingly for handling it. The old adage about "forewarned is forearmed" is definitely part of the baggage-man's credo.



Truckload of Naval hammocks and kit bags, typical of wartime baggage.

In peacetime, apart from the holiday rushes and ski traffic, the most crowded moments for Windsor Station baggage-men occurred subsequent to the arrivals of steamships. Then there would be a rush for a day or so. Arrivals during the summer, of a Mont boat or a Duchess, would mean perhaps 350 pieces of baggage. The boat-trains from Quebec when the Empress of Britain would dock there meant more. But in the fall when the tourists returned from summers in then peaceful Europe, a steamship arrival was a real baggage job: 1,000 pieces of luggage from a Mont boat or a Duchess and 2,000 from the Britain. But always, the baggage-men knew in advance and were ready. Telegrams would advise them of the destination of the baggage, how much for Toronto, Chicago, Winnipeg or Vancouver and so on, and how much was to go on to the Empresses for the Orient.

Those were brief spurts of heavy work. They are out for the duration; instead it is large volume to be handled in a steady stream in wartime.

As another example of the difference wartime has made, there is the bond room in Windsor Station baggage-room. In pre-war days, it was scarcely big enough to accommodate the vast amount of luggage and packages from the United States. Now, it looks almost deserted. Only a few lonely pieces of baggage are to be seen in it these days.

Christmas mail though handled by the Post Office is a problem because it virtually doubles its normal maximum volume and overflows into the regular baggage cars. Ordinarily, No. 7 to Vancouver carries one mail car, and the overflow into the regular baggage car may run from seven to 15 linear feet of car space. Seven linear feet represent space for close to 150 mail-bags. During the Yuletide season, overflow space required on No. 7 in a regular baggage car may go as high as 30 linear feet.

No. 1 to Vancouver has what is known as a stub-end post office mail car; that is, it is divided by a partition into two un-



A string of baggage trucks alongside a train, ready to load.

equal parts. The longer part of the car is devoted to mail sortation; the short end to company supplies and express. At Christmas time, the mail requires both ends of the stub-end car and a 60-foot working car for further excess mail. That alone may run to 600 or 700 bags.

Overseas Mail

Overseas mail to the men in the services, of course, hit its peak in November. On November 20, 17 mail cars all told left Montreal over company lines for eastern ports. One special mail train consisted of 13 mail cars; three more mail cars went out on No. 42 that day and another one on No. 40. Above and beyond that again was the mail handled by other carriers.

The Windsor Station staff is particularly proud of the fact that during the 1942 Christmas season, they did not miss a single piece of baggage despite the adverse circumstances. The unparalleled weather around Christmas 1942, which was so viciously bad that it was a miracle trains ran at all, had its effect on the baggage-men. As Mr. Lewis explained, "With the wires down, we never knew when trains were coming in. And another thing, with the yards blocked, it was hard to get the head ends down to us. That is, usually they back the baggage and mail cars into the station long before train time, we load them and they are shunted out again to be made up into a train which perhaps won't leave for another couple of hours. Often, a year ago, we never were able to get to work until the whole train was made up and backed in—and say, for instance, if No. 21 had 18 cars we'd have to truck the stuff almost out to Guy street over snow and ice to get to the baggage cars."

Mr. Lewis added, "You know the company always is particular about the baggage it carries. If anything, it is doubly particular



Boxes, crates and parcels being moved around the baggage-room.

about Christmas stuff. Because, one piece of baggage missed might be a parcel of gifts for some youngster. And how would some little boy or girl feel if Santa Claus didn't get to his house? With baggagemen, it's the unforgiveable sin to miss a piece of Christmas baggage."

The little red tractors, gas and electric powered, which prowl around the train sheds drawing trucks, handle mail and express; the baggage-men use motor-trucks, and one electric power-truck, which they call the "jitney," and which hauls strings of baggage trucks behind it. There are six motor trucks and 35 ordinary trucks, which have no power of their own. There is, of course, an art to stowing baggage in a car, so as to obtain maximum accommodation with everything properly sorted and classified as to destination. Windsor Station's baggage-room is open from 6.30 a.m. until 11.45 p.m. daily, and sometimes, Mr. Gill pointed out, work continues into the wee, small hours when trains are late.

The baggage-men, who in time get to know where a person comes from by the type of baggage he owns, handle luggage big and small, but the largest single piece they have to move is limited to a 250-pound maximum. These are usually the big commercial trunks of samples for the travelling salesmen. Heaviest of these are those containing hardware, jewellery and furs.

The baggage-man also sees some strange articles checked through; especially in the form of what might be termed "live baggage." Once, Mr. Lewis recalled, a trunk came into the baggage-room and was not called for a week. A bad odor began to emanate from it, and it was investigated. The trunk was not locked, and as soon as the lid was raised there came the deadly dry whirr that once heard is never forgotten. The trunk contained five live snakes, three of them diamond-back rattlers. Fortunately a screen covered the top of the trunk under the lid. The trunk was claimed soon after, to the relief of the staff.

Another time, a caged gorilla appeared on the baggage-room scene. The beast became angry at something, grabbed the bars of the cage and started jumping in the cage, which caused it to go bouncing around the baggage-room. They had to anchor the cage by tying it to the wall.

The oddest incident of all in Mr. Lewis' recollection was the time an alligator arrived at the station in a trunk destined for somewhere in the United States. Mr. Lewis went on, "That was the time of prohibition in the States and we had an old Customs man who was reputed to be able to smell hard liquor, even bottled, a mile away. He came along and looked at the alligator, went away, got his cane and returned. He poked the cane under the "gator—and, sure enough, he hooked out three bottles of Scotch."

St. Hilaire East No More

by John D. Godfrey

Commuter service to St. Hilaire East along Canadian National's St. Hyacinthe Subdivision came to an end with the departure of train 900 from track 22 of Montreal's Central Station at 1710 on September 9, 1988.

The termination, though not entirely a surprise, did come suddenly. The Quebec Transport Ministry gave CN the O.K. to end the service on the afternoon of September 8th, after municipalities served by the one inbound and one outbound train each weekday declined once again to pay a share of the trains' \$1 million-plus annual operating deficit.

A dozen or so Montreal area railfans were aboard the last departure of train 900 on September 9th. Before departure, passengers had to make their way through a small crowd of media people covering the event. As the hour of reckoning approached, one of our group affixed a banner to the engine proclaiming that this was CN's last passenger train.

With the last passengers aboard, the train (consisting of GP-9 4422 and coaches 4960, 4974, 4966) made an on-time exit from Central Station. On board, the mood seemed to be one of resignation. Regular passengers reminisced about days passed; many wondering aloud whether or not the service would be revived at some later date.

As passengers disembarked at their stops, many produced autograph books for the crew to sign, or presented them with parting gifts.

At 1752, St. Hilaire East was reached and the last passengers got off. By prior arrangement with CN, our group stayed aboard for the return to Montreal.

After crossing over to the westbound track further east at Ribeco at 1758, the train backed almost three miles to Beloeil, where the engine ran around the cars. After the passage of Via train 25 from Quebec, we continued on to Montreal, passing three eastbound trains: Via train 26, train 14 the "Ocean", and a CN freight, along the way.

In each direction, all windows and doors were closed, and train speed reduced to 20 miles per hour for the passage through St. Basile-le-Grand in deference to a recent warehouse fire involving PCB's adjacent to the line.

The train came to a stop on track 22 at Central Station at 1907, after having run through Pte St. Charles yard and backed up along the Montreal Subdivision from the vicinity of Hibernia, ending rail commuter service between Montreal and the South Shore. The train's arrival back in Central Station also marked the end of the career of engineman Behrer, who retired from CN that evening.



*This photo, taken in June 1988, shows train 900 at Otterburn Park, and is typical of the three-car consist during the final year of service.
Photo by Doug Smith.*

The First Train to St. Hyacinthe

From The Montreal Gazette, December 29, 1848.

OPENING OF THE ST. LAWRENCE AND ATLANTIC RAILROAD TO ST. HYACINTHE

This event of such paramount importance to Lower Canada generally, and the City of Montreal especially, took place on Tuesday last, the 26th instant. The great difficulty in crossing the river owing to the ice deterred most parties from availing themselves of the invitation of the directors to be present at the ceremony, and the Hon. A. N. Morin the President, and Thos. Steers Esq. the Secretary were the only representatives of the company which were present from Montreal. At Longueuil, however, a considerable number of stockholders and others

interested in the undertaking came from different quarters to the number of about two hundred persons...

The depot is a large and handsome structure two hundred and thirty feet in length by sixty feet in width. . . . The engine house is of the same character as the depot, handsome and substantial, it is eighty-four feet long by fifty-six feet wide and contains a turning table which to those to whom railways are not familiar is well worth inspection, as a most ingenious and extraordinary mechanical contrivance. It is forty-five feet in diameter, and the mechanism is so perfectly adjusted that the immense weight of the locomotive and tender (about thirty tons) can be moved round by a force not exceeding the strength of a boy.

Shortly after eleven the cars which were well filled with visitors were put in motion, en route for St. Hyacinthe. The line after leaving Longueuil stretches to the south of the Montarville mountain, a distance of about ten miles through a level country with an occasional shallow cutting, but no obstacle of any consequence. At this point a slight curve is made to the north, and then a straight line of about five miles and a half brings us to the banks of the River Richelieu. Here the great engineering difficulty of the route is got rid of, by a stupendous bridge or viaduct twelve hundred feet in length with an elevation of upwards of fifty feet from the river. The engine which had hitherto proceeded at the rate of about thirty miles an hour, somewhat slackened its speed in crossing the bridge. To those who plead guilty to nerves, the effect of this temporary suspension in mid air may be somewhat startling, but from carefully noticing the effects of the passage of the cars, we are satisfied that there does not exist the slightest ground for apprehension; we could not detect any perceptible deflection or vibration, and the entire structure seemed as firm as a rock. The bridge was erected at a cost of £22,000, and is considered to be one of the best, if not the very best, constructed bridges on this continent. A short distance from the bridge is the St. Hilaire station where a stoppage of eleven minutes, to take in water, gave time to admire the beauty of the surrounding landscape. In truth it is a lovely spot; the road passes around the north side of the Beloeil Mountain at a very considerable elevation, and from the station just mentioned quite a bird's eye view of the country is obtained....

On leaving St. Hilaire the cars proceeded without any further stoppage to St. Hyacinthe, to which place the road is a straight line....

At St. Hyacinthe, which was reached in one hour and twenty-two minutes (including the stoppage in St. Hilaire), the arrival of the cars was marked by a general enthusiasm on the part of the inhabitants; the depot was decked out with evergreens and flags and streamers of all descriptions, a temporary battery of three pieces of artillery was erected and the cars entered the depot to the sound of cannon and the enlivening strains of "Vive la Canadienne" which was struck up in good style by the College band which was stationed at the entrance. The inhabitants seem to have turned out en masse, the professors of the College and students were present, and every one manifested the liveliest interest in the proceedings and seemed fully aware of the importance to St. Hyacinthe of the quick and expeditious communication with Montreal. . . . The depot here is a handsome well-proportioned building, one hundred feet long by sixty-seven feet wide with comfortably fitted-up offices and waiting rooms. The engine house is eighty-eight feet long by forty-one feet wide, and contains a turning table similar to that at Longueuil, but which is not yet quite complete. . . . The visitors from Montreal were most hospitably entertained by several gentlemen of St. Hyacinthe, and at three o'clock set out for Longueuil where they arrived without any obstruction in an hour and twenty-five minutes including a stoppage of seven minutes at St. Hilaire.

The new locomotive the "A.N. Morin" is a fine powerful engine and will doubtless give satisfaction to the company. The first-class carriages deserve more than a passing notice; they are the work of Messrs McLean and Wright of this city, we noticed



The Longueuil station of the St. L. & A. as described in the 1848 Gazette article.

Collection of Omer Lavallee.

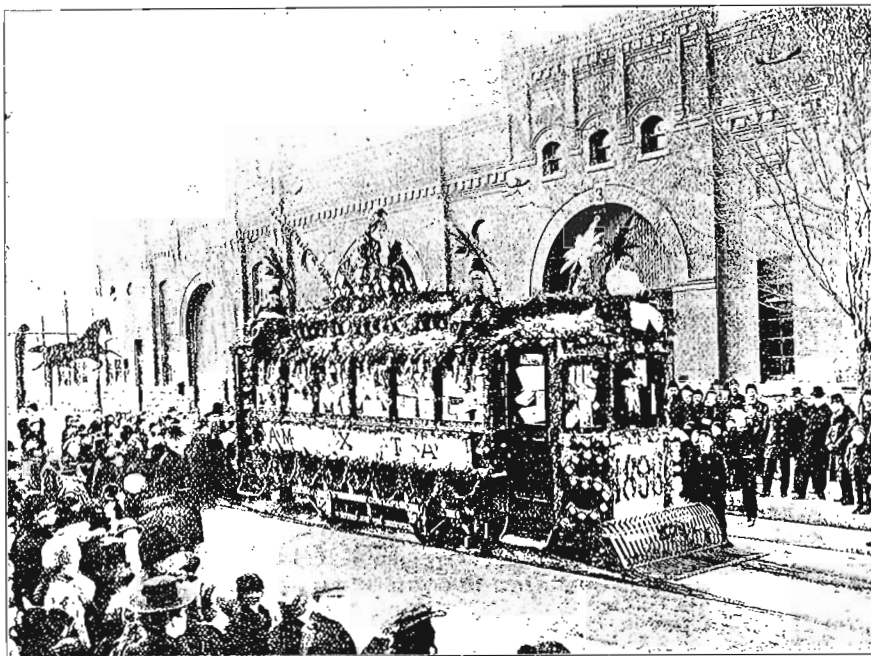
them at the time they were built and we are glad to find that they fully realize all that was said in their favour. They are superbly fitted up, and their comfort and convenience were the theme of admiration. They are balanced upon air springs which imparts a peculiar smoothness and ease of motion, the seats are also fitted up with spring cushions, and a handsome stove in each carriage leaves nothing in the way of comfort to be desired. There is also in each carriage an elegantly fitted up apartment for ladies, should they choose to be invisible, and a sop is thrown out to those lovers of the "fragrant weed" who cannot bear an hour's divorce from their customary gratification, by the establishment of a smoking room in each train. Altogether it is not too much to say that these carriages are replete with every possible convenience, and we sincerely hope that when for the future any thing of the kind is required either for this or any other Railroad in the vicinity, our own manufacturers will not be passed over, especially as, in the instance before us, they have shown they cannot be surpassed.

For the ultimate success of the St. Lawrence and Atlantic Railroad we augur most favourably. . . . Notwithstanding that, on the 30th of November, a previous difficulty with the resident engineer led to the abandonment of the road in an unfinished state by himself and those acting under him, yet the operations of the company were not suspended for a single day, the Directors obtained the services of Mr. Miller, the superintendant of locomotive power on the Lachine Railway, by the consent of the Directors of that company, and, under his efficient management, that department has been placed in a highly satisfactory state. Mr. Gzowski also, we have been informed, has been retained as consulting engineer, and, from his well known high attainments, there is no doubt that any duties entrusted to him will be discharged in a manner satisfactory to the company and creditable to himself. As it now stands, the road will bear favourable comparison with any road constructed either on this continent or in Great Britain.

We understand that, for the present, the Rail-road cars will leave Longueuil for St. Hyacinthe each morning at eleven, arriving at the latter place at half-past twelve, and leaving again at half-past one, so as to reach Longueuil at three P.M. This arrangement will enable parties residing in Montreal who may desire to visit the road to go to St. Hyacinthe and return the same day.

The Day Santa Came to Ottawa

December 24, 1898.



OTTAWA ELECTRIC RAILWAY SANTA CLAUS CAR.

A queer looking individual of the brownie style of chap rode up to the office door of the Free Press today, on a fiery rein deer and left the following letter which the children of the city will no doubt be pleased to read:

Editor Free Press: Will you please tell the youngsters that I am getting along as rapidly as possible under the circumstances. My brownies have not been away from home before and are so much interested in all the strange sights of the many lands through which we pass that I have no end of trouble with them. They are quite anxious however to see the sweet little girls and manley little boys of Ottawa, and promise every night that we shall make greater speed the next day. They are anticipating great fun in riding on the roof of the electric car upon the afternoon and night before Christmas. We shall cross over the Laurentian mountains on Friday night and take a nap under the cliff at Rockcliffe Park until Saturday afternoon when, all being well, we shall suddenly appear on Sparks St. and ride through Sparks, Rideau, Nicholas, Theodore, Albert and Bank St. Our exact time will be published before Saturday. I hope that all the grown up people will allow the little ones to have the front places on the streets so that they and my brownies may see each other.

SANTA CLAUS

P.S. — Two brownie policemen will be with us to keep order, one twenty-seven inches high and the other twenty-eight.

St. Nicholas Camp, Dec. 10 1898.

Ottawa Electric Ry. — The illustration shows a car which gladdened the hearts of thousands of children in Ottawa on Christmas eve. The idea of the Santa Claus car originated with W. Y. Soper, of Ahearn & Soper, who, under the nom de plume of Santa Claus, had letters in the local daily papers for several days before Christmas. These letters were dated from various points between the North Pole & Ottawa, & announced that on the afternoon & evening of the day before Christmas Santa Claus, attended by a suite of brownies, would go through the streets of the city upon the top of an electric car, & would distribute oranges to the children as he passed. The last letter gave a time table of the hours at which the car would reach various points on its route. The jolly saint, blowing a tally-ho horn, & surrounded by brownies, passed through the streets on the afternoon & evening of Dec. 24, & very large crowds turned out to see him. The car was decorated on each side with appropriate Christmas mottoes, framed in evergreens & incandescent lights; on the front dashboard was the date, 1898, & on the rear 1899; the windows were filled up with toys & boxes in bright colored wrappings. During the trip about five thousand oranges were thrown out to the children. The car was in no sense an advertisement, but was solely for the purpose of giving an afternoon's amusement to the youngsters of Ottawa. It was a most liberal & commendable treat.

From Railway and Shipping World, February 1899.

Fiftieth Anniversary of the PCC Car

by Douglas N. W. Smith

1988 marks the fiftieth anniversary of the construction of the first PCC streetcar in Canada. The car was designed by under the auspices of the President's Conference Committee. The committee had been formed by the American Electric Railway Association in 1929 to develop a universal street car which would help to stem the loss of ridership being experienced by most street railway systems. By agreeing to a standard design, the streetcar operators hoped to reduce the purchase costs. While the committee was renamed the Electric Railway President's Conference Committee in 1931, the familiar acronym identifying the cars is based upon the earlier title.

The first production PCC entered service in Brooklyn in October 1936. By March 1938, a total of 545 PCC cars were in operation in American cities. The Toronto Transit Commission use of the design would eclipse all other cities as it eventually owned the world's largest fleet of these cars.

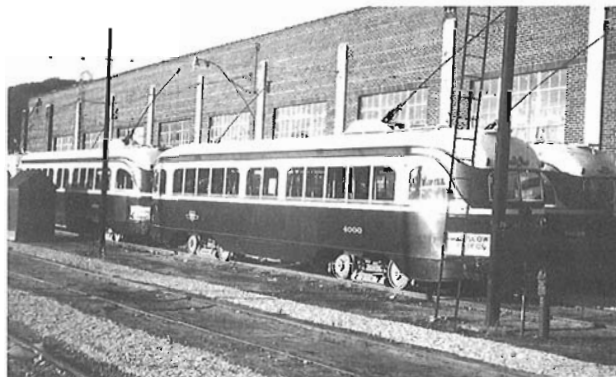
Toronto's first order for 140 cars was the largest single order placed for the new car up to that time. Toronto was not the first Canadian city to order the PCC; it was beat out by Vancouver which had placed an order for a single demonstrator car in January 1938. The orders were placed with Canadian Car & Foundry Company (CC&F), the Canadian licensee of the American builder, the St. Louis Car Company. In order to avoid paying customs duties, the basic car body and trucks were provided by the American firm while the finishing was done at CC&F's Turcot plant in Montreal.

The first two cars were delivered to the Toronto Transit Commission's Hillcrest Shops on August 20, 1938. These were the first PCC cars delivered in Canada; Vancouver did not get its single car until December 1938. Torontonians had their first view of the new vehicles at the Canadian National Exhibition five days later when cars 4001 and 4002 were placed on display. Car 4000 missed the festivities as CC&F kept it back to serve as a model for the production crews.

By September 8th, two PCC's had been placed in service on the St. Clair line. On September 24th, this became the first route to be operated exclusively with the new cars.

The final delivery of cars was made from CC&F on November 23, 1938. By the end of the month, all service on the Bloor and Dundas lines was provided by the PCC cars. Between 1940 and 1951, the TTC received seven more deliveries of cars from CC&F. In all, CC&F turned out 540 PCC's for Toronto. In contrast the fleets in Vancouver and Montreal, which the only other Canadian cities where these cars were operated, were small. Thirty six cars ran in Vancouver and 18 in Montreal.

To supplement the Canadian-built fleet, the TTC secured second hand cars from systems in the United States which were converting to buses. During the 1950's, 205 cars were brought to Toronto. Fifty two cars were purchased from Cincinnati in 1950, 75 from Cleveland and 48 from Birmingham in 1952, and 30 from Kansas City in 1957.



Toronto's first PCC, number 4000, as it appeared on August 23 1962. A few months later, in January 1963 it was withdrawn from passenger service and became an instruction car.

Photo by Fred Angus.

In April 1963, the TTC became an all-PCC system following the inaugural of the University Avenue subway. The parallel streetcar line was shut down which permitted the retirement of the final Peter Witt cars.

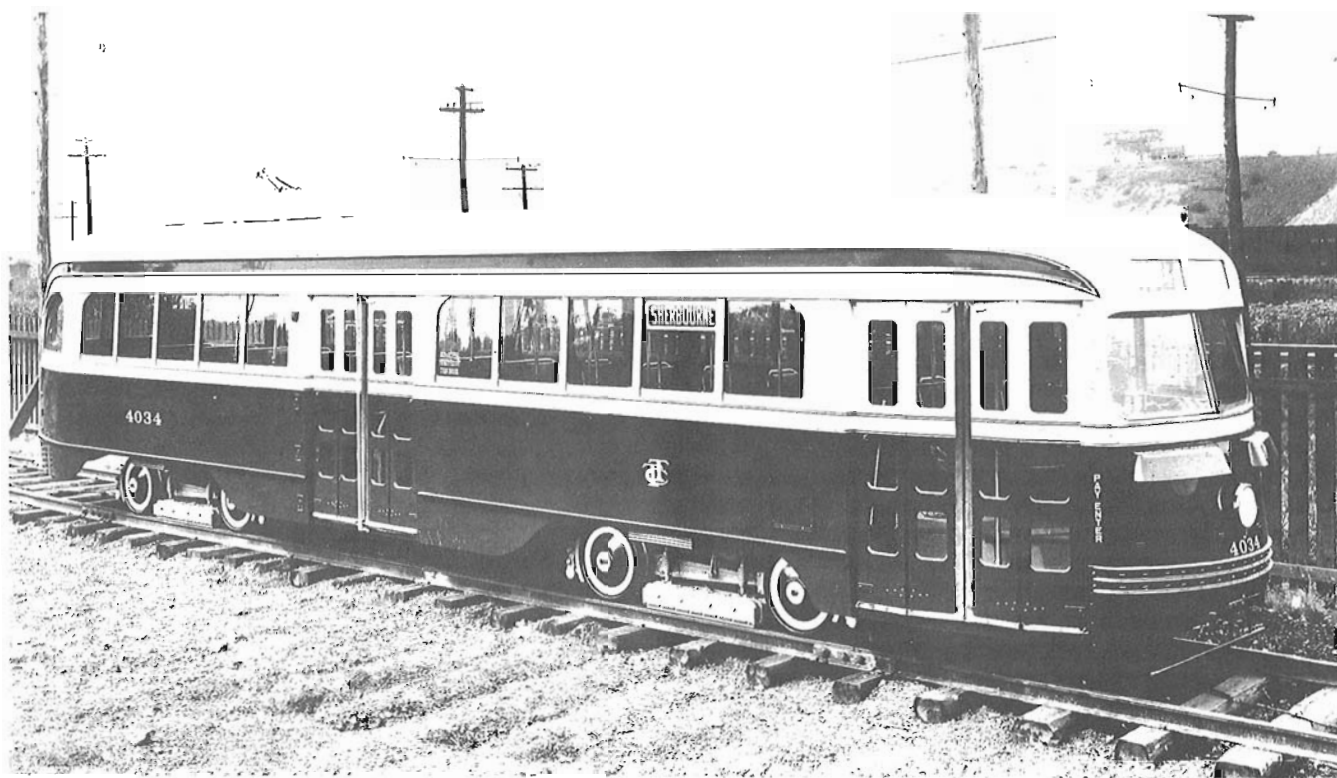
The outlook for the PCC's became bleak in 1966. First, the Bloor-Danforth subway opened which rendered redundant the streetcars which had operated on the parallel Bloor-Jane streetcar line. Second, the TTC decided to eliminate all streetcars by 1980. In addition to closure of the Bloor-Jane streetcar line, the TTC shut down an additional four street routes.

In October 1972, the Toronto City Council voted unanimously to cancel the plan to phase out the streetcar. In order to maintain service until a new generation of streetcar would be ready for service, the decision was taken to rebuild the PCC's. Between 1972 and 1975, 173 of the cars were rebuilt to lengthen their service life.

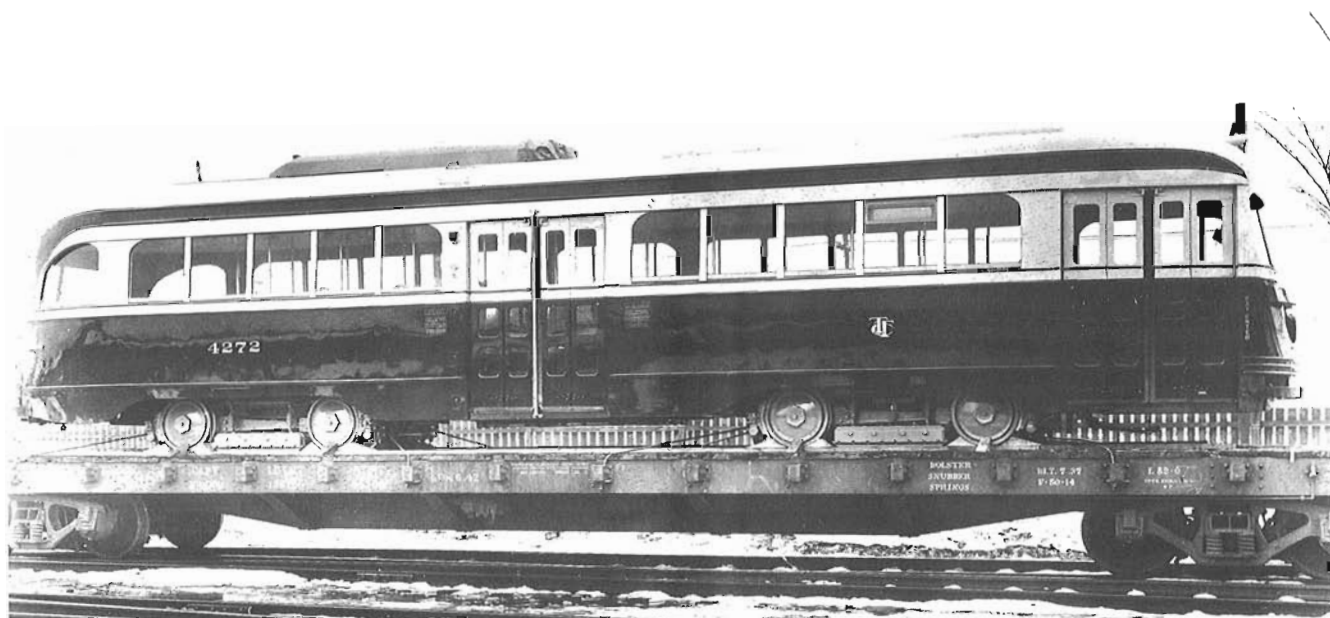
In 1979, the TTC placed in service its first new streetcars in 28 years. The arrival of the Canadian Light Rail Vehicles (CRLV) was to signal the end of the PCC's. By 1982, the fleet was purged of all second hand American cars as well as all the CC&F cars built prior to 1947. From a total of 341 PCC's in 1980, the TTC now rosters less than 100 cars.

Thanks to an expansion in the streetcar system, some of the remaining cars will have a new lease on life. In 1986, the TTC completed rebuilding cars 4505 and 4512 which were built by CC&F in 1951. Renumbered 4600 and 4601, the cars were repainted into the new CRLV red, white and black paint scheme. Additional PCC's will be rebuilt for use on the Harbourfront line which is slated for completion in late 1989.

To mark the anniversary, car 4000, was placed on display at this year's Canadian National Exhibition. The car and three other PCC's are now preserved at the Halton Country Radial Railway Museum in Rockwood, Ontario.



Toronto street car 4034, one of the original lot of 140 cars, as photographed at the Can-Car works at Montreal in November 1938. CRHA Archives. Can-Car Collection.



PCC car 4272 was one of a group of 15 wartime cars built in 1944 by Can-Car. Others of this lot went to Montreal and Vancouver. This photo was taken in January 1944 as the car was about to leave for Toronto. CRHA Archives. Can-Car Collection.



Rail Canada Decisions

By Douglas N. W. Smith

APPLICATION TO ABANDON DENIED

On June 20, 1988, the RTC denied CP permission to abandon the rail line between Robson West and Midway, British Columbia, a distance of 96 miles, and two spur lines, one in Midway and the other in Grand Forks. While the line is currently operating at a loss, the President of the National Transportation Agency, the Honourable Erik Nielsen decided that the line should be retained. In 1987, CP handled 2,209 carloads at a loss of \$1,106,310. Nielsen's decision was based upon future prospects. The lumber companies located on the line at Grand Forks have undertaken large expansions and secured new orders which should significantly increase the volume of traffic and render the line economic.

The major shippers are located at Grand Forks, near the western end of the line. At the hearings, CP proposed that customers in this area be served by Burlington Northern. CP and the Burlington Northern had reached an agreement in principle permitting the latter company to use CP tracks. Grand Forks is on the Burlington Northern branch line between Spokane and Republic, Washington. The idea did not receive support of intervenors who questioned whether Burlington Northern intends to maintain its own line as well as the effect the removal of competition would have on freight rates.

The line from West Robson to Midway was built under the charter of the Columbia & Western Railway (C&W). In 1898, CP purchased the from Augustus Heinze the completed portion of the C&W between Trail and West Robson. As part of the deal, Heinze insisted that CP purchase his smelter at Trail. Ironically, CP agreed to do so reluctantly. The smelter formed the basis for the profitable CP subsidiary, Cominco. CP began construction of the line to Midway by August 1898. Thirteen months later, trains were running into Grand Forks. The line was completed to Midway in March 1900.

This represented a tremendous feat of engineering as the line was built through very mountainous topography. Trains operating between West Robson and Midway must surmount 2.2% grades, pass round 16 degree curves and traverse many wooden trestles. The line also has several tunnels, the longest being the 2,991 foot long Bull Dog Tunnel.

The West Robson-Midway line formed the central part of the route of the famed Kettle Valley Express which CP operated between Vancouver and Medicine Hat, Alberta. In 1978, CP received permission to abandon the line between West Midway and Penticton thereby severing the through route.

The C&W was built by CP to meet the incursion of James J. Hill's Great Northern Railway into this territory. In the late 1890's, Hill had started to build a line across southern British Columbia and Northern Washington State from Spokane to Vancouver. In 1902, the Great Northern's Canadian subsidiary, the Vancouver, Victoria & Eastern (VV&E) pushed through Grand Forks. While much of the VV&E has been abandoned, the 14 miles paralleling CP between Laurier and Carson remains.

The 2 mile Carson Spur which links the Burlington Northern and CP in Grand Forks was built by the Kettle River Valley Railway in 1901 as part of a route from Grand Forks to Republic, Washington. In 1919, when the Kettle River Valley was abandoned, CP acquired two miles of the line to maintain the link with Hill's railway.

The 2 mile Carmi Spur between Midway and West Midway was built in 1910 by the Kettle Valley Railway as part of its main line between Midway and hope, British Columbia.

TRUCKS REPLACE TRAINS

On September 20, 1986, the Hudson Bay Mining and Smelting Company diverted its ore concentrate traffic from CN to trucks between its mines at Flin Flon and concentrator at Stall Lake, Manitoba. This decision effectively removed all traffic from the Chisel Lake Subdivision between Optic Lake and Osborne Lake, a distance of 71 miles.

The rail line between Optic Lake and Chisel Lake had built in three sections by CN under agreement with the Hudson Bay Mining and Smelting Company. The first section between Optic Lake and Chisel, a distance of 51.4 miles was completed in 1959 and formally opened for traffic in August 1960. The line was extended an additional eight miles from Chisel Lake to Stall Lake and opened for service in March 1964. The final section from Stall Lake to Osborne Lake was opened in July 1966.

Due to the isolated nature of the region, passenger train service was inaugurated over the line in order to move workers to the various mining sites. In April 1960, passenger service started making four round trips per week between Optic Lake and Chisel Lake. A year later, in April 1961, the service was extended to operate from Flin Flon to Chisel Lake. The following year, the frequency was increased to five round trips per week. As the rail line reached eastwards, so was the passenger service which was extended to Stall Lake in October 1964 and Osborne Lake in October 1968.



Engineers on westbound trains had to slog up a 20.6 mile 2.2% grade from Farron to reach the station at Cascade, British Columbia. The stations along the line between West Robson and Midway were constructed to a similar design. The views of the Cascade and Grand Forks structures illustrate the similarities. The station at Grand Forks contains three gables along the trackside while the smaller facility at Cascade has but two. Ornamental woodwork was applied to the eaves of the Grand Forks station but excluded on the smaller facility. Photograph taken on May 30, 1901.

Photo Credit: CP Rail Corporate Archives
Photographer J. W. Heckman.



The depot at Grand Forks saw its first passenger train on September 18, 1899. Two years later, company photographer J. W. Heckman recorded this view of the station area on June 3, 1901. The last passenger train stopped here on January 17, 1964. RDC's replaced the conventional train equipment in 1958. During its last years, trains operated on a bi-weekly passenger schedule between Nelson and Penticton. The building, however, continues to serve CP.

Photo Credit: CP Rail Corporate Archives.

Over the next decade, a road was built into the area. The mining company commenced to move its workers by bus which largely eliminated the need for passenger train service. In May 1979, the RTC granted CN permission to discontinue its passenger carrying service on the mixed trains between Flin Flon and Osborne Lake. The frequency of freight train service was reduced from five to three rounds trips a week at this time.

In 1978, the mining company completed a new concentrator at Stall Lake which eliminated the ore haul from the mines at Osborne Lake, Stall Lake and Chisel Lake to Flin Flon for refining. Traffic between Osborne Lake and Stall Lake was shifted to trucks at this time.

Due to declining volume of traffic, the line had operated at a deficit for a number of years. As the decision to cease using rail service by the mining company removed the only source of traffic from this branch, the RTC granted CN permission to abandon the line on August 16, 1988.

MORE DISMANTLING OF BRUCE PENNINSULA TRACKAGE

On July 22, 1988, the RTC approved an application by CN to abandon its line between Harriston Junction and Douglas Point, Ontario, a distance of 60 miles. Except for the remaining 6 miles of line between Harriston Junction and Palmerston, this will mark the complete abandonment of the original main line of the Wellington Grey & Bruce Railway (WG&B) which extended from Guelph to Southampton.

In the last issue of "Canadian Rail", the corporate history of the WG&B was reviewed in the coverage of CN's abandonment of the former WG&B trackage between Guelph and Elora.

The WG&B was open for regular service between Guelph and Alma, a small community 27 miles to the east of Harriston, in December 1870. During 1871, construction was pushed towards Lake Huron. The rails were laid to Harriston on September 22nd and reached Clifford on October 6th. Five weeks later, the "Huron Expositor" recorded that the first shipment of grain from Clifford had arrived at Guelph November 10th.

The members of the County Council of Bruce and friends were treated to a special excursion following the completion of the line to Walkerton on December 8, 1871. The special train, consisting of the locomotive "W. Hendrie" and a single first class passenger coach, ran from Walkerton to Harriston where the usual banquet and dinner speeches were held at the Market Hotel. The "Huron Expositor" noted that the 21 mile trip back to Walkerton took one hour and twenty four minutes. Regular service operated only as far as Clifford until August 1872 when the 15 miles of line between Clifford and Walkerton were deemed to be safe for regular operations.

Progress on construction in 1872 was impeded by the lack of rails. The terms of the bonus voted by the County of Bruce required that the WG&B rails be laid to Paisley by June 7, 1872. While enroute from England to Montreal in November 1871, the ship "Momento" encountered difficulties which forced it to put in to Chatham, New Brunswick. By the time the

ship reached Montreal, navigation had ceased on the Great Lakes. Given its tight financial situation, the company could not afford to pay the higher costs to have the Grand Trunk move the rails. So the 230 tons of rails necessary to complete the final two and one third miles of line to Paisley spent the winter in Montreal.

It was not until June 4, 1872 that these rails arrived by ship in Hamilton. The contractor for the line just barely met the deadline for the WG&B to qualify for the payment of the bonus. The "Huron Expositor" states that in a five hour period, one and one eighth miles of track were spiked down. A special train bearing WG&B's relieved officials and the President of the Great Western Railway, Sir Thomas Dakin, departed Hamilton on the 7th arriving in Paisley over rails which had been laid only a few hours earlier. Regular service was not inaugurated to Paisley until August 28th.

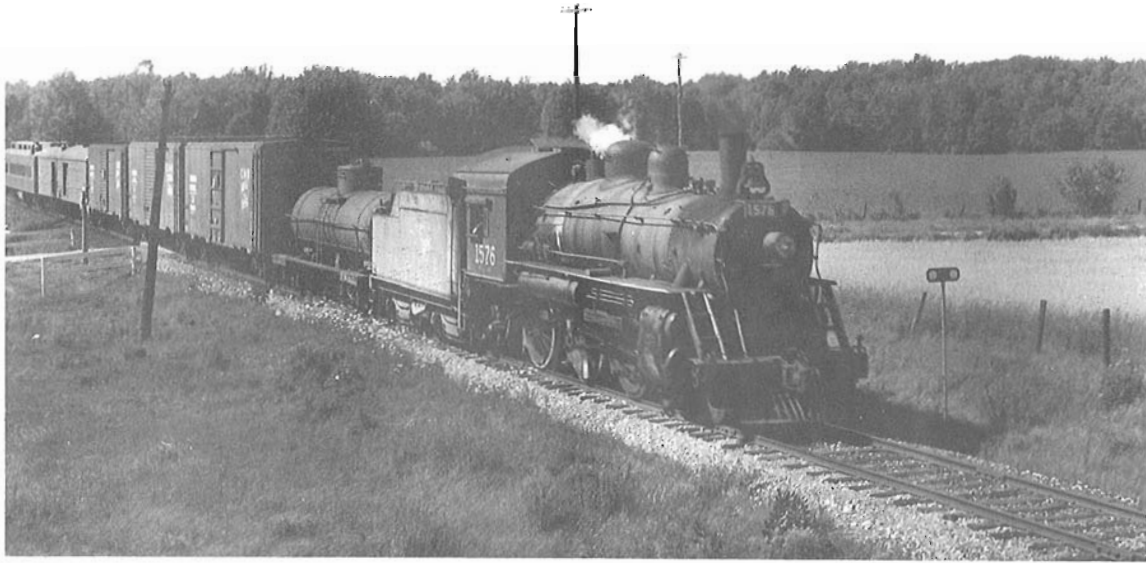
The rail reached Southampton on November 12, 1872. The locomotive "Colonel McGivern", named for the WG&B president, puffed into town that day with the construction train. On November 26th, an inspection train left Hamilton for Southampton bearing W. K. Muir, the General Superintendent of the Great Western Railway, W. Hendrie, the contractor, and members of WG&B board of directors. The first scheduled train operated into Southampton on November 30th bringing passengers and a few cars of freight to that community. The final piece of construction was a spur down to the wharf on Lake Huron which was completed on December 7, 1872.

The WG&B was the first railway to lay rails into the Bruce Peninsula. Its arrival proved to be a boom to the farming and lumber interests in this region. The newspaper article in Appendix I illustrates the large volume of traffic which immediately started using the rail line.

Almost 100 years later, CN undertook to construct a major extension near Southampton. CN signed an agreement with Atomic Energy of Canada to build an 11.4 mile branch line from Port Elgin to Douglas Point on October 5, 1970. As part of the agreement, CN undertook to operate the line for a period of not less than 15 years after the movement of the first carload of revenue traffic over the line. This was the last major length of rail line to be constructed in southwestern Ontario.

Shortly before the contract with Atomic Energy of Canada was signed, CN received permission to abandon the passenger train service operated over the line. During the final years, CN used RDC's on its routes in the Bruce Peninsula. The RDC, which operated between Southampton and Palmerston, ran through to Toronto in the consist of the Owen Sound-Toronto train. The last passenger train arrived at Southampton on November 1, 1970.

Thirteen years later, on August 29, 1983, CN received permission to abandon the line from Port Elgin into Southampton. In 1984, train operation on the remainder of the line was reduced to an "as and when required" basis. Service was reduced to once per month effective January 1, 1987. Freight traffic averaged less than 60 carloads a year since 1984. The actual loss for the line in 1986 was \$522,680.



In the Bruce Peninsula, CN supplemented its daily passenger train with mixed train service. On the Southampton-Palmerston run, M330 is seen approaching Clifford in August 1958. Locomotive 1576 was one of 25 built for the Canadian Northern by the Montreal Locomotive Works in 1913. Between 1913 and 1956, it carried the number 1390. Photo Credit: Paterson George Collection.

Appendix I

Large Trade of the Wellington, Grey and Bruce Railway

A correspondent of the Guelph "Mercury" says: "The 11:45 train from Guelph on which I travelled, brought 105 paying passengers and 14 carloads of merchandise, 3 of which were delivered at Fergus, 3 at Drayton, 5 at Harriston, and 3 at Clifford. At each of these points there was abundant evidence that large quantities of produce are stored awaiting shipment, although from each there is an average daily shipment of carloads as follows: Fergus 5, Drayton 3, Harriston 5, and Clifford 6. Eight car loads left Clifford on Monday, the 8th instant, and 10 were ready to do so on Wednesday the 10th. Seven also, are waiting at Moorefield, and 3 at Drayton, while here, at Harriston the average shipment already mentioned and the fact of the present demand for freight cars being much larger than the supply, shows that this thriving and wondrously prosperous village is by no means behind its neighbours. An immense business, too, is being done in Clifford. I learn from Mr. Dulmage, the energetic station master, that no less than six thousand bushels were purchased there on the 9th instant. . . . Verily Harriston and Clifford seem destined to become the Toronto and Hamilton of the North West, and if the Wellington, Grey and Bruce Railway Company desire, as no doubt they do, to see this end attained, they would much facilitate it by providing a mixed through train daily instead of alternately [triweekly service]. It would not be in the least too much.

Source: "The Huron Expositor"
Seaforth, Ontario
January 10, 1872.

OTTAWA VALLEY LINE ABANDONED

On August 15, 1988, the RTC approved CN's application to abandon the Grenville Spur between Grenmont and St. Andrews, Quebec, a distance of 18 miles. No traffic has been handled over the line since 1985 when 2 carloads were received. The loss on the line in 1986 was \$26,980. The final major shipper on the line is located in St. Andrews. Since 1984, the firm has taken delivery of carloads destined to St. Andrews at Val-Royal.

The line was built by the Canadian Northern Ontario Railway as part of its main line between Montreal and Capreol. In 1911, the Canadian Northern Ontario had purchased the old portage line, the Carillon & Grenville Railway. The Carillon & Grenville was the last remaining railway built to the old 5 foot 6 inch gauge. It had been completed in 1854 in order to circumvent major rapids on the Ottawa River. With the decline in river boat traffic, the railway which linked the steamers had become outmoded. It ceased operations in 1910. The Canadian Northern located its line on two portions of the old Carillon & Grenville.

The Canadian Northern completed the line between Mount Royal and Grenville in July 1916. Operation of passenger service between Montreal and Ottawa, however, did not begin until October 21, 1918 when the Mount Royal Tunnel was opened. The portion of the line between Montreal and Ottawa was not destined to remain a trunk line for long. Following its financial collapse, the Canadian Northern was taken over by the government and incorporated into the new CNR. In 1923, CN found itself with two lines between Montreal and Ottawa when the Grand Trunk was added to its holdings. The former Grand Trunk line became the preferred main line between these two cities. In 1939, CN abandoned the Canadian Northern line between Hawkesbury and Ottawa.



Pere Marquette Railway Mikado 1031 is shown running over New York Central subsidiary the Michigan Central into Niagara Falls in this November 1947 view. As part of its through freight service between Chicago and Niagara Falls, the Pere Marquette operated over the Michigan Central between St. Thomas and Niagara Falls. The Pere Marquette was taken over by the Chesapeake & Ohio Railway in June 1947. The New York Central merged with the Pennsylvania Railroad to form the ill-fated Penn Central Transportation Company in 1968. Conrail elected not to take over the Penn Central trackage, across southern Ontario. After extensive public hearings, the Canadian Transport Commission split the trackage between CN and CP in 1984. Subsequently, CN extended the C&O running rights from St. Thomas to Windsor making the parallel C&O line largely redundant.

Photo Credit: Paterson-George Collection.

In 1953, it abandoned the spur to the waterfront in Grenville. This was followed by the abandonment of the bridge linking Hawkesbury and Grenville on January 31, 1962. The construction of a large dam south of Hawkesbury flooded out the railway bridge. The low level of traffic did not warrant replacing the structure.

Passenger service between Deux Montagnes and Grenville terminated in January 1976. In 1969 the frequency had been trimmed to the irreducible minimum of one round trip per week. The train departed Montreal on Friday evenings and returned on Monday mornings. Deadhead moves were made to bring the equipment back to Montreal for the weekend. By extending one of the Montreal-Deux Montagnes commuter trains to Grenville, through service was provided. Rather than incur switching costs at Deux Montagnes, the entire consist was hauled to Grenville. The train had no difficulty accommodating the 2 passengers who travelled from Montreal to points between Deux Montagnes and Grenville.

In 1981, CN received permission to abandon the portion of the line between Grenville and St. Andrews, a distance of 13 miles. The remaining portion of the line between Grenville and Montreal includes the busy commuter service between Deux Montagnes and Montreal.

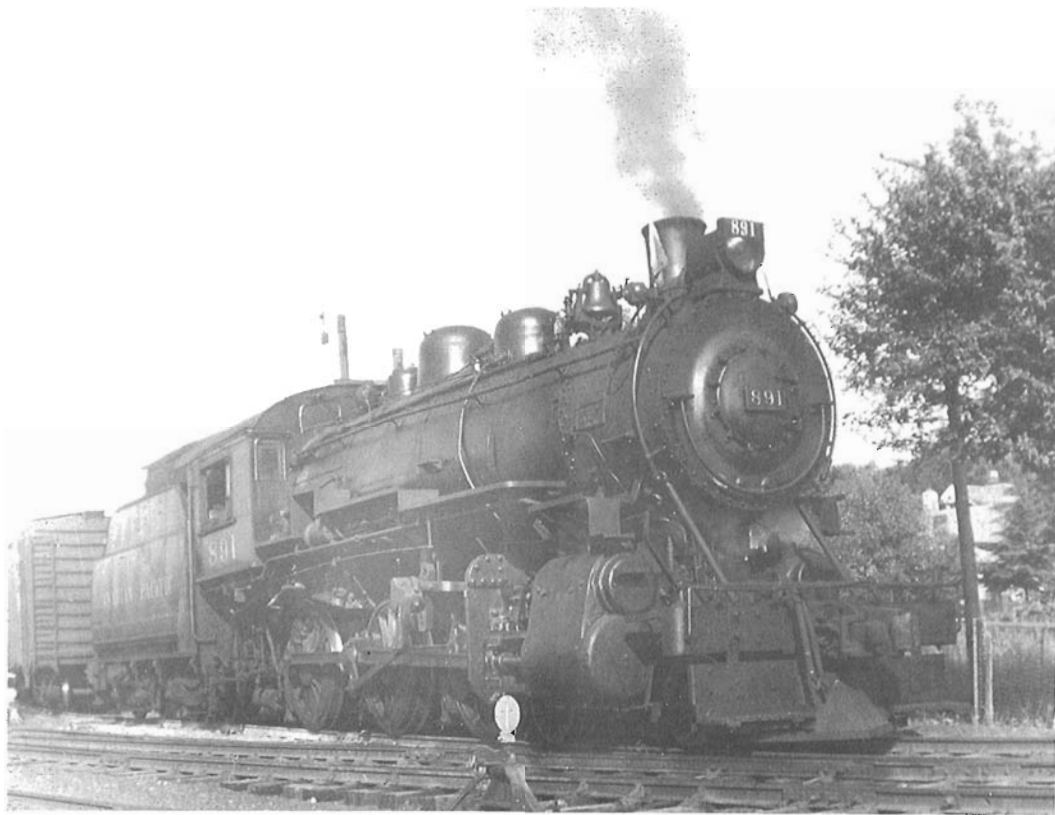
SHORT TURNS

The purpose of the Short Turns section is to note the abandonment of segments of line of less than ten miles in length. As well, it will report the abandonment of longer sections of track which are contiguous to sections already covered. Under the provisions of the new National Transportation Act, the railways no longer need to secure regulatory permission to abandon spurs. Hence it would be appreciated if readers of "Canadian Rail" would forward to the editors any news of such abandonments in your area so we may pass the news on to the other members of the Association.

The 6 mile spur off the Chester Subdivision between Mahone Bay and Lunenburg, Nova Scotia was shut down by CN in late June 1988 due to the below-standard condition of the right-of-way.

CN received permission to abandon 1.8 miles of the Cudworth Subdivision in the vicinity of St. Louis, Saskatchewan from the RTC on July 6, 1988.

CP received permission to abandon the 1.4 miles of the St. Mary's Subdivision within the Town of St. Mary's, Ontario on July 14, 1988.



St. Mary's, Ontario is served by both CN and CP. While most travellers used the frequent CN passenger trains, CP did provide a daily except Sunday mixed train. By the time this view was taken in 1958, CP had discontinued the passenger service. Freight service, however, continued to be provided on a regular basis. One year before its retirement, D10 891 is shown switching the St. Mary's in the yard preparatory to returning to Woodstock. The 4-6-0 was built in CP's Angus Shops in January 1910 as number 2691. It was renumbered in July 1913.

Photo Credit: James A. Brown from Paterson George Collection.

In July 1988, the RTC approved an application by the Chesapeake & Ohio (C&O) to abandon its line between West Lorne and St. Thomas, Ontario, a distance of 21 miles. This formerly was the part of the main line of the Windsor, Lake Erie & Essex Railway. An application has been made to abandon the remainder of the C&O main line between St. Thomas and Pelton, on the outskirts of Windsor. The line became redundant when C&O acquired trackage rights from CN over the former Conrail main line between Windsor and St. Thomas.

Pursuant to a decision by the Supreme Court of Canada on June 14, 1988, the RTC on August 8, 1988 authorized CP to abandon the Langdon Subdivision between Rosedale and East Coulee, Alberta, a distance of 8.8 miles.

On March 30, 1988, the RTC stayed its order permitting the abandonment of the Toronto Hamilton & Buffalo Dundas Branch pending the disposition of an application by Ontario Hydro for a review of the decision. The history of this line was covered in the May-June 1988 issue of "Canadian Rail". Upon reviewing the material submitted by Ontario Hydro, the RTC concluded that there was no grounds for such a review. Therefore, on June 17, 1988, the restraint upon the TH&B abandonment's of the line was removed.

CORRECTION

A line was omitted in The Rail Canada News Section in the September-October 1988 Issue. The missing text, should have appeared at the beginning of the second paragraph in the first column on page 180.

For many years the Coteau-LaColle line served as an overflow route for the Grand Trunk and CN traffic destined to the United States from Ontario. Traffic handled over the line started to fall in the 1930's as lumber shipments from the Ottawa Valley declined. With the upgrading of freight yards in Montreal in the 1960's, the line lost much of its value as a bypass route. The section of the line between Barrington and Ayrness was abandoned in June 1986.

CRHA Communications

NEW BRUNSWICK DIVISION

It has been a busy year for the N.B. Division and its operating branch, the Salem & Hillsborough Railroad Inc.

On May 21, seventy people attending the NMRA North-eastern Region and Maritime Federation of Model Railroaders convention rode a special steam excursion featuring two runbys. Two days later the following CN rolling stock was brought to Hillsborough: 58976 ex-business car "Violet" built 1896, 56471 flanger snowplow built 1952, 52147 ex-Vanderbilt tender (from engine 6173) built 1940, 51040 Jordan spreader (serial number 409) built 1920, 104095 side drop / centre drop Hart gondola. The first three were donated by CN Rail while the other two were purchased by the Division.

The summer season was uneventful until July 20th when CN 1009 threw a tire and bent a side rod as it passed through a switch. For the next month, the daily excursion featured a push-pull operation using CP 29 and S&H RS-18208. The return to service of 1009 was celebrated on August 21st by double-heading with 29.

The third annual CRHA conference was held in Hillsborough on the Labour Day weekend. Friday's activities included seminars, tours of Moncton Museum and CN Rail's Gordon Yard diesel shop, plus a visit to the VIA station. Saturday's highlight was dining on board S&H's "Sunset" dinner train which operated between Hillsborough and Baltimore. 29 and 1009 headed the train between Hillsborough and Salem in both directions. On Sunday, the coach "Crescent" was dedicated. This car was formerly CN (and later VIA) 5297, built in 1942. Its interior has been completely refurbished, and its exterior has been repainted in CN's 1954 colour scheme. Two excursion trains were run that day using this car in a train hauled by 29 and 1009.

With the closure of CN's main shops in Moncton, the S&H was able to purchase some valuable shop tools and equipment, the most significant of which were a milling machine and a lathe.

The Division has also issued a commemorative medal in honour of the 100th birthday, which took place in September 1987, of locomotive 29. The front of this 1.3 inch nickel medal features a front view of the engine, while the back depicts the S&H emblem. It is packaged, along with an information card, in a clear plastic holder. It sells for \$5.00 plus 75¢ postage and handling. Mail orders should be addressed to:

CRHA - N.B. Division
P.O. Box 70
Hillsborough, N.B.
EOA 1X0



*Double-header train, using locomotives 29 and 1009, at Hillsborough N.B. on Sunday, September 4, 1988.
Photo by Fred Angus.*

INFORMATION WANTED

Brendan Dicks of Corner Brook Newfoundland is looking for a photo of his father who was a locomotive engineer on the Newfoundland railway and who died aboard his engine in 1970. Anyone having a pre-1970 photo of a Newfoundland locomotive showing the engineer who might be Mr. Dicks senior is asked to contact:

Brendan Dicks
4 Larch Street
Maple Valley
Corner Brook Newfoundland
A2H 2S8

Mr. William Prescott is interested in obtaining photos of Canadian Pacific F-7's used in 1950's passenger service. His address is:

William Prescott
6213 Lyman
Downers Grove IL
60516
U.S.A.

Steven Dettmers is looking for photos of steam operation on the former New York Central line in Southern Quebec, especially near Woodland station. He may be reached at:

Steve Dettmers
1118 Lake Street
Upper Woodland
Lery Que.
J6N 1A8



This photo, from the Richard Binns collection, depicts the corner of St. Catherine Street and Victoria Avenue in Westmount on February 9, 1904. Car 710 is a "Scotch car" built in 1901, while 412 is a single-truck closed car built in 1899. Photos like this give a good idea of the Montreal street car operation in the early part of the century.

CRHA Archives. Binns Collection.

THE RICHARD M. BINNS COLLECTION

In our March-April 1988 issue we reported the death of Mr. Richard M. Binns who had been a member of the CRHA for almost forty years. Recently Mrs. Ian MacCready, daughter of Mr. Binns donated her father's entire collection of tramway photos, books and articles to the Association. This includes a library of more than fifty books and pamphlets relating to street car systems, mostly Canadian, but including some material on U.S. and overseas systems.

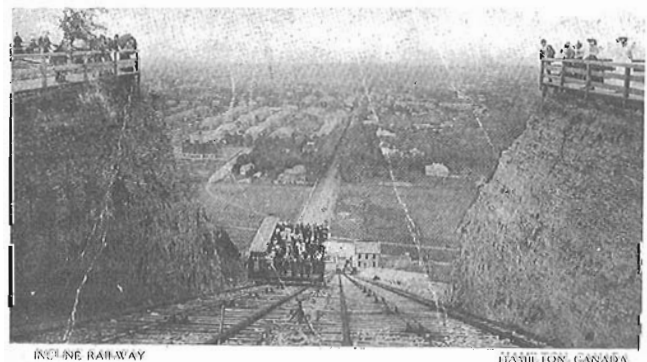
The real prize is, however, the collection of about 650 photographs of Montreal street cars covering the entire electric car era from the Rocket in 1892 to the last run of car 3517 in 1959. Unlike many collections which concentrate on the later era, the Binns collection has a good representation of all periods, from the 1890's to the 1950's, giving a view of the development of Montreal's street cars equalled by few if any other collections. These photos are mounted in 23 albums arranged by car type, and have captions and notes prepared by Mr. Binns.

In addition there are several manuscripts, some previously published but others unpublished, as well as rosters, charts and descriptive material which help to simplify the often complicated and confusing system under which many of Montreal's trams, especially the early ones, were numbered.

Your editor is presently working on a means by which parts of the Binns collection will be shared by the members through Canadian Rail. First will be to prepare the manuscripts for publication, and we may expect to see the first, on the Montreal Park & Island Railway, early in 1989. Others will follow from time to time. We are also considering producing a special publication containing a selection of the best of the photos. Thus the byline of Richard M. Binns will continue to appear in Canadian Rail and the research which he did will also continue to benefit those interested in the history of tramways.

NEWFOUNDLAND VIDEO TAPE

The CRHA is preparing a VHS video tape of the railway in Newfoundland. This tape, running about one hour and twenty minutes, features the mixed train between Bishop's Falls and Corner Brook, as well as freight switching in St. John's. This tape will be offered to members in the near future and will cost about \$29.00 postpaid. More details will be sent to the members when the tape is available, likely in January 1989.



Our member Dave Davies of Kamloops B.C. sends us this very interesting post card showing the incline railway at Hamilton, Ontario. As the card is postmarked May 12, 1908, the photo was obviously taken before that date. Mr. Davies has also sent a feature article which will appear in Canadian Rail early in 1989.

NEW ZEALAND PUBLICATION

Released in New Zealand recently was a book entitled "Pictorial Railways of New Zealand". It is a publication of 144 pages on A1 gloss art paper, containing 94 full-page photos and 50 pages with two photos per page. It is an all-colour production containing photos of all the main line diesel locomotive classes and railcars in action, plus those classes of steam locomotives operating in the late 1960's and early 1970's. Another facet of the book is that it portrays the scenery through which the New Zealand Railway passes. Local opinion in New Zealand is that it is "The" book of the decade.

Its size is 21 X 26 centimetres (approximately 8 X 10 inches) and costs \$54.00 plus \$7.00 postage (sea) and packaging, both amounts in New Zealand dollars. At the time of writing a New Zealand dollar is worth about 74¢ in Canadian money, thus the approximate Canadian price of the book is \$40.00 plus \$5.00 postage and packing. Bankcard and VISA cards are accepted.

"Pictorial Railways of New Zealand" may be obtained from:

Cass Publications
P.O. Box 79044
Royal Heights
Auckland 8
New Zealand

BOOK SALE

Heritage Books, in association with Sindell and Company, 866 Palmerston Avenue, Toronto, Canada M6G 2S2 Tel: (416) 533-6816, is offering for sale the following Railway Items.

- * **Broadsides:** Unrecorded broadsides promoting railway lands and settlement in Illinois (1856) and Manitoba and Minnesota (1880), and Grand Trunk Railway tariffs for 1876.
- * **Manuscripts:** Construction drawings for pre-Confederation Canadian railways, plus patent drawings and related documents for an 1842 device to reduce sparks from railway engines.
- * **Pamphlets:** Rare and unrecorded pamphlets dealing with the New York & Erie, Housatonic, European and North American, Great Western, Grand Trunk and Canadian Pacific — including the CPR's exceptionally rare 1882 prospectus.
- * **Ephemera:** Nineteenth century railway passes, time tables, waybills, advertising brochures, and other printed ephemera from various Western American and Canadian lines.
- * **Maps:** Maps of the Canadian Pacific Railway, railways in Ohio and British Columbia, plans of the city of Sudbury and the Moose River terminus of the Temiskaming and Northern Ontario Railway.
- * **Photographs:** A fascinating album depicting Field Marshal Earl Haig's 1923 cross-Canada rail tour, plus the illustrated record of a 1927 assessment of North American lines by a group of executives from Britain's Great Western Railway.

PLEASE SEND FOR CATALOGUE EH1.

The 1987 CRHA Annual Awards

The results of the 1987 Annual Awards were announced on September 4, 1988 at Hillsborough, New Brunswick, to those persons attending the Association's Annual Conference. Awards will be presented to the winners by the President of the CRHA Division nearest to the residence of the recipient at a time convenient to the participants.

The ACHIEVEMENT AWARD goes to Mr. Omer Lavallée. As noted by the Panel of Judges — "His contribution over a period of years is very significant for the railway museum and for the railway history fields. He was prominent in both of these areas many years before his accomplishments as Archivist for C.P. Rail. His many articles and books are only a few of the ways that he has advanced our understanding of Canadian railway History." Other nominees for the ACHIEVEMENT AWARD were Garry Anderson, Cranbrook Railway Museum; Abel Basterache, New Brunswick Division; and Michael Westren, Calgary & South Western Division.

There were co-winners of the Article Award in a CRHA Publication. They were Mrs. Ena Schneider for THE PEANUT ROAD in the May-June Issue of Canadian Rail, and Mr. Douglas N. W. Smith for LAYING THE FOUNDATION in the September-October issue of Canadian Rail. THE PEANUT ROAD "made a unique, original contribution to railway history. In particular use of oral history provides information that must be captured while people are still alive." LAYING THE FOUNDATION, in the comments of one of the judges "won my vote for its comprehensive and detailed account of the early days of the C.P.R." Other nominees in this category were;

- Dr. Hugues Bonin for "Railfanning in La Belle Province," in Kingston Rail.
- Mr. Paul Bowen for "The Railfan's Guide to the Niagara Peninsula" in Niagara Rail.
- Mr. Paul Chapman for "Rail News" in Niagara Rail.
- Mr. Norman Conway for "the Grimsby Sub - 1903" in Niagara Rail.
- Mr. Ray Farand for "Pontiac Pilgrimage" in Canadian Rail.

The ARTICLE AWARD will be presented to Dr. Fritz Lehmann for A THOROUGH MAN OF BUSINESS which appeared in the 1987 spring issue of Railway History. As noted "This article addresses an area not commonly covered. The article does make a significant contribution to the whole field of Canadian railway history. Lehmann has done a fine job of researching some of the very early history of Canadian railways." Another nomination for the ARTICLE AWARD was SELKIRK TO CONNAUGHT by F.H. Howard which appeared in Trains Magazine 1987 June issue.

The BOOK AWARD goes to Robert D. Turner for WEST OF THE GREAT DIVIDE, published by Sono Nis Press of Victoria B.C. in 1987. Comments by the judges include "The work has been presented in such a manner that it does not seem to repeat a lot of information found in numerous other works written on railways in B.C. He has presented some new areas such as detailed maps of yards which do offer some new insight into rail operations, and deals with traffic issues rarely discussed in other works." Also nominated in this category was THE

WHITE PASS: GATEWAY TO THE KLONDIKE by Roy Minter.

Mr. J.E. Lanigan will be presented the PRESERVATION AWARD for his work of preserving the CPR caboose 437358 at Heritage Park, Calgary Alberta, as noted, the research of the caboose was very intensively carried out. Other nominations for the award were Napierville Junction caboose 34 restored by Odilon Perrault, at the Canadian Railway Museum, St. Constant/Delson, Quebec; and CP locomotive 29 restored by Richard Viberg at the Salem & Hillsborough Railway, Hillsborough, New Brunswick.

**ANNOUNCING
CANADIAN RAILROAD HISTORICAL
ASSOCIATION ANNUAL AWARDS FOR 1988**

Because of the outstanding success of the Annual Awards program for 1987, it is with great pleasure that the Association has authorized a second program for 1988. The results of the first years Awards are given elsewhere in this issue of Canadian Rail.

The purpose of the Awards program is to recognize and honour individuals whose endeavours have contributed during 1988 to the recording and/or preserving the artifacts of historical value of Canada's railways. One exception will be the LIFETIME ACHIEVEMENT AWARD which will be presented to a person for a significant contribution over a period of years.

The categories of the Awards authorized for 1988 are as follows: -

1. LIFETIME ACHIEVEMENT AWARD: -
to a person for a significant contribution over a period of years.
2. ARTICLE AWARD: -
A. for an article published in Canadian Rail or a CRHA division periodical.
B. for an article published in any other periodical or magazine.
3. BOOK AWARD: -
for a book published in the Award year.

4. PRESERVATION AWARD: -

to a person or a group of people, for an outstanding preservation activity in the Award year.

The recipient of an 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.

Nominations will be accepted from members and other persons interested in Canadian railway history. Submissions should bear the name of the nominee and the reasons for that persons nomination, with concise statements as to the accomplishments of the nominee, which will be helpful to the Panel of Judges - this is most important as in some cases this information is all that the Judges might have in selecting the winner. A copy of the nominated work should be submitted with the nomination where possible.

Nominations should be submitted as early in 1989 as possible, but not later than 31 March 1989. The names of the recipients of Awards will be announced as soon as the decisions of the Panel of Judges are known, and will be published in Canadian Rail. Awards will be presented to all recipients at an official function of the Association.

Members of the Annual Awards committee would welcome any enquiries you may have, or any suggestions you may wish to make regarding the Awards program.

Awards committee: -

Mr. Walter Bedbrook - Chairman, Compartment 132, R.R. 2 Picton, Ontario, K0K 2T0.

Tel. (613) 476-7678.

Dr. R. V. V. Nicholls, Merrickville, Ontario.

Mr. Michael Westren, Calgary, Alberta.

Mr. R. Dyson Thomas, Saint John, New Brunswick.

Many excellent articles about Canada's railways have appeared in many publications in 1988. Several new books were published and interesting preservation activities were undertaken. It has been a very exciting year for Canadian railway activity and one that the Canadian Railroad Historical Association, with the help of your nominations, wishes to acknowledge by the presentation of these Annual Awards.

Nominations should be submitted to Walter Bedbrook using the form herewith or facsimile thereof: -

To: CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS,

Compartment 132, R.R. 2, Picton, Ontario, K0K 2T0.

My nomination for the following Award (s) is/are:

Lifetime Achievement Award ()

Preservation Award ()

ARTICLE AWARD

title of article

for

name of periodical or magazine

month

BOOK AWARD

title of book

The attached documents support my nomination (s).

Submitted by

Address

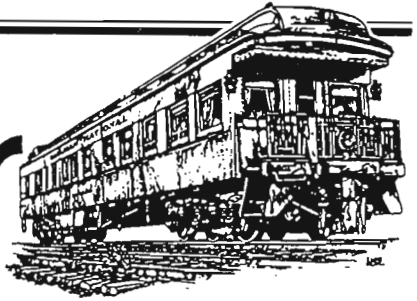
The attached documents support my nomination (s)

published in

1988

published in 1988

The business car



THE CANADIAN ATLANTIC RAILWAY

Effective September 1, 1988, Canadian Pacific created a new corporate division, called Canadian Atlantic Railway, which now operates all CP Rail lines east of Megantic, Quebec. This includes all CP lines in New Brunswick, the Dominion Atlantic Railway in Nova Scotia as well as the International of Maine division running for almost 200 miles across the state of Maine.

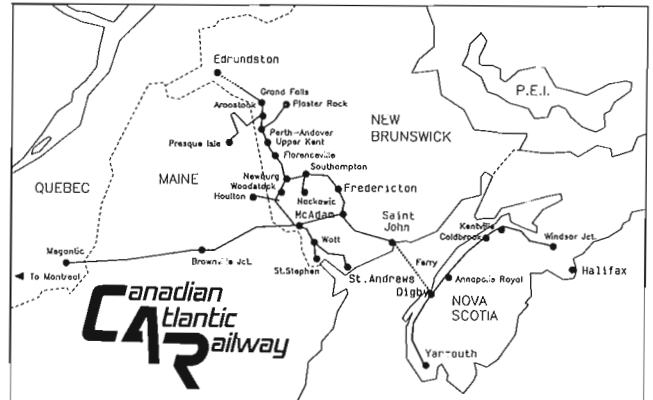
For sometime speculation had been that such a move was in the making, but as late as mid-August CP Rail was typically non-committal and would not either confirm or deny the rumours. Traffic on CP's main line between Montreal and Saint John has dropped drastically since three container lines left the Saint John port for Halifax more than a year ago. The new company will adopt a more aggressive marketing strategy for freight in an effort to turn things around.

The bad side to this development is that the new company, as part of its attempt to turn a profit, could abandon its five feeder lines in New Brunswick. Under the National Transportation Act, the railway need only show the lines to be operating uneconomically for abandonment to be approved. However, the province will be fighting any attempt to reduce rail service while CP customers and at least one union are also fighting the company's plans.

Robert Ritchie, executive vice president of CP Rail, said that the new company will have more freedom to make local decisions and will try its best to boost sagging business. "If we can properly address our problems, we can get another 100 years of service here" said Ritchie. "We want to turn this around. We don't want to wait for our future to unfold for us".

Saint John mayor Elsie Wayne hoped the division would help the local port. "I do hope you'll give the division flexibility to bring back contracts to the port of Saint John" she said. City officials have long complained that CN Rail's charges between Halifax and Montreal are equal to CP's from Saint John to Montreal despite the much shorter distance of the latter line. "We should be less expensive. We've got to address that" said Ritchie.

The reorganization of CP's eastern lines comes just as the main line prepares to celebrate its 100th anniversary. It was 8:00 a.m. on December 10, 1888 that the last rail on the International of Maine section was laid at Packard Brook, 12 miles East of Brownville Junction Maine, and through passenger service was begun between Montreal and Saint John on June 2 1889.



Map courtesy of CP Rail News.

OMISSION

The article on Country Depots in Saskatchewan, by Charles W. Bohi and Leslie S. Kozma, which appeared in the September-October 1988 issue of Canadian Rail, was reprinted from "Folklore", the magazine of the Saskatchewan History and Folklore Society. This information was inadvertently omitted from the credit for the article. The editor regrets any misunderstanding that this may have caused.

HIGH-SPEED VIA SERVICE SEEN LURING INVESTORS

High-speed train service between Toronto and Montreal could be profitable enough to attract private investment in a joint partnership with Via Rail Canada Inc., chairman Lawrence Hanigan says.

A full-scale study of Via Rail's operations now being conducted indicates that the Crown corporation could attract private interest in setting up a high-speed train along the 500-kilometre line, Mr. Hanigan said during a panel discussion at the American Public Transit Association convention.

He noted that only five years ago, a study found that such a line, in the well-travelled Windsor-Quebec corridor, wouldn't be profitable enough to lure investors.

The new study won't be ready until next summer, and it is too early to give details on a possible joint venture, he said during a break in the discussion.

Since 1982, Ottawa has pumped more than \$3-billion into Via Rail, which has seen its ridership steadily decline over the years.

While there has been a "wave of renewal" in rail transportation in countries such as France, Japan and the United States, Canada is just catching up, Mr. Hanigan told his audience.

He criticized the federal government for not making the necessary long-term commitment "that is needed to make the renaissance a full reality here". Canada needs a comprehensive transportation policy, he added, but the government has not put one together.

Via had requested \$400-million for a new fleet of trans-continental passenger cars, but then federal transport minister John Crosbie turned it down last year and the corporation has had to make do with a \$200-million modernization program.

"Everyone understands that we cannot remain in this holding pattern for much longer," Mr. Hanigan said in his speech.

"The great majority of our equipment is more than 30 years old. In some cases, such as our service through the Rocky Mountains, our distinctive equipment is a great tourist draw. But there are certain other parts of our fleet that would be a much greater attraction as part of the Canadian railway museum".

This year, Via is aiming to increase its ridership by 10 per cent, Mr. Hanigan said.

Sources: The Globe and Mail.
Thursday, October 6, 1988.

PORT STANLEY EXCURSION TRAIN KEEPS CANADA'S RAIL PAST ALIVE

By Paula Adamick

PORT STANLEY — Six years ago, three local train buffs stepped in to save part of the old London & Port Stanley Railway, which had fallen on hard times since the gas-guzzling '50s rendered it obsolete.

Their efforts paid off: In 1987, the Port Stanley Terminal Railway became the first railroad to be incorporated in Canada since 1927.

The original line had linked London to Port Stanley since 1853, transporting well over 28 million passengers in search of a day at the beach, as well as bringing agricultural produce, lumber and coal to the busy Lake Erie port.

By 1915, after the ownership of the line had changed several times, the city of London took control and placed it under the management of Sir Adam Beck, who promptly converted it to an electric railway.

From 1915 to 1957, droves of land-locked Londoners travelled the L&PS — affectionately nick-named the "Late and Poor Service" — for a cooling dip in Lake Erie and to see the big bands perform during the 1930s and 40s at Port Stanley's Stork Club.

In 1982, 25 years after the service had been discontinued, Brad Jodliffe and his friend Al Howlett saw their opportunity to graduate from model railroads to the real thing by buying the line.

"A group of our volunteers wanted to salvage this line when it was being abandoned by CN in the early 1980s," said Brad

Joliffe's father Max, one of the founders of the privately owned and volunteer-operated railway.

The group purchased a section of rails between St. Thomas and Port Stanley from the city of St. Thomas, which had obtained the property from the city of London in exchange for a parcel of land London officials wanted, Max Joliffe said.

"We were interested in restoring and preserving the line, but since these guys were trying to do something that had never been done before, they had a few difficulties," he said.

These included getting the necessary approval from the Ontario Legislature.

Despite a lot of red tape, the line was reopened in September, 1983, and two-to four-car trains now run along it from May until December, pulled by one of two little diesel engines saved from a gravel pit in Paris, Ont.

The trains chug along the 4.8-kilometre (3-mile) line to the hamlet of Union, where passengers can disembark, pick flowers, listen to bullfrogs and inspect the historic photos inside 68-year-old Union Station, the oldest remaining station on the L&PS line.

The little train runs daily during the summer months and every weekend until December, and the fare is \$4.50 for adults and \$2.25 for children.

Every season, the trains travel the equivalent distance from Quebec city to Vancouver, said Howlett, who works as a volunteer on the line every weekend.

Sources: Toronto Star.

AMTRAK HAS PLANS TO RESUME SERVICE ON MONTREAL RUN

By Howard S. Abramson

WASHINGTON — Amtrak is planning to resume its long-popular Montrealer passenger train between here and Canada in mid-January.

Amtrak condemned some 50 miles of track that was owned by Guilford Transportation Industries Inc. for \$2.37 million in August and embarked on a \$3.1 million overhaul of the tracks since then to accommodate the Montrealer.

Amtrak suspended operation of the Montrealer early last year, citing the poor condition of the Guilford-owned track that forced the train to travel extremely slowly.

Amtrak, with approval from the Interstate Commerce Commission, condemned the track and began its program of replacing ties, renewing ballast and aligning the rails.

Under Amtrak's new plan, it was learned, the entire Guilford system will be avoided through the use of a roundabout route that will add about an hour to the train's schedule.

The Montrealer will come up Amtrak's Northeast Corridor to New Haven, Conn., as in the past, where it will traverse Conrail's Inland Route to Springfield, Mass.

Then, instead of continuing north on Guilford's Connecticut River Line, the Montrealer will be pulled backward, east to Palmer, Mass., over Conrail's lines, where it will turn onto track owned by the Central Vermont Railway, which now owns and operates the track Amtrak condemned.

The Montrealer will run through most of Massachusetts on the CV's tracks, all the way to East Northfield, which is just



An Amtrak work train, hauled by CV locomotive 4923, at Palmer, Mass. during the rehabilitation of the future route of the Montrealer, in September 1988.

Photo courtesy of Doug Smith.

south of the New Hampshire-Vermont border. At that point, the train will enter the Connecticut River Line segment that Amtrak took away from Guilford.

As in the past, the Montrealer will continue on that line to White River Junction, Vt., before turning off onto CV tracks for its run to Montreal.

Amtrak is expecting to operate one train a day in each direction, as in the past, with the first northbound train tentatively due to depart Washington on Saturday, Jan. 14. The normal schedule would then begin the next day.

An Amtrak spokesman confirmed the plans for the Montrealer. He said equipment for the Montrealer would come from other trains that are now in operation.

Amtrak wants to avoid the Guilford track between Springfield and East Northfield because "it is in just terrible condition," the spokesman said.

The refusal of Guilford to upgrade the track between Brattleboro and Windsor, Vt., led Amtrak to cancel the train and begin the condemnation process.

Guilford resisted the taking, and has filed suit claiming that the \$2.37 million price tag the ICC put on the line was too low.

Guilford officials accepted the check for the line in early September, but reserved the right to continue its legal challenge.

The CV agreed to maintain the rehabilitated track up to Amtrak's standards, and will be paid fees for operating the Montrealer for Amtrak.

The rebuilding of the Connecticut River Line segments that formerly belonged to Guilford is expected to greatly benefit CV's freight operations and make it a stronger competitor for Guilford's railroad subsidiaries, the Maine Central and the Boston & Maine.

Sources: The Journal of Commerce, October 6, 1988.

GREATER SUMMERSIDE CHAMBER OF COMMERCE "CABOOSE DOLLAR"



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The Railway Caboose has been an integral part of trains in North America for as long as anyone living today can remember. The Caboose, as we know it, has been around for more than 100 years. The first record of the railroad providing this office space for conductors dates back to the 1840's, when boxcars were modified for crew comfort. The introduction of the Cupola or lookout is credited to T. B. Watson, a freight conductor on the Central and Northwest Railway. He knocked a hole in the roof of such a boxcar in 1863 on a run through the Iowa Countryside. He convinced C & N W to incorporate a lookout on several way cars then under construction, and by the late 1800's the Caboose was on its way.

The railway on P.E.I. began its decline following the Second World War, and today the sound of a train whistle is rarely heard in our Island province. Effective this summer, 1988, The Canadian Transport Commission has approved the replacement of "The Caboose" with a Black Box mounted at the rear of the train. The Greater Summerside Chamber of Commerce, in choosing the Caboose as the theme for our 1988 dollar, is hopeful that it will serve as a flagship for our organization as we struggle to have the railway replaced with a viable transportation option for our Island Producers, to receive bulk materials such as Lime and Fertilizer and to move their goods to market.

RAIL MOVEMENT OF CATTLE - THE END OF AN ERA

The end of an era has been reached. Transporting cattle by rail from Western Canada to Eastern Canada for both feeding and slaughter has been an integral part of this industry back into the last century. Apart from a brief flurry of West to East truck movement of cattle in the mid-1950's, the railways handled virtually all of the West to East movement of livestock up to 1974. In 1987, railways moved approximately 10,000 head of cattle or about 3% of the total movement and to the end of June in 1988, only about 1,500 head had moved east by rail.

The closing of the Winnipeg Stockyards in September, 1988 has meant that no facility now exists to offload cattle originating west of Winnipeg for feed, water and rest. To overcome this problem, the CPR has constructed a facility consisting of two pens (without a roof) at Ignace which is in Northern Ontario between Dryden and Thunder Bay, to offload cattle for feed, water and rest. The CNR has reacted to the closing of Winnipeg Stockyards by publishing a rate only for a Winnipeg origin and it appears will refuse to accept any cattle for loading west of Winnipeg.

Earlier this year, the CNR put the torch to all of their double deck stockcars leaving them with only about 65 single deck stockcars in the fleet. The CPR still has a small fleet of double deck stockcars and will originate loads west of Winnipeg.

It appears that rather than refusing to accept livestock, the railways are essentially pricing themselves out of the market. The new Transportation Act prevents a joint rail tariff and consequently each railway must publish its own tariff schedule. Both railways will publish tariffs for this fall showing a rate increase of 10%.

It appears an era has all but ended.

Sources: From Ontario Cattlemen's Assoc. Magazine
Oct. 1988 - "Breeder & Feeder".

DEMISE OF QUEEN'S HOTEL

Another link with the great days of passenger train travel has gone with the final demolition of Montreal's once-great Queen's Hotel. Vacant since 1977, the building has been deteriorating, slowly at first, then ever faster until, in August 1988, much of the interior collapsed rendering the structure a virtual ruin. So bad

QUEEN'S HOTEL, Montreal.



WINDSOR AND ST. JAMES STREETS,

Opposite Grand Trunk Railway Depot and one block from Canadian Pacific Railway Depot.

RATES: \$2.50 TO \$4.00 A DAY.

An advertisement for the Queen's Hotel from a book published in 1895. Actually the hotel was much smaller at that time; extensions were built soon after 1900.

was the deterioration that even attempts to save the facade were alleged by city officials to be prohibitively expensive, and the new development on the site will have to make do with a "Victorian style" representation rather than the original facade.

Built in 1892 the Queen's was directly between Montreal's two major railway stations, Grand Trunk's Bonaventure and CPR's Windsor station. In later years, additions were built which more than quadrupled the size of the original building and the hotel continued to compete well with other up-town hotels such as the slightly older Windsor. With the construction of newer hotels after the mid-1950's, the Queen's steadily lost ground and was closed following the 1976 Olympics. A short-lived attempt to reopen it under the name "Chateau Renaissance" soon failed, and the old building was then abandoned to the elements which gradually destroyed it.

Many CRHA members will remember the Queen's as the site of the regular meetings from the late 1930's, when the Association left the Chateau de Ramezay, until the early 1950's when the meetings were moved to the Transportation building. Even in later days such special events as the annual banquet as well as directors meetings continued to be held in the Queen's, and other railroad-oriented activities also were held within its walls. The Queen's Hotel played an important part in the history of our Association, and it is fitting that we should lament its demise.

BACK COVER


A slight mist gives a somewhat impressionistic look to this view of mixed train 203, headed by locomotive 937, as it passes the summit, 1551 feet above sea level, in the barren lands of central Newfoundland. Only a few weeks later rail service ended in Canada's easternmost province.

Photo by Fred Angus.

Canadian Rail

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