

Canadian Rail



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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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P.O. Box 1006, Station "A"
Vancouver, B.C. V6C 2P1

FRONT COVER:

The date is June 15, 1953, and eight retired Vancouver street cars are being hauled, by CPR switcher 3460, on their last trip to Kusilano shops. There they will be stripped of usable material and then scrapped.

B. C. Transit photo 55-50-8.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 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.

British Columbia's Street Car Centenary

By Henry Ewert

Extraordinary! Inimitable! How else to describe B.C. Electric's street car and interurban system, not only the largest such operation in Canada, but also the most widely flung? Its 327.41 track miles, in 1944, sped it well ahead of Montreal Tramways' 279.34 and Toronto Transportation Commission's 266.88.

When two of the three little cities at the far end of Canada's world, ocean-oriented until their recent Canadianization by the CPR's noisy arrival, got their fragile four-wheelers rolling exactly one hundred years ago (New Westminster followed Vancouver and Victoria a year later) surely no one would have predicted the amalgamation of the three systems by 1897, let alone the proliferation of street car and interurban lines in British Columbia's southwest corner, even including Canada's longest interurban line.

Vancouver was very young - four years old - and although New

Westminster and the capital, Victoria, were older, and tolerant but wary of Vancouver, together the three communities held only some thirty thousand souls. What these few demonstrated vibrantly, however, was energy, drive and vision, motivated certainly by a passion to show Ontario and Quebec that they could accomplish anything that central Canada could. More importantly, New Westminster, Vancouver and Victoria had a thing or two to show each other, let alone the American cities Seattle, Tacoma, Portland and San Francisco which were more significant rivals than either Toronto or Montreal.

If 1888 and 1889 had been hectic with pre-street car activity, 1890 pulsed with the manifest pride and satisfaction of the two little cities which initiated their street car systems. The third city, New Westminster, would take a little longer, not only because it started later, but also because it was building a fourteen-mile railway line west to Vancouver; the first interurban line in Canada!

A JOURNAL OF THREE CITIES - 1890

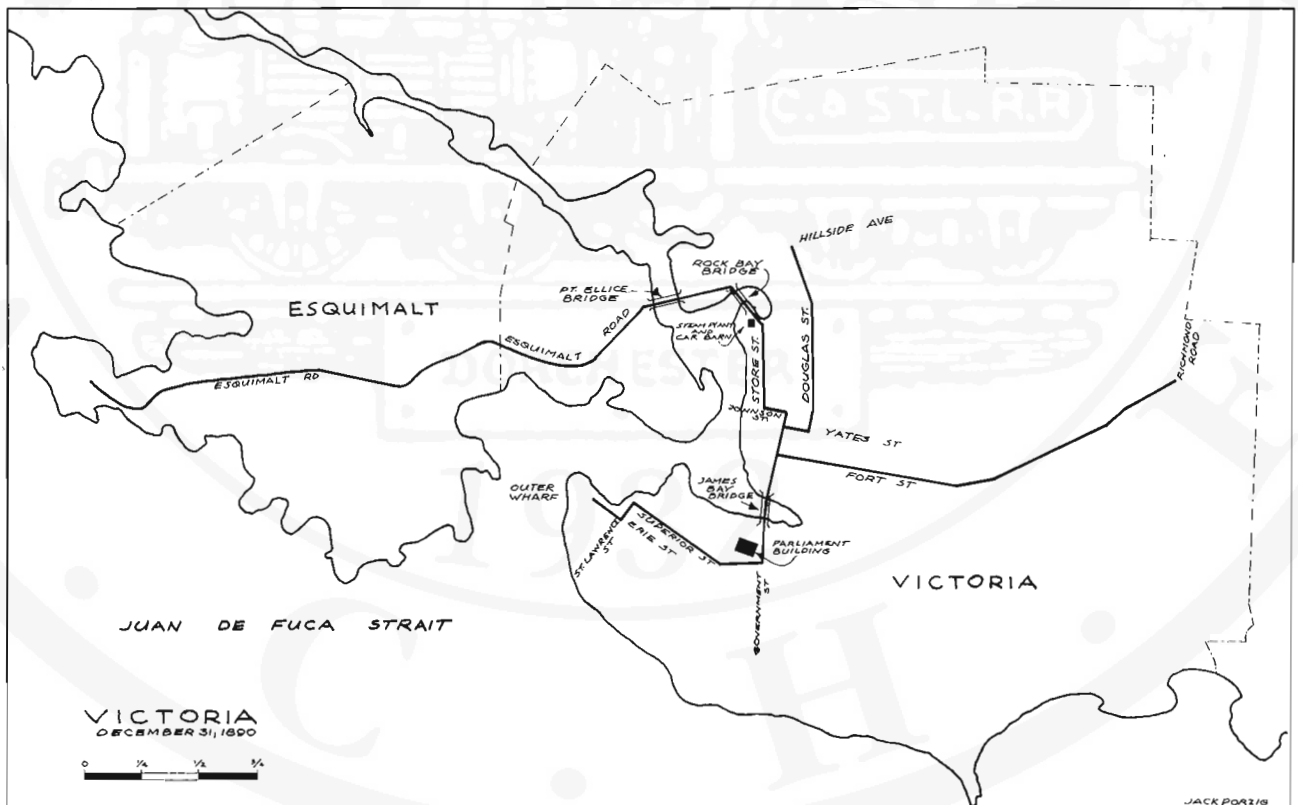
VICTORIA

FEBRUARY 19 - The first electric street car in Canada west of Windsor and St. Catharines, number 3 of four cars, indeed built in St. Catharines by Patterson & Corbin, noses out of Victoria's car barn onto Store Street and makes a few exploratory journeys to Johnson Street and back. Motoneer J.S. Winslow (the superintendent as well) and conductor J. Sparks (appropriately named) relish the cool air, even cooler as the street car rushes somewhat past the ten-mile-an-hour limit agreed to by the National Electric Tramway and Lighting Company Limited and the City of Victoria. Four ladies visiting from nearby Esquimalt are the impromptu first riders - no fares taken - and company President D.W. Higgins is more than delighted with all aspects of the day's test runs. He has directed and observed the first day's excitement from his office in the power house next to the car barn.

FEBRUARY 20 - Higgins, Victoria's Mayor Grant, and a few more gentlemen make one trip on one of the street cars toward Victoria's deep sea terminal, Outer Wharf, not quite attaining it due to a collapsed culvert on St. Lawrence Street. Nevertheless, the trip is termed a success, more than anything else because the bridge across James Bay (today the causeway in front of the Empress Hotel, built upon filled James Bay) is not, according to the Victoria Daily Colonist, "affected notably by the weight of the car". Higgins and the mayor even alight in the middle of the bridge and gauge the bridge's tremors as the street car speeds past them across the wooden span: "the vibration was not as perceptible as that caused by a heavily-loaded wagon, so the fears of the people that the bridge would suffer from two cars can now be allayed".



Car 3, the very first west coast street car, treads its way gingerly on the precarious Esquimalt line in this photo taken in 1890. Henry Ewart Collection.



FEBRUARY 22 - At 2 P.M., cars 1, 2, 3 and 4, loaded with two hundred invited guests including British Columbia's Lieutenant Governor Hugh Nelson and Premier John Robson, assembled on the south end of Rock Bay bridge and set out on their ceremonial journey, traversing all four legs of the five-mile operation. Protocol past, the street cars spend the remainder of the afternoon, and the evening, crowded with passengers and delighting Victorians with their metropolitan stylishness and efficiency.

FEBRUARY 23 - Regular service commences at 9 A.M. with many Victorians out to enjoy their Sunday by riding the new street cars. Few are deterred by the five-cent fare.

APRIL 7 - A gang of surveyors begins laying out a new 3.2 mile street car line westward from Rock Bay bridge near the car barn to Esquimalt; clearly the National Electric Tramway is a substantial success.

APRIL 8 - The National Electric Tramway announces that an enlargement of the power house and its machinery is to be undertaken.

MAY 28 - The Victoria Daily Colonist reports that "patrons on the street cars will miss the pleasant face of one of the conductors who, since entering the service of the company, has made himself very

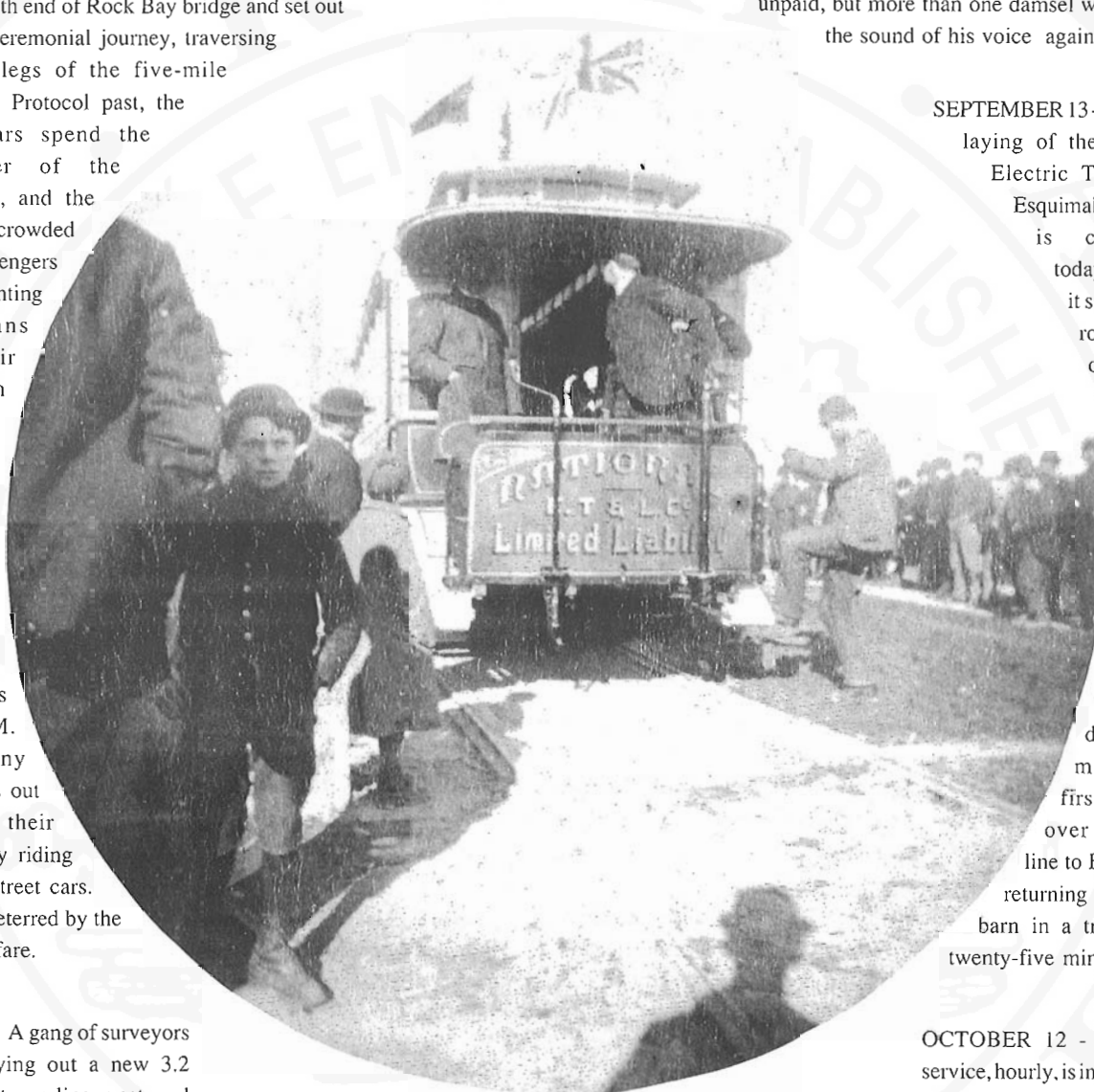
popular. With the fair sex he found favour to such an extent that, it is stated, an irate husband had considerable influence in inducing him to tender his resignation and leave the city. He left no bills unpaid, but more than one damsel will sigh for the sound of his voice again".

SEPTEMBER 13 - The track-laying of the National Electric Tramway's Esquimalt extension is completed today, most of it side-of-the-road, and all of it fifty-six pound T-rail.

OCTOBER 9 - National Electric Tramway officials and local dignitaries make the first journey over the new line to Esquimalt, returning to the car barn in a triumphant twenty-five minutes.

OCTOBER 12 - Regular service, hourly, is inaugurated on the Esquimalt line, twenty-five cents return for a complete tour of the route, with a variety of lesser payments for shorter turns.

NOVEMBER 14 - Through service on the Esquimalt line resumes after a three-week closure of the Rock Bay bridge for strengthening. The Esquimalt line is bedeviled with bridges, little trestles and culverts. The major span, Point Ellice bridge, crossed the narrow waters of Victoria's inner harbour a few blocks west of Rock Bay bridge.



His honour, Lieutenant-Governor Hugh Nelson mounts Victoria street car Number 1 on February 22, 1890 to give the inaugural speech to institute service, and also to operate the car for a short distance. Provincial Archives of British Columbia. A-3042.

VANCOUVER AND NEW WESTMINSTER



Vancouver's first street car, number 14, crosses on the new street car bridge adjacent to Westminster Avenue's span. In this southward view, the large stable, constructed for the horses of the mooted horse-drawn system, looms powerfully to the right at the base of Mount Pleasant. The drained half of False Creek, to the left of the bridge, is today the site of the VIA (CNR) depot. The above photo was taken four days after the start of regular service. B.C. Transit photo.

MARCH 13 - The Westminster Street Railway Company obtains a by-law from the City of New Westminster giving it permission to construct, equip and operate street car lines within the city.

APRIL 26 - The provincial legislature passes bills for two railway charters. That of the Westminster Street Railway Company, authorized the company to construct street railways and lighting systems in New Westminster and up to five miles beyond its limits (unorganized territory at the time). The charter of the Westminster and Vancouver Tramway Company authorized the construction of an interurban line between the two centres. The former company is capitalized at \$250,000, the latter at \$500,000.

MAY 14 - The Vancouver Weekly News-Advertiser reports that "the citizens of Vancouver may expect to see the electric street cars running in a very short space of time now. All the cars have arrived, the last two reaching here Monday. There are six in all; two cars,

known as "Mexico" type, mounted upon super-springs and running gear, and the class known as "New York" with steel brake and plow guards". All six, numbered from 10, are products of New York's John Stephenson Car Company.

MAY 21 - The Vancouver Street Railway Company unites with the city's prospective lighting supplier, the Vancouver Electric Illuminating Company Limited, to form the Vancouver Electric Railway & Light Company Limited.

JUNE 8 - C.L. McCammon is appointed Chief Engineer of the Westminster & Vancouver Tramway Company. He has most recently been responsible for laying out the line of the Great Northern Railway's New Westminster Southern Railway which would, on February 14 1891, commence operations between Brownsville, a ferry trip across the Fraser River from New Westminster, and the U.S. border at Blaine, Washington.



It's July 1, 1890 and the excitement of Dominion Day is manifest, as is that of only the fourth day of street car operation in Vancouver. This view is on Cordova Street, Vancouver's main thoroughfare at the time, looking west from Carrall Street.. Vancouver Public Library photo, number 1098.

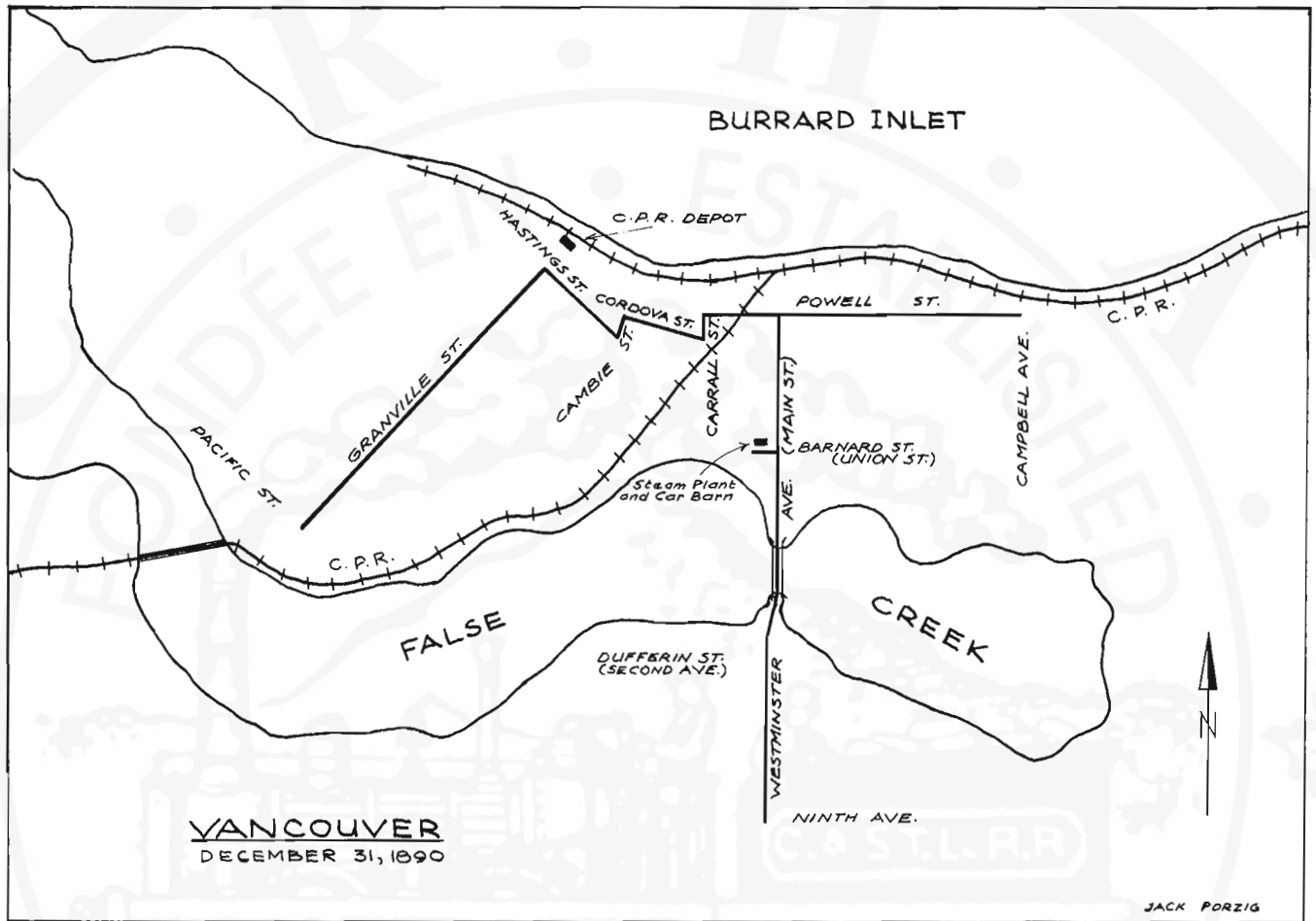
JUNE 26 - Vancouver car 14 makes the first trial run from the car barn on Union Street (then known as Barnard) a half block onto Main Street (Westminster Avenue at that time), and then for a few blocks, back and forth, along Westminster Avenue in much the same exploratory fashion as Victoria's first car had challenged Store Street more than four months earlier. Since everything seems satisfactory during the brief afternoon excursion, a car covers the complete 3.35-mile system in the evening, and the Vancouver Electric Railway & Light Company's transportation wing is ready for tomorrow's opening day.

The track has, in fact, been ready since August 15 1889! The ten-month delay is attributable directly to reasonable concerns regarding the method of propulsion. Horse cars had first been envisioned, and an enormous wooden stable, to be a Vancouver

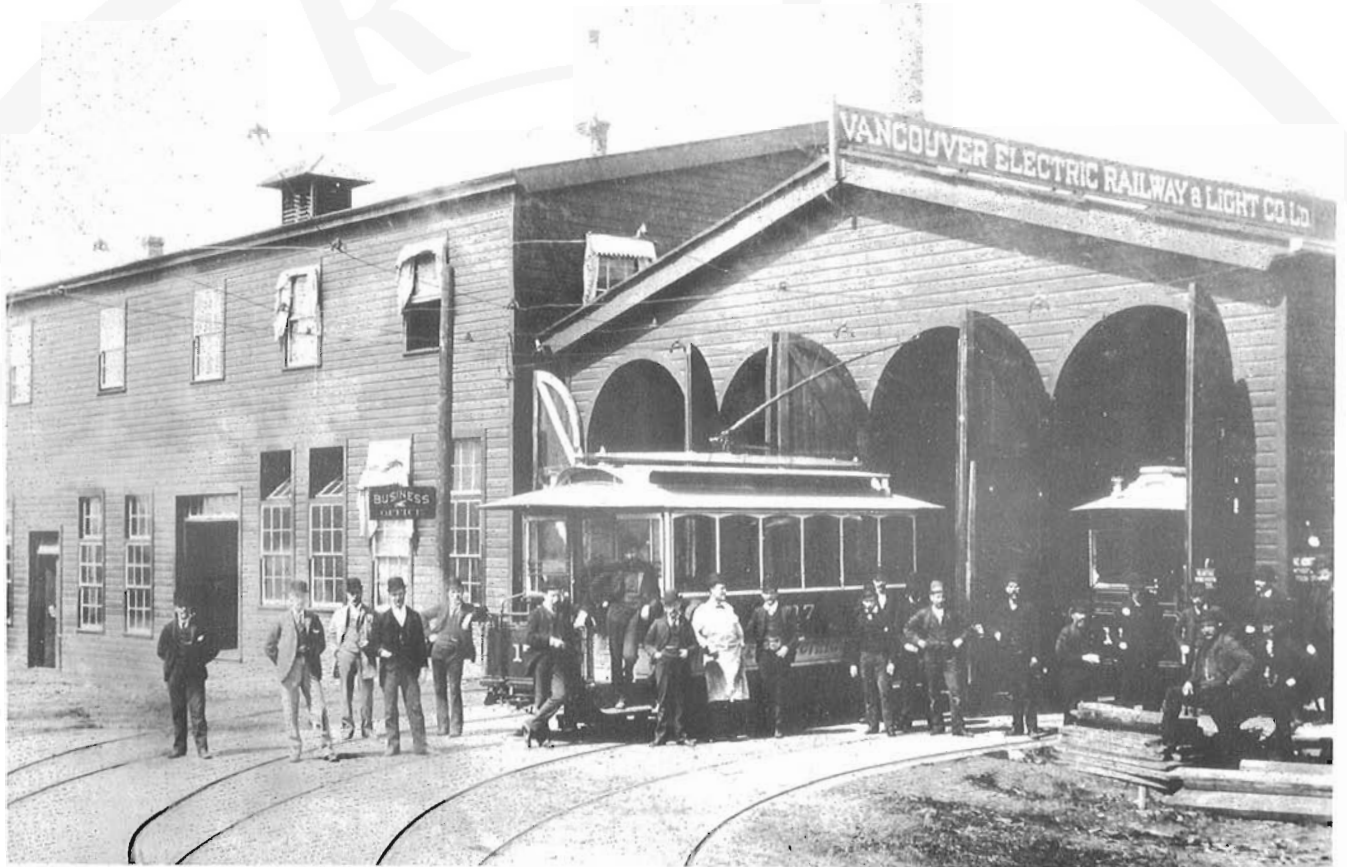
landmark for almost half a century, had been erected on the south shore of False Creek just west of Main Street. Horses had even been ordered - and had arrived.

When the city of Vancouver had allowed the company a time extension its directors had opted for an electric street car system, just six days before the completion of the track work. The 10,000 inhabitants and their city council had been relieved, relatively content to await the arrival and installation of the necessary machinery and electrical equipment and paraphernalia. Horses were passe, and Victoria was not even considering horse cars.

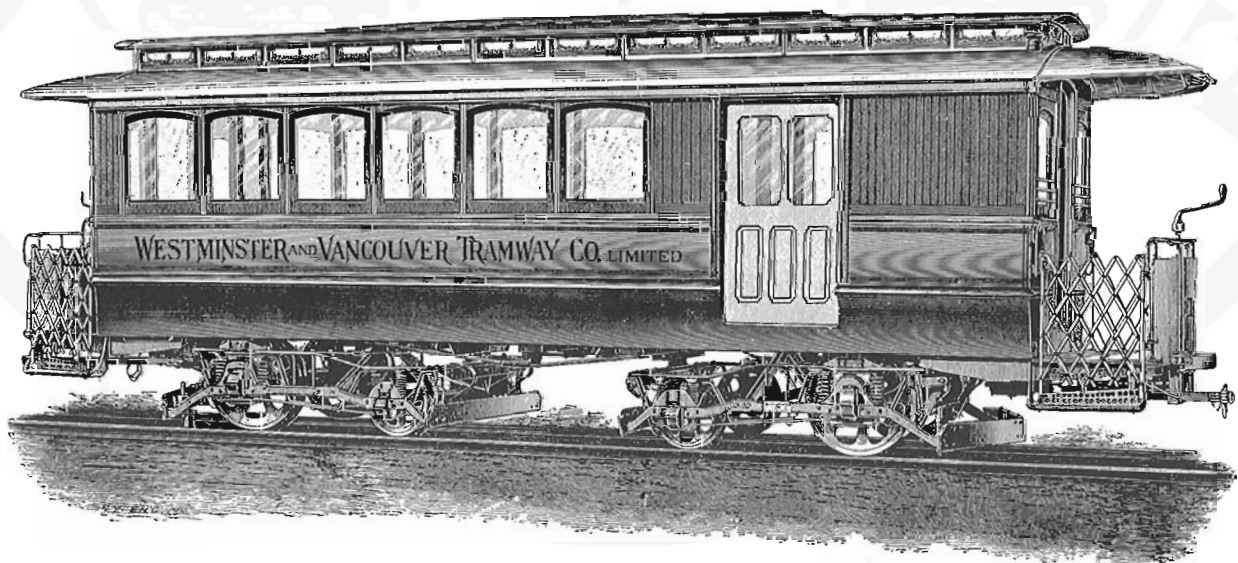
JUNE 27 - Vancouver's street cars are in action all day, car 14 being the first. They carry passengers, but only between 6 and 10 P.M. Two cars handle the traffic very efficiently.



One of the original Westminster & Vancouver Tramway Co. cars as it appeared in a Brill engraving of 1891.



Cars 17 and 11 help show off the car barn and head office of the Vancouver system. The car barn was on the north side of Barnard Street (later Union Street), half a block west of Westminster Avenue (now Main Street). This photo was taken in 1891. Geoff Meugens collection.



A Westminister & Vancouver Tramway Co. open-platform combine as shown in an 1891 Brill engraving. Little is known about this car.



Three street cars at New Westminster about 1900. Car 34 is an original Stephenson car of 1890, while 27 is an open car built in 1896. Note the vestibules and modified signs on the closed cars, also the ornate advertising signs. No. 24 has a new destination sign reading "Davie St.", but the letter "S" on the dash board indicates a Sapperton car. B.C. Transit photo SC-00-01

JUNE 28 - A moment of some discomfiture develops when two Vancouver street cars meet in the evening on Cambie Street between Hastings and Cordova streets, a result of schedule non-adherence, easily solved when one of the cars backs up to the siding.

JULY 3 - The other goal of the Vancouver Electric Railway & Light Company is achieved today when dusk reveals the power of the company's new arc lights, illuminating Vancouver's night for the first time.

OCTOBER 11 - Crews in Vancouver today begin the construction of a half-mile extension to the street railway, south from Second

Avenue up steep Westminster Avenue to the district known as Mount Pleasant.

DECEMBER 17 - Grading begins today on New Westminster's street car and interurban venture under the combined aegis of the Westminster Street Railway and the Westminster and Vancouver Tramway Company. The construction of the interurban line between the two cities (street cars would give local service over this route at the New Westminster end of the line) is entrusted to Donald McGillivray, builder of most of the CPR's snow sheds in the mountains, as well as the CPR's bridge across the Fraser River at Mission City.

THE COMING OF B. C. ELECTRIC 1891 - 1897

The year 1890 had been filled with solid accomplishments: Vancouver and Victoria revelled in state-of-the-art public transit, and each of the two companies, buoyed by a sense of accomplishment and by rampant enthusiasm, had already added an additional street car line to its original repertoire.

The two New Westminster companies, sharing the same promoters, did the right thing by amalgamating in the new year, on April 20 1891, and saw their splendid interurban line, with accompanying street car service at the New Westminster end, in business by early October of 1891.

Even before 1890 had turned to 1891, however, financial stress had begun to weigh heavily on the Vancouver company. Of no help whatsoever was the six-mile-an-hour speed limit placed on the street cars, especially in such a small city which lent itself to easy walking between home and work.

When, in 1891, intimations of a shattering worldwide depression began to make inroads on day-to-day life and investor confidence, all three locally funded street railway organizations were vulnerable. Though they struggled and fought for survival, thumbed their noses at economic exigencies by building more extensions, and searched for money, most often from English investors, it was only a matter of time before all three went under. The National Electric Tramway even had to change its name as one of the terms of securing a loan from Sperling and Company of London England. By a special act of the provincial legislature on April 6 1894 its name was changed to the Victoria Electric Railway and Lighting Company Limited.

The Vancouver company was the first into receivership, the previous May, and it was eleven months before a new entity, the Consolidated Railway and Light Company, was created. This company, financed by local and English investors, was capitalized at one million dollars and it also kept an eye out for the New Westminster and Victoria companies.

Only four months later, on August 10 1894, the Westminster and Vancouver Tramway Company staggered into receivership, to be acquired by the Consolidated company at a sheriff's auction on April 13, 1895. Less than two months later, June 4, 1895, the

Victoria Electric Railway and Lighting Company became the last of the three companies to fall into receivership.

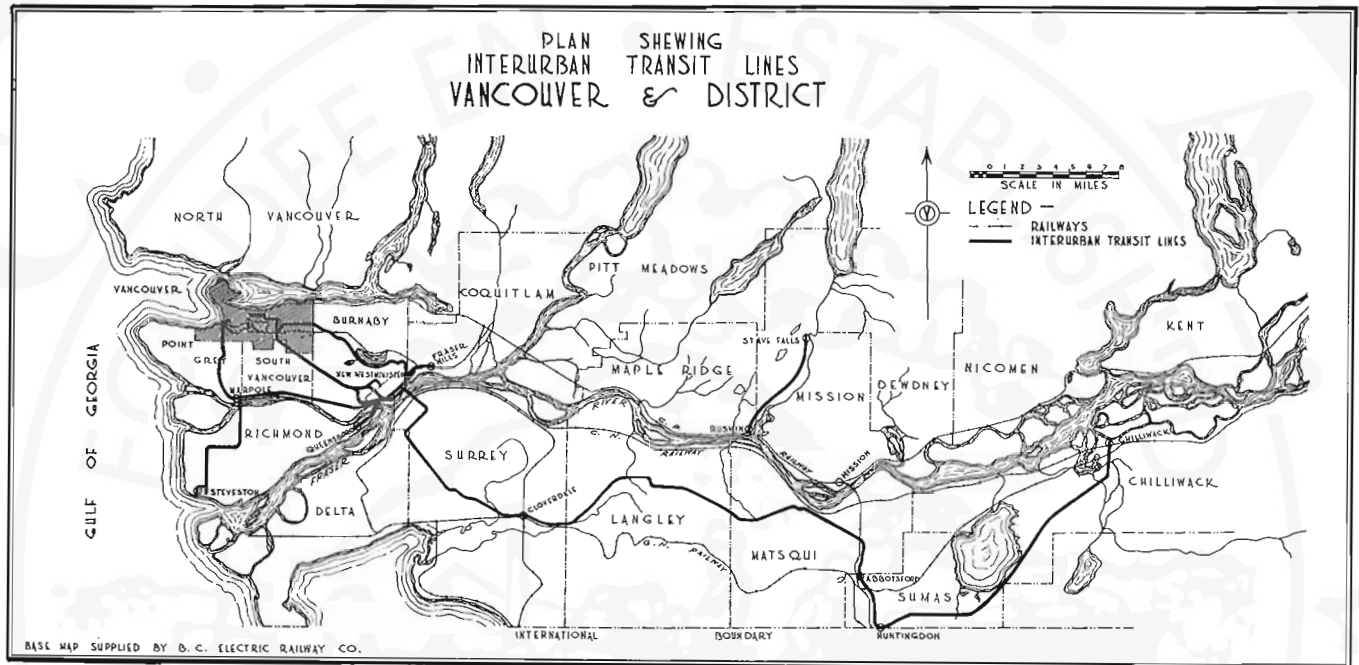
In late November, the London-based Railway Amalgamation Syndicate, headed by Robert M. Horne-Payne, purchased the Consolidated Railway and Light Company and, on January 8 1896, Sperling and Company took possession of the Victoria company which, in turn, became a member of the Consolidated family on April 11. Matters now seemed settled, and the future of the company seemed assured on April 17 when the Consolidated company increased its capitalization to \$1,500,000 and toned down its name officially to the Consolidated Railway Company.

But then tragedy, unprecedented and unequalled, struck on beautiful, blue-skyed May 26 1896, the third day of festivities in honour of Queen Victoria's birthday. On that day Victoria street car number 16, an 1892 Newburyport-built 25-foot body car mounted on radial trucks (identical to the standard Boston car of the nineties), was bound for Esquimalt with 140 passengers and a crew of two. As it crossed the badly-maintained Point Ellice bridge, the bridge collapsed and car 16 fell into the waters below, killing 55 of the 142 riders on board, in the worst electric railway disaster ever in either Canada or the United States. (See Canadian Rail number 209, April 1969, pp. 98 - 107).

The Railway Amalgamation Syndicate cut off financial assistance to the Consolidated Railway Company, plunging it into receivership by October. After much uncertainty, the Colonial Railway and Investment Company, a central Canadian Entity, purchased the Consolidated Company and sold it, for 462,000 pounds sterling (\$2,248,400 at that time), to a company incorporated on April 3 1897 in London; the British Columbia Electric Railway Company Limited. Twelve days later, the Consolidated company was formally transferred to the B.C. Electric, Robert M. Horne-Payne became Chairman, and R. Henry Sperling the General Superintendent.

With confidence, and without local Canadian capital, the new company strode toward the twentieth century, absolutely certain in its vision of great achievements in southeastern British Columbia, and so it would be.

A SUMMARY OF B. C. ELECTRIC CHRONOLOGY



This 1923 map shows the recently-electrified Ruskin - Stave Falls line, as well as the thirty thousand acre Sumas Lake, drained in 1924 for agricultural use. Henry Ewart collection.

1903: FEBRUARY: Car building commences at the company's new shops in New Westminster.

1905: JULY 4: Regular service on the Vancouver-Marpole-Steveston interurban line begins.

1906: SEPTEMBER 1: Street car operations begin on the North Vancouver system.

1909: NOVEMBER 15: Regular service begins on the Marpole-New Westminster interurban.

1910: OCTOBER 4: Regular service begins on the New Westminster-Chilliwack interurban line.

1911: JUNE 12: Regular service begins on the Burnaby Lake interurban line.

1912: JUNE 10: First day of regular service on the Fraser Mills interurban line.

1912: SEPTEMBER 16: First day of regular service on the Queenborough interurban line.

1912: DECEMBER 2: The 3.6-mile Highland Park cut-off goes into service, bringing the former Westminster and Vancouver Tramway Line, known as the Central Park line, into New Westminster on a more reasonable gradient.

1913: JUNE 19: Regular service on the 23-mile Victoria-Deep Bay interurban line (the Saanich line) begins.

1914-1918: Little new work done on account of World War I.

1920: DECEMBER 20: B.C. Electric purchases the Western Power Company of Canada Limited, including its eight-year-old railway line between Ruskin (on the CPR's main line) and Stave Falls. Electrification would be accomplished by 1922.

1922: JANUARY 1: The rule of the road in British Columbia changes from the left to driving on the right.

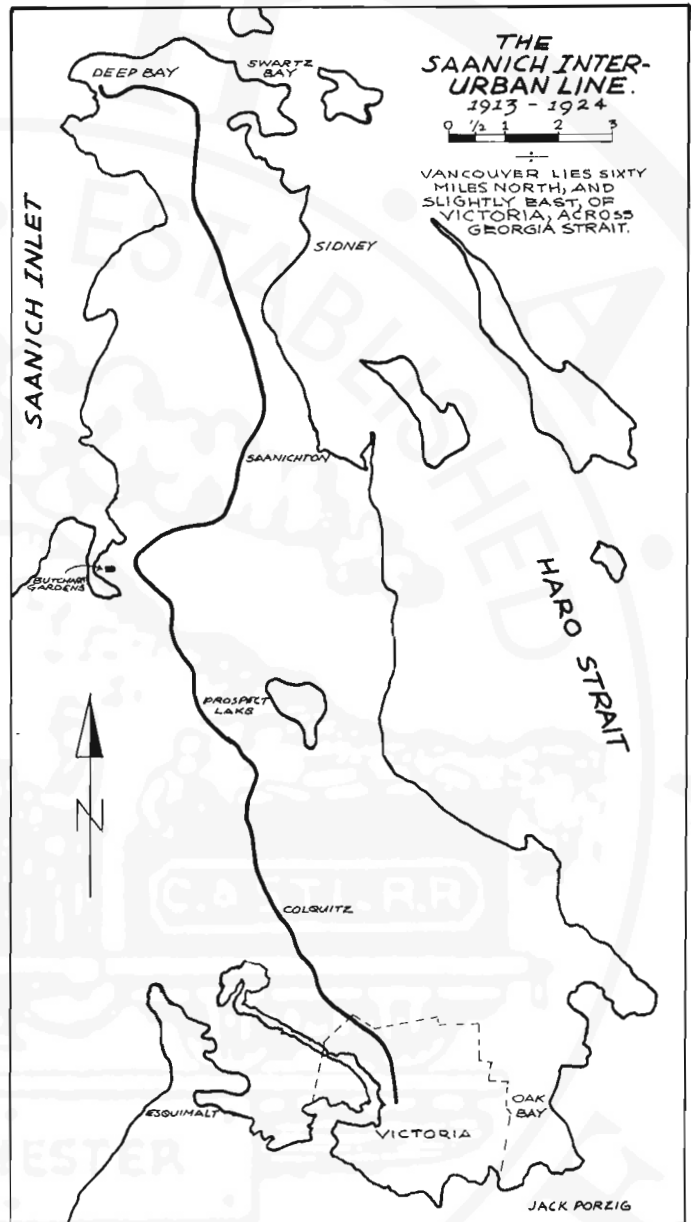
1923: MARCH 19: B.C. Electric's first bus operation, the Grandview Highway line in Vancouver, goes into service.

1924: MAY 1: B.C. Electric subsidiary, the B.C. Rapid Transit Company Limited, institutes its first interurban bus service, between Vancouver and New Westminster.

1924: NOVEMBER 1: The Saanich line is abandoned for want of adequate patronage.

1928: MAY 19: B.C. Electric becomes a Canadian company with the incorporation on this date of the B.C. Power Corporation Limited, which purchases the preferred and deferred ordinary shares of B.C. Electric. However the B.C. Electric name is retained.

1937: AUGUST 1: The last complete day of operation on the Fraser Mills line which was then immediately abandoned.



British Columbia Electric Railway Company

SAANICH DIVISION

TIME TABLE

No. 2

TAKING EFFECT AT 24.01 O'CLOCK

Sunday, Nov. 2nd, 1913

(GOVERNED BY PACIFIC TIME)

For the Information and Government of Employees only

The Company's rules are printed separately in book form. Every employee whose duties are prescribed by the rules, and every employee whose duties are connected with the movement of trains must have a copy of the rules and of the current time table accessible when on duty.

R. H. SPERLING,
General Manager

A. T. GOWARD,
Local Manager

F. D. PICKEN,
Superintendent

1937: AUGUST 1: Last complete day of passenger service on the Queensborough line. Freight service is still operated today (with a major track re-routing).

1937: AUGUST 9: Last day on which Burnaby Lake line trains operate directly into New Westminster depot. The line was cut back 2.4 miles to a new terminus at Sapperton in order to remove B.C. Electric rail operation from New Westminster city streets.

1938: DECEMBER 5: Early morning of this date marks the cessation of service on the last of New Westminster's street car lines.

STATEMENT OF TRACK-MILEAGE.

BRITISH COLUMBIA ELECTRIC RAILWAY CO. LTD.

DISTRICT.	ROUTE MILES OF TRACK	OF WHICH IS DOUBLE-TRACKED	TOTAL COMPILED AS SINGLE TRACK	SPURS, SIDINGS & YARD TRACK	TOTAL IN MILES OF SINGLE TRACK.
VANCOUVER	62 177	47 201	109 378	7 099	116 477
NORTH VANCOUVER	9 820	0 098	9 918	0 617	10 535
VICTORIA	23 389	15 217	38 606	1 942	40 548
TOTAL CITY	95 386	62 516	157 902	9 658	167 560
DISTRICT ONE	12 511	9 107	21 618	7 822	29 440
" TWO	25 685	6 241	31 926	13 373	45 299
" THREE	63 833		63 833	12 201	76 034
" FOUR	9 637		9 637	0 754	10 391
TOTAL INTERURBAN	111 666	15 348	127 014	34 150	161 164
TOTAL CITY AND INTERURBAN	207 052	77 864	284 916	43 808	328 724
STAVE FALLS RY.	6 206		6 206	1 597	7 803
GRAND TOTAL	213 258	77 864	291 122	45 405	336 527

— ALTERATIONS SINCE LAST REPORT —

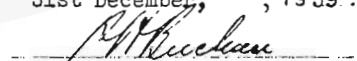
ADDITIONS DEDUCTIONS.

DIST. 1 - Grey & Co. spur, Edmonds, taken up		0.186
Connaught Gravel Pit spur taken up		0.215
DIST. 2 - Hanbury Wood & Coal Co. spur taken up		0.072
Fraser Valley Hemlock Mills Ltd. spur taken up		0.040
Rat Portage Lumber Co. spur No. 2 taken up		0.063
Error in Burke Lumber Co. spur, 1938.	0.006	
Boundary Rd. passing track omitted	0.157	
Evans Products Co. new spur	0.041	
DIST. 3 - Commercial spur, Mt. Lehman, taken up		0.049
Fraser Valley Milk Producers spur shortened		0.033

PREVIOUS TOTAL IN MILES OF S.T. 336.981 NET CHANGE: 0.454

ABANDONED TRACK TOTAL IN PLACE	1 468	1 436	2 904	2 904
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CORRECT TO 31st December, 1939.



1944: DECEMBER 4: The Ruskin - Stave Falls interurban line is abandoned.

1947: APRIL 24: Early morning of this date marks the cessation of service on the last of North Vancouver's street car lines.

1948: JULY 4: In the early morning of this day, the last of Victoria's street car lines ceased operation.

1948: AUGUST 16: B.C. Electric's first trolley coach operation, Vancouver's Fraser-Cambie line, goes into service. Only Vancouver would have trolley coach service.

1950: OCTOBER 1: Early morning of this date marks the cessation of passenger service on the New Westminster-Chilliwack interurban line. Freight service is still operating today.

1952: JUNE 18: In the early morning of this day passenger service ceased on the Vancouver-Marpole interurban line. Freight service is still operated today.

1953: OCTOBER 23: This date marks the cessation of service on, and the complete abandonment of, the Burnaby Lake interurban line, as well as the end of passenger service on the 6.7 miles of the Central Park interurban line between Vancouver's eastern boundary and New Westminster.

1954: JULY 16: Early morning of this date marks the cessation of passenger service on the remaining Vancouver end of the Central Park interurban line, and the abandonment of its first 4.1 miles of track at the Vancouver end. Freight service is still operated today over the last 7.5 miles of line west from New Westminster.

1955: APRIL 22: In the early morning hours of this date service ceased on the last of Vancouver's (and B.C. Electric's) street car lines. This was route 14, Hastings East, the last car was PCC No. 424.

1955: APRIL 24: Twenty-nine of the thirty-six PCC's give free rides this Sunday, "Rails-to-Rubber Day"; car 415 is the last to operate [editors note: on the same day CPR and CNR introduced the "Canadian" and "Super Continental" transcontinental trains].

1956: NOVEMBER 18: Early morning of this day saw the end of passenger service on the Marpole-New Westminster line. Freight service continues.

1958: FEBRUARY 28: In the early morning hours of February 28 occurred the end of passenger service on the Marpole-Steveston interurban line, the last of B.C. Electric's interurban lines, and the final operation of any B.C. Electric revenue rail passenger service. Car 1225 made the last run. Later in the day, two interurban trains, consisting of cars 1231/1222 and 1208/1207, operated the "last ceremonial run of the Marpole-Steveston Interurban Passenger Trains", car 1231 being the very last B.C. Electric rail passenger vehicle to roll. Although part of the line has been re-routed, freight service is still operated, mostly at the Marpole end.

1961: AUGUST 1: The company is expropriated by the provincial government, to be reincarnated as B.C. Hydro and Power Authority, while the rail freight operations become B.C. Hydro Rail.

1980: April 1: Transit operations are split off from B.C. Hydro with the formation of Urban Transit Authority and Metro Operating Company.

1983: MAY 10: The British Columbia Electric Railway Company Limited is formally dissolved.

1985: JUNE 1: The provincial government creates an expanded B.C. Transit, an organization with complete responsibility for all public transit in British Columbia. This merged the Metro company, which had been operating transit service in greater Vancouver and greater Victoria, into B.C. Transit, the provincial authority operating transit in other areas of B.C.

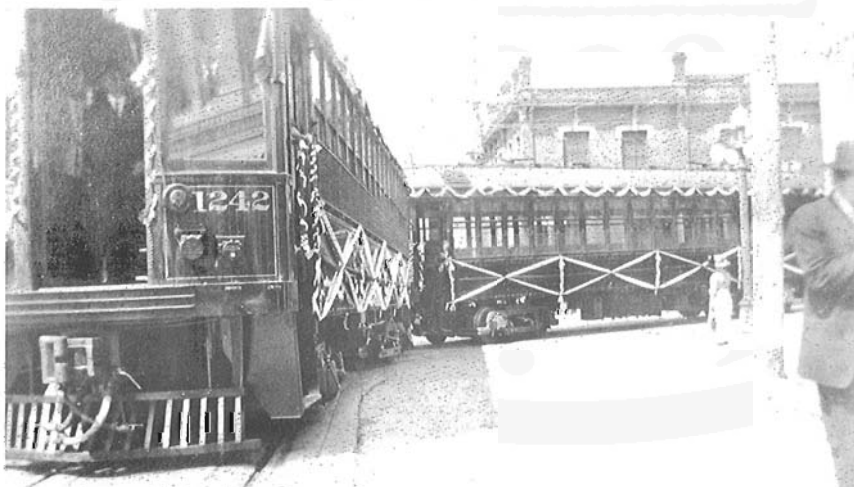
1986: JANUARY 3: "Sky Train" goes into regular service, once more connecting New Westminster and Vancouver with state-of-the-art transit service, as had the Westminster and Vancouver tramway ninety-five years earlier. Except at the Vancouver end, "Sky Train" religiously follows the old Tramway line (Central Park line), flying high above it, politely avoiding 7 1/2 miles of the original line below which is still in freight service.

1990: B. C. Transit celebrates 100 years of service.

A PORTFOLIO OF PHOTOGRAPHS OF THE B. C. ELECTRIC RAIL OPERATIONS



B. C. Electric's New Westminster shops constructed two sightseeing cars in 1909. Number 123 was for Victoria while 124 was for Vancouver. 124 poses here on one of her earliest trips; the regular journey lasted two hours and cost a rather hefty fifty cents. In 1919, car 123 was sent to Vancouver and both cars flourished until 1950 when the routing possibilities became too limited. The Montreal ancestry of the design of these cars is manifestly evident. Henry Ewert collection.



The inaugural day, June 18, 1913, of the Saanich line, as seen in this view taken in downtown Victoria. Out-of-sight baggage-express car 1706 leads St. Louis built cars 1240 and 1242. Geoff Meugens collection.



The heart of New Westminster in 1916, with the Sixth Street line curving onto resplendant Columbia Street from the left, and three lines curving to the right into B. C. Electric's spacious interurban depot. Henry Ewert collection.



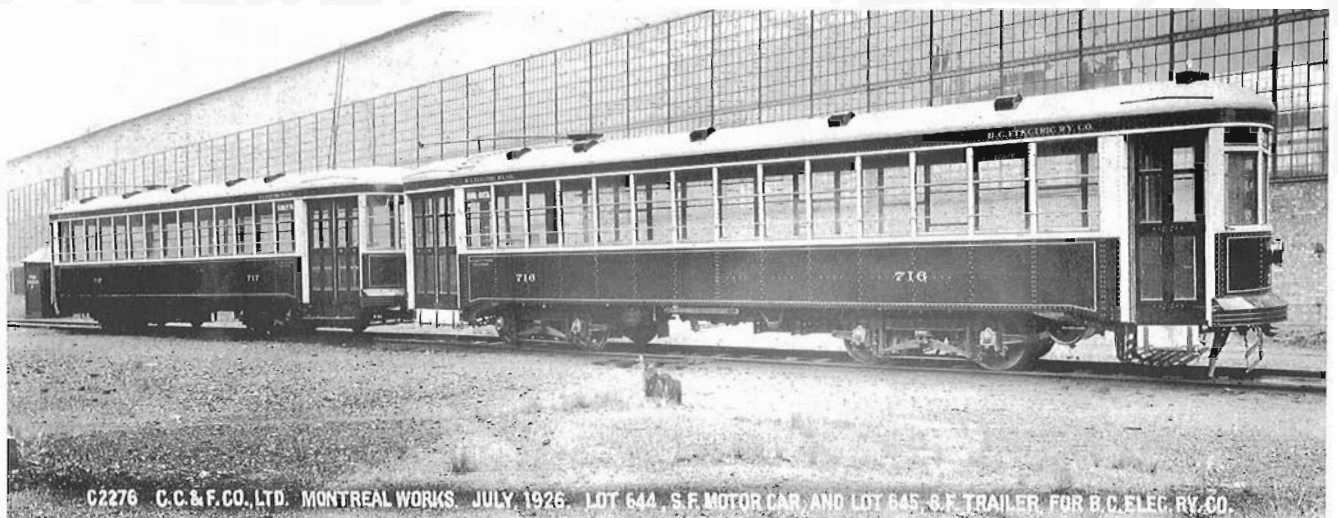
A mid-1920's view north along Victoria's Douglas St. Provincial Archives of B.C. photo HP-71409.



The ferry has just arrived from Vancouver, and car 156, built by Brill in 1908, awaits passengers for the Lonsdale line in North Vancouver. Henry Ewert collection.



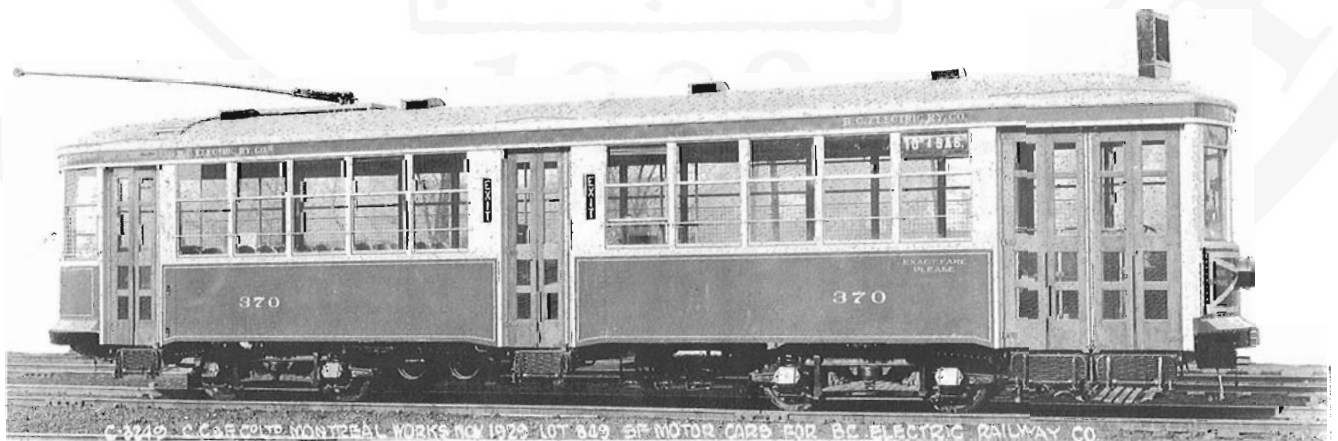
It was the practice of the Canadian Car and Foundry Company to test newly-built street cars on the adjacent Lachine line in suburban Montreal. Here we see B. C. Electric car 357 at Turcot station in June 1926. A Montreal tram follows the B. C. car. CRHA archives, Can-Car collection, photo C-2246.



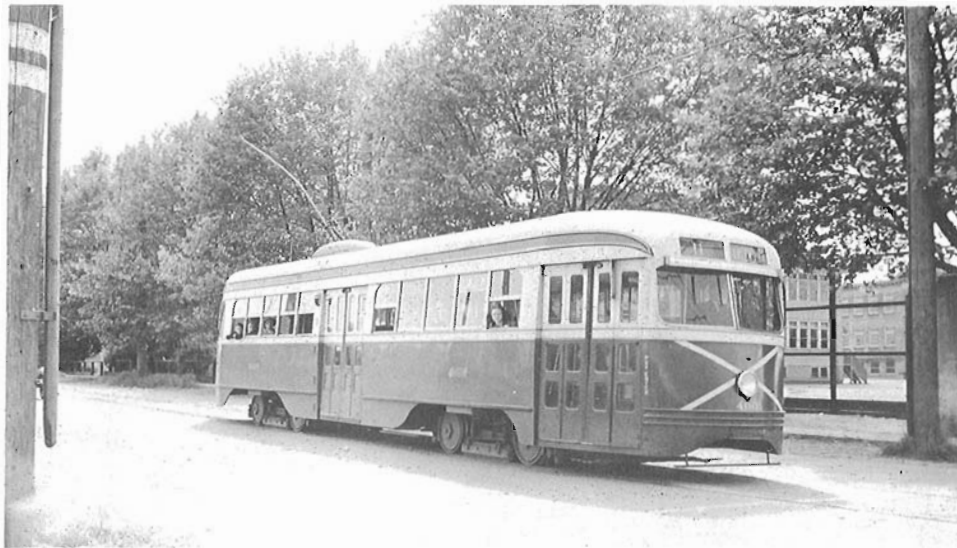
B. C. Electric two-car train (cars 716, 717) outside the Can-Car plant near Montreal in July, 1926. CRHA archives, C-2276.



Filled with Vancouver-bound commuters, a Central Park line train ascends the Highland Park cut-off, led by 1306, one of three B.C. Electric Kuhlman products of 1911. The other car in the train is one of the twenty-eight interurban coaches received in 1913 from the St. Louis Cuy Company. Henry Ewert collection.

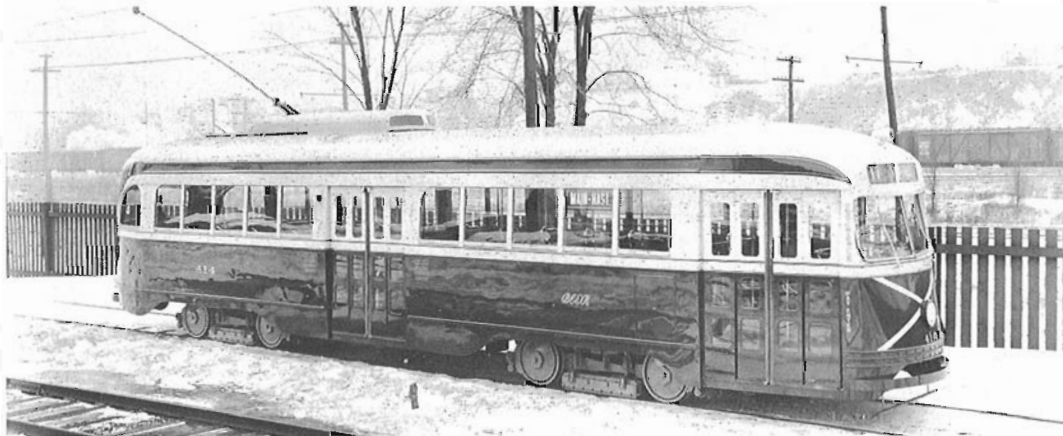


Three-door B. C. Electric car 370 is seen new at the Can-Car plant near Montreal in November, 1929. CRHA archives, Can-Car collection, photo C-3249.



B. C. Electric's thirty-six P.C.C.'s operated only in Vancouver. The first, car 400, went into service on January 27, 1939. Here we see it as it has just swung off Joyce Loop and is about to round onto Kingsway for the journey through downtown to Stanley Park.

Henry Ewert collection.



P.C.C. car 414 at the Can-Car plant in February, 1944. This car is identical to ones delivered to Toronto and Montreal at the same time. CRHA archives, Can-Car collection C-6429.



B. C. Electric car 433 at Can-Car in April, 1945. CRHA archives, Can-Car collection C-6632.



About ready to depart Chilliwack for the 76-mile, three-and-a-quarter hour journey to Vancouver, cars 1301 and 1300 (built by Ottawa and American Car respectively) await the return of the crew in this 1949 view. Harold Hill photo.



Built in 1907 in B. C. Electric's own shops, "Narragansett" 92 services Vancouver's lengthy Oak Street line in March of 1949, three years before the end of service on this line which retained its rural character to the end. Harold Hill photo.

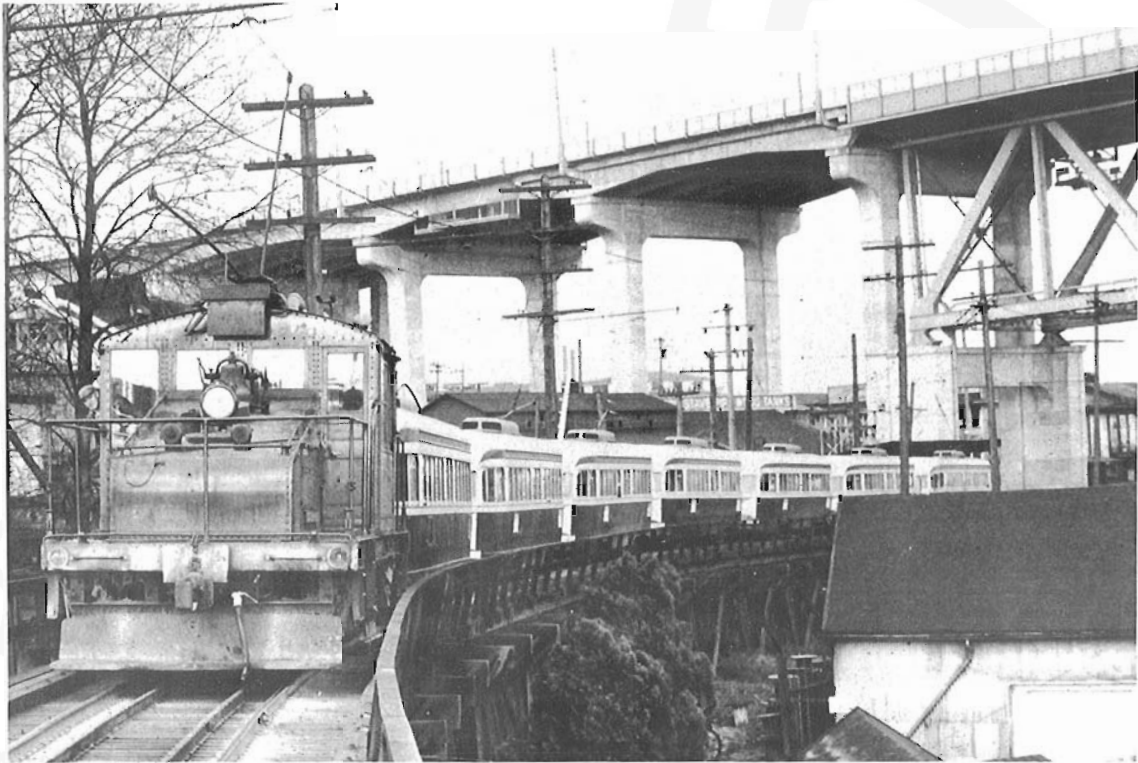


A mid-1940's scene in Victoria with southbound Birney 408, one of ten such B.C. Electric vehicles, all in Victoria, making its way on the causeway in front of Canadian Pacific's palatial Empress Hotel. Ted Clark photo.

Inside interurban car 1309 on the last passenger run to Chilliwack. The date was September 30, 1950, and the mourners were members of the Lower Mainland Railroad Association, the predecessor of the Pacific Coast Division of the CRHA.. B.C. Transit photo 1C-5-2.



The last day of street car operation in Vancouver, April 24 1955, sees a Hastings car leave Kootenay loop and pull on to East Hastings. Two other cars get ready to follow. B. C. Transit photo 55-50-10.



A line of street cars being hauled across the Kitsilano trestle behind a B. C. Electric locomotive. The date was April 24 1955. B. C. Transit photo 55-50-17.



Its the very last day of passenger rail service for the B.C. Electric, February 28, 1958. Regular service has already ended much earlier in the "day", at 1:30 A.M. A special train, consisting of cars 1207 and 1208, has just arrived at Marpole depot and detrained passengers after a special dinner at Brighouse, halfway to Steveston. Soon a final special, cars 1222 and 1231, will arrive, and then both trains will make their final six-mile run to downtown Vancouver. Henry Ewert collection.



*A 1921 Birney street car on a flatbed truck during the centennial celebrations in Vancouver on June 26 1990. This car operated in Victoria from 1921 to 1948.
Photo by Norris Adams.*



Centennial Celebration

EPILOGUE

Only three street cars and seven interurban cars remain. Car 53, a four-wheeler, was miraculously preserved by railfan par excellence Ernie Plant, and is on display in a Vancouver restaurant. Car 153, a former North Vancouver street car, is now under reconstruction in North Vancouver. Birney car 400 is on display in the B.C. Museum of Transport in Cloverdale. Interurban car 1207 was for years at a railway museum in Washington state, but is currently being restored in the Vancouver area. Chilliwack line interurban car 1304 is operational at a trolley museum at Glenwood Oregon. Interurban car 1225 is operational at a trolley museum in Perris California. Interurban car 1223 is on open air display at Burnaby Village Museum, while interurban cars 1220 and 1231 are in local

storage. Finally, interurban car 1235 is in storage in Ottawa at the Museum of Science and Technology.

Purchased by ITEL, the Chilliwack line, the Queensborough line, and what remains of the Central Park line are today operated by the Southern Railway of British Columbia, while the Vancouver-Marpole-Steveston and Marpole-New Westminster lines are part of Canadian Pacific's operations.

B.C. Transit is today the proud, still-burgeoning heir not only to B.C. Electric but also to those three forgotten little local companies which fought so valiantly a hundred years ago for improvements to the human condition.

Memories of Steam

Or

Locomotives I Have Known

By Don Loney

To begin with, I must explain that I am not a railroader. Aside from one summer's employment as a member of a Bridge and Building gang, I never worked for the railroad. However, my Dad, Joe Loney, was a railroader, having worked as an engineer on the Canadian National for over forty years. I therefore got the "black smoke" in my blood through a natural process.

I was born in Ottawa in 1923 and grew up in a part of Ottawa known as Ottawa east. In 1936 we moved to Montreal and lived in that great metropolis until 1942 when we moved back to Ottawa. In Ottawa and Montreal we lived within walking distance of the CN roundhouse. My dad had sold our Studebaker touring car in 1931 and he never acquired another automobile. Thus, "walking distance" to the roundhouse was a prime consideration when my parents selected a residence.

As a youngster I had two great loves, airplanes and steam locomotives. Later on they were to be shared by the game of football. Inasmuch as we always lived close to the railroad scene I was always able to indulge myself in my love for the iron horse. Although my parents frowned on my expeditions to railway territory, such ventures were hard to control because of our proximity to the CNR roundhouse and tracks, particularly in Ottawa. When we lived in Montreal, we weren't quite so close to the action, and besides, by then, being a little older, I was supposed to have more common sense.

During my early years in Ottawa I often accompanied my Dad to the roundhouse when he booked in for a run. This gave me a chance to have a look at the engines in the roundhouse and to spend some time in the cab of an engine while my Dad performed his preparatory duties. Often he would let me sweep down the deck in the cab or shine the brass on the gauges. My Dad had "a thing" for shiny brass. (At home as well as on the engine).

If the engine was going out on a freight train, after leaving the shop track they would back down to the Bank Street Yard and I would hop off at the Main Street crossing which was conveniently close to home.

During my Dad's time as a fireman he held down a job on Train No. 1 and 2 which was then known as the Continental Limited. That's when I was introduced to one of my favourite types of locomotives, the first of the 6000 series. At that time I believed the 6000s were assigned to this train right across the system. They were the biggest engines I had ever seen at that time and aside from their size I always thought that the feedwater heater jutting out in front of the smoke box gave them an aggressive and powerful look. My Dad always referred to the feedwater heater as "the bundle". One of the first bits of technical information I ever learned about a locomotive was when I asked my Dad: "What are those two big cylinders on either side of the firebox door?"

"That's the Duplex stoker" he replied. I had seen the Standard stokers normally found on a Mikado but never a Duplex. I don't know a great deal about the mechanics of a steam locomotive but I never forgot the difference between a Standard and Duplex stoker!

Many years later, in the Fifties, I was returning from a trip to Vancouver (by train, naturally) and at the Vancouver terminal decided to walk up to the front end to see what kind of power we had on the train. Lo and behold, it was the 6000, the grand-daddy of the series. I introduced myself to the engineer and told him that my Dad was an engineer on the same train back east. To my delight he invited me to ride with them. If my memory serves me right, I think I got off the engine at Chilliwack. When I was in the cab I noticed the absence of the Duplex stoker. As a matter of fact there wasn't any mechanical stoker. When I asked about the missing stoker the fireman explained that the engine had been converted to an oil burner and he proceeded to give me some first hand information on how an oil burner was fired.

When I lived in Ottawa, the old terminal, called Union Station was located across from the Chateau Laurier Hotel and was still in used. Today I believe it is a Conference Centre. In the early fifties steam locomotives were still to be found on the head end of



The Early 6000' s. A brand new U-1-b , 6029, built in 1924. One of my favourite types of Canadian National locomotives fondly remembered as the power on the Continental Limited. C.N photo 23126.

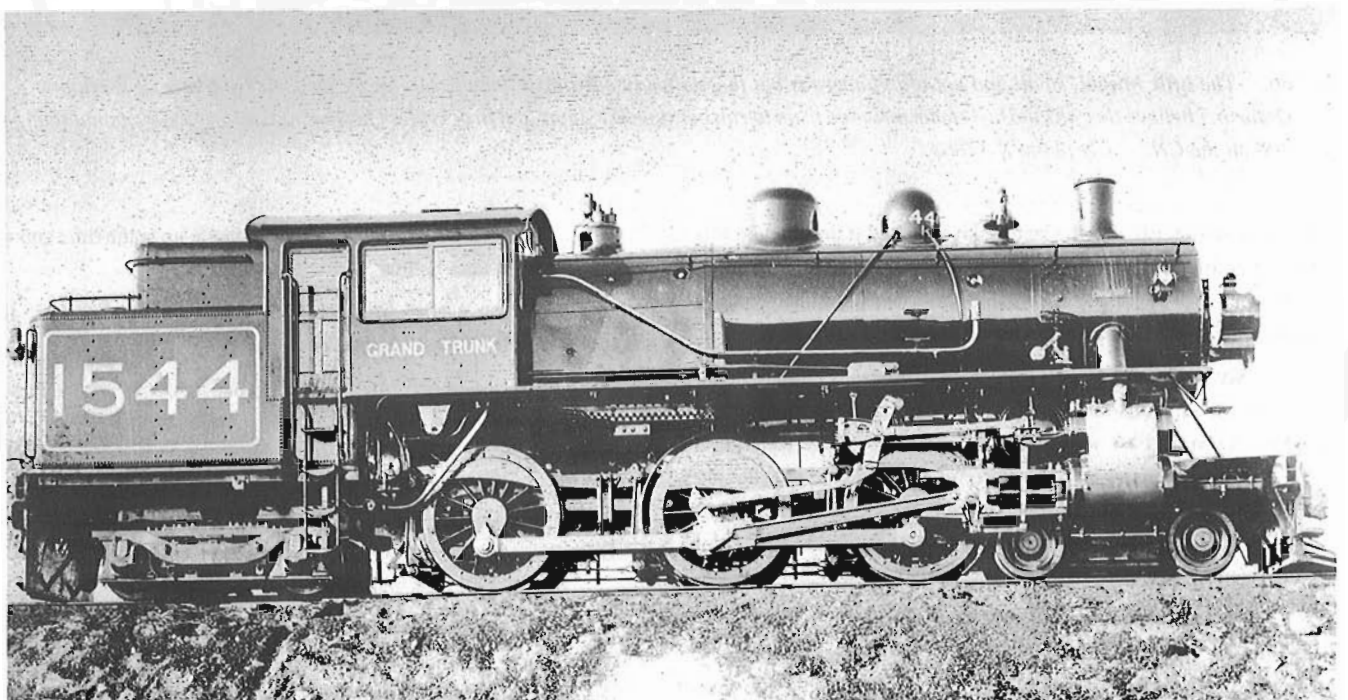
the Continental Limited. At that time, the relatively new 6060 series were assigned to the train west of Ottawa. The train from Montreal would pull into the station with the engine stopping up by the concourse. When it was ready to leave, the engine was uncoupled and a switcher would pull the train out clear of the station. The Ottawa engine which had been waiting on a siding beside the train would then back onto the station and after being coupled on, would back the train to the Main Street crossing in Ottawa East. This track between the station and the crossing formed on leg of the Wye. The engine usually stopped right on the crossing, the switch was thrown, the engine reversed and the train would start its westward journey. This was very convenient for my Dad who was then one of the assigned engineers on this train, as if he had forgotten something he'd telephone my Mother and she'd send me or my younger brother Ted, over to the crossing with the missing item. When the train arrived from the West, it headed right over to the Main Street crossing and then back down to the station. Those were the good old days when there was plenty of action on the railroad!

Just about every type of steam locomotive was serviced at the Ottawa roundhouse at one time or another and as a youngster under the tutelage of my Dad I learned the names of the types and the kind of service in which they were employed. For example, the Montreal-Ottawa local passenger trains were the property of the 5200 class Pacifics and the through freights such as No. 401 and 402 running both east and west belonged to the Mikados. On local freights or mixed trains you would normally find a Consolidation or a Ten Wheeler. The little Moguls spent much of their time on way-freights and branch line work. It was on a Mogul working between Hawkesbury and Glen Robertson that I first developed my "whistle blowing" technique. My Dad was assigned to this job one summer and I spent a week with him.

Incidentally, after my Mother and Dad were married they spent their honeymoon in Westport, Ontario, during which time my Dad was firing the Westport-Brockville way freight. A little Mogul performed the duty on that train. In 1971 I was visiting the CN Public Relations office in Montreal in search of locomotive photographs and came across a photo of a Mogul standing at the



5704. This is the way I remember the 5700's. Photographed at the St. Henri coach yard in Montreal before leaving for Dorval where it would then back down to Windsor Station. CN photo X-50566.



1544. One of the six suburban tank locomotives as they appeared when delivered to the Grand Trunk in 1914. During their active service on the CN they were modified considerably and of course I remember them as they appeared in the 1940's with the feedwater heater located in front of the stack. This one became CN number 49. CN photo.



86. *The little Mogul, small and not too glamerous but the mainstay of branch line operations on the CN, seen here at Westport, Ontario. I believe this was the last steam powered train to run between Westport and Brockville. This engine was originally numbered 908 on the CN. CN photo X-37863.*

Westport station. It was the last steam powered train to make this run, I purchased a copy of the photo as I wanted to do a painting of the scene for my Dad. The painting turned out quite well but unfortunately my Dad passed away before it was finished.

My Dad spent many of his years both as a fireman and an engineer on Mikados and he had a lot of respect for this type of engine. As in the case with most steam engines, there were good ones and some not so good. One morning in Ottawa I was having breakfast with my Dad (he was then one of the regular engineers assigned to No. 1 and 2, running west from Ottawa) and I asked him which engine he had down from Brent,

"We had a Mikado, the 3212, and she did a great job." Apparently, the regular engine, a 6000, had broken down at Capreol. Assuming that a freight engine couldn't make the time with a passenger train, my next comment was: "I suppose you were late getting in".

"No, as a matter of fact we even made up some time and we had fourteen cars behind."

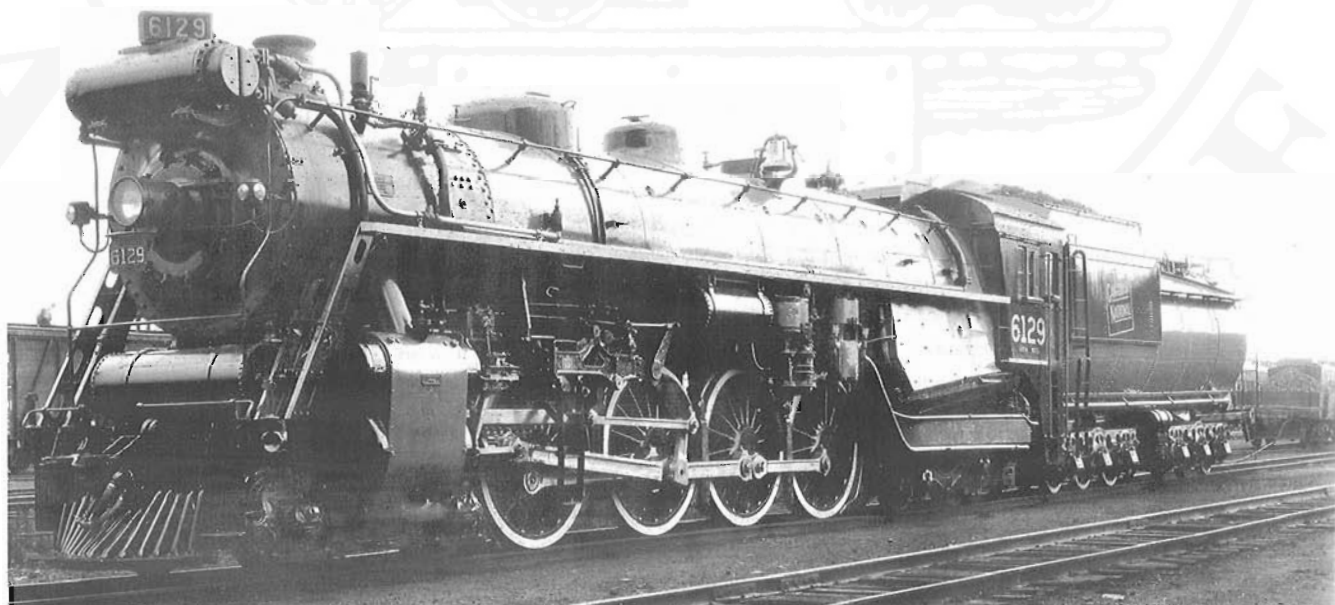
On an earlier occasion, (he was then on 401-402, the through freight) I asked him about his trip.

"We had a hell of a trip up! We had a poor steaming engine and a fireman who couldn't boil water in an electric kettle. We stalled on Indian Hill west of Pembroke, had to dump the fire, build it up again, and double the train up the hill." I think they were 17 hours going to Brent which is approximately 160 miles from Ottawa.

In the summer of 1936 my Dad decided to work out of Montreal. We moved down in the summer of that year and took up residence in a flat on Prud'homme St. in N.D.G. We lived just below the CPR mainline running west from Windsor Station, one block from the CPR Glen Yard roundhouse and "within walking



6060. Nicknamed "Bullet Nosed Betty", the new 6000's were assigned to the Continental Limited west of Ottawa just prior to the dieselization of that train. CN photo 44090.



6129. My favourite Northerns were the U-2-a and the U-2-b class built in 1927. I think I was influenced by the Vanderbilt tender, and the location of the feedwater heater. CN photo 27819.



6504. My dad, Joe Loney, on the right and his fireman Tom Bradshaw after the completion of his last run in 1957. Taken at the old Union Station, Ottawa. Photo by Switzer.

distance" of the CNR Turcot roundhouse. My interest in steam locomotives had not diminished and I now had new territories to explore. I made several expeditions down to the roundhouse at Turcot and became acquainted with types of locomotives I had heard about but never seen. It was at Turcot where I saw my first Northerns close up and at that time they were the engines belonging to the first batch, 6100-6159. That year, the CN received their streamlined Northerns, the 6400s and I remember going down to the old Bonaventure Station to see the first one on display. I also got my first look at the ponderous 700s operated by the Central

Vermont. Previously I never thought yard engines were very big, and then I met the 8200s, 8300s and 8400s used in the Turcot yard. I believe some of these yard engines had a tractive effort rating between 50 and 55% which put them alongside some of the Northerns in that respect. During that period the CN operated two diesel electric switchers in Turcot Yard, the 7700 and the 7750. My Dad who was then on the spare board as an engineer worked on these engines quite often and on a number of occasions I would go down to the yard after school and spend an hour or two with him. As a matter of interest, I have the official instruction manual put out by the CN concerning the "Operation of Oil Electric Equipments" (published 1934). It covers the operation of the Beadmore Rail Cars, 4, 6, and 9 cylinders, the Westinghouse Rail Cars, the 7700 and 7750 and the main line locomotive, 9000. As well as giving the operational procedures it also contains the overall specifications.

If I were to choose my most favourite steam locomotive of all time it would undoubtedly be the CN 5700s (Hudsons) built in 1930. In their original form they were beautiful, clean and graceful machines. When we were living in N.D.G. I attended a public school which was about one block away from the CPR mainline. At that time the 5700s were assigned to the Montreal-Toronto afternoon Pool train which was numbered 15 out of Montreal and 6 out of Toronto. The name of the train, I believe was "The International Limited" but my Dad called it the "Chicago Flyer" which I thought was much more glamorous. No. 15 usually left Windsor Station around 3:15 in the afternoon which was perfect for me because we got out of school at 3:30. This gave me just enough time to get down to the track to watch one of those majestic locomotives working her nine car train up the

slight grade as it headed towards Montreal West. At the time the 5700s were in their original livery, basically black but with a gun metal boiler jacket. A scoop type smoke deflector sat over the stack which was the only modification to the original design. My young mind was also impressed by the fact that the engine crew wore goggles which I naturally associated with speed. Of course their main function was to protect the eyes from the cinders. With a nine car train the 5700s were capable of reaching and exceeding 100 m.p.h. My Dad told me that some enginemen wouldn't bid for the job because it was too fast.



Diesels on freight. Early freight units approaching Main Street crossing, Ottawa East. The track to the left of the engine leads to Union Station and is the track the westbound Continental would back up on in the process of turning the train. The engine would stop on the crossing to the left of the switch and then head out on the track occupied by the diesel in the photo. The present day "throughway" was built over this site. Photographer unknown.

One summer my Dad worked on the commuter trains between Montreal and Vaudreuil. These trains were handled by six tank engines, nos. 45 to 50. They were then operating out of the old Bonaventure station and would leave Montreal tank first. At Vaudreuil, after a "flying switch" the engine would be coupled to the east end of the train and be ready to return to Montreal, smoke box first. These engines which were designed for suburban service had excellent acceleration which was most necessary because of the many stops they made on their 27 mile run. I made quite a few trips with my Dad on the Vaudreuil local, an experience which was made more interesting by the fact that the CN and CP mainlines ran parallel to each other between Dorval and Vaudreuil.

One trip it just happened that a CPR train and ours stopped at their respective stations at the same time. My Dad turned to me and said "I guess we'll have a little race". After looking at the CP engine which was a 2300 I said "I don't think it will be much of a race!"

My Dad replied, "Just watch".

Both engineers opened up the throttle at the same time and much to my surprise we were soon out in front. Our engine was the No. 49 which Dad said was the fastest of the lot. However, pretty soon the snout of the 2300 drew alongside and then started to ease past. The big wheels and superior power were not to be denied over distance.

During the first five years of our stay in Montreal we lived a block away from the CPR Glen Yard roundhouse. The CP turned their passenger trains by means of a big loop which encircled the shops at the Glen. Within the circle was a big lot which we used as a playing field and it was on this field that my football career was born. The enginemen's bunk house was adjacent to the field and I'm sure our touch football games provided much entertainment for the engine crews on Sunday afternoon. Also, within the loop was an enclosed soccer pitch which was the home field for the CPR team and the site of many excellent soccer games. It was a great arrangement for me as I could watch the action on the field and the action on the track at the same time.

Even though I was a true blue CNR man, I couldn't resist visiting the CPR roundhouse. Most of the engines serviced there were in passenger service, the light Pacifics, the heavier 2300s, the Hudsons, and the two Northerns, 3100 and 3101. The Northerns were then assigned to the night pool train to Toronto. Engines belonging to the Delaware and Hudson and the New York Central were also looked after at the

Glen Yard roundhouse. Perhaps one of the most interesting engine types on the CP at that time were the 4-4-4s or Jubilees which provided the style role model for the Royal Hudsons and the Selkirks. It was not until 1948 or '49 that I had my one and only ride in the cab of a CPR engine. I was then playing football for the Ottawa Rough Riders and in those days we always travelled by train. It was on a Friday afternoon and we were travelling to Toronto for a game with the Argos. During that period the relatively new 1200 class Pacifics were used on the train between Ottawa and Brockville. I had a little time to spare before departure so I walked up to the head end to see which engine we had. It was a 1200. I introduced myself to the engineer and was not surprised to learn that he knew my Dad quite well. When he learned of my interest in locomotives he asked me if I would like to ride with them in the cab as far as Smiths Falls. Naturally I accepted his invitation. The 1200s were a great engine for their size. They were probably classified as light Pacifics but they were very modern and efficient. The 1200s were produced between 1944 and 1948 and were amongst the last types of steam locomotives built for the CPR. At Smiths Falls I got off the engine and joined my team-mates on the train. Several years later while visiting Steamtown at Bellows Falls, Vermont I had an opportunity to ride in the cab of another



1278. Don Loney in the cab of ex CPR G5d class Pacific 1278 at Steamtown, in Bellows Falls Vermont in 1975. This engine was used in their daily tourist operation.

1200 (1278) only this time there was a little bonus. After we got started the engineer got up off his seat and said; "Take over". I didn't have to be asked twice.

My last contact with steam engines was between 1974 and '76 when I was employed by Cape Breton Development Corporation in Sydney, Nova Scotia. For a few years Devco operated a steam powered tourist train and I had the pleasure of acting

as Manager for a couple of those years. We had two operating steam locomotives, a vintage (1899) Mogul whose career began on the Sydney and Louisburg Rwy and a British 4-4-0 called "Repton" formerly the property of the Southern Rwy in England. Quite a contrast in Motive power! The Mogul had 55" drivers and the "Repton" had 79" drivers which made for an interesting combination when we double headed them. After the tourist operation was terminated by Devco the "Repton" was returned to Steamtown. However I have recently learned that the engine has been returned to England and is in operation. I am not sure of the fate of the old 42, our Mogul. The last time saw her she was being operated by the Salem and Hillsborough Railway near Moncton, New Brunswick.

Today the steam locomotive is a creature of the past and it looks like passenger service in Canada is in it's twilight years. Steam locomotives were dirty, noisy and often rough riding and yet they were a thing of beauty, powerful, speedy, colourful and full of character. I am most thankful that I grew up during the years when steam locomotives reigned supreme on Canadian railroads. My relationship, although a casual one, has provided me with great memories, and those memories along with my books, my records and tapes and my painting has kept the steam locomotive alive in my mind.

CRHA Communications

REPORT TO MEMBERS

The past year has been an active one for the Association. The major activities are the publication of the bi-monthly journal "Canadian Rail" and the maintenance of the Canadian Railway Museum at Delson-St. Constant, Quebec.

During the course of 1989/90, six issues of "Canadian Rail" were issued to the members. We thank those members who contributed articles and photographs. Without their support, it simply would not be possible to produce the magazine. In order to commemorate the fiftieth anniversary of the Royal Tour of 1939, an article surveying the contribution of the railways to the successful visit by King George and Queen Elizabeth was supplemented by a colour cover of the Royal train in the Rocky Mountains. This marked only the second time in the history of the Association that the magazine has had a colour cover. A donation by two members towards the extra cost involved in printing the cover in colour made this possible.

The results of the first ever survey of the membership were published during the past year. We thank those members who took the time to fill in the questionnaire. The results of the survey are guiding the plans of the Canadian Rail production committee.

A new computer was purchased to enable the production of "Canadian Rail" to be undertaken using a desk-top publishing system. This will provide several benefits. First, the editors have more flexibility in the layout of the magazine. Second, the number of typographical errors should be reduced as the text will no longer be typeset. The computer software used to produce the final text has a built in program which checks spelling. Third, by eliminating the typesetting process, the costs of producing the magazine will be reduced.

Last year the expenditures on the magazine exceeded the revenues. This was primarily due to an unexpected large increase in postage rates. Your Board of Directors expect that with these changes in the production of the magazine, there will be no need for a large increase in membership fees.

During the course of the past year, the Association welcomed the Nelson Electric Tramway Society of Nelson, British Columbia as its newest division. The Society is spearheading a project to restore a streetcar of the Nelson Street Railway.

Late in 1989, the presentation of the 1988 CRHA Achievement Awards were made. These awards recognize those individuals who have made a significant contribution to the documentation and preservation of our railway history. Since this program was inaugurated in 1988, individuals from all regions of

this country have been nominated and received these awards. Early in 1990, the Board of Directors approved the creation of a special "Award of Merit" to be awarded at the discretion of the President of the CRHA to individuals who have made a special contribution to our Association. At the annual meeting in April 1990, the first presentation of the award was made to Dr. R.V.V. Nicholls. The Board extends its thanks to Walter Bedbrook, who has been in charge of the Awards Program since its inception, and to those individuals who have served as judges.

A large amount of the Board's time during the past year was devoted to the Canadian Railway Museum/Musee Ferroviaire Canadien CRM/MRC. The Board wishes to thank Bill Hrynkow for his many years of volunteer service at the museum as well as his stint as treasurer of the Association. Bill recently stepped down from his position as treasurer and Chairman of the Museum Committee as he has been transferred to Winnipeg by his employer. Mr. Bob Carlson was the only new person elected to the Board of Directors and he will be serving as the Association's Treasurer.

Since the 1950's, the Association has amassed the largest collection of historically-preserved railway equipment in the country. Most of this equipment was acquired during the period when the railways were switching from steam to diesel engines and urban transit systems were retiring streetcars in favour of busses. If the Association had not collected these pieces, most of them would have been scrapped and thereby lost to future generations. Few railway collections can match the scope of the CRM/MFC which has examples of railway equipment from the 1870's through to the 1960's.

The acquisition of artifacts is only one part of the development of a museum. The housing, restoration, exhibition, and interpretation of these has been a continuous challenge. A decade has been spent studying possible sites and museum development plans with various levels of government. Due to the tight fiscal policies of the current federal government, plans to relocate the museum to a site in the City of Montreal have been shelved.

Currently, negotiations are underway with the federal Department of Communications for a grant to upgrade the facilities at the Delson-St. Constant site. These would include the construction of a third storage/exhibition building, the upgrading of storage buildings one and two, the creation of a visitor reception building, and the construction of a restoration shop. This would allow practically the entire collection to be properly housed and would finally provide our volunteers with a proper facility in which to work. It is hoped that these negotiations can be finalized during the current year.

During the past year, the Association was pleased to receive the donation of FA-1 9400 from CN. This unit had formerly been on display at the National Museum of Science and Technology (NMST) in Ottawa. This was the first streamlined diesel unit to be produced in Canada by the Montreal Locomotive Works.

In the course of reducing its collection of railway equipment, the NMST transferred CN 713, a former Grand Trunk (GT) 2-6-0 steam locomotive, to the Association. This is a significant addition to our collection. This type of steam engine was the workhorse of the Grand Trunk freight locomotive fleet. The 713 is also interesting in that it is one of the very few surviving locomotives built by the Grand Trunk.

The Association also wishes to gratefully acknowledge donations of photographs, books and other printed materials, and money to the archives. During the course of the past year, CN borrowed our complete run of "Railway and Marine World" spanning the period from March 1898 through May 1960. This was the trade journal for the railways, street railways and marine operators in this country. It reported upon the development and construction of rail lines, structures, and equipment. Our holdings have been microfilmed and will be sold by CN to libraries and members of the public. We are pleased to have been able to assist CN in this important project.

EDITOR'S CORNER

As noted in the report to members, the production of "Canadian Rail" is moving into the computer age. This has not been without its pitfalls as neither of your editors has had any previous exposure to desk-top publishing systems. In order to save time and eliminate the need for the editors to retype submissions, we would request those authors who prepare their articles on a computer to submit them on a diskette. The preferred word processing package is WordPerfect. As a considerable number of submissions are handwritten or typed on typewriters, these must be retyped in a computer readable format. It would be of considerable assistance if one or two members in the Montreal Area who have a computer and use the WordPerfect program could volunteer to help with this task as the need arises.

We would like to thank Edna-Mae Johnson, wife of the Association's President, and Philip E. Jago for their assistance with the typing of some articles for the current issues. This has helped to relieve the backlog, and without their assistance, these issues would have experienced even longer delays.

Further thanks are due to Bill Hubbard for assisting with the installation of the new computer, Jim Bouchard for his ongoing work with membership records and Steve Walbridge for assistance in the production and distribution of the magazine.

The Business Car

COMMUTER TRAINS COPE WITH BLOCKADE

An emergency commuter train service has been set up connecting Montreal with the South Shore. The trains run non-stop on a 45-kilometre line between Montreal's Central Station and St. Isidore. They operate during morning and afternoon rush hours every weekday. The service was set up to overcome Mohawk Indian blockades on the Mercier Bridge and South Shore highways. The barricades have caused transportation havoc for thousands of South Shore residents who commute daily to Montreal [not to mention visitors to the Canadian Railway Museum - Ed.].

The new trains, consisting of former CPR 800-series commuter cars, can carry 650 passengers each. The total number of riders for the first morning's runs was 345, but that figure rose to 533 by the following Friday. The next Monday, however, as the two-week construction holiday ended, 1300 passengers filled the trains.

Additional buses have also been put into service by the South Shore Interurban Transit Committee and the Roussillon ITC in such towns as St. Constant and Delson. Delson Mayor, George Gagne said he plans to meet with 10 other South Shore mayors to discuss the train service. Gagne said they will wait to see whether

the number of people taking the train increases significantly before approaching the provincial government about a permanent route. "We have to wait and see that it's definite that the train is going to stay" said Gagne.

The Quebec Transport Department set up the service July 23 to ease traffic problems caused by the blockade of the bridge and of the highways passing through Kahnawake. The barricades were erected by the Mohawk Warrior Society on July 11 in support of another barrier in the Kanesatake settlement near Oka. The Kanesatake Mohawks set up the roadblock to protest the expansion of a golf course on to land they claim is theirs.

Guy Chartrand, president of the public transit lobby group Transport 2000 Quebec, said the increase in ridership shows a permanent commuter train is needed. "We shouldn't have train service just for crises, but for normal times as well".

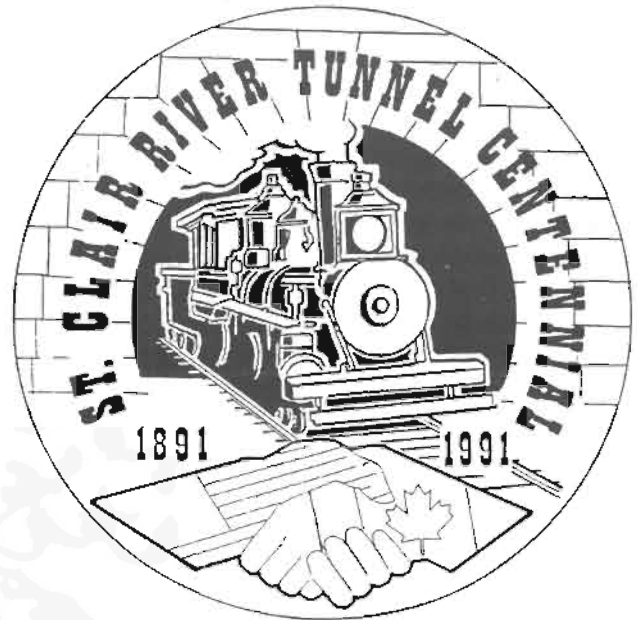
Lise Bellehumeur, a Transport Department spokeswoman, said it will be difficult to install a permanent service because the tracks are leased from CN. Monique Letarte, an advisor to Quebec Transport Minister Sam Elkas, said the province won't consider anything until the negotiations regarding a train service between

Montreal's Windsor station and Chateaugay, using the CP Rail line, have ended. Chateaugay Mayor Jean-Bosco Bourcier has been working for six years to persuade the provincial government of the necessity of the train link.

Bourcier has said that initial plans call for three weekday train runs in the morning and three more in the evening up to 8:30 P.M. Matters left to be worked out include the purchase of cars from VIA Rail (likely surplus Budd RDC's), the use of existing CP tracks and an agreement with the residents of the Kahnawake reserve. The CP tracks pass through the Mohawk community after crossing the bridge over the St. Lawrence River. Bourcier said there is also a proposal to establish two train stops, as well as some parking lots, on the reserve. The estimated cost of the train service is \$35 million, but the Mercier Bridge blockade has temporarily stalled the talks which began in April.

By Gilles Castonguay.

Source: Montreal Gazette, August 2 1990.



ST CLAIR TUNNEL CENTENNIAL

August 25, 1990 will mark the 100th anniversary of the first "holing through" of the St. Clair tunnel connecting Sarnia, Ontario with Port Huron, Michigan. A more detailed history of this great feat of engineering is planned for a later issue of Canadian Rail, but to mark the actual anniversary we reprint this contemporary account from the Sarnia Observer of August 29, 1890.

UNDER THE ST. CLAIR

About ten o'clock Monday morning [August 25, 1890], the last wall of clay separating the Michigan from the Ontario end of the St. Clair tunnel was knocked out by Mr. Hobson, Chief Engineer, and communication from end to end of the great work established. Mr. Hobson was accompanied in his trip to complete the memorable event by Mr. Charles Mackenzie, member of the Provincial Legislature, and Dr. T.G. Johnson, the company's medical advisor in Sarnia, under the guidance of messrs Murphy and Eames, the chiefs of the boring and mechanical departments of the tunnel.

The drifts from the shields on each side had been run to within a few feet of each other on Sunday and the auger hole was bored through so that the workmen were able to talk to each other. The

excavation was then carried on until a foot or so only remained, and this was left for the Chief Engineer to remove. Monday morning Mr. Hobson, accompanied by the gentlemen above named, entered the tunnel from the Port Huron side, and when the final cutting was completed, the whole party passed through to the Canadian side. The event was announced by telephone, and duly celebrated overground by the blowing of steam whistles afloat and ashore, the ringing of bells and the hoisting of flags on public and private buildings in Sarnia.

The accuracy of the work was fully demonstrated, the alignment of the shielding was found to be perfect. . . So pleased was Mr. Hobson with the faithful and intelligent way in which all concerned worked to carry out his plans that he gave a half-holiday to all the tunnel employees and double pay for the day.

Sir Henry Tyler and Sir Joseph Hickson arrived here Tuesday night in their official car and at ten o'clock Wednesday morning [August 27, 1890] started on their tour of inspection of the tunnel work.

Source: Sarnia Observer

Friday August 29, 1890.

BACK COVER: A typical Mikado, CN 3380 hauling a freight train near the end of the steam era. These freight locomotives were seen over most of the CN system for many years. CN photo X-32363.

Canadian Rail

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