NEWS REPORT #38 OCTOBER 1953

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.

NOTICE OF MEETING:

The October meeting of the Association will be held in the Transportation Building, Craig Street West, next to the MTC Terminus, at 8 PM, Wednesday, October 14th, 1953. Proper business will be transacted. In accordance with the Constitution of the Association, notice is hereby given that the question of changing the location of the meetings permanently to the Transportation Building from the Queens Hotel will be voted upon at the October meeting by ballot. Members unable to attend the meeting due to the location of the meeting are invited to submit their views by mail to the Secretary of the Association, and if it is the will of the members present at the meeting, the representations made by mail will be admitted to the vote. The Secretary's address is 310 Victoria Avenue, St. Lambert, Que. Entertainment of the evening will be provided by Mr. J.C. Bredin, Field Assistant, Department of Research and Development, Canadian National Railways who will discuss "Recent Trends in Railway Management Training". Guests are invited to attend.

MOUNT ROYAL TUNNEL COMMEMORATION

On Wednesday, October 21st, 1953 Canadian National Railways will mark the thirty-fifth anniversary of the passage of the first passenger train through the Mount Royal Tunnel, in Montreal, by unveiling a plaque in Central Station; the plaque is in memory of the late Henry K. Wicksteed, M.E.I.C., of the Canadian Northern Railway (now Canadian National Railways) who conceived the idea of the tunnel and played a leading role in its construction.

OPEN HOUSE WEEKEND

Due to poor response to the advance publicity for the Open House Weekend, our Trip Committee found it necessary to cancel the railway trip to Labelle, originally scheduled for Sunday, October 4th, 1953. In its stead, a trolley trip was conducted to Lachine, using Montreal Transportation Commission Training Car No. 1177, in charge of Instructor T. Bonenfant. There were eighteen participants on this trip, including eleven members of the Upper Canada Railway Society, Toronto. The Association was very pleased to be given the opportunity to play host to the visitors from Ontario, and their support of our Open House weekend activities, as modified, is appreciated very much. On Saturday, about thirty five visitors made a very interesting tour of Pointe St. Charles Shops of the Canadian National Railways. The Visit was under the direction of Mr. Piggott, Assistant Works Manager, and associates. In the afternoon, a similar group visited the MTC Youville general repair shops and a highlight of the visit was the opportunity to see and ride MTC #200, the only operating Birney car in Canada. The Association's car #274 was also on display.

THE GREAT WESTERN RAILWAY OF CANADA — Robert R. Brown

In this era of frequent centennials, one of the most interesting is that of the Great Western Railway of Canada, which was opened for regular service, between Suspension Bridge (Niagara Falls) and Hamilton, on November 10th, 1853. Originally promoted by American interests, it was intended to form an international "bridge" route connecting the Michigan Central Railroad in the west, with associated roads in the east -- the New York Central RR, the Boston & Albany Railroad, and the Hudson River Railroad -- and be an important part of a short through line from the western metropolis, Chicago, to Boston and New York on the Atlantic seaboard. It was a much shorter route than the alternative one south of Lake Erie.

The Company was unfortunate in having more than its fair share of misfortunes and the first of these was the Railway Act of 1851 which compelled the Company to adopt the broad gauge of 5'6" when it had intended originally to use standard gauge, thereby destroying its usefulness to its United States backers; perhaps that was just what the Canadian government intended. It was thrown into the hands of the British investors who had provided most of the money, and for a dozen years, the road had to depend to a great extent on local traffic which, fortunately, greatly exceeded original expectations. There was some through traffic, of course, but westbound cars arriving at Suspension Bridge had to be lifted bodily off their standard gauge trucks and then set down on broad gauge trucks, suitable hydraulic jacks being provided for the purpose. At Windsor, the process was reversed. Not only did this operation involve serious delays, but it was very costly.

It was an expensive road to build too. All material had to be carried inland from Lake Ontario or Lake Erie by horses or oxen and over the worst possible roads. Because of the difference of gauge, engines and cars bought in the USA could not be delivered on their own wheels, but had to be loaded and shipped on flat cars at much greater cost. Locomotives, cars and rails imported from Great Britain had to be brought up the Saint Lawrence River and landed at Hamilton on Lake Ontario, or at ports on the north shore of Lake Erie. It is believed that most of this transportation was handled by Calvin and Cook, of Garden Island, whose principal business was towing timber rafts and barges from the lakes down to Quebec, but who were always interested in westbound traffic for their towboats and barges. Rails were carried to Lake Erie for the G.W.R. and for United States railroads too, was £1/5/- ($5.00) per long ton. The rate for locomotives was £100/- each, or if in lots of four or more, the cost was £87/10/- each, but even at the reduced rate, the cost of moving the 44 locomotives imported from England, from Quebec to Hamilton, amounted to over $15,000.00.

During the first year, the rolling stock suffered much serious damage because of the insistent public demands for service, and trains were operated over tracks which had not been ballasted;

on many sections, the ties were laid on sub-grade and even on longitudinal stringers laid on the ground. Ballast trains worked night and day and they were supposed to keep out of the way of regular trains but service was irregular, the traffic department had not been organized, systematic dispatching was conspicuous by its absence, and some dreadful collisions and derailments resulted with heavy loss of life.

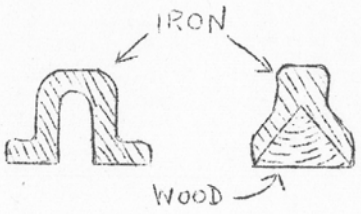


FIG.1 FIG.2

The rails were of very poor quality, especially the bridge or "U" rails, (fig.1) and come composite rails (fig.2) which probably were the worst ever made. Practically all of the original iron had to be relaid in the first five or six years.

Another embarassment to the company was the invasion of its territory by other companies. The Grand Trunk Railway built westward from Toronto to Sarnia and the G.W.R., since it was parallel and about midway between the G.T.R. and Lake Erie, felt reasonably secure from competition in the foreseeable future. However, the G.T.R. built a branch to London, tapping the best part of the C.W.R. territory, but a more serious threat appeared to the east. By some unhappy chance, the G.W.R. had bypassed the potentially important village of Brantford and its irate citizens thereupon collaborated with the people of Buffalo in the Building of the Buffalo, Brantford & Goderich Railway, which was designed solely to draw traffic away from the G.W.R. and to a lesser extent, from the G.T.R. It had a nuisance value but not much else, and soon fell into more friendly hands.

Some very unwise investments were made by the early directors. One in particular was the purchase of the Detroit & Milwaukee RR to form a westward extension of the G.W.R., and also, the establishment of a steamboat line on Lake Ontario. Three large sidewheelers, the "Canada", "Europa" and "America" ran from Hamilton to Oswego and later to Ogdensburg, calling at intermediate ports but the service was so unprofitable that it was discontinued. The "Canada" and the "America" were sold to the Detroit & Milwaukee Railroad for service on Lake Michigan, while the "Europa" was sold down the river and ran for some years between Montreal and Quebec.

Fortunately, the early misfortunes did not last long and for most of its thirty years, of independent existence, the G.W.R. was probably the best built and best managed railway in Canada and, unlike the G.T.R. which demonstrated all the evils of remote control, the G.Q.R. was an excellent example of efficient and progressive British management. Like other Canadian roads of that period, it was never very profitable but its financial showing was as good as any and much better than most. It was the first Canadian railway to introduce mail cars (1854) with post office clerks sorting mail en route; it is believed to have had the first Canadian sleeping cars (1857) and a well-equipped Directors' car in 1857 was the forerunner of the modern business cars. Early experiments by the motive power department included powerful 0-6-0 locomotives spec-

ially designed for heavy traffic, steel fireboxes, fluted side rods and coal burning grates and stacks.

A disastrous fire, which destroyed a passenger coach at the rear end of a mixed train and caused many deaths, led to the installation on all locomotives of a rear vision mirror, similar to those found on automobiles.

In 1866, the Railway Act of 1851, which had established the Canadian Provincial gauge of 5'6", was repealed and the G.W.R., immediately laid down a third rail permitting standard gauge cars from American roads to operate over its lines and also built a large car ferry, the "Great Western" to carry trains across the Detroit River. Numerous photographs show the dual gauge and also broad gauge locomotives with "N.G." signs on the front to notify switchmen and others that the consist of the train included "narrow" gauge (4'8½") cars as well as the more usual broad gauge units. One of the most interesting innovations of that time was the introduction, late in 1866, of three of Pullman's Hotel Cars, really buffet sleepers, the "Western World", the "Victory" and the "President", which ran between Suspension Brudge and Chicago over the Great Western and the Michigan Central. Occasionally, they went as far east as New York, where they created quite a sensation. It was the first time meals were served on moving trains and the novelty resulted in a notable increase in passenger traffic largely diverted from rival routes. However, the cars were too long and too heavy for the small locomotives and the crew of four men per car made them too expensive to operate, so after a year or so, they were replaced by lighter and more conventional equipment.

In 1872, interests closely associated with the Michigan Central RR, built the Canada Southern Railway, from Amherstburg to Niagara Falls close to and parallel to the Great Western. As a result, the G.W.R. lost, to its more modern rival, most of the through traffic to and from the Vanderbilt roads. However, the Erie RR had just completed an extension from Buffalo to Suspension Bridge and interchange with that and other roads continued as a fairly adequate substitute.

Years of rivalry with the Grand Trunk, through the overlapping of branch lines, had exhausted both companies, and, as a robust infant named Canadian Pacific had appeared on the scene, not only as a transcontinental road but even had the audacity to invade the southern peninsula of Ontario, the two older roads agreed to amalgamate under the name of the Grand Trunk Railway and so, on August 12th, 1882, the independent existence of the Great Western Railway of Canada came to an end.

PRECIS:

1834 Mar.6	Incorporation of London & Gore RR to build from London to Burlington Bay (Hamilton) and to Lake Huron.
1845 Mar.29	Project revived; named changed to Great Western Railway line to run from Niagara Falls to Windsor via Hamilton and London.
1846	Incorporation of Niagara Falls Suspension Bridge Co.

1847	Oct.23	Turning of first sod at London but no construction followed.
1850	Nov.16	John A. Roebling appointed Chief Engineer of the Suspension Bridge.
1851	Jul.31	Provincial Standard Gauge of 5'6" adopted by the Railway Committee of the Canadian Legislature.
1852	Jan.	Surveys and construction started.
	Nov.10	Incorporation of Galt & Guelph Ry. and the Hamilton & Toronto Railway.
1853	Apl.22	Incorporation of London & Port Sarnia Railway.
1853	Nov.1	Line completed Suspension Bridge to Hamilton
	Nov.10	Suspension Bridge-Hamilton line opened regular service.
	Dec.17	Completed Hamilton to London; opened Dec.21.
1854	Jan.23	Completed London to Windsor; regular service Suspension Bridge to Windsor started January 27th.
	Aug.21	Harrisburg-Galt branch opened.
1855	Mar.8	Suspension Bridge completed.
	Nov.28	Galt & Guelph Ry. completed from Galt to Preston.
	Dec.3	Hamilton to Toronto branch completed
1857	Mar.12	Desjardins Canal disaster; 60 killed.
	Sep.11	Galt & Guelph Ry. completed Preston to Guelph.
1857		Detroit & Milwaukee Railroad purchased by Gt.Western.
1858	Dec.27	Komoka-Sarnia line completed.
1860		GWR purchased Galt & Guelph Ry.
1864		Incorporation of Wellington Grey & Bruce Railway.
1865		Running rights over Erie & Niagara Railway from Suspension Bridge to Fort Erie.
1866	Mar.3	Opening of new station at foot of Yonge Street in Toronto. Building destroyed by fire May 17, 1952.
	Dec.17	Branch from Wyoming to Petrolia.
1867	Jan.1	Completion of laying of third rail between Suspension Bridge and Windsor to accomodate standard gauge. Inauguration of Blue Line freight service between Grand Haven. Mich. and New York.
1869	Jan.15	Construction of Wellington Grey & Bruce Ry. started.
1869	Dec.24	Incorporation of Canada Air Line Ry. to build from Glencoe to Fort Erie.
1870	Sept.15	Wellington Grey & Bruce Ry. completed Guelph to Elora.
	Dec. 3	" " " " Guelph to Alma.
	Dec.17	Hamilton-Toronto branch changed to standard gauge.
1871	Jan.21	Erie RR built from Buffalo to Suspension Bridge providing second outlet.
1871		Branch Harrisburg-Brantford built.
	Nov.27	W.G.& B. completed Guelph to Harriston.
1872		Running rights on Welland Ry. between Welland Jct. and Merritton.
1872	Sep.1	London & Port Stanley Ry. leased by G.W.R.
1873	May 27	Air Line completed Glencoe to Welland Jct.
	May 29	W.G.& B. completed Guelph to Southampton.
	June	Elimination of last broad gauge section between Hamilton & London.
	Nov13	Short cut built Suspension Bridge to Allanburg.
	Dec.15	Air Line extended from Welland Jct. to Fort Erie.
1874		Double track Windsor to Belle River and Chatham to Glencoe, 51 miles.
		W.G.& B. completed, Palmerston to Kincardine.

1874 Oct.14	Fixed span replaced swing bridge over Desjardins Canal.
1876 Jan.	London Huron & Bruce Ry. completed Hyde Park to Wingham.
1876	Brantford Norfolk & Port Burwell Railway completed from Brantford to Tillsonburg.
1877 Aug.10	Bridge over Desjardins Canal replaced by embankment.
1879 Sept.16	Completion of loop line on Burlington Heights to connect Toronto branch with main line and to eliminate descent into Hamilton and up again.
1882 Aug.12	Amalgamation of the Great Western Ry. with the Grand Trunk Ry. under the name of the latter.

STREET RAILWAYS OF EASTERN CANADA.

Map of the street railway in Saint John is included with this issue. Roster will be concluded with November News Report.

CANADIAN PACIFIC RAILWAY SELF-PROPELLED CARS - O.S.A.LAVALLEE

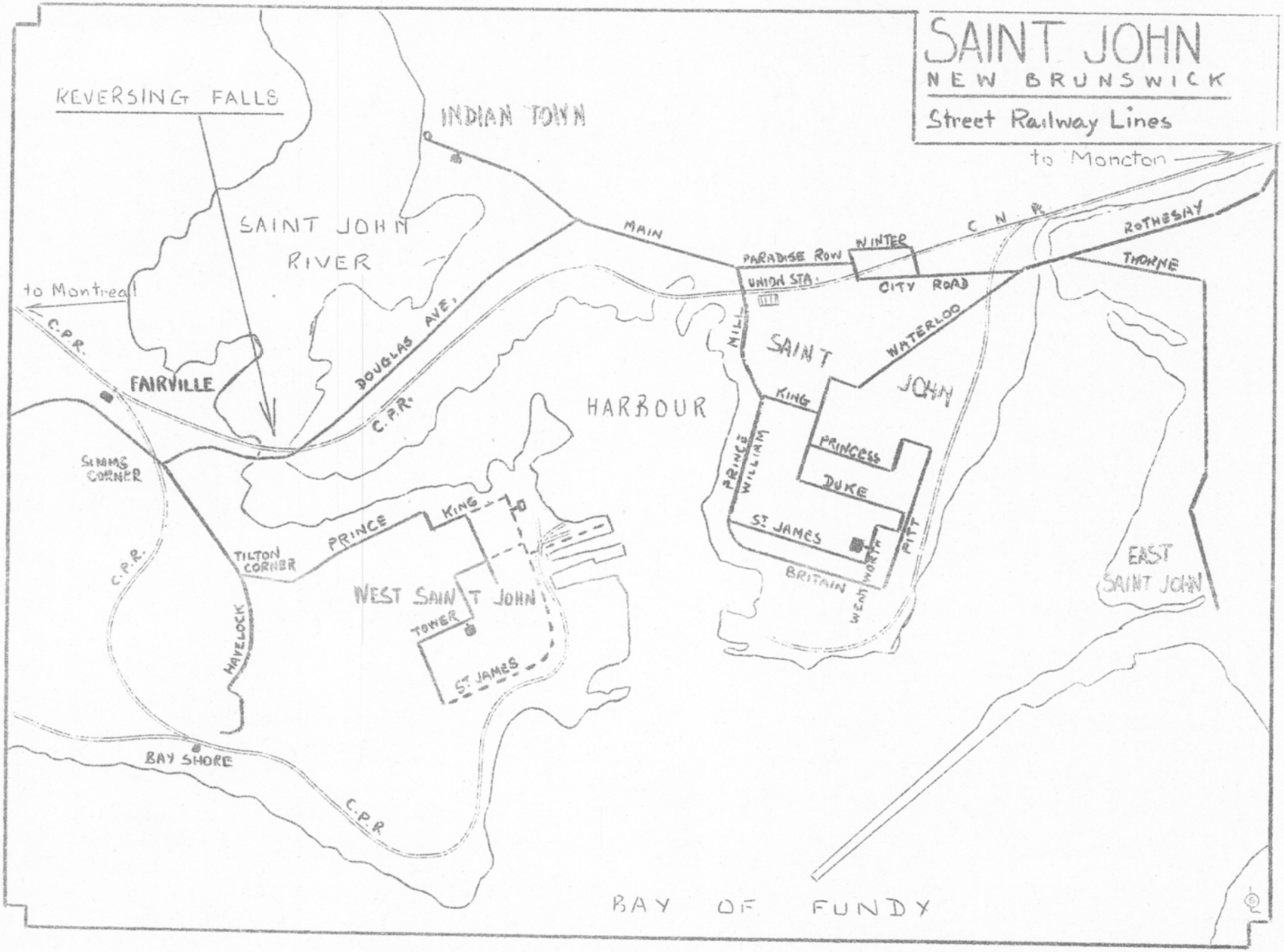
Following report in the September Report concerning rumoured purchase of four Budd RDC cars by Canadian Pacific Railway, the report was confirmed in a Company dispatch a few days afterward, disclosing that three RDC-1's and one RDC-3 type, cars, were to be purchased. The RDC-1's are to be used, two units on the Toronto-London-Detroit service, and one unit in the Montreal-Mont Laurier service. The RDC-3 will operate between North Bay and Angliers, Ont. Cars in the Toronto-London service will replace a conventional steam train in each direction. This train is no.629,630 and 631. In addition, the service will be extended to Detroit. The car in the Montreal-Mont Laurier service will operate on a new schedule, as trains 447 and 448 except Sunday, and 450 and 451 Sunday only. The RDC-3 will operate as trains 48 and 51, a new schedule between North Bay and Mattawa, and will replace present conventional trains 49 and 50.✠ The Toronto and Montreal services will be inaugurated November 30th while the North Bay schedule begins December 14th.

Certain modifications will be made to the cars to conform to local practice, perhaps one of the most conspicuous being the painting of the car ends with the yellow chevron-like paint scheme so familiar to the gas electric cars,and electric cars on the Grand River Railway and Lake Erie & Northern Railway.

The cars will be numbered in the presently-used 9000 series, following the gas-electric cars. RDC-3 is to be numbered 9020, while the RDC-1's are to bear numbers 9050-9052.

It is perhaps appropriate that Canadian Pacific Railway should take the initial step toward the purchase of Budd cars in Canada, since credit must go to the Company for introducing Canada's first self-propelled internal-combustion car in 1902.

✠- north of Mattawa.


SAINT JOHN
NEW BRUNSWICK
Street Railway Lines
REVERSING FALLS
INDIAN TOWN
SAINT JOHN RIVER
to Moncton
MAIN
C N R
ROTHESAY
THORNE
PARADISE ROW
WINTER
UNION STA.
CITY ROAD
to Montreal
C.P.R.
DOUGLAS AVE.
FAIRVILLE
MILL
WATERLOO
SAINT JOHN
KING
PRINCESS
DUKE
HARBOUR
PRINCE WILLIAM
ST JAMES
PITT
BRITAIN
WENTWORTH
SIMMS CORNER
TILTON CORNER
PRINCE
KING
WEST SAINT JOHN
TOWER
ST JAMES
HAVELOCK
EAST SAINT JOHN
BAY SHORE
BAY OF FUNDY

Steam cars had made their appearance on the Canadian railway scene at least twenty five years before the C.P.R. outshopped No.520 in 1902. While it was but thirteen feet long, carried on four wheels, it was built as a passenger-carrying car, and was similar to its more familiar prototype, the open-bench street car. No.520's sides were open, with canvas drapes which might be let down as protection against the elements.

While Canadian Pacific Railway has not possessed many self-propelled cars, there has been an interesting variety of types since 1902, and a roster of CPR unit cars, which may be of interest to our readers, follows:

No. Org.	Series '06	'12	'30	Builder	Year	Remarks
520	87			C.P.R.	1902	Seated 14. 13' long. 8000# Wt. Gas-mechanical. Scrapped 1908.
	88	70		"	1906	Seated 56. 72'1½" long. Steam Car. Rblt. to Comb.car #3199.
		40		"	1912)	Cars seated 35. 24'9½" long.
		41		"	")	6 wheels. Gas-mechanical open
		42		"	")	cars. Narrow gauge. Used on Lake Louise Tramway. Scrapped.
		43	✱	Ledoux-Jennings Ltd.	1922	Seated 30. 29' long. Gas-mech. Weighed 20,000#. Scrapped 1939.
		44	✱	Ottawa	1924	Seated 40. 48'3" long. Weighed 46,100# Rblt.1926. Scr.1939 Gas-m.
		45	9002	Can.Car	1924	Seated 50. 53'2" long. Weighed 76000#. Storage battery car. Later rblt. as trailer.
		49		C.P.R.	1912	Freight narrow-gauge gas-mech. 6 wheels. Used on Lake Louise Tramway. Scrapped.
		50		"	1925)	Seated 43. 40'1" long. Weighed
		51		"	")	34000#. Gas-mechanical closed cars. Narrow-gauge. Used on Lake Louise Tramway. Scrapped.
			9003	St.Louis	1930)	Seats 50. 72' long. Weighs
			9004	"	")	140000#. Closed gas-electric motor-baggage-passenger cars.
			9005	Ottawa	1931	Same as 9003 but weighs 142000#.
			9006	"	"	Same as 9003 but weighs 145000#. Once equipped with diesel engine.
			9007	"	1932)	Same as 9003 but seat 25 and
			9008	"	")	weigh 152000# each.
			9009	"	")	Baggage-mail-express only.
			9010	"	")	76'2" long. Weigh 149000#. #9009 scrapped 1950.
			9020	Budd	1953	Seats 49. 85' long. Wt.118100# Diesel-mechl. RDC-3 model.
			9050	"	")	Seat 90. 85' long. Wt.112800#
			9051	"	")	Diesel-mechl. RDC-1 model.
			9052	"	")	

✱- Evidently intended to re# 43 and 44 to 9000 and 9001 but not done.

NEWS REPORT Editorial Office 6959 De l'Epee Ave., Montreal.
O.S.A. Lavallee, Editor.