CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT #47 INCORPORATED. JULY-AUGUST 1954

Montreal, Canada.

In accordance with custom, no meetings of the Association are held during the months of July and August. The next meeting of the Association will be held September 8th, and will be announced in the September News Report.

NEW RAILWAY PASSENGER EQUIPMENT

Within the past month, both large railways have made interesting additions to their passenger rolling stock rosters. During the month of June, Canadian National Railways placed an order with the Budd Company of Philadelphia for two further RDC cars, one RDC-1 all-passenger type, and an RDC-4 baggage-mail-express type, the latter the first of its kind in Canada. The two cars were received on July 6th, arriving, surprisingly enough, coupled to the rear of the overnight New York-Montreal Delaware & Hudson passenger train, arriving at Windsor Station, the CPR terminal. Later the same day, the cars were turned over to the Canadian National, who in turn are making minor preparations before placing them in service between Riviere-du-Loup and Levis, Que. The two cars supplement one other RDC car owned by the National System, operating between Fredericton and Newcastle in New Brunswick. The new RDC-1 becomes CNR D-200, while the RDC-4 is numbered CNR D-150.

Also in June, Canadian Pacific Railway ordered two further RDC cars from the Budd Company, and they were scheduled to be received during the week of July 15th. Both RDC-1 type, and numbered 9054 and 9055, they will be sent to Calgary, Alta. presumably for service between that city and Edmonton. Following the CPR order, it was reported by reliable sources that the CNR has ordered one additional RDC car, of unspecified type, supposedly for use between Quebec and Richmond, Que.

On July 4th, following appropriate ceremonies at Philadelphia, in which the CPR accepted the first car of its $40 million order for stainless steel passenger equipment from the Budd Company, the sleeping car "Chateau Bienville" arrived in Montreal coupled in train #209, the night Boston-Montreal service, in which it had been placed at Wells River. The car was sent immediately to Angus Shops for further equipment. The "Chateau Bienville" is a non-dome sleeping car, with several types of open and enclosed space. On July 12th, the same train brought in the second member of this class, the "Chateau Argenson". On the same day, the first "scenic dome" car, the sleeping and lounge observation car "Banff Park" arrived in Montreal coupled to the rear of the overnight D&H New York-Montreal train. The "Banff Park" and "Chateau Bienville" are scheduled to be shown across Canada in the larger places, starting July 19th, and ending September 3rd. They will also be shown at the Canadian National Exhibition at Toronto.

On July 1st, 1954, the Toronto Transit Commission inaugurated its new multi-zone fare system in the Toronto area. A number of suburban bus companies were incorporated into the new set-up. Some of the TTC riders have found the fare system a little complicated, and among this group is one ex-Montrealer, whose impressions are detailed below. We print this with tongue in cheek, and we mean no offense to the TTC, whose progressive spirit is exemplified by the now-famous Toronto subway, Canada's"first and only".

SHOW ME THE WAY TO GO HOME, or

BY TROLLEY AND BUS ACROSS CENTRAL ETOBICOKE

by Lorne Perry

Here are my experiences on the Queen City's new (and utterly incomprehensible) zone system for payment of fares on the good old TTC.

If one is travelling within the central zone, the fare is five tickets for 50¢, cash fare 15¢, books, 20 tickets for $2.00. Transfers are handled as previously; subway tokens are two tokens and 5¢ back after depositing a quarter. The central zone is comprised within the bounds of the Humber River on the West, Luttrell Loop on the east, and the loop north of Lawrence Avenue on the north.

Now let us suppose that we are travelling from the Central Zone to the far end of Port Credit, via the QUEEN car, LONG BRANCH car and the PORT CREDIT bus. When boarding the QUEEN car, we pay a regular Central Zone ticket and no transfer is needed. When we arrive at the Humber Loop, the LONG BRANCH car is waiting (highly theoretical) and we board it. It will pass through two suburban Zones, so we can either purchase single zone tickets at four for 30¢ or double zone tickets at eight for $1. Two of the former or one of the latter must be obtained and a transfer must be obtained; the transfer is free. When leaving the LONG BRANCH car at the end of the line, you must show the transfer to indicate that the fare has been paid up to there. The conductor will have punched it in the spot to indicate properly that fare was paid up to that point. When boarding the PORT CREDIT bus, you surrender the transfer and pay five additional cents for each zone the bus will pass through -- in this case, two. The driver will give you a zone receipt with the number "4" on it to indicate that you have paid in full up to the end of the line -- zone 4. This you surrender when leaving the bus.

Now let us complicate the procedure a little, if that is possible. Let us go to the end of the QUEEN line, change to the LONG BRANCH, and then change to the MIMICO bus within zone 2, then change to the QUEENSWAY bus, also within zone 2, then change to the KINGSWAY bus within zone 2, and finally end up in zone 3 aboard the same bus. This is a rather involved fare system. Aboard the LONG BRANCH car, we will pay a two-zone fare (or two one-zone fares) and receive a transfer marked "paid" to the end of zone 2. This we will display when leaving the car, and will also display but not relinquish, when boarding the MIMICO bus. Now this procedure also holds good on the next change (unless the conductor punched the transfer for the wrong zone, which has happened more than once).

Now, on the last change, one of two things can be done. You can surrender your transfer and get a zone receipt by paying an additional nickel; or you can hang onto your transfer and have a fight with the driver at the end of the line. Interesting, what ? If you wish to board the LONG BRANCH car in Zone 1 and travel to Zone 2 with no transfers, you pay a two-zone ticket, and receive a zone receipt which you must surrender when leaving the car (by the front doors only), or you can pay a single zone ticket, stay on past the zone boundary then pay another single when leaving the car.

I think that this illustrates most of the cases which can arise, but it does not explain what can happen when a Czecho-slovak just off the boat gets on the car, and, when asked where he's going, replies "Don' unnerstan'". True, he proffers a 50¢ piece, but can't understand why any questions have to be asked. The conductor starts mumbling to himself and dishes out tickets, transfer and zone receipt, thus providing for any eventuality.

Some ladies think that the conductor is being nosy when he wants to know where they are going, and they won't tell.

Little kids get on and say they are going "home for supper".

All this is calculated to drive conductors stark, raving, real-gone, crazy, MAD. One of them once said to everybody and general (in the midst of a tussle with a passenger) "Can you feature any sane man dreaming up a system like this ? ".

Service slows down, because most people must have a detailed explanation of all the possibilities, which in the end they do not understand anyway. They buy two-zone tickets and then find they are only going one zone. They drop the zone receipts in the fare box. They try and try to leave by the back doors. They pay central zone tickets in the suburban zones, and vice versa. They get mad when the driver tells them to put in another ticket, saying "I paid my fare when I got on, whatsamatter, ya blind er sumthin'?"

To see calm, normal operation, and to avoid running into passengers' riots in the suburban zones, visitors should wait about two years before coming to Toronto. By that time, even the TTC officials will be fed up, and will have scrapped the whole thing !

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Ed.Note: Toronto still has to go a long way to beat the fare system in Boston, where a small "guide book" is issued telling the passenger what to do on each line.

CONTRACTS LET ON CPR BRANCH LINE

During the month of May Canadian Pacific Railway Company let contracts for construction of its new $1,500,000 branch line extending from Havelock to Nephton, Ont. to serve the mining operations of American Nepheline Limited. Roblindale Quarries Ltd. of Picton, Ont. will build the first 9½ mile section north from Havelock, including a 1500 foot siding, while Quemont Construction Inc., Montreal, will build the remaining seven miles. Work is expected to be completed in April 1955.

THE CANADIAN NORTHERN RAILWAY

"One could not count the ambitious railway schemes that were conceived or cradled in Winnipeg during the eighties and nineties; some born to blush unseen, some to waste their prospects on the prairie air, and some to suffer a dolorous existence till they were gathered to the boundless bosom of the C.P.R. The granting of one charter by the Dominion Parliament...(however)... was freighted with more of Canadian destiny than all the others put together. It was obtained by the Davis firm of contractors and carried a land grant and authority to reach Hudson Bay - the charter of the Lake Manitoba Railway and Canal Company."

-Trains of Recollection
D.B.Hanna & A.Hawkes

Commencing with this issue, we are publishing a series of articles on the CANADIAN NORTHERN RAILWAY, one of the original constituents of the present Canadian National Railways. They take the form of letters written by an imaginary employee of the Canadian Northern from the time the first nucleus, the LAKE MANITOBA RAILWAY & CANAL CO. was placed in operation, December 15, 1896.

All facts reported will be historically accurate, as far as can be ascertained from the information availaole to the author of the series, Anthony Clegg.

Bibliography.

Trains of Recollection - D.B.Hanna and A.Hawkes
The Tragedy of Henry Thornton - D'Arcy Marsh
Encyclopaedia of the Canadian Narthern Railway.
Canadian National Rys.Magazine - various articles.

LAKE MANITOBA RAILWAY AND CANAL COMPANY

December 15, 1897.

Our First Anniversary! Just a year ago today our little 123.4 mile railroad was opened for through business -- and it seems like William Mackenzie and Donald Mann, who bought the charter of the Lake Manitoba Railway and Canal Co.from the Davis contracting firm just two years ago, are not going to be disappointed. Already we are operating a mixed train twice a week between Portage la Prairie and Dauphin, running over the Manitoba Northwestern to the start of ourown rails at Gladstone. Dad Risteen, the conductor, and Billy Walker, the engineer, usually make the trip in just over six hours,

which is not bad when it is realized that we have no telegraph stations north of Plumas. And of course they really live up to our motto - SERVICE. The train willusually stop anywhere for passengers, although locations are not shown in the timetables. Once a week we provide a service to Sifton, sixteen miles past Dauphin, although that section is still under construction and is not included in our regular schedules. Mr. D. B. Hanna, the superintendent, has a copy of Timetable No. 1, issued last January, hanging on the wall of his office. We are now using Table No. 3, issued October 8th.

All our chiefs seem to be good men to work for. Of course, we don't see much of the "big boss", Mr. Mackenzie, for he is a very busy man. He is connected with the Toronto Railway and the Winnipeg Electric tram lines and is now also involved in building another railway east of Winnipeg. Mr. Mann is also extremely busy, but he is very big and slow-moving, and seldom seems to be in a hurry. What a great day it must have been when those two first met. Mr. Hanna has told me that it was in 1884, while they were both working on the C.P.R. in the Rockies. It seems that they were independent contractors for the transcontinental line and that their foremen had got their mules mixed up. The foremen were almost coming to blows about the matter when Mackenzie and Mann stepped in and settled the argument sanely by alternately picking teams. Four years after this event they went into partnership. If only all men had such judgment and common sense!

Mr. Hanna, the superintendent, is a Scot who has worked in the East for the Grand Trunk Railway and the New York Central RR, but has been in Manitoba since 1886. He was an employee of the Manitoba and North Western at the time of the famous Battle of Fort Whyte, and although an accountant by profession, he has the knack of handling men, and makes a very able chief of operations.

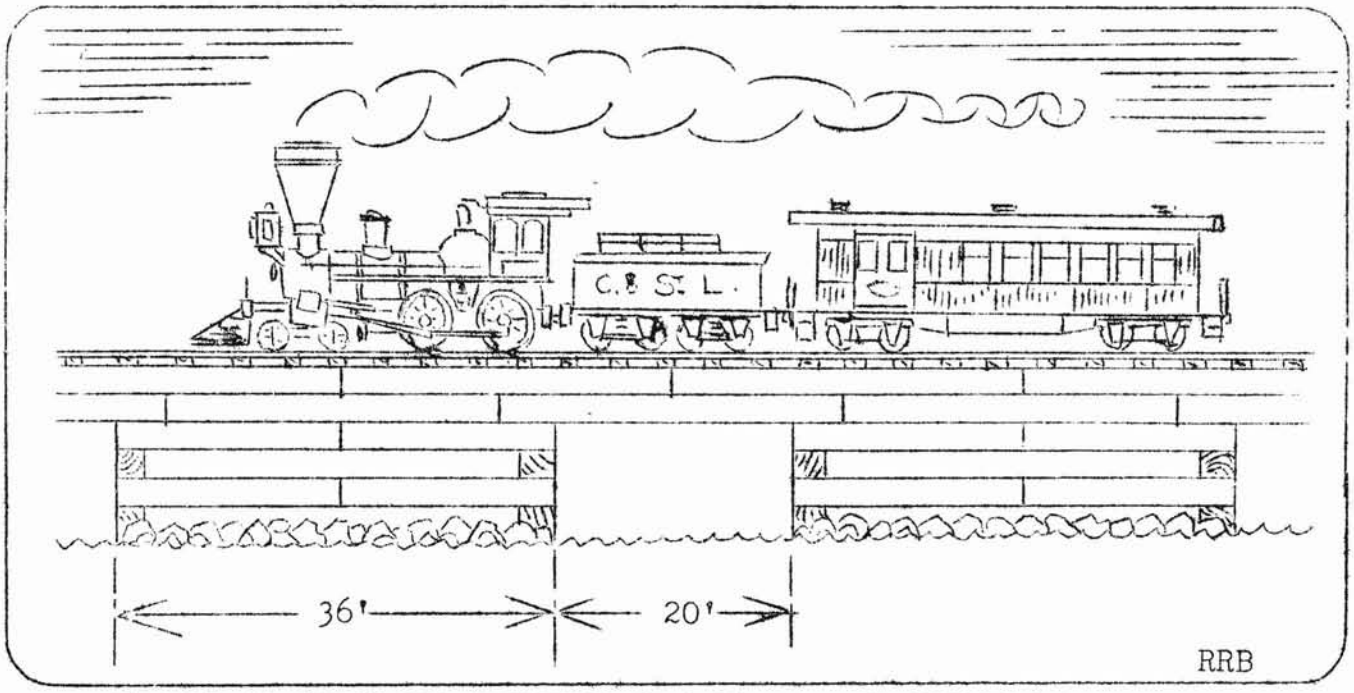
Looking at a map of the district through which our trains operate it might appear that there would be little likelihood of much traffic, but in reality the area surrounding Dauphin, one of the best wheat belts on the plains, is rather well-settled. The pioneers, who now travel in our two second-hand Rathbun-built coaches, first came and settled along the original projection of the C.P.R., when that road intended building their main line between Lake Winnipeg and Lake Manitoba, and through the Yellowhead Pass. Of course, when the Pacific built further south across the plains and through the Kicking Horse Pass, they were stranded as far as rail transportation was concerned. Their agitation for railway service was one of the more important factors culminating in the Lake Manitoba Railway; and now that we have our road and equipment in good condition, they are being well taken care of.

At present, the L.M.R. rolling stock consists of two second-hand locomotives, the two Rathbun coaches, and fifty freight cars newly-built by the Crossens of Cobourg.

It has been rumoured that we will soon be increasing both our rolling stock and our service, as well as the length of our line. What would our competitors say, if we could reach the Lakehead ?

CROSSING THE RIVER
Part 2
by Robert R.Brown

We have said that the South Montreal terminus, and its bridge, were abandoned in 1864, following the completion of the Victoria Tubular Bridge. Forty years later, however, the "sluices" were still in fair condition with some rails and ties still in place.. Today, the cribwork has completely rotted away, the backfilling has tumbled down, and the ice and the current have completed the work of destruction so that very little remains. From the Saint Lambert shore,

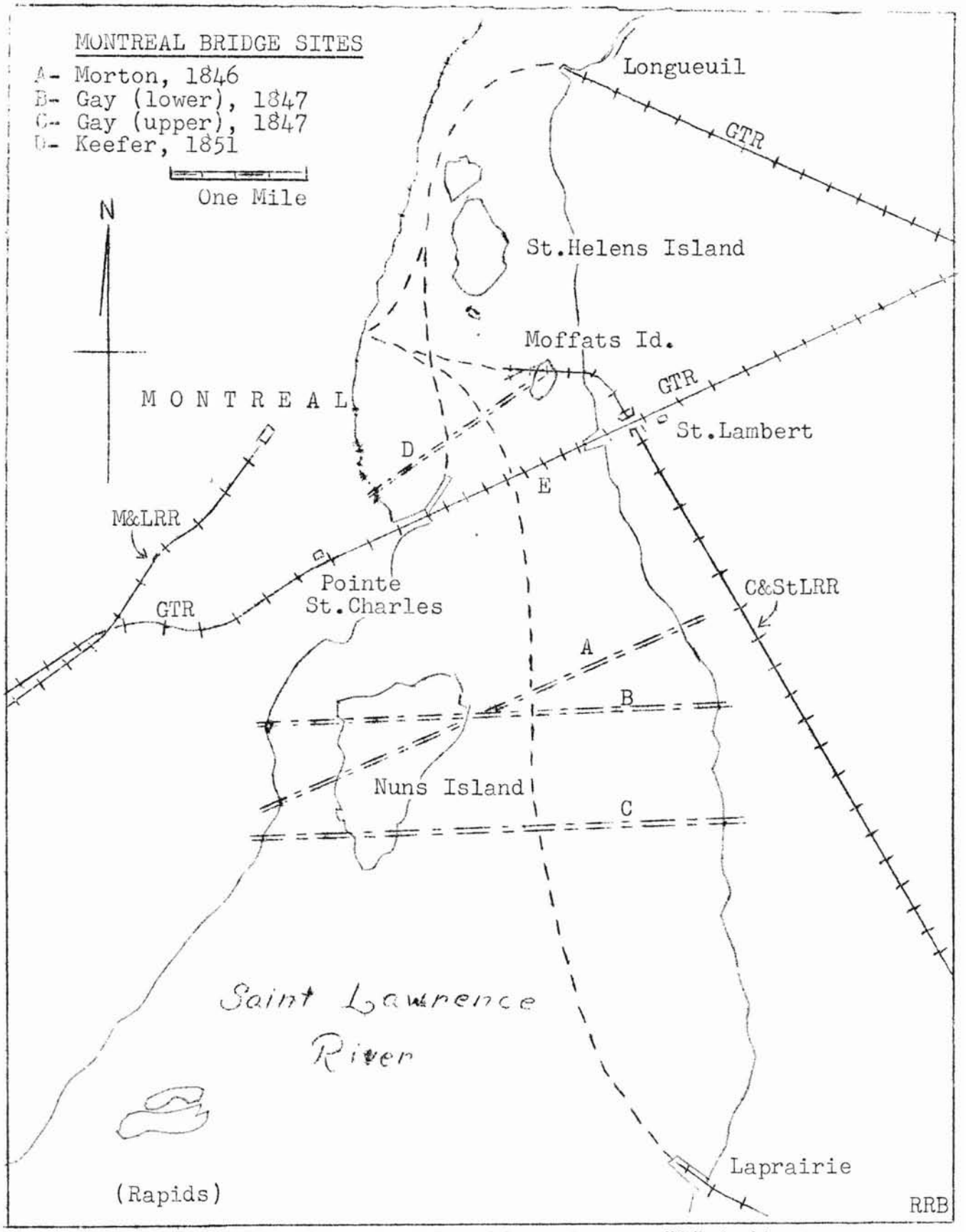


SKETCH OF "BRIDGE" BETWEEN ST.LAMBERT AND MOFFATS ISLAND.

one may see what seems to be a long narrow pile of tumbled stones extending in a perfectly straight line out to Moffats Island but few people today realize that it is the remains of what was once one of the most important railways in America.

The idea of building a railway bridge across the Saint Lawrence River at or near Montreal, originated long before the formation of the Grand Trunk Railway, which finally did build it. The Saint Lawrence & Atlantic Railroad, from Longueuil toward Portland, Me. was barely started when John Young, one of its promoters, and A.M.Morton, its Chief Engineer, became interested in the bridge project. Mr.Morton made a cursory examination of the river in 1846, and he suggested a bridge which would start in what is now the eastern part of Verdun, cross the middle of Nuns' Island and thence diagonally across to the South Shore, about a mile and a half above Saint Lambert, making the entire length of the bridge some 11,540 feet.

In 1847, an experienced American engineer named Gay was engaged to make a thorough reconnaissance survey of the river from Laprairie down to the foot of St.Helens Island. He subsequently expressed the opinion that it would be too dangerous to build a bridge anywhere below the foot of Nuns Island and he suggested two favourable alternate sites, known as the upper and lower. The upper one extended



Map showing four proposed bridge sites. "E" indicates Victoria Tubular Bridge as finally built.

from a point on Nuns' Island, about 400 yards below its upper end, acrOss to a point on the opposite shore, about 2½ miles below Laprairie, which would make the bridge 14,960 feet in length. The lower one extended from a point about ½ mile above the foot of the island to the opposite shore, a distance of 12,540 feet. He strongly recommended the upper site in spite of its greater length. The superstructure was to be of wood, arranged in that form of framing known as Burr's combined arch and truss, and supported on two abutments and 55 piers, with a clear distance of 200 feet between the piers. Application was made for statutory authority to build the bridge but the Legislature rejected the plea because it was felt that the bridge would impede navigation too much.

In 1851 the subject of an extension of the railway westward from Montreal was again taken up and a committee was appointed toprocure an examination of the proposed route from Montreal toKingston. John Young was chairman of the committee and he wasstill as resolute on the bridge question as he was in 1847. OnJune 3rd, 1851, the conduct of this important survey was entrustedto Thomas Coltrain Keefer, a talented young Canadian engineer, and he was instructed to make a third examination of the river. It was suggested that the proposed line would begin at a supposed terminus near the Wellington Street bridge over the Lachine Canal, and proceed to a point on the south shore most convenient for a connection with the St.Lawrence & Atlantic Railroad. He boldly selected a site about 400 yards below the present bridge and his projected line was to run from about the middle of Goose Village (Victoria Town) across to Moffats Island. It was a remarkable fact that on this line was to be found the shallowest water between Lake Ontario and the ocean. There was a channel, immediately west of Moffats Island, about 300 yards wide, with a depth of 9 to 10 feet at low water but for the rest of the distance the depth seldom exceeded 5 feet.

To overcome the objections of the Legislative Council, Mr. Keefer recommended a high level bridge with a span of 400 feet over the main channel, and a clear head-way of 100 feet. Trains would run through the centre span, but on top of the other spans. To raise the approaches sufficiently and to shorten the length of the bridge, he planned to have solid embankments reach out from each shore to the abutments, for 1,350 feet from the Montreal side and for 1,710 feet from the south shore. The descending gradient from the middle span to the abutments would have been 25 feet in 4,800 feet, which was not severe.

For the superstructure, Mr. Keefer suggested two plans; one with the middle span of iron tubular construction and the smaller spans of wood, to cost $1,600,000; the other plan called for iron construction exclusively, to cost $3,000,000. He naturally favoured the all-iron bridge, in spite of its greater cost, realizing that the difference would be made up very quickly in reduced maintenance costs. He also designed stone piers with the upper ends shaped to break up and deflect drifting ice and piers of this type were subsequently used for all bridges where ice might be troublesome.

In February 1852, the government directed its engineer, Samuel Keefer, to re-examine the various sites. A very elaborate survey was made with very exact measurements made over the ice and on the basis of this survey he recommended a site about ¼ mile above the one suggested by his brother Thomas. Tom and Sam nevergot much credit for the preliminary work they did before the Grand Trunk Railway got under way, but the plans of these two young Canadians were later adopted by the engineers of the Victoria Bridge, who thereby became famous.

(To be continued)

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MISCELLANEOUS ITEMS

There is agitation in the Nipawin, Sask. area, to promote the extension of the Canadian Pacific Railway's Melfort Subdivision, presently terminating at Gronlid, Sask. on through Revendale to The Pas, Manitoba. An association has been formed for promotion of the proposal.

Effective July 17th, the Grand Trunk Western Railway abaddoned service on its Detroit-Port Huron line. Service has been provided hitherto by a diesel-electric passenger-mail-baggage car, daily except Sunday. This line is historically interesting in that it is the one upon which the famous United States inventor, Thomas A. Edison, travelled as a news butcher nearly a century ago.

Following an application by the British Columbia Electric Railway to increase bus fares on its lines ranging up to 47 percent, the city of Vancouver announced that it would oppose the application unanimously. BCER has followed a policy in recent years of eliminating piecemeal, a once-vast network of surface rail local and interurban lines, and replacing them with road vehicles. (Ed.note: ...and they have to pay more, obviously, for the purchase and upkeep of the road vehicles.)

CNR passengers from Midland to Orillia on Sunday evenings now travel by Midland-Penetang Coach Lines, through an arrangement between the railway and the bus company. Light baggage and mail also moves by truck, while express and heavier baggage is forwarded by the Monday train. A similar arrangement is in effect in the Maritimes between Sackville NB and Charlottetown PEI.

Canadian National has announced the order of 12 passenger diesel-electric locomotives to be used on the Montreal-Halifax runs. One of the trains to receive the new motive power units will be the "Ocean Limited" which celebrated its Golden Jubilee last month. The all-reserved-space train was completely equipped with modern car equipment in June and it is expected to be the first long-distance passenger train on the National System to be completely dieselized.

The Pressed Steel Car Company of Pittsburgh, Pa. has recently discontinued the manufacturing of railroad cars, and will soon change its corporate name. Until five years ago, it was one of the United States' leading builders of railroad rolling stock. Canada's first all-metal tramcars, Montreal Street Ry. 863 to 881 (odd numbers only), which were a familiar sight to Montrealers until recent years, were products of this firm.

Pending completion of its northward extension into the Peace River District, Pacific Great Eastern Railway in British Columbia has announced a trailer-flat car service between Vancouver and the north. Trailers will be placed on flat cars in Vancouver, hauled by car ferry and rail to Prince George, then coupled to trucks for the northern trip. All tenders for construction of the southward extension of the railway from Squamish to Vancouver will be called before the beginning of August. Tenders have already been called for construction of the first link, the 7-mile stretch between Squamish and Britannia. The right of way between North Vancouver and Squamish is already cleared and work is being speeded up to implement construction before the fall. Surveying is being speeded up on the extension north of Prince George. Contract has been awarded for the cohstruction of the sub-structure of the Capilano River Bridge in North Vancouver. This will be one of the major structures on the southern extension.

White Pass and Yukon Railway has taken delivery of two narrow-gauge 80-ton diesel-electric locomotives. They were shipped from Seattle aboard the Str. "Tonsina" on July 8th. Costing about $350,000, they are equipped with special brakes to tackle the near-four-percent grades on the WP&Y, and are designed for operation in temperatures ranging to 60° below zero. The 111-mile WP&Y is the last remaining narrow-gauge public railway operating in Canada, short of the government-owned Newfoundland system.

Contract has been awarded to E.G.M. Cape and Company for the excavation and foundation of the new 21-storey CNR hotel in Montreal. This work will take up about fifteen months. Work started in the beginning of July with the demolition of the last remaining building belonging to the former Canadian Northern Terminal, on Mansfield St. Approximately 35,000 cubic yards of earth and rock are destined for removal before the foundation, consisting of about 15,000 cubic yards of concrete, 1,000,000 pounds of steel reinforcing bars, 186 steel columns and 13 concrete buttresses, can be laid.

Recently we printed a news item relating to a radio installation at Britannia, which was reported to be the first in Canada. In addition to the Canadian National trials of two-way radio at Longue Pointe yard in Montreal a number of years ago, one of our members has supplied us with details of radio installation on Canadian Pacific yard engines at various times, which we are reproducing, for the record. In October 1946, Northern Electric, at Toronto installed Bendix radios in engines 7020, 7021, 7022 and 7023 with remote control stations in the Yardmasters offices at Union Station and Parkdale Yard. In January 1947, Marconi installed radio in engine 7012 at Montreal, which was later removed as unsuitable for railway service. Between October and December of the same year, Marconi also installed equipment in engines 7011 and 7029 which was later removed as unsatisfactory. At the present time, a number of locomotives at the St.Luc Yard in Montreal, are radio-equipped, having been installed between July and September of 1951. Motorola radios are installed in 7029, 7030, 7033, 7038, 7039, 7040, 7057, 7058, 7079, 7080, 7088 and 7095 (12 units), there are also three fixed radios at the Yard and Hump offices, and one each in the Superintendent's, Asst. Superintendent's autos, and in the Diesel Maintainer's Truck. Car checkers use four "walkie-talkie" apparatus. Two more units are to be equipped in Toronto.

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