

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 52

JANUARY 1955

Montreal, Canada.

NOTICE OF MEETING

The Annual Meeting of the Association will be held in room 920, Transportation Building, 150 Craig Street West, Montreal on Wednesday, January 12th, 1954 at 8:00 PM. Reports for the year 1954 will be read by the retiring Executive, and the new officers for 1955 will be elected.

Because of the time usually consumed by the business attending the Annual Meeting, no formal entertainment has been scheduled.

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NOTICE TO ASSOCIATE MEMBERS

Subscriptions for Associate Members terminate as of December 31st, 1954. From January 1st, 1955, new subscriptions become payable.

Now that the Christmas mail rush has terminated, you are invited to make your remittance now, by cheque or postal money order, in the amount of \$1.50, Canadian Funds, payable to the order of the Canadian Railroad Historical Association, Incorporated.

Such remittances should be mailed as soon as possible to the Association's Editorial Committee, 6959 Le L'epée Avenue, Montreal 15, Canada.

THANK YOU !

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CANADIAN PACIFIC ORDERS MORE RDC CARS

Recently, Canadian Pacific Railway ordered four additional RDC rail cars from the Budd Company, Philadelphia, Pa. for use in the Calgary-Lethbridge-Medicine Hat service in southern Alberta. The order consists of two RDC-3 units, to be numbered 9021 and 9022, and two RDC-2 units, to bear numbers 9100 and 9101. While the Company already possesses one RDC-3 unit, No. 9020, presently in the North Bay-Mattawa-Angliers service, the RDC-2 units will be the first such to be purchased by the Company. Receipt of these cars will bring to eleven, the number of Budd-built RDC units owned by the Canadian Pacific Railway.

"ROYAL CANADIAN" TO BE NAME FOR
NEW CANADIAN PACIFIC
TRANSCONTINENTAL

During December, Canadian Pacific Railway issued a press statement to the effect that the new, Budd-built, Scenic-Dome-equipped transcontinental train, which is

to go into service between Montreal-Toronto and Vancouver early in the summer, will be named the "Royal Canadian".

The train is to be handled by diesel-electric locomotives from Montreal to Vancouver, without intermediate change, the same units making the complete trip. Canadian Pacific claims that this will be the longest continuous scheduled run made by a diesel-electric engine. (Ed.note: UNLESS the Russians have dieselized the Transsiberian Railway). It will also feature the longest continuous dome ride in the world. The new train is to carry operating numbers 1 and 2, necessitating a number of numerical designation shifts among the other long-distance trains.

The new name brings to mind other names which the CPR has used in its transcontinental services. The first names, started when the trans-continent service was inaugurated in 1886, were the PACIFIC EXPRESS and the ATLANTIC EXPRESS, for the west- and eastbound trains, respectively. Later, in the early 1900's, the trains presently designated nos. 3, 4, 7, 8 were named TRANS CANADA LIMITED; later, they were renamed DOMINION, the present designation.

The true successor of the original ATLANTIC and PACIFIC Expresses was the IMPERIAL LIMITED, trains 1 and 2. These numbers now designate unquestionably the longest continuous local train run in the Western Hemisphere.

Reverting to the ROYAL CANADIAN, it is understood that a considerable time saving in schedule is to be made initially, and that the departure from Montreal will take place during the day rather than in the evening as has been the case heretofore. A test run is to be made, leaving Montreal January 5th, using spare rolling stock totalling up to the tonnage equivalent of the new train when all units of the new passenger stock are in service.

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CANSO CAUSEWAY

It is expected that the new rail-highway causeway across the Strait of Canso, between the mainland of Nova Scotia and Cape Breton Island, will be open for traffic during March. The Canadian National Railways, whose main Halifax-Sydney line will cross the Strait by this means, eliminating a time-consuming rail-ferry service between Point Tupper and Mulgrave, NS has completed its rail approaches at each end. The railway plans to erect

a temporary trestle across the ship channel which will enable vessels to use the Strait. The causeway, wide enough for rail and highway only at its crest, is fifteen hundred feet wide at its deepest point, 203' below water level, deepest in the world.

NOTES AND NEWS

Toronto Transportation Commission rapid transit service was interrupted for a short time on the morning of December 6th, due to condensation in train brake lines at a temperature of ten degrees. This is the same difficulty as was experienced last year by Canadian National Railway, on its new Montreal suburban territory electric multiple unit cars.

Anent the current discussion in Montreal political circles on the question of superhighways vs. rapid rail transit, to lessen congestion in the city, a comment made recently by the Chairman of the Board of Transport Commissioners is worth repeating. Prior to the recent commuter rate hearings, Mr. Justice Kearney intimated that Provincial authorities might find it cheaper to encourage and make contributions to the establishment of railway commuter services, than to try to solve the commuter problem by building costly superhighways with grade separations. He suggested that, as an example, the authorities might provide large parking spaces at suburban stations, to encourage people to keep their private automobiles out of the city., This is particularly applicable to Montreal where a constantly deteriorating traffic situation is not being improved by street widening. Many agree with the proposition that street widening is actually helping matters to become worse, by encouraging those who presently leave their cars at home in garages, to bring them downtown on newly-widened streets, but with no further parking facilities than there were before. Mr. Kearney said, in this connection - "I may agree that 'a garage for every car' represents a Canadian ideal for this century, but the aim of 'a parking space downtown for every car' seems to me to be in the same class as 'pie in the sky'. If we reconcile ourselves to this, then perhaps we can pursue the alternative in more determined fashion." (AMEN ! - Ed.)

The adaptability of the diesel-electric locomotive to operate equally well in either direction, or to operate in multiple with other units, is apparently being abused. An observer reports having noticed a train on one of our larger Canadian railways whose head-end motive power, in that order, was: a road switcher, a road B unit, a road A unit (running backward) and another road switcher. What next ?

Connecting train service on the Thousand Islands Railway has not been shown in recent Canadian National timetables. Perhaps some reader can enlighten us as to the status of passenger service on the TIR. The same timetables show the following stations as having been eliminated for passenger trains on the Montreal-Toronto line: Collins Bay, Ernestown, Fredericksburg, Marysville and Shannonville.

Incredible as it sounds, we have a reliable report that an electric rail transit service is to be provided on the new bridge across Halifax harbour, connecting our eastern port city with its suburb of Dartmouth. Can any of our Maritime readers give additional details for publication?

Canadian National Railways is planning a fifty-acre railway yard in the industrial section of Port Arthur, Ont. to serve an iron ore dock which is being lengthened to 1200 feet.

Have you noticed the metal bars which have been attached to the tops of Canadian Pacific 1400 series diesel-electric passenger locomotives? Some people are wondering about their purpose. They are another result of the advent of the "Scenic Dome" for they are intended to break off protruding points of icicles hanging from bridges, tunnels, etc. which might otherwise damage the glass in the domes.

Clearing was commenced on September 28th at Struthers, Ont., a siding 33.3 miles west of White River, Ont on the Canadian Pacific main line, beginning construction of the new branch line from that point to Manitouwadge Lake mining area. Completion of this branch line will remove the CPR Schreiber Division's distinction of being the only Division on the System without a branch line.

Ontario Northland Railway still operated a few steam locomotives as of the month of October. At that time, steam power still handled local freight between Cochrane, Timmins and Englehart, and about the same time, engine #701 was seen under steam at CFR North Bay station. Engines #302 and 303 were noted in operation and switcher #900 was under steam at Cochrane. All coal chutes and water tanks were still being supplied and operating.

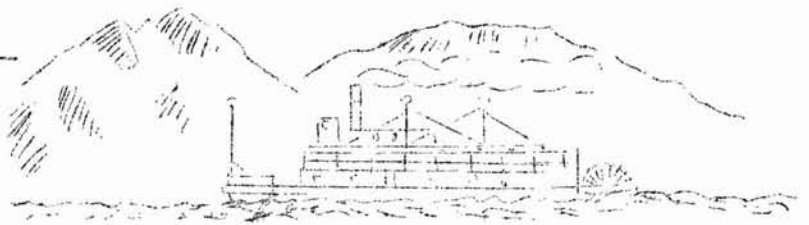
CNR diesel-electric car 15845, rebuilt recently from Central Vermont rail car No 148, is reported to be out of service.

On December 8th, 1954, Canadian National Railways operated its first train into Kitimat, BC over the newly-completed \$10 million branch from Terrace, on the former Grand Trunk Pacific line to Prince Rupert. The first train was a work train. Construction was started in October 1952, and actual completion of the line to the Kitimat station will have been effected as we go to press. This line was first visualized at the turn of the century, when it was the GTP's intention to establish its western port at this point. However, attempts at real-estate speculation caused the changeover which eventually saw the line completed to Prince Rupert, the present western terminal.

Beginning Monday, December 13th, busses have been providing what is said to be "improved" service, between Coteau and Valleyfield, Que. replacing the shuttle train service between those points. There is now no passenger service operated. Thus, one more section of the former Canada Atlantic Railway has seen its last passenger train, though remaining as part of an important freight route.

THE "MOYIE"
CPR'S LAST
STERNWHEELER

by Forster Kemp



A little over eight months ago, we were apprised of the news that the sternwheel steamer MINTO was being retired by the Canadian Pacific Railway Company, from its British Columbia Lake & River Service. At that time, it was stated in the newspapers that the MINTO was the last sternwheeler in British Columbia; the press was evidently unaware of the fact that the MINTO has a sister ship, the MOYIE, which still plies a route between Procter, Kaslo and Lardeau, B.C. all situated on Kootenay Lake.

This lake is a long and narrow body of water lying in a deep valley among the snow-capped peaks of the Kootenay Mountains. It is about seventy miles in length, but only about a mile and a half wide. The mountains rise steeply from its rock-edged shores. They are heavily forested, and rise up to the snow line, where edges of glaciers may be seen between the highest peaks. The southern end of the lake is paralleled by the railway for about thirty miles, from Kootenay Landing to Procter. North of Procter, however, is the territory of the "Lake and River Service" as represented by the sternwheeler MOYIE, the tug GRANTHALL and several car barges.

It was to see and ride the MOYIE that I came to Procter, B.C. on a fine day last August. I had spent the night in Nelson, arising early that Saturday morning to catch train Number Twelve, which at that time left at 5:25 AM, Pacific Standard Time. This diesel-hauled train made a quick run up to Procter, along the shore of the Kootenay River which forms the outlet of the lake of the same name, conducting the lake outflow to the Columbia River at Castlegar. The arrival of No.12 at Procter at 6:07 gave a convenient connection with the MOYIE, whose departure time was (and still is) 7:00 AM. However, on September 28th, train schedules were altered, so that it is now necessary to stay over at Procter, or else make the connection by car from Nelson.

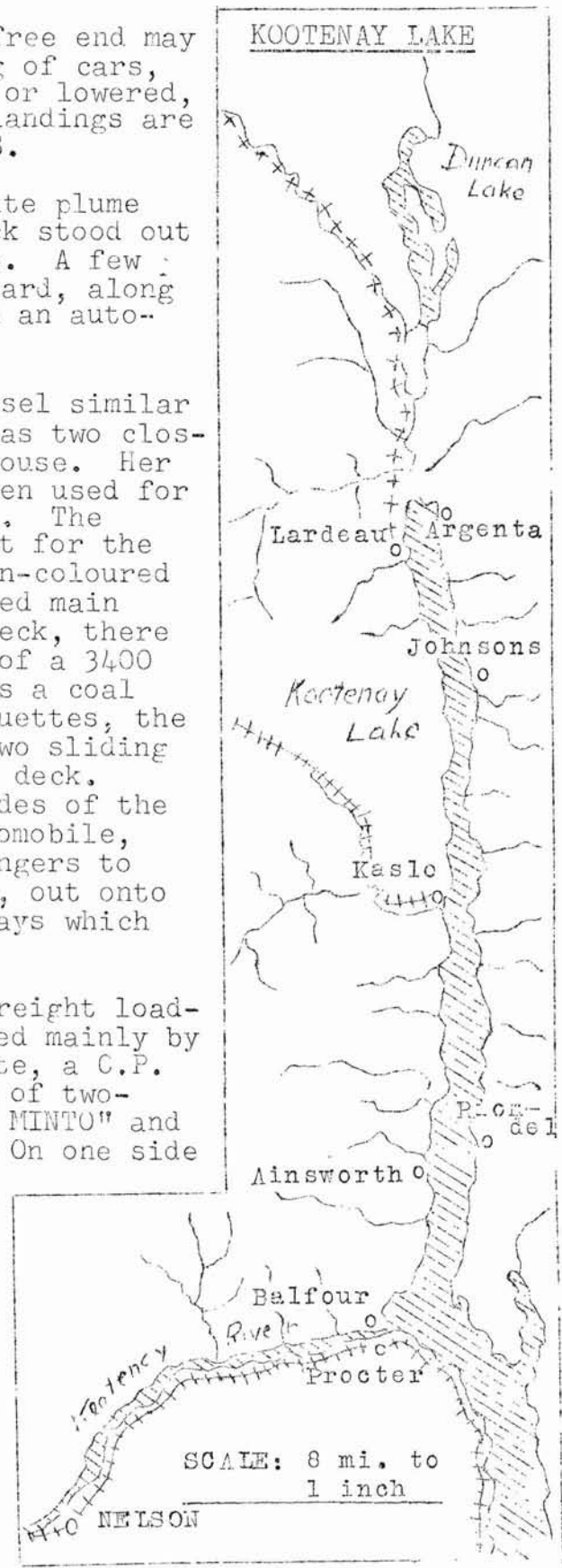
From the station at Procter, a road leads for a short distance onto a wharf, which is built quite low in the water. To the left of the road is a small hotel known as "Holiday Inn". Still farther to the west is a spur railway line which, after separating from the main line, divides into three tracks, which are laid down an incline to a cove. From a distance, these tracks appear to lead up over a landing, and on to a car barge which is tied up to it. Upon examining it more closely, however, I found that the rails are laid right down into the water, and that the landing is supported upon wheels which run on the rails. The rails on the landing are tapered to fit over those on the land. A heavy steel cable is run through two large blocks and one end

is attached to the landing. The free end may be fastened to the end of a string of cars, so that the landing may be raised or lowered, according to water level. These landings are almost standard on the B.C.L. & R.S.

At the steamer wharf, the white plume issuing from the MOYIE's slim stack stood out against the early morning sunshine. A few parcels of express were placed aboard, along with some freight, a milk can, and an automobile.

The MOYIE is a two-decked vessel similar to the MINTO in appearance. She has two closed decks, surmounted by the wheelhouse. Her bow has an open deck, which is often used for loading and unloading at way stops. The vessel is painted all white, except for the buff-and-black funnel and vermilion-coloured sternwheel with its aluminum-painted main rods. On the lower, or freight, deck, there is a steam boiler, much like that of a 3400 class locomotive. Ahead of this is a coal pocket, which is kept full of briquettes, the universal fuel in that country. Two sliding doors separate this from the front deck. There are passageways along the sides of the boiler wide enough to admit an automobile, but which are kept clear for passengers to pass forward from the centre doors, out onto the forward deck and up the stairways which lead to the passenger deck.

The area to the rear of the freight loading doors at the centre was occupied mainly by a pickup truck belonging to the mate, a C.P. Express four-wheeled truck, a pair of two-wheeled hand trucks lettered "S.S. MINTO" and several piles of express parcels. On one side is the crew room and lavatory while on the other side is the galley, from which emanated the odour of eggs and bacon, the preparation of which was being superintended by the Chinese cook. Here, several members of the crew were busily consuming their morning meal, as there was still three-quarters of an hour before departure time. At the rear of the closed portion of the vessel is the "engine room" -- not a room at all, actually, but separated from



the remainder of the space by a railing, with mats strategically placed for wiping feet. The engines are quite simple in design, each one being merely a long, high-pressure cylinder, quite small in diameter. The piston rods are attached, by a crosshead, to the large main rods, of steel lattice construction, which in turn act upon either side of the large, non-feathering paddlewheel. Besides the main engines, there are also two pumping engines and a generator for lighting. In the centre of the engine space is suspended the throttle and reverse levers, and a bell, with a cord fastened to it. This cord runs to the wheelhouse, and constitutes the "engine room telegraph".

After inspecting the lower deck, I returned to the bow of the vessel, where the fireman had returned to his post and was bailing in briquettes through the firehole, which was now open. No "butterfly" fire door here -- the chain door is still in favour!

I went out onto the bow deck, where there is a large capstan, which bears a brass plate inscribed "Canadian Pacific Railway Company - 1898". I ascended one of the closed stairways, which brought me onto an open promenade deck which encircles the cabins. The passenger deck is divided into three main rooms or "saloons". (nothing to do with alcoholic beverages !!) The forward one is semi-circular, with windows all around. There is a variety of chairs in this room, which is termed the observation saloon. Toward the rear, ranged along the sides of the saloon, are the purser's office and a number of staterooms, which are used now as crew's quarters. Next to this comes the dining saloon which is still equipped with tables, though meals are no longer served. Passengers usually eat their lunches there. The tables are covered with velour cloth, in dark colours. The rearmost cabin, is the "Ladies' Cabin" with an elaborate sign to that effect etched in the glass over the door. This cabin has all cloth-upholstered furniture, but nobody minds any more if gentlemen use it. There are two washrooms and a few more staterooms along the outside of it. The MOYIE has about twelve staterooms altogether, but not all of them are furnished. Behind the "Ladies' Cabin" and between it and the backboard, is a covered, open-air space, which contains several chairs. The backboard itself is an essential part of a sternwheel vessel, as it stops the water which is thrown up by the paddlewheel.

After having examined the vessel completely, I found that it was almost leaving time. This was confirmed by a blast of MOYIE's whistle. Two crew members picked up the lines and took them aboard. One of them pulled a bell cord which hung from the wheelhouse down to the foredeck. The Captain sounded two bells at the engine room, and the MOYIE eased away from the dock, her paddlewheel churning up the water as each blade struck the water with a thump. The resultant "thump-thump-thump" sound is characteristic of this type of sternwheel, in which the blades are merely stout planks, securely bolted to the frame of the wheel.

The first stop was across the river at Balfour; the highway ends here, and traffic is taken on board ferry boats for the trip

across the lake to Kootenay Bay. The CPR facilities at Balfour consist of a small shelter and a sloping wharf which inclines down into the water, thus allowing proper berthing at any stage of the water level.

After leaving Balfour, the MOYIE churned out into the main body of the lake. The sun was now high enough to appear above the mountains, disclosing still more of the beauties of the region. The next stop was the little hillside settlement of Queen's Bay, which had another wharf and shelter. From there, the course lay directly across the lake to Kootenay Bay, where the landing was right beside that of the ferry service, and in front of a rustic hotel, located on the beach.

The ferry service is operated by two diesel-powered vessels, named ANSCOMB and BALFOUR. The former has an unusual type of drive, as her engines are located on the overhanging decks on each side, and there are vertical drive shafts which pass through the decks, much like those of outboard motors.

The MOYIE continued her zigzag course across the lake crossing it several times to stop at Walker's, Deanshaven, Princess Creek, Woodberry, Ainsworth, Riodel, Mirror Lake and Kaslo. At each of these places, a few small packages are left. A few passengers come aboard, destined for Kaslo or just along for the ride. The principal place is Riodel where the shafthouse of the Bluebell Mine is visible. The base-metal ore is conveyed to the surface and then taken to a special loader. When there is ore to load, empty ore cars are placed on a barge and taken up to Riodel. The barge is tied securely and the loader fills the ore cars in a predetermined order, so that the barge will not be upset. When all are filled, the barge is returned to Procter, the cars are removed and hauled to the smelter at Trail. The mine was not operating at the time I was there, due to a miners' strike. There is another mine across the lake known as Kootenay Florence Mine, but it was inactive at the time, though engaged in prospecting for more ore. By this time, there were quite a number of passengers, mostly people from the mines and settlements out for a day's trip, either to Kaslo, or to stay aboard until the MOYIE returned to their home landings.

At Kaslo, an old mining town which is now somewhat of a tourist resort, the railway (★) descends to the water's edge by means of a switchback. There is another of the car landings referred to earlier, and a couple of box cars reposed on a track which paralleled the wharf down into the water

(To be continued next month)

(★) - Now the CPR Kaslo Subdivision, but once the narrow-gauge Kaslo & Slocan. A story on the K&S is to appear in one of the spring News Reports.

Re news item page 2 on the CPR "Royal Canadian". Test train leaving Montreal 11:00 AM January 5th consists of cars as follows: No.62 (dynamometer); tourist Garson, Garber; official Kingsmere tourist Keswick, Hemlo, Kerrobert, Hillcrest; dormitory 3008, 3009, 3010, 3011; Lake Agnes; Skyline 510; Mount Burgess.

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