

point and Marieville. M&SC is going ahead with plans to operate local service between St.Lambert and Marieville by electric cars for the time being, in connection with a train shuttle service out of Central Station to St.Lambert station. Recently, crews have been working on the construction of a platform beside the shop wye at St.Lambert, connected by a stairway with the westbound Canadian National platform at St.Lambert. This arrangement will continue in effect until the draw span over the Seaway Canal in the Victoria Bridge is completed, when it is expected that the CNR will move to have M&SC electric car services replaced by conventional diesel-hauled trains, if the services are replaced at all.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 56
May, 1955

Editorial Address:
6959 De l'Epee Avenue,
Montreal 15, Canada.

Editor: Omer S.A. Lavallee
Asst. Editor: R.D. Brown
Committee: Robert R. Brown
 Anthony Clegg
 Kenneth Chivers
 Ernest Modler

o-o-o-o-o-o-o-o-o-o

WE MOVE BACK TO THE CHATEAU
DE RAMEZAY

Consequent upon a generous donation of space by the Antiquarian & Numismatic Society of Montreal, proprietors of the Chateau de Ramezay historical museum, the Museum Committee effected the removal of the major portion of the Association's collection of books, papers, photographs and other small items to the Chateau, on Saturday, April 23rd, 1955. Founded originally in 1932 as an offshoot of the Antiquarian group, the

Association continued to meet at the Chateau until 1937, when our association, looking for larger quarters, left the Chateau. At that time, the collection was removed as well. Recently, however, upon approval of the Building Committee of the Antiquarian Society, it was decided to move the mss. collection back to the Chateau, though the heavy materials will continue to be stored among the private members. The removal took place five days before the Chateau de Ramezay, on April 27th, marked the 250th anniversary of the signing of the contract for its construction. On that evening, the Antiquarian & Numismatic Society held an observance marking this event. Activities included a detailed description of the Chateau's history by Dr. Victor Morin, President of the Antiquarian & Numismatic Society (and Honorary President of our Association since its foundation), a similar description in the English language by the Vice President of the A&N Society, Mr. King, a musical programme given by clavocin and recorder impresarios, and the drinking of a toast. Many prominent guests were present including His Worship Jean Drapeau, Mayor of Montreal. The President, Mr. S.S. Worthen, and the Vice President, Mr. O.S.A. Lavallee represented the Canadian Railroad Historical Association.

The Chateau de Ramezay has recently been redecorated and reconditioned -- many of the former exhibits have been rearranged, and a continuing exhibition of handicrafts and folklore will be held during the summer.

THE KASLO & SLOCAN RAILWAY

The first of two articles dealing with the narrow-gauge lines of southern British Columbia.

UNKNOWN TO THE MAJORITY of railway enthusiasts and historians, Canada underwent a brief narrow-gauge "boom" in the west at the end of the Nineteenth Century.

This might have resulted in a network of three-foot gauge lines in the Canadian west, similar to that in Colorado, U.S.A., had it not been for the policies of the Canadian Pacific and the Great Northern systems, who were competing for western traffic at the time when the small lines flourished. There were a number of companies incorporated as feeders to the steamer lines which alone penetrated the mountain fastnesses, but only a very few came to fruition. One of the most interesting of the Canadian three-foot-gaugers was the Kaslo & Slocan Railway Company, which saw the light of day in the midst of a silver boom in the Rocky Mountains, serving localities so remote that they are still inaccessible to tourists at the present time, some sixty years later.

Those who know their Canadian railway lines may recognize a portion of the K&S in its present form, as a disconnected branch line (the Kaslo Subdivision) running westward from Kaslo, on Kootenay Lake. A portion of the erstwhile Kaslo & Slocan can still be travelled by freight train in the Kootenay Mountains. The curves, grades and switchbacks betray the slim-gauge origin, but the most difficult sections of the former railway, the uppermost portion into Sandon, B.C., have been abandoned in favour of less precipitous construction.

Access is now had to Sandon by means of a CPR spur connecting with the rest of the subdivision at Parapet. This line was built about the same time as the narrow-gauge. Between Parapet and Sandon, 3.2 miles, lies the steepest grade on a main track in Canada, just $4\frac{3}{4}\%$. This will demonstrate the ruggedness of the territory under discussion.

While the interior of British Columbia was unexplored when the Canadian Pacific route was surveyed through the mountains in the early Eighties, settlers followed the opening of the trans-continental, and prospectors lost no time in exploring the mountains in quest of the mineral riches usually associated with them. This trend gradually increased and by the early Nineties, settlement and prospecting were in full swing. Heavy traffic promised, and the interests of certain northern United States railroads turned northward. The Great Northern, in particular, launched a policy of building lines into southern B.C.; Canadian Pacific, as a consequence, loathe to let purely Canadian traffic be taken out by a United States line built a railway westward from Lethbridge and Fort Macleod with a Government subsidy, which was granted to the railway by an agreement. The mountain

pass through which this railway was surveyed, the Crows Nest Pass, gave its name to the agreement, which has since become anathema to railway traffic officials -- but that is another story.

In 1893, the Great Northern Railway had completed a line from Bonners Ferry, Idaho, across the boundary to the foot of Kootenay Lake in southern British Columbia. In conjunction with this rail service, a line of steamboats was inaugurated on Kootenay Lake, the International Navigation and Trading Company, serving the various ports, and designed to funnel traffic out of the Kootenay region by way of the Great Northern. One of the localities served was Kaslo, on the west shore of the lake near its northernmost extremity. The Kaslo & Slocan Railway was incorporated to build from Kaslo, up the valley of the Kaslo River, for some thirty miles back into the mountains to Sandon, which had emerged as a premier mining camp, out of what once was primeval forest.

For the story of how Sandon was founded, to give a little background to the *raison d'etre* behind the construction of this little line, we must go back to 1891. In that year, John Morgan Harris, a native of Virginia, U.S.A., arrived in Marcus, Washington. Only 27 years old, he was bent on carving a fortune for himself where fortunes were to be had, that is, in prospecting. From Marcus, Harris travelled by river steamer to Robson, BC, where the Kootenay River joins the Columbia. En route up the river, he passed the townsite of Trail, the future terminal of the Trail Creek Tramway, which will be treated in our next story.

Robson was the westernmost end of a short railway line from Nelson, and Harris travelled over it to the future Kootenay metropolis for outfitting. Getting out from Nelson, he went by trail and canoe back down the Kootenay to its junction with the Slocan. He then followed the Slocan River, Slocan Lake, and at the present site of New Denver, he followed Carpenter Creek from its mouth in Slocan Lake, to the present site of Sandon, and joined in the claim staking rush at that point. In partnership with other early arrivals, he purchased a number of claims, and personally located the townsite of Sandon on the Loudon Mining Claim, in April, 1892.

The new mining site was in dire need of rail connection with the outside. On April 23rd, 1892, within days of the location of Sandon townsite, a number of Kaslo people, aided by the Great Northern, applied for, and received, a charter (55 Vic. Cap.52) to construct a line of narrow gauge railway, from "Kaslo on Kootenay Lake, to Fish and Bear Lakes, thence to mines near Carpenter and Sandon Creeks, with branches to Montezuma Camp Mines and Jardine's Camp, etc." Construction was slow due to the difficult and steep route which the line followed. While the line leveled out somewhat on the upper section nearest Sandon, it was located on a rock ledge carved from an almost vertical mountain face.

The railway was completed during 1895, and service was inaugurated throughout on November 20th of that year. At this time, the officers of the road were:

(continued on page 55)

INAUGURATION OF THE NEW
TRANSCONTINENTAL RAILWAY
SERVICE.

On Sunday, April 24th, 1955 marked the inauguration of the new trans-continental passenger trains by both large Canadian railway systems. On that date, Canadian Pacific Railway placed its new Budd-built stainless steel train "The Canadian" in service, while the Canadian National made the initial regular run of its new "Super Continental". Both trains left Montreal on time. Both were handled by diesel-electric locomotives, which will handle the trains through to the coast.

The initial CP "The Canadian" was made up as follows as it left Montreal: Engines 1409, 1907, baggage dormitory 3008, tourist "Udall", Dome coach 514, dining car "Empress", sleeping "Tolfe Manor", "Chateau Rigaud", "Chateau Varennes", and dome lounge "Yoho Park". The Toronto section, (train No. 11) consisted of: Engines 1421, 1423, baggage dormitory 3006, tourist "Unity", "Underwood", dome coach 517, coach 102, dining car "Kent", sleeping "Bliss Manor", "Christie Manor", "Dawson Manor", "Chateau Lauzon", and dome lounge "Tremblant Park". Cars 3006, 517, "Kent" and "Tremblant Park" went to Sudbury only, while diesel locomotive unit 1423 was removed there. Unit 1421 joined those on the Montreal section, and with the balance of the Toronto cars and the Montreal section bringing the train up to 15 cars, proceeded on its way west of Sudbury.

The initial CPR #1, passed the first #2 from Vancouver, near Grand Coulee, Sask., just west of Regina, at about 3:40 AM, Mountain time, on April 26th.

CNRAC&HBCW&DCPRNARPC>
R [] H
& [] &
C [] B
S [] N
& [] J
L&PSQNS&LMCR&PRSA&JQCRR

NOTES & NEWS

April 23rd saw the end of the CNR Montreal Lakeshore suburban service. The last train, #279, "The Moonlight" left Montreal for Vaudreuil at 11:40 PM pulled by 4-6-4T X class engine #49 in charge of engineer W. Stevens. Upon arrival at Vaudreuil about an hour later, the train returned as deadhead equipment to Pointe St. Charles coach yard.

Canada's most infrequent regular train service is no more. On April 24th, Canadian Pacific schedules show that the Whitkow Subdivision on the Saskatchewan District, formerly extending between Pierard, and Ravenhead, Saskatchewan, 25.7 miles, has been cut back to Redfield, 13.5 miles. With this abandonment, trains 462 and 463, mixed, which operated once a month (!) only, on the second Friday of each month in one direction, returning on the Saturday following, have been discontinued. An account of a trip over this branch made by one of our members appeared in an issue of the News Report last fall.

There are no Motive Power Notes this month, except that Canadian National has just ordered a "Trainmaster" diesel-electric unit from Canadian Locomotive Company. Further details will be given in next month's issue.

The broad-gauge steam locomotives which are being built for shipment to India by the Canadian Locomotive Company, Kingston, are en route to their destination. The first shipment of these engines was loaded on the 4415 ton ocean-going vessel "City of Stafford" at Montreal, at the end of April.

Her Majesty Queen Elizabeth II will launch the new Canadian Pacific ocean liner "Empress of Britain" in the Clyde on June 22nd. It is expected that the streamlined, 22,500-ton ship will be ready for service in the spring of 1956. A second liner is under construction scheduled for completion in 1957. Its name has not been disclosed.

The American Locomotive Company has been renamed Alco Products Incorporated.

With the inauguration of the "Super continental", Canadian National Railways now lays claim to the longest single diesel-electric locomotive run in North America - 2,930 miles, Montreal to Vancouver.

The Federal Government is studying the question of rail service for the North West Territories, and it is understood that an extension of the Northern Alberta Railways to the Great Slave Lake is under consideration.

In addition to the construction work on the present 40-mile Manitouwadge branch in Ontario, Canadian Pacific Railway has two other short branches under construction; one is a 9-mile line between Mitford and Jumping Pound, Alta., the other is a 4-mile branch northward from Cheviot, Sask.

A 200-foot apron is under construction at Vancouver, and a similar facility will be built at Nanaimo, in anticipation of the traffic to be handled by the new car ferry "Princess of Vancouver" which will go into service this summer.

French National Railways recently broke the railway speed record three times in succession. On February 21st, electric locomotive CC-7121 attained a speed of 152 miles per hour. On March 28th, CC-7107 another engine of the same class, pulling three cars, attained a speed of 200 miles per hour between Bordeaux and Dax. This record remained for only one day, however. On March 29th, an eighty-ton electric engine, the BB-9004, reached 207 miles per hour, pulling three cars, and outrunning a light plane which the SNCF were using for observation purposes. The speed record in North America was set by the Pennsylvania Railroad on June 12, 1905 when a train ran at a speed of 127.06 miles per hour.

It is reported that the last city streetcar in Vancouver ended service at about 4 AM on April 22nd. More details will be given in next month's News Report.

One of our readers points out that a candidate for Canada's oldest train schedule is the so-called "Moccasin", the daily-except Sunday Canadian National Rwy's. local train between Montreal and Brockville. It was started in October 1856, and, though times

of arrival and departure at both localities have been altered from time to time, the same train is still in operation, after nearly 99 years. Originally, it left Brockville at 8:30 AM, and returning left Montreal at 3:30 PM. Officially numbered 25 and 26, it is known throughout the country it serves as "The Moccasin" because for many years, the St. Regis Indians boarded it at Cornwall in large numbers to go to Summerstown where white birch for basket-weaving grew abundantly on the swampy land around there.

o-o-o-o-o-o-o-o-o-o-o-o

FROM TIME TO TIME, we run a list of back copies of the News Report which are available for sale. Some of our newer subscribers may wish to take this opportunity to fill out their files, and if this is the case, we urge you to choose the issues you would like and send your cheque or money order in as soon as possible to the Editorial Committee, 6959 De l'Epee Avenue, Montreal 15, Canada. Some of these issues are in very short supply and our only comment is -- first come, first served. Prices shown per copy include postage.

TEN CENTS PER COPY

Dec.1949 (#3); 1950: July/August (#10), September (#11),
November (#13), December (#14); 1951: June/July (#20),
August (#21). April 1954 (#44).

FIFTEEN CENTS PER COPY

1952: April (#24); June (#26); July/August (#27); September/
October (#28).
1953: February (#32); March (#33); May (#35); June (#36);
October (38); December (#40).
1954: #42-February; #43-March; #46-June; #47-July/
August; #50-November; #51-December.

B U L L E T I N S (Very few left - less than ten of Nos.16 & 17)

No.16 - "The Road to the Sea" - The story of the Saint Lawrence
and Atlantic Railroad. - .35¢
No.17 - "Halifax: Birney Stronghold" - Complete story and roster
of the street railway in Halifax. - .50¢
No.18 - "The Last Broad Gauge" - The complete story of the
Carillon & Grenville Railway. - .25¢

(continued from Page 52) ooOoOOoOoo

President: D.J.Munn, New Westminster, BC; Vice President & Treasurer: A. Guthrie, Saint Paul, Minn.; Secretary, Auditor & Traffic Manager: Robert Irving, Kaslo, BC; Asst.Treasurer, Purchasing Agent & Superintendent: Robert Bryan, Kaslo, BC; Chief Engineer: J.H.Cray, Kaslo, BC; and the Master Mechanic was F. Townsend. Meanwhile, the Canadian Pacific-sponsored Nakusp & Slocan opened a second line into Sandon. This one was of standard gauge, conn-

ecting it with Nakusp on the Upper Arrow Lake.

The town of Sandon grew to a settlement of 2,300 people. The town was wide open, and old timers relate that twenty-three of the twenty-four hotels possessed liquor licenses. Harris is said to have kept one hotel unlicensed, so that those who were really intent on sleeping could get a little rest once in a while. The vein of ore found at Sandon proved to be one of the richest ever found in the Slocan district, and between 1894 and 1897, shipments averaged 239 ounces of silver and 47½% of lead, per ton of concentrate. The railway prospered with the town, and for the fiscal year ended June 30th, 1897, the first full year of operation, the K&S earned \$117,488.00, while its expenses amounted to only \$51,395.00, leaving a profit of \$66,093.00. In that year, 32,674 train miles were run, carrying 28,307 passengers, and moving 23,754 tons of freight.

Traffic on the Kaslo & Slocan was handled by three steam locomotives. Nos. 1 and 2 were Baldwin 2-6-0's which were bought from the Alberta Railway & Coal Company in 1895. While the exact identity of these engines is unknown, it is possible that they were formerly the AR&C's 9 and 10, which were built by Baldwin about 1890. The third engine was a 2-8-0 with outside frames. Its identity is unknown, but it was obtained from some source by the Great Northern, who put it through the Spokane shops before shipping it up to the Kaslo & Slocan. All three engines remained in service until the end, when they were sold to logging companies at or near the coast.

About this time, a spur line three miles long was built from a junction near Sandon, to Cody. Combined with a main line length of 28.8 miles, this gave a total of 31.8 miles of main line, or a total track length of 33.4 miles -- all 3-foot gauge. In conjunction with its charter, the Kaslo & Slocan had a land grant from the Provincial Government of 254,000 acres, and up to the middle of 1897, 198,000 of this had been received.

The line was laid throughout with 45-pound rail, and there were many structures on the line, including at least one major wooden viaduct, which remained in place until the last few years, as a landmark, until it was suddenly swept away by a slide. As the line started out of Kaslo, it negotiated a switchback, then it followed the course of the Kaslo River, past Fish Lake and Bear Lake, then steadily climbing the side of the mountain on a ledge from the present site of Zincton, it rounded the Fayne Bluff and arrived in Sandon. Snow was a particular problem - in some parts of the southern Rockies, there is about six hundred inches annually - and the K&S possessed one rotary snowplow, in addition to its two passenger cars and twenty freight cars.

On August 8th, 1898, a company was incorporated in London, England under the name of the Kootenay Railway & Navigation Company. The Kaslo & Slocan, along with the steamer line on Kootenay Lake, and the Great Northern line from Bonners Ferry to the foot of the lake, as taken over by this Company, effective January 1st, 1899.

(to be continued next month)