

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT #57

MONTREAL, CANADA

JUNE 1955

Notice of Meeting

The June meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, at 8:00 PM. A business meeting will be held, and following it, the "quiz" programme outlined by Mr. S.S. Worthen at the last two meetings, will be tried out. It should prove both instructive and amusing, and as usual, a cordial invitation is extended to members and guests.

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Association News

The Trip Weekend which was held on April 30th, and May 1st, using the Birney car over the Cartierville line of the MTC on the first day, and M&SC #107 over all lines of the Montreal & Southern Counties Railway on the second day, was quite a success. We were particularly glad to welcome a large delegation from Toronto. Fortunately, the weather was favourable on both days, and as a result, a considerable number of photographs were taken.

Another trip using the Birney car has been arranged for the Metropolitan New York Railway Association, who will ride No.200 from Cote St. Paul carhouse to Montreal Nord and return, going by way of Park Avenue, and returning via Snowdon. This trip has been scheduled for Saturday, May 28th. This New York group intends visiting Ottawa on Sunday, May 29th, and Cornwall, on May 30th.

Tentative plans have been made for another trolley excursion over the Cote des Neiges, St. Antoine-Westmount, and Remembrance Road streetcar routes, on the last day of rail operation, Saturday June 25th. These routes will be superseded by autobus routes on the following day. It is hoped to use an MTC car of the 1900 class, possibly No.1955. Further details will be released when definite plans are made.

The Annual Banquet, which was held on May 11th in a dining car in Central Station, was enjoyable as usual, though the attendance was slightly less than last year. The service and cuisine were excellent, and suitable letters have been prepared and sent to the responsible officials in the Canadian National Railways. The Steward in charge of the car was R. Dechene, and the chef was G. Gagne. Mr. W. Henshall, Superintendent, S.D. & P.C., Canadian National Railways, personally supervised the banquet.

There has been some unavoidable delay in the production of Bulletin 19 - "Home on the Rails" which is a complete record of all business cars on the Canadian Pacific Railway. However, it is due to be released within the month.

SLIM GAUGE IN THE KOOTENAYS
 - KASLO & SLOCAN RAILWAY -
 (continued from last month)

While it was a British firm, and two of the directors resided in London, the Great Northern Railway retained a controlling interest. The directors and officers from

this time were:

Directors:	C.E. Phillips, Chairman of the Board,	London, England.
	R.C. Whitcroft,	"
	J.N. Hill,	Saint Paul, Minn.
Secretary:	A.H. Hicks,	London, England.
Superintendent:	F.S. Forest,	Spokane, Washington.

The offices of the Company were at 2, Copthall Buildings, London.

At this period, the rolling stock had been augmented somewhat and the K&S possessed 4 passenger cars, 26 cattle and box cars, 11 flat cars, 5 gondolas, 3 snowplows, 1 flanger and 1 service car.

In 1900, a fire destroyed the town of Sandon, with its modern business buildings, and though it was subsequently rebuilt with borrowed capital by Harris, Sandon was never the same as it had been in the Nineties. Eventually, traffic began to decline, and deficits made their appearance in the balance sheets. The railway was particularly difficult to maintain, owing to the frequency of rockfalls and landslides, which ate deeply into the small profits of the years following 1900.

Finally, a combination of natural forces that is seldom met with, sealed the doom of the Kaslo & Slocan. During 1908 numerous landslides caused extensive damage to the track. In the following year, further landslides took out the bridges and track to such an extent that the line from McCuigan to Sandon was abandoned. An abbreviated service was kept up between Kaslo and McCuigan. Then, in July 1910, the final crushing blow against the little line came in the form of a tremendous forest fire, which wiped out practically all of the stations and shop buildings, most of the remaining bridges and ties, and twisted the rails so badly that continued operation was hopeless.

During the fall of 1910, the Great Northern demurred when approached to have the line repaired; in a conference with the premier of British Columbia, on November 22nd, 1910, the Solicitor for the G.N.R. intimated that his company was not anxious to operate the line at all. Tired of the delay, the Kaslo Board of Trade sent a resolution to the Government demanding that the railway charter be cancelled owing to failure to live up to its commitments. Seeing which way the political wind was liable to blow, the Government exercised some coercion against the Great Northern in connection with certain concessions which the GN was trying to obtain in Vancouver, with the result that the Great Northern half-promised to rebuild the Kaslo & Slocan Railway. Anticipating, correctly, that this would result in nothing, in May 1911, a local syndicate in Kaslo composed principally of mine owners invited subscriptions, obtained some \$25,000 in cash, and with this, secured an option to purchase the railway, and possibly turn it over to the Canadian

Pacific for operation. On May 27th, 1911, this syndicate, which was headed by John J. Retallack, purchased the remains of the line from the Great Northern.

The officers of the Kaslo & Slocan Railway Company at this time were:

President: James Anderson.
 Vice President: H. Giegerich
 Manager: J.L. Retallack.
 Secretary: W.H. Burgess.

CANADIAN RAILROAD HISTORICAL
 ASSOCIATION, INC.

News Report No. 57
 June, 1955.

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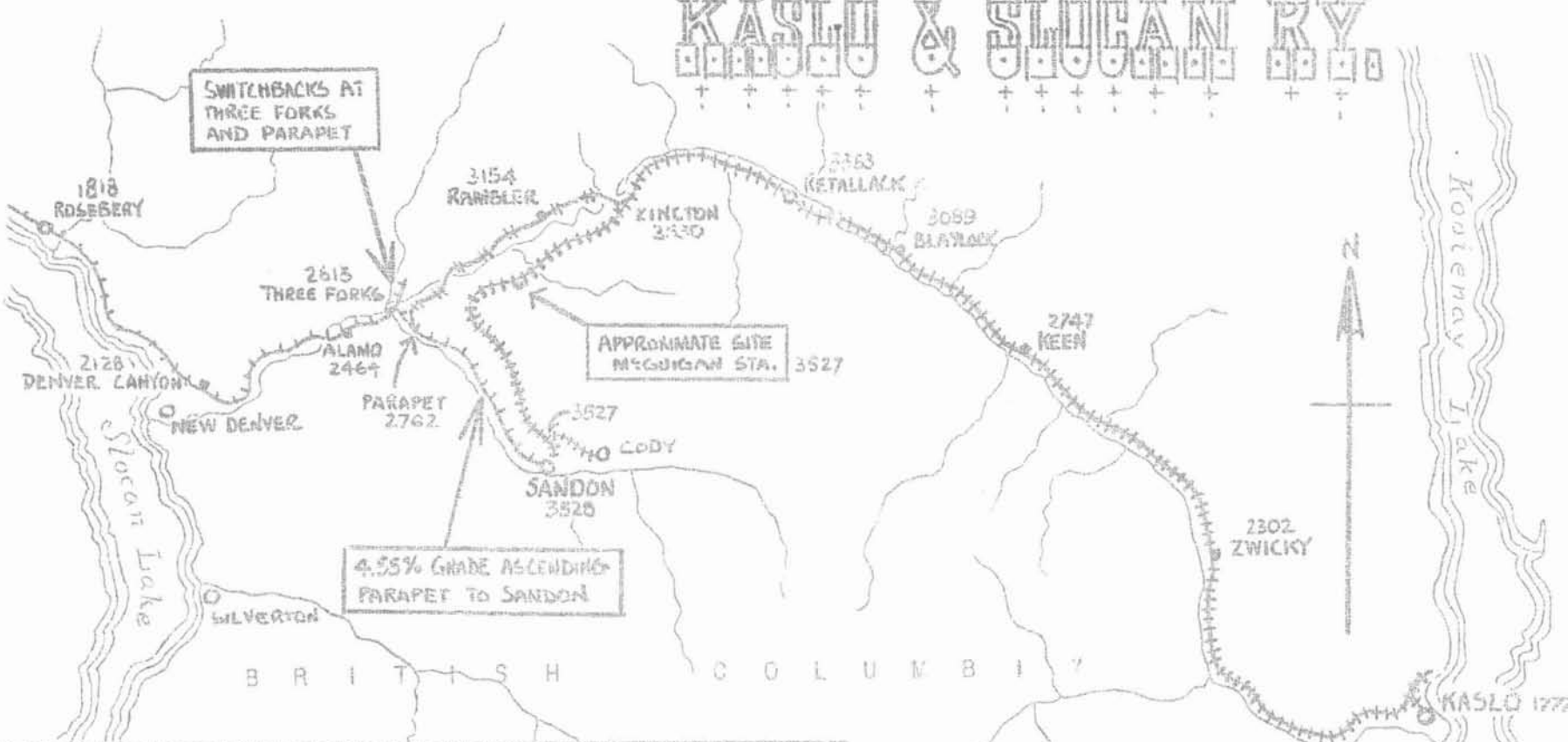
Then ensued an ill-starred attempt to reopen the railway. In addition to the \$25,000 which was subscribed to take up the option, an additional \$13,000 was raised as a sinking fund. While the Canadian Pacific Railway (which already served Sandon by way of the standard gauge Nakusp & Slocan Railway) had been consulted by the Kaslo syndicate on all stages of negotiation with the Great Northern, it was clear that the syndicate had every intention of attempting to operate the line themselves. Work on reconstruction proceeded slowly during the summer of 1911, and by September 15th, they were able to reopen it between Kaslo

and Sproule, a distance of 15 miles.

Most of the operation which the new management was able to carry out was done with the aid of a gas-operated track car, or speeder. While it had been the intention to reopen the line as far as McGuigan, this plan was eventually discarded; indeed, the limited operation between Kaslo and Sproule was so expensive that the Kaslo interests requested the British Columbia Government to approach the Canadian Pacific Railway, to determine whether that Company would take it over and operate it.

In April 1912, the railway was transferred to the British Columbia Government, who in turn turned it over under an agreement to the Canadian Pacific Railway, under the condition that the 28 miles between Kaslo and Sandon would be standard-gauged and opened before December 31st, 1913. Eventually, an alteration was made to this original plan, whereby the CPR would use the former line only as far as Bear Lake, at what is now Zincton. Then, in order to avoid the most troublesome part of the former line, a new section would be built lower, and on the opposite side of the valley, down to a connection with the CPR Nakusp & Slocan near Three Forks, at a point called Parapet. A contract was awarded to W.P. Tierney to perform this work. During the summer of 1912, some temporary work was done to permit operation of construction trains on the narrow-gauge line, and also to handle a limited amount of mineral traffic. However, it was necessary to straighten a number of curves and reduce grades.

KASLO & SLOCAN RY.



SWITCHBACKS AT THREE FORKS AND PARAPET

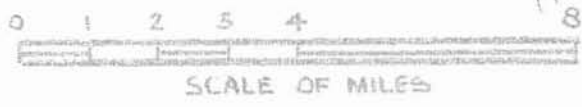
APPROXIMATE SITE MCGUIGAN STA. 3527

4.55% GRADE ASCENDING PARAPET TO SANDON



++++++ KASLO & SLOCAN RAILWAY - 26" GAUGE OPENED 1895.
 KASLO-ZINCION REQUIT STD. GAUGE AND " 1914.
 ZINCION-MCGUIGAN ABANDONED 1910.
 MCGUIGAN-SANDON AND CODY ABANDONED 1905.
 +---+ CONNECTION ZINCION-PARAPET - STD. GAUGE - OPENED 1912.
 - - - - NAKUSP & SLOCAN RAILWAY - (C.P.R.) STD. GAUGE - " 1895.

FIGURES BESIDE STATION NAMES INDICATE ELEVATION A.S.L.



In the fall of 1912, the CPR connection, between Bear Lake (now Zincton) and Three Forks, was completed, and opening authorized by the Board of Railway Commissioners.

Included in its appropriations for 1913, the CPR proceeded to standard-gauge the line between Bear Lake and Kaslo, and this work was completed during the same year. The reconstruction work, which had cost about \$300,000 was inspected by F.C. Cambie of the Department of Railways on February 5th, 1914, and a train service was established over it in June of that year.

In the following year, the three narrow-gauge locomotives were sold to Pacific coast logging companies, thus bringing to an end the short, if not uncheckered, career of the Kaslo & Slocan Railway. By an Order of the Privy Council on May 5th, 1921, the Kaslo & Slocan Railway was leased to the Canadian Pacific Railway Company for a term of 99 years.

Canadian Pacific continued to operate mixed train service over this isolated line until the fall of 1953, when service was reduced to freight service only. The operation on the Kaslo Subdivision (as it is now called) is rather interesting, because of the limited access. In recent years, before the advent of dieselization in British Columbia on CPR lines, it was customary to use a 2-8-0 engine of the M4 class, such as No. 3480 (which was used when the author travelled the line in June 1953). The engine would be taken up from Nelson to Slocan City on Monday, then would travel by barge on Slocan Lake as far as Rosebery, where it would be put ashore on the Kaslo Subdivision. It would then work the line each day all week, laying over at night at Nakusp at the western terminal of the subdivision. At the end of the week, it would be placed back on the barge at Rosebery, return to Slocan City in this manner, and operate back to Nelson.

There was a considerable hazard in this regular transfer of locomotives by car ferry, as was demonstrated very graphically in 1947 when a barge, being towed down Slocan Lake with engine 3512 aboard, suddenly split in two, losing the engine into the lake. It is still there, but, ominous to recount, the barge was repaired and is still in service.

Sandon, too, once so populous and promising, has suffered a diminishment in importance and has a population at the present of about fifty people. John Morgan Harris, its founder, lived in Sandon until his death at the age of 89 in December 1953.

If we are left to speculate on what might have happened -- if the line had not suffered the landslides of 1909, and the forest fire of 1910, its fortunes may have continued for another few years, but it is doubtful whether this Canadian "slim-gauge" would have lasted into our era. Economics is an uncompromising arbiter, and the day of the short line railway is over. Those few which have remained have preserved their identity only because they serve areas dense in population or in industrialization.

One by one, the few remaining vestiges of the Kaslo & Slocan

are disappearing; a few years ago, the monumental wooden viaduct a short distance west of Zinnton, which could be seen from the CPR line near Rambler, and which had been standing as a mute reminder of the roaring days of the silver rush, was taken away suddenly by an avalanche. Trainmen on the present CPR line claim that the narrow-gauge rails remain on the mountain ledges near Sardon, but the vertical sides of the Payne Bluff will never again echo the sound of a Baldwin Mogul climbing into the ghost town that was once the Silver Capital of the Slocan, nor resound the shouts of the old-time brakemen "decorating" the little ore trains as they attacked brake wheels with brake clubs to guard against runaways on the steep downgrade into Kaslo.

(To follow shortly --
the Trail Creek Tramway)

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OFFICIAL OBSERVANCE MARKS
END OF STREET CARS IN
VANCOUVER.

ON PAGE 54 OF LAST MONTH'S NEWS Report, we carried a short item about the discontinuation of electric rail service in Vancouver, by the British Columbia Electric Railway Company Limited. Now, save for a

short stretch of interurban line between Marpole and Steveston, in Vancouver's outskirts, passenger service on what was once one of Canada's most extensive electric railway public service systems, is only a memory. Car 424, a PCC car, running on the Hastings East route, finished regular service at 4:19 AM, April 22nd, 1955. Last service, however, was on Sunday afternoon, April 24th, when a few cars provided service gratuitously, to mark the conclusion of passenger rail operation.

The British Columbia Electric Railway was formed in 1897 by an Englishman, Robert Horne-Payne. It took over one of Canada's earliest electric railway operations, and, at the height of its career, operated interurban lines to many points from Vancouver and New Westminster, and local lines in those cities, as well as in North Vancouver and Victoria.

Its predecessor, the Vancouver Street Railway Company, was organized in 1889 to build a horse-operated street railway in Vancouver, then a town of less than 10,000 people. Construction began in that year, tracks were laid and stables built, but at the last minute, the management was talked into adopting electric traction. The first run was made in June 1890, and service inaugurated with six single-truck open cars. Thus did Vancouver open one of Canada's earliest electric railway operations,

antedating Ottawa by more than a year, and Montreal and Toronto by more than two years. Things were difficult for a while and the Company passed through two bankruptcies before it came under the control of the British Columbia Electric Railway Co. Limited, in 1897.

The BCER continued to expand its operations, and in the course of its railway history it possessed nearly five hundred electric street cars, over one hundred interurban cars, and many other pieces of rail equipment including electric locomotives, service cars, etc. Possibly one of the outstanding accomplishments in its history was the rapid conversion of all cars and equipment when Vancouver changed its rule-of-

the-road from left to right on January 1st, 1922.

Like most large Canadian rail transit systems, the BCER built many of its own cars, to its own distinctive pattern. The design of the BCE-built wooden cars, was as unmistakable as the "TR"s were to Toronto or the 703 class to Montreal. The BCER possessed Birneys and Peter Jitts, and shared with Montreal and Quebec the distinction of owning and operating an open-air observation car.

All of the cars are now in the course of being scrapped, but

one representative of the once-extensive street railway system is slated to remain. That is No.53, a single-truck closed passenger car, built by the BCE in its own shops in New Westminster in 1904. This car was used in revenue service until 1916, when it was converted into a maintenance car. Still intact at the end, it was selected to represent the hundreds of cars which have served the BCE very well down through the years, and will be on permanent display at the Exhibition Grounds.

Vancouver's streets will look strangely incomplete without the distinctive and well-known red cars, but such is the price of progress.

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NOTES AND NEWS

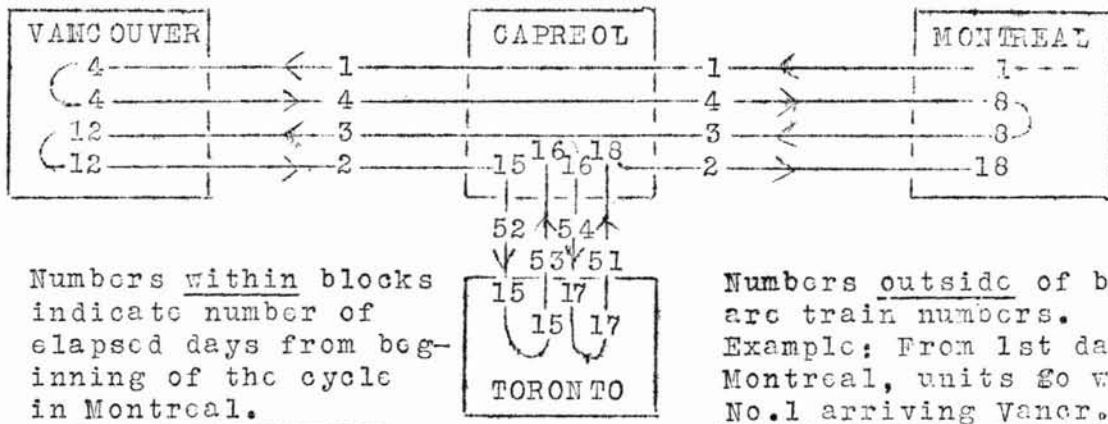
No further announcement as to abandonment plans has been made up to May 27th, by the Montreal & Southern Counties Railway, with respect to its electric rail passenger service out of Montreal.

The first train across the Canso Causeway was a work train headed by CNR 2-8-0 type engine 2639, on April 18th, 1955. The official railway opening was scheduled for May 14th, when train #5 was destined to be the first regular train to use the causeway. The ferry "Scotia No.1" which formerly operated in the mainland-Cape Breton service, carrying trains across the Straits of Canso has been transferred to the Borden PEI-Cape Tormentine service, replacing the "ABEGWEIT" which is under seasonal repair.

Without warning, the Montreal Transportation Commission discontinued its REMEMBRANCE ROAD #93 trolley service on Monday, May 23rd. The last car to use the line was No.2081 which ended the service at 3:10 PM on that date. While it was originally scheduled to go in June when the other routes using Cote des Neiges are abandoned, replacement was hastened suddenly in this instance to enable paving to be completed between the top end of Remembrance Road and the Mountain Loop of the MTC, in anticipation of the new autobus service. Meanwhile, a bus will loop at the parking lot a few hundred feet west of the Mountain loop.

Canadian National Railways X class locomotive 48 has been transferred from Turcot roundhouse, Montreal, to Allandale, Ont. to be used in branch line service. This is the first of the tank engines to be moved from Montreal since the Lakeshore suburban service was shortened in April. Engines 49 and 50 are now used in the abbreviated Dorval run, No. 45 is the standby engine, while nos. 46 and 47 are stored serviceable.

Canadian National Railways diesel-electric locomotives are utilizing an eighteen-day cycle in the Montreal/Toronto to Vancouver service, in order to equalize mileage. The cycle



which is shown here in chart form, involves the use of eighteen sets of diesel-electric locomotives. After performing the cycle, at the end of eighteen days, each locomotive set has completed 12,825 running miles, and lays over for more than twenty two hours in Montreal for inspection, before performing the cycle again, by leaving Montreal on No.1 on the nineteenth day.

A similar cycle, using six locomotive sets, is performed in the Montreal-Halifax service, taking seven days. The units run from Montreal to Halifax on No.2, return to Montreal on No.59, go back to Halifax on No.60, and return on No.1.

Locomotives used in both cycles, are interchangeable.

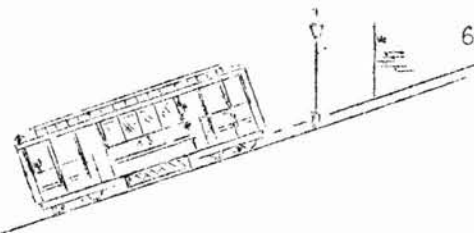
NOTE TO LOCOMOTIVE-MINDED READERS:

The Association is preparing a check list of locomotives by numbers and classes, showing those engines in service on the Canadian National and Canadian Pacific as at December 31st, 1954. While it is not felt that interest is general enough to reprint it in the pages of the News Report, those interested may have a copy of either, or both lists, along with their July-August report, by dropping a card to the Editorial Committee.

In connection with the scheduled replacement of rail service by autobusses on the Cote des Neiges #65 route of the Montreal Transportation Commission, the MTC plans to pave the northbound lane only of the private railway right of way behind Earncliffe Avenue between Cote St. Luc road and Queen Mary Road. This is to be done to enable one of the replacing bus routes to use the right of way along with streetcars of the Windsor route. It is reported that the principal problem facing the Commission is, how to keep other motor traffic out of the right-of-way?

The last scheduled run over the C.P. Electric Lines was made on Saturday, April 23rd, when car 975 operated southbound as train 16 on the Lake Erie & Northern Railway between Galt and Port Dover. Following this, farewell excursions were made on several succeeding weekends by various groups. (UCRS Newsletter)

O'FARREL, JONES AND HYDE STREETS
--- AND PLACE VIGER !!



In 1949, when the famous RAILROAD FAIR was held in Chicago, an acquaintance of ours --- D.W. "Doc" Yungmeyer of Chicago, a Director of the Railway & Locomotive Historical Society, was in charge of the exhibit of the Western Pacific Railroad. As visitors to the Fair well know, the W.P.'s lot enclosed one of the most colorful exhibits at the Fair, an operating San Francisco cable car, running in a small loop, equipped with suitable grades, and last but not least, an operating street turntable, all equipment very familiar to those who have visited the California city where cable cars can still be seen. The car, San Francisco Municipal Railway #519 had been brought to the Fair under the close, watchful eye of "Doc" Yungmeyer. As a matter of fact, he lived in the car, and one of the outstanding claims to fame that he has to remind him of this experience, was that he was the only human being who ever lived to ride a Frisco cable car through the Feather River Canyon! Due to the gauge, and other considerations, of course, the car was mounted on a WP flatcar, but up to that time, that was about the longest ride ever taken by one of the cars, which have achieved universal fame.

A local antiquarian, who desires to remain anonymous, in his wide travels throughout the world has always been a "fan" of the San Francisco cable cars. Recently, when ten of the cars were put up for sale by the Municipal Railway, he resolved to acquire one of them, and after the manner of the true antiquarian, after much red tape with the authorities, who received more than seventy applications for the ten cars, he became the proud, though rather surprised owner of a cable car.

To make a long story short, your Editor was present in the Canadian Pacific Railway Place Viger freight yard in Montreal, on Thursday, May 26th, when a large auto-tractor with flat trailer was backed up to Lehigh Valley automobile car #5783. When the end doors were opened, there reposed San Francisco Municipal Railway No.48, a narrow-gauge double truck California type cable car, after making what must be the longest trip ever made by one of the little cars. It was none the worse for wear for the long trip, and after very careful maneuvering by an overhead crane and a very conscientious crew of workmen, it rested safely on the truck trailer, and was taken to a temporary storage space in the vicinity of Montreal.

If negotiations presently under way to secure a permanent museum space come to fruition, the owner (who, we are pleased to announce, has become a member of our Association) has graciously offered to include the car in the exhibits. If this fortunate circumstance comes about, we in turn would give our assurance that No.48 will receive the same conscientious care at the benevolent and capable hands of Mr. Forster Kemp and his Rolling Stock committee, as the other items which have been entrusted to our care in recent years.

O.S.A. Levallec, Editor.

CANADIAN RAILROAD HISTORICAL ASSOCIATION
Museum Committee

Timetable List No. 1

May 27, 1955

The idea behind the museum committee was first conceived in the early fall of 1954 but the actual committee was not formed until March 1955. The idea, the fulfillment of which is the object of this committee, is the foundation of a museum of Canadian railroad history. To achieve this goal funds will be necessary, so the committee has embarked on several money raising ventures. One of which is the sale of operating timetables from Canadian railroads.

Printed below is a list of the timetables which are for sale. When ordering please include timetable number and mail orders to the Museum Committee, 136 Broughton Ave., Montreal 28, Quebec. Single orders of ten or more timetables will be given a ten percent discount. Please make cheques or money orders payable to the Canadian Railroad Historical Association in Canadian funds.

<u>No.</u>	<u>Lines.</u>	<u>Price</u>	<u>#No.</u>	<u>Lines</u>	<u>Price</u>
Canadian National Rys.				Canadian Pacific Ry.	
			#		
1	Island Div.	.50	30	New Brunswick Dist.	.50
3	Campbellton & Edmunston		31	Quebec Dist.	.50
	Divs.	.50	# 32	Montreal Terminals	.25
4	New Glasgow, Halifax &		33	Ontario Dist.	.50
	Moncton Divs.	.50	34	Algoma Dist.	.50
5	Levis, Laurentian &		# 35	Manitoba Dist.	.50
	Cochrane Divs.	.50	36	Saskatchewan Dist.	.50
6£	Mountmorency Div.	1.00	37	Alberta Dist.	.50
7	Montreal Dist.	.50	# 38	Pacific Region	.50
8	Montreal Terminals	.25			
9	Ottawa Terminals	.25		Other Roads.	
10	Belleville Div.	.50	#		
11	Toronto Terminals	.25	21	Duluth Winnipeg &	
12	London & Stratford			Pacific	.75
	Divs.	.50	# 55	£ Montreal & Southern	
13	St. Thomas Div.	.50		Counties	1.00
14	Northern Ontario Dist.	.50	39	Dominion Atlantic	.75
15	Lakehead & Port Arthur		# 40	Quebec Central	.75
	Divs.	.50	41	Esquimalt & Nanaimo	.75
16	Portage, Brandon, Dauphin		58£	Grand River-Lake Erie	
	& Hudson Bay Divs.	.50	#	& Northern	1.00
17	Winnipeg Terminals	.25	53	Algoma Central	.75
18	Saskatchewan Dist.	.50	54	Pacific Great Eastern	.75
19	Alberta Dist.	.50	# 56	Roberval & Saguenay	1.00
20	British Columbia Dist.	.50	59	White Pass & Yukon	1.00
	£ - Electric Line		#		
				© - Bilingual	

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