

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

MONTREAL, CANADA

NEWS REPORT #60

OCTOBER 1955

Notice of Meeting:

The regular monthly meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, Montreal, at 8:00 PM, on Wednesday, October 12th, 1955. This will be an entertainment evening, and there will be no business meeting. The meeting topic will be "The Isle of Man; A Railway Anachronism", and short talks illustrated by slides showing the various rail operations on the Isle of Man, will be given by Mr. Douglas Brown, Mr. Anthony Glegg, and Mr. Omer Lavallee. As usual, associate members and guests will be welcome.

Association News

THE GREAT EXHIBITION OF 1956.

At the September meeting, Mr. Robert R. Brown accepted the post of Chairman of the 1956 Exhibition Committee, to plan a rail exhibit at the Chateau de Ramezay, to last for several weeks next summer. The purpose of the exhibition will be to celebrate a number of anniversaries, viz.:

The Centenary of the opening of the Grand Trunk Railway between Montreal and Toronto.

The 120th Anniversary of the opening of the Champlain & Saint Lawrence Rail Road.

The 95th Anniversary of the introduction of the street railway to the city of Montreal.

The 75th Anniversary of the incorporation of the Canadian Pacific Railway.

The 70th Anniversary of the running of the first Canadian transcontinental train, over the CPR.

Other salient dates will also be commemorated. It is planned to include many exhibits of photographs, maps, documents, and small objects of a railway nature, as well as exhibit models and an operating model railway exhibit. Further plans will be disclosed as the details are developed with the Antiquarian & Numismatic Society of Montreal, proprietors of the Chateau de Ramezay which is a historical museum.

TRIP NO. 19 On ~~August~~^{Oct.} SATURDAY, 1st, the Association ran a commemorative trolley trip in Montreal Transportation Commission car No. 1046, from the St. Denis carhouse to Montreal Nord, thence to Cartierville, and return to St. Denis. This marks the withdrawal from service of the familiar cars of the 1032 class, whose orange and silver paint schemes once formed a distinctive feature of the former Montreal Park & Island Railway. Four cars of this class remained when withdrawn from regular service in June last. They were Nos. 1046, 1048, 1050 and 1051. No. 1042 was withdrawn some years ago. They are destined to be scrapped at the Youville shops of the MTC. Several associate members from out-of-town points such as Toronto, Annaprior and Hartford, Conn., were among those present.

TRIP NO. 20 On the following day, Sunday, October 2nd, the Association staged one of its popular Fall Foliage excursions, this one over lines of the Canadian National Railways, from Montreal to Rawdon, Que. The train consisted of three wooden passenger cars, drawn by locomotive #674, the famous Mogul (2-6-0) type which is part of the exhibit material in the GNR's well-known Museum Train. One hundred and twenty participants enjoyed the incomparable foliage along the route, and the arrival at Rawdon was marked by an unexpected, but very overwhelming civic reception, which included members of the Chamber of Commerce, local civic advancement groups and the newspaper, led by Chief of Police Demers. Many of the participants were driven around Rawdon in cars provided by the Chamber of Commerce. Those who remained at the station to see No. 674 turned on the "Armstrong" turntable, were witnesses to an incident which was rather amusing as it was looked upon afterward, but did not seem so at the time. While the engine was being turned by about twenty willing hands, it was decided to stop the turntable at mid point so that pictures might be taken. This was done, but in the interim, the water in the tank shifted and overbalanced the table, with the result that it would not start again, despite the combined efforts of about thirty five people. Finally, by means of very skillful manipulation of the locomotive by the enginemen, the turntable was overbalanced again, and the turning completed. The trip was organized and promoted by the Trip Committee consisting of Mr. W.H. Stannard and Mr. R.D. Brown, while Mr. Leduc of the Passenger Department, and Mr. Robert of the Operating Department, represented the Canadian National Rys.

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The following represents the initial contribution to this publication by Mr. V. Pharoah, whose efforts on our behalf are often seen, but seldom appreciated. Mr. Pharoah has earmarked it "To be used when we get too many subscribers". We hope that potential subscribers will not take this literally.

I WAS A FERROEQUINOLOGIST !

by "Ferro"

One day I am casually glancing through the newspaper when I come across a blurb which informs me that the Canadian Railroad Historical Association is sponsoring a rail-fan excursion to Huberdeau, to observe the "fall foliage" up that way. Now I don't know what a rail-fan is, but I guess that it is a device used for cooling the rails. However, I am curious so I decide to invest four dollars and go along.

I arrive at GNR's Central Station at eight-thirty a.m. the following Sunday. The day is sunny and my spirits are high. Since the train does not leave until nine a.m., I pass the time conversing with other passengers. I learn that insufficient cash was raised to charter a steam train. Something is mentioned about a diesel. I remark that a diesel is more modern and that

we are very lucky that one could be spared for our train. This meets with several scornful looks and my popularity decreases immediately.

Around eight fifty-five, I become a trifle worried for, so far, I haven't seen so much as a donkey assigned to pull the train. My thoughts are interrupted, though, as the train lurches forward without any apparent means of locomotion. To make matters worse, smoke is pouring from the roof of the front car and 'volumptuous' (sic) bangs can be heard. I immediately start for the door, proclaiming that the cars are rolling away and that a revolution is being carried out in the front car. Again the cold looks from fellow passengers. I am informed that our means of locomotion is an oil-electric "doodlebug" similar to the one which made a record run to Vancouver. I say that a machine like that would make anything run to Vancouver let alone a record. At this, several people go up to the front car.

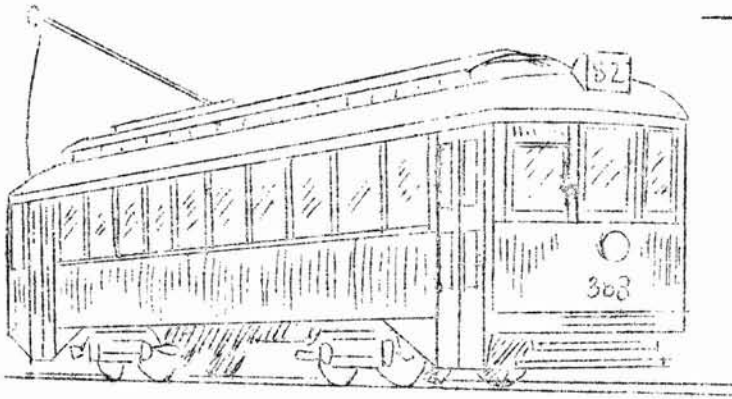
I settle back in my seat, my mind filled with visions of everyone pushing the "doodlebug" back from Huberdeau when I learn that, rather than go through the mountain we shall go around it and in this way, we shall get a glimpse at Canadian Pacific's hump yard. We pass close to the yard and everyone admires it. All I see is a freight train on top of a big pile of earth. Every so often a car becomes detached and rolls down the hill, crashing into another car before it can be stopped. I wonder why the company doesn't level off the hill and save all that trouble -- but I have learned not to express my opinions.

Soon we make a stop. I am admiring the scenery when someone shouts "5500 !". I figure there is an auction or a game of chance in progress, so I follow the crowd. All I see, however, is an old steam engine. I wonder what all the fuss is about so I go up to the engine in order to get a better look. Immediately, I am the centre of attention. Loud voices proclaim that my proximity to this machine is undesired. Later when I see photographs of this particular engine, I notice that I am in all of them. This pleases me greatly to realize that I am so popular.

Just then our train lets out a blat which scares me so that I dive into a three-foot ditch filled with water. I finally reach the train having averaged four cuss words per step. After this blat has scared me seventeen more times, we depart and I see men running after the train waving their arms. To be sociable, I wave back. Later it is discovered that four passengers are missing.

Someone tells me that refreshments are being sold in the baggage compartment, so I go forward. While finishing a Coke, I notice that some of the excursionists are disappearing through a door marked "Operator", so figuring there must be a train telephone in there, I go in. I regret this decision immediately. The noise is deafening. I cannot get out because of the people behind me; I see a large pile of motor and surmise that this is the source of the noise. When I finally get out my ears are ringing like a diesel with motor trouble. I stay clear of the door after that.

(continued on page 85)



STREET RAILWAY
SERVICE ENDS IN
WINNIPEG

by Anthony Clegg and
Omer S.-A. Lavallee

On the afternoon of Monday September 19th, 1955, ceremonies were held in Winnipeg marking the end of rail transit service in that city. With the closing of the Portage-North Main trolley route in the capital of Manitoba, the only electric railway passenger service now provided west of Ontario in Canada is the British Columbia Electric Railway's New Westminster-Marpole-Steveston service, which is not destined to last much longer.

The ceremonies held in Winnipeg included the operation of two regular passenger cars and a sweeper on the official last day, though regular service had ceased early on the morning of the day previous, Sunday, September 18th. The first streetcar in the final procession was driven by Mrs. Frances D. Ly, one of three women drivers left with the Winnipeg transit system. The band of the Royal Canadian Horse Artillery rode this car, which was followed by one of the transit commission's rail snow sweepers bearing a banner reading - "We're making a clean sweep -- this is our last run -- busses take over". The last car in the procession, No. 798, driven by W. J. Jones, Superintendent of Transportation of the Greater Winnipeg Transit Commission, carried many civic notables and reporters, including mayors of municipalities making up Greater Winnipeg. A brief ceremony occurred at Portage and Main, the principal downtown corner, where a section of rail was lifted out to symbolize the end of rail service.

It is understood that municipal officials are considering keeping one of the cars for historical purposes, and that the vehicle may be placed on exhibition in one of the parks. It is to be hoped that if this is the case, the car will be kept under cover, rather than exposed to the weather in the open.

The conclusion of rail service marks the end of nearly seventy three years of street railways in the city of Winnipeg. On October 21st, 1882, horse car service was established along Main Street from Fort Garry to the City Hall. The city had a population of but 15,000, but it was cosmopolitan enough to have a street railway. shortly it grew to a system having twelve cars and sixty horses, and at this stage, its owner, A. W. Austin, decided to apply for a charter allowing him to introduce electric power. The city fathers were a little afraid of having live electric wires hanging over the city streets, but at last they reluctantly allowed Austin to try out the system on a remote part of the street railway, on River Avenue, then outside the city limits. (cont'd page 85)

The ninth
in a series on the
CANADIAN NORTHERN RAILWAY
by A. Clegg.

CANADIAN NORTHERN RAILWAY

Toronto,
December 20, 1911.

The Canadian Northern's new consolidated roster of locomotives has now been completed. For the past two years Mr. S. J. Hungerford, our Superintendent of Rolling Stock, has been working on a revised system of classification and numbering -- his plan has met with approval and it will be made effective next month.

Up to now, each section of the system has had its own equipment series, but with the greater interchange of motive power, as contemplated, some standardization will have to be adopted.

As I know you are interested in our motive power and rolling stock I shall send you attached a copy of the classification summary, which may prove of value to you and assist in identifying our locomotives. Much of the information about the older engines is rather vague, but possibly one of these days somebody will have the opportunity and incentive to compile a complete and detailed account of all our equipment. At the moment the continual pressure of expanding business and new lines is keeping our energies fully occupied.

Even as I write this, indications are coming in that the past year will have been the busiest in the history of the company -- short though that history might be. The last Annual Report (issued October 14 to cover the fiscal year ended June 30) showed that, compared to the previous year, the number of passengers was up 9.9%, and freight tons up 22.7%. In all categories, except coal, freight tonnages were up substantially, while net earnings per mile of road operated increased almost 8% to \$1475.

Equipment acquisitions kept pace with this growth as the following table shows:-

	At 30th June.		
	1911	1910	1909
Locomotives	398	372	346
Sleeping and Dining cars	50	43	39
Coaches	226	203	164
Baggage, Mail and Express cars	90	79	72
Business cars	11	11	7
Freight, refrigerator and stock cars	14,778	11735	9465
Conductors' vans	231	184	118
Snow equipment and miscellaneous	481	416	355

There is a substantial rumour going around that we are shortly to take over a few hundred more miles of railway in the East, as well as pushing steel over the Rockies to the Pacific. More about that later. The following is the motive power summary.

CANADIAN NORTHERN RAILWAY

Winnipeg, Manitoba.

C.N.R. CLASSIFICATION AND RENUMBERING LIST (effective Jan.1912)

<u>Class</u>	<u>Wheel arrangement</u>	<u>Name</u>	<u>Diam. of driving wheels</u>	<u>Numbers assigned.</u>
A	4-4-0	Standard	63" or less	
B	4-4-0	Standard	Over 63"	1 to 99
C	2-6-0	Mogul	52" or less	100
D	2-6-0	Mogul	Over 52" but 58" or less	to
E	2-6-0	Mogul	Over 58"	199
F	4-6-0	Ten Wheeler	52" or less	1000
G	4-6-0	Ten Wheeler	Over 52" but 58" or less	to
H	4-6-0	Ten Wheeler	Over 58" but 63" or less	1999
I	4-6-0	Ten Wheeler	Over 63"	
J	4-6-2	Pacific	70" or less	
K	4-6-2	Pacific	Over 70"	700 to 999
L	2-8-0	Consolidation	52" or less	2000
M	2-8-0	Consolidation	Over 52" but 58" or less	to
N	2-8-0	Consolidation	Over 58"	2999
O	0-6-0	Switcher		300 to 699
P	0-8-0	Switcher		200 to 299
Q	2-16-2	Mallet	52" or less	
R	2-16-2	Mallet	Over 52"	3000 to 3999
S	0-4-0	Switcher		300 to 699
T	2-4-0	Forney		(incl.with "O" class) (no numbers assigned.)

Finally we arrive at our destination. We are told that we have an hour. Everyone complains that this is not enough time so after a fifteen minute discussion, the time is lengthened fifteen minutes. At this, everyone seems happy and they spend the rest of the time sitting around waiting to leave.

At last we start for home. I do not make a single blunder on the way home. I credit this to the fact that I fall asleep soon after departing. I wake up as we arrive in Montreal and walk away with thoughts of the trip. One thing bothers me, though. "What is a rail-fan" I ask a fellow passenger.

"A ferroequinologist", he says.

"Oh!" I reply, the whole thing quite clear to me now. A ferroequinologist must be the trade name for a device which cools the rails.

Finis

WINNIPEG - Cont'd

This installation, antedating similar operations at Vancouver, Toronto and Montreal, was inaugurated at 7:30 AM, January 28th, 1891, when Acting Mayor T.W. Taylor pushed a switch to provide power for the first electric passenger car. Rides were provided free on the first day. A population now swelled to 25000 provided the impetus to extend the electric operation to Elm Park on Dominion Day, 1891, when a monster picnic was held. Two motor cars and three trailers handled 250 passengers a trip, by crowding passengers all about the cars, including the steps and the roof.

In 1892, Austin lost his franchise to the newly-formed Winnipeg Electric Street Railway, which commenced operations in that year with 14 closed cars, three open cars, and six trailers. South of the Assiniboine River, Austin continued operation for the time being, with three double-truck cars. Along Main Street, there were four car tracks, two for horse trams and the others for the electrics. After a serious adverse, the Austin company sold out in 1894 to the street railway. Ten years later, the street railway amalgamated with a power company to become the Winnipeg Electric Railway Company, and two years later, in May 1906, began to operate the electrified suburban routes of the Winnipeg, Selkirk & Lake Winnipeg Railway. In 1924, the company name was changed to the Winnipeg Electric Company, and this designation was retained until 1953 when the operation was taken over by the Greater Winnipeg Transit Commission.

The peak year for trolley mileage came in 1934, when the system contained 121.15 miles of track, and operated 318 cars -- sixteen of them dead trailers. These figures then gradually declined, and at the end of 1946, there were 215 passenger cars and 24 work units on the company roster. Of the passenger cars, 176 were in daily regular service. By this time, all of the bright orange and cream cars were electrified and powered by four DC motor

At this time, the WECO operated two carhouses and a repair

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and paint shop. The latter was equipped to perform all repairs on the rolling stock, and even built a number of the wooden trams which served Winnipeg so well.

Operations in the city of Winnipeg, while basically the same as in other Western Canadian cities, did, however, present one or two novelties. Route numbers varied depending upon the destination of the car and followed the railway practice of odd numbers westward and even numbers eastward. Almost all routes converged on the corner of Portage and Main, which made

multiple transferring unnecessary. Basic fares were high for that time, but intensive riding gave passengers lower tariffs to a point where an unlimited monthly pass was sold for \$6.00. Operators in their smart grey uniforms generally upheld the high standards of appearance and efficiency and maintained schedules that would have done justice to more modern cars and better trackwork. This rough track was said to have been caused by the winter frosts, which, in a cold place like Winnipeg, with comparatively light snowfall, created quite a problem in winter maintenance. "Black rail" in the sub-zero temperatures, also called for a high degree of skill on the part of the motormen.

It was the intention of the Winnipeg Electric Company, in the immediate post-war period, to retain the Portage-North Main route as an electric railway indefinitely, and rumours were abroad at that time that new cars would be purchased to replace the forty year old veterans. Such, however, was not destined to be. Busses, which had been first introduced in 1919, and trolleycoaches which made their appearance in Winnipeg in 1938 proved less expensive to operate and consequently ousted rail operations from the picture altogether. Just prior to the end, there were 85 street cars left, along with 134 trolleybusses and 191 motor busses. The delivery of another hundred 52-passenger Can-Car Brill diesel busses to replace the tram service on Portage-North Main completed the changeover from rails to rubber last month. Trolley car operation in Manitoba's capital city, is no more.

NOTES AND NEWS

The southern extension of the Pacific Great Eastern Railway, between North Vancouver and Squamish, BC, which will replace the steamer freight and passenger transfer in Howe Sound, is scheduled

to be completed in June of next year.

Canadian Pacific Steamships new "Empress of Britain", which was launched last June 22nd by the Queen at Govan on the Clyde, will make her maiden voyage from Liverpool on April 20th. The first sailing from Montreal, eastbound, is scheduled for May 1, 1956.

Costing about \$1,600,000 more than the \$1,000,000 originally estimated, the reconstruction of the former Canadian Pacific Railway Place Viger Hotel in Montreal into a new city hall annex, is just about completed. The hotel was transferred to the city for \$1 and certain considerations, when the Place Viger railway passenger station was closed in May 1951.

Following extensive damage from heavy rains which caused washouts along the railway line, the Canadian Pacific Railway's line between Kaslo and Rosebery, B.C. is presently closed pending an application to abandon service entirely. This is the remaining portion of the railway concerned in the story of the narrow-gauge Kaslo & Slocan, which was carried in this report early in the summer.

Late in September, the CNR discontinued ferrying passenger railway cars across the Detroit River, from Windsor to Detroit. The 80-year old car ferry "Huron" will continue to ferry freight cars, but the transfer of passengers will in future be accomplished by autobus through the international vehicular tunnel under the Detroit River.

Included in the timetable changes which took effect on September 25th, was the complete disappearance of passenger service between Trenton and Anson, Ontario. Mixed train now operates between Belleville and Anson instead. On the Canadian Pacific, service was discontinued for passenger service entirely between Vancouver Mission City and Huntington, where a span of the Fraser River bridge was carried away recently. Freight service is presently being provided on the isolated section by connection with the British Columbia Electric Railway. Other passenger services discontinued included southern Alberta lines between Stirling and Glenwood and Coutts. Following the dieselizing and speeding up of CPR Montreal-Saint John service by trains 41 and 42, now named the "Atlantic Limited", service on this line by trains 39 and 40, which formerly operated through to Saint John, now terminate at Megantic, Que., running out of Montreal. CPR service between Fredericton and Fredericton Jet. has been cut in half. On the CNR, reductions in service have been made between Montreal and Lac Rami, Rawdon and Nicolet. CNR has cut one hour from the running time between Quebec and Chicoutimi, by providing two Budd RPO cars, effective October 2nd, instead of the conventional train as formerly. The fastest service on record between Montreal and Ottawa has been established by the CNR in speeding up the schedule of the "Super-Continental" to 120 minutes between those points.

Interest is increasing as a result of a recent intimation by the Northwest Territories Council that a railway is needed between Grimshaw on the Northern Alberta Railways, and Pine Point, in the North West Territories, where there are extensive mineral deposits. In certain government quarters, it is suggested that construction may begin "in two or three years"

A joint contract has been awarded by CNR for construction of the first 66 miles of the new CNR line from Lake St. John to Chibougamau.

Among engines sent to CPR Angus Shops for scrapping in recent weeks is No. 526, the last D6 class 4-6-0, from Orangeville, Ont.