

**CANADIAN RAILROAD HISTORICAL ASSOCIATION
INCORPORATED.
MONTREAL, CANADA**

NEWS REPORT NO. 63

JANUARY 1956

NOTICE OF ANNUAL MEETING:

The Annual Meeting of the Canadian Railroad Historical Association Inc., will be held in Room 920, Transportation Building, 159 Craig Street West, Montreal, on Wednesday, January 11th 1955. Reports for the year 1955 will be read, and the election of officers for the year 1956 will take place. You are respectfully requested to attend this meeting, and exercise your voting privilege if you are a regular member. The meeting will commence at 8:15 PM. In view of the length of the proceedings of the Annual Meeting, there will be no formal entertainment.

JOHN SAUNDERS,
Recording Secretary.

NOTE TO ASSOCIATE
MEMBERS

Subscriptions for Associate Members for the year 1955 terminated on December 31st. Invoices for renewal for 1956 accompanied the December News Report. The task of the Editorial Committee

will be simplified considerably by receiving outstanding accounts at an early date, to avoid sending additional notices. Only \$1.50 in Canadian funds will renew a subscription for 1956. Cheques or money orders should be made payable to the Association, and forwarded to the Editor, P.O. Box 22, Station "B", Montreal.

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During the coming year, thanks to the steadily increasing circulation of the Association's publications, we plan to include a number of scale drawings, reproduced by offset, of present-day and older Canadian locomotives. These drawings have been prepared by Mr. G.A. Parker over a number of years, and it is planned to reproduce them for the first time in the News Report. With the February issue, there will be a diagram and story on the Atlantic Types of the Canadian Pacific Railway, to be followed by a similar story and drawings of the 4-4-2's of the Canada Atlantic Railway, in the April issue. Other features are in store by regular contributors such as Mr. Robert R. Brown and Mr. Anthony Clegg, and commencing with this issue, Mr. F.A. Kemp takes over the "Notes and News" column, which thereby becomes a feature, rather than an incidental task for the editorial staff, as heretofore.

Readers are invited to submit comments, suggestions or criticism when renewing their subscriptions.

REMEMBER, 1956 IS EXHIBITION YEAR AT THE
CHATEAU DE RAMEZAY !!

HELP WANTED

In 1911, Kerr, Stuart & Co., of Stoke-on-Trent, England, built a small 0-4-2 tank locomotive, builder's No.1175, for a track gauge of 2'6" and shipped it to Canada Creosoting Co., of Winnipeg. On the side of the tank or coal bunker, a name was painted but cannot be identified exactly, but looks as though it might be MOSCA or MO5CA.

In 1913, Andrew Barclay, Sons & Co., Caledonia Works, Kilmarnock, Scotland, built two small 0-4-0 tank locomotives, probably standard gauge, which were shipped to British Columbia. Barclay's do not know who bought the engines, because the transaction was handled by an agent, but they state that they built some mining machinery for the Western Fuel Co. of Nanaimo, and possibly the two little locomotives went there, too.

If any reader can furnish additional information about these three locomotives, especially subsequent history, it will be greatly appreciated. Send it to the Editorial Committee, P.O.Box 22, Station "B", Montreal 2, Quebec.

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CANADIAN CORRESPONDENTS SOUGHT

Two European railway men have written desiring to correspond with Canadian or United States individuals on the subject of railways. Both write excellent English, and for those of our readers who may wish to take advantage of the opportunity to exchange views of mutual interest, the names and addresses follow:

J.W. Jager,
Lindenlaan, 10A,
Kerkrade (L), Holland.

) Mynheer Jager is an employee
) of the Netherlands Railways.

Alberto Fiaschi,
Donoratico,
Prov.Livorno, Italy.

) Signor Fiaschi is a stationmaster
) for the Italian State Railways.

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ADDITION FOR BULLETIN 19

Mr. J.E. Tinkler advises that, in addition to official car L64 which appears in our compilation on Canadian Pacific Railway official cars, another car was taken over from the Alberta Railway & Irrigation Co. on March 31st, 1909. This was the "Calgary", and though it was destined to be scrapped when taken over, it was actually used as an "unofficial" official car (as Mr. Tinkler puts it) until being scrapped at Winnipeg on April 30th, 1916. With this note, readers may care to add it to their copy of Bulletin 19 as entry L64A.

NEW CANADIAN PACIFIC
STATIONS

On January 3rd, 1955, Canadian Pacific Ry. opened a new station in the Montreal Lake-shore suburban zone, at BRUCY, which is at the east end of Ile Perrot. It is directly opposite the Ile Perrot station on the parallel CNR line, from which regular suburban service was withdrawn in April 1955.

(continued on page 7)

MONTREAL TO TORONTO IN SIXTEEN HOURS

by O.S.A. Lavallee

LOOKING THROUGH OUR COLLECTION of railway memorabilia the other day, we came across an interesting, blue-paper-covered booklet, of rather modest size, bearing the somewhat expansive and grandiose title, "The International Railway Guide giving the Time Tables of the Grand Trunk Railway of Canada and of all Railways connecting Canada and the United States". It is dated June 1868, and was printed at the Montreal Printing and Publishing Company, 67 Great St. James Street, Montreal. The traveler of eighty seven years ago could have the current copy of the Guide for the nominal outlay of ten cents.

Glancing through the leaves of the 58-page Guide, one obtains a very graphic impression of the train speeds, and the services and facilities for the railway traveller in the one-year-old Dominion. Many of the schedules compare not unfavourably with today's timings, and tend to emphasize the fact that the average train speed on Canadian railways has not improved as much as one might expect, in seven-eighths of a century.

For example, the predecessor of the Montreal-to-Vaudreuil local trains which were discontinued by Canadian National Railways last April, left Montreal at 5:10 PM and arrived at Vaudreuil at 6:10 PM. Apart from the rush hour stop-skipping express services, the regular time for Montreal-Vaudreuil local trains on the Canadian Pacific Railway in the current timetable is exactly the same -- one hour! On the debit side of the ledger, however, we see that the day train between Toronto and Montreal consumed some sixteen hours in each direction, including brief stops for refreshments at Cornwall, Prescott Junction, Kingston and Cobourg. We give below a summary of times of trains between Montreal and Toronto, and the principal intermediate points.

Day Exp.	Night Exp.	Stations		Day Exp.	Night Exp.
8:30 AM	7:30 PM	Lv.	MONTREAL	Ar.	10:00 AM
11:20	10:35	Ar.	CORNWALL	Lv.	6:50
11:30	10:45	Lv.	"	Ar.	6:35
1:30 PM	-	Ar.	PRESCOTT JCT.	Lv.	4:40
1:35	12:45 AM	Lv.	"	Ar.	-
4:15	-	Ar.	KINGSTON	Lv.	1:50
4:35	3:30	Lv.	"	Ar.	1:30
9:00	8:20	Ar.	COBOURG	Lv.	9:20 AM
9:15	8:35	Lv.	"	Ar.	9:05
12:30 AM	12:15 PM	Ar.	TORONTO	Lv.	6:00
					5:30

"Trains between Montreal and Toronto" says the Guide "are governed by Montreal Time". Standard Time was yet fifteen years in the future and the principal cities used local solar time. Pity the prospective passenger who arrived at the GTR station in Toronto at 6:00 AM Toronto Time, to find that the train had left at 6:00 Montreal Time, 23 minutes before!

Page 49 contains a handy "Time and Distance Indicator", which informed those who cared to consult it that when it is Noon in Montreal, it is 11:58 in New York, 11:40 in Buffalo, 11:37 in Toronto, 11:22 in Detroit, 11:08 in Chicago, 12:10 in Quebec and Boston, and 12:15 in Portland ! We can thank the Father of Standard Time, Sir Sanford Fleming, that such is not the case today. Even at that people still get confused at the time meridians, with everything blocked off in an orderly array of hours, with minor exceptions. However, we can spare our contemporaries little pity when we consider the plight of the passenger who arrived at Port Hope from Toronto, on Montreal Time; bound for Lindsay, he found that the Port Hope Lindsay & Beaverton Ry. ran on "Port Hope Time" which, the Guide informs us, "is twenty minutes slower than Montreal Time". One more example will serve to illustrate the potential confusion which dogged our mythical 1868 passenger, as far as time zones are concerned. Under the heading of the Cincinnati Hamilton & Dayton and Dayton & Michigan Railways, a note reads - "Arrivals and departures from Detroit are given in Detroit Time. Trains (however) are run on Columbus Time".

Frequency of trains was good. The GTR Portland line ran an express each way daily, leaving Portland at 1:10 PM and arriving Montreal the next morning at 6:35 AM. Returning, it left Montreal at 10:10 PM arriving Portland 2:15 PM. The distance is 297 miles. The through train was supplemented by two daily local trains between Montreal and Island Pond, in each direction, and one round trip between Portland and South Paris. Three daily expresses connected Toronto with Detroit, in each direction, via Stratford and Port Huron, while a local ran between Toronto and London, via Stratford and St. Mary's. The fastest of these left Toronto at 12:15 PM (Toronto Time) and arrived in Detroit at 10:00 PM (Chicago Time). Returning, it left Detroit at 6:00 AM, arriving Toronto at 5:00 PM, connecting in both directions for Montreal.

There was a commuter service of six trains each way daily between Montreal and Lachine, one of which went through to the Province Line and Plattsburg, over the then-existent rail connection between Hemmingford, Moer's Jct. and Plattsburg. At the latter point, steamers on Lake Champlain connected for Whitehall, where there were rail connections through to New York. It was possible to travel all the way to New York by rail, even in 1868, but it was a complicated journey and took twenty four hours southbound. Lines used were the Grand Trunk, Vermont Central, Vermont Valley, Rutland & Burlington, Rensselaer & Saratoga and the Hudson River RR. This included a four-hour wait at Troy. Returning, the passenger was more fortunate as, the wait at Troy being eliminated, he could leave New York at 3:45 PM and be in Montreal at 9:25 the next morning. Arrivals and departures at New York were made at the Thirtieth Street station. Trains left Montreal for Boston at 8:40 AM, arriving Boston at 10:30 PM; returning, left Boston at 8:00 AM and arrived Montreal at 9:25 PM. This is not unreasonable, even in our day.

Ultima Thule for the GTR at its eastern end was Riviere du Loup, and the train which linked it with Pointe Levi, opposite Quebec, required a modest nine hours to go the 125 miles ! It was optimistically titled the "Riviere du Loup Mail". Another eleven hours and five minutes were consumed on the run from Levis to Montreal, so that it can be seen that the trains of the Grand Trunk Railway of Canada constituted little or no threat to the then-flourishing steamer traffic between Montreal and the Ancient Capital.

A mixed train connecting Levis with Richmond must have held the record for slowness, taking nine hours and twenty minutes to go 96 miles. While the Grand Trunk, Great Western and other lines tied the Provinces of Quebec and Ontario pretty well, and extended from Riviere du Loup on the east, to Detroit and Sarnia on the west, the frontiers of the north and west were still untouched, and the farthest along the future line of the transcontinental railways that the traveller of 1868 could go, was to Sand Point, Ont. on the Ottawa River, the northern terminal of the Brockville & Ottawa Railway.

In the Maritimes, the European & North American Railway's service between Saint John, NB and Shediac, was then one of the only two lines in New Brunswick, the other being the New Brunswick & Canada, which extended from St. Andrews and St. Stephen toward Woodstock, NB. In Nova Scotia, the Government-owned Nova Scotia Railway ran trains from Halifax to Pictou Landing, and from Windsor Jct. to Windsor. The so-called "Intercolonial" Railway, designed to link the provinces of the new Confederation for strategic reasons, was still in the constructional stage.

At the front of the Guide, there was an alphabetical list of "Places Adjacent to stations" on the GTR and "particulars as to the means of communication therewith". Taking a few localities at random, we find that Arthur, Ontario was connected with Guelph (25 miles) by stage, three times daily. Cookshire, Que. was connected with Lennoxville, 13 miles by daily stage. One could travel from the business district of Port Huron, Mich. to the GTR Station, $1\frac{1}{2}$ miles, by "streetcar - every half hour". Some of the places weren't exactly "adjacent" -- the nearest station to Grand Falls, NB was shown as Riviere du Loup, 116 miles away. The single word "stage", significantly with frequency unnoted, conjures up visions of a cold mid-winter ride in a bouncing coach, over the Temiscouata Portage, following the route of the railway of the same name which was still two decades in the future. Two of the oldest settlements in Canada, Quebec and Trois Rivières, had no direct rail connections of their own, and relied, in each case, upon ferry connections to Pointe Levi, and Doucet's Landing, respectively, on the opposite shore of the Saint Lawrence River.

The "International Railway Guide" augmented its slender income by devoting a large amount of space to advertisers. Most of them were of the conventional kind, hardware and machine merchants, provisioners, jewellers, hotels, and the rest. But there were a few importers of wines, tonic waters and spirits. One of them was a certain Alfred Rimmer, St. Sacrament Street, Montreal, who styled himself as a purveyor of "Seltzer Water, Rhenish Wines, Light French Wines, &c." Probably for the benefit of the tired and thirsty salesman, on the last stage of his sixteen-hour journey to Montreal from the Upper Province, Mr. Rimmer inserted the following recipe for a concoction in his advertisement in the "Guide":

" To each bottle of Claret add one of Soda Water, one wine glass of Curacao or two of Sherry, the Peel of a Lemon cut very thin, and powdered sugar according to taste. Put in two sprigs of Burrage, and let the whole stand one hour; add some lumps of ice, and it is ready for use. "

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NOTES & NEWS

by F. A. Kemp.

During the first week of November, five gas electric cars were taken into Canadian Pacific Railway Angus Shops at Montreal. They were nos. 9003, 9005 and 9010 of the Prairie Region, which have been idle at Weston Shops for many years, and nos. 9006 and 9007, out of service at Angus since early in 1954. The engines and

electrical equipment were removed and enough parts were salvaged to reassemble three of the cars, with remaining parts being kept as spares. Accordingly, the bodies of nos. 9003, 9005 and 9007 were repaired and painted. The passenger sections of nos. 9003 and 9005 were painted, while that of 9007 was freshly varnished as before. No. 9010 had a wooden cover fitted to the roof over the engine room, presumably for outside storage; disposition of no. 9006 is not yet known.

- * Canadian Pacific Railway has recently been preparing a group of wooden coaches for scrapping but has actually burned only a few of them so far. Most of these were suburban coaches of the 200 and 300 series, but included was the open-platform ICS air brake instruction car No. 102. This car had been standing on a track in Sortin Yard since 1953.
- * Canada lost another railway last November 18th. On that date, the Central Vermont Railway, Inc. operated the last train over its own rails in Canada. The train was a wayfreight on the St. Armand Sub-division, hauled by engine 7918, a 1000 HP diesel switcher. The following information was received from the Superintendent, Mr. J. E. Simpson: "Train left St. Albans on November 18th at 8:13 AM, with 4 loads and 3 empties; set off 6 cars at East Swanton, at St. Armand train cleared Customs and picked up 1 car. 1 car spotted at Stanbridge and 3 picked up at St. Alexander. At St. Johns cars were set off and engine turned. On return trip a stop was made at Stanbridge to lift 3 cars and again at St. Armand 3 cars were picked up and train cleared Customs. At East Swanton, 3 more cars were lifted and train arrived St. Albans with 5 loads and 3 empties at 2:45 PM." Apparently the car left at Stanbridge was removed by the CPR, since no more trains are to be operated until the line is torn up in the spring. This marked the end of the once extensive operations of the Central Vermont in Canada. Through trains will continue to operate over CNR lines via East Alburgh and Cantic, as they have done since 1947, when the bridge spanning the Richelieu River at St. Johns was deemed unsafe for larger classes of CV locomotives.
- * Another short branchline fell by the wayside on December 31st, as on that date the last trip was made between Nicolet and St. Leonard Jct., 14.7 miles, Canadian National Railways. (See table 27 CNR Folder A). Passenger service was provided by an oil-electric motor car which ran daily except Sunday from St. Hyacinthe to Nicolet and return as trains 641, 642 and 643. The only station to be closed is at St. Monique. However, the last train, consisting of two cars, was hauled by engine 5304, a 4-6-2 type.
- * Did you know that the Montreal & Southern Counties Ry. still operates in Montreal? It seems that the M&SC has an industrial siding on Queen Street which is inaccessible to steam or diesel engines, so that motor 301 is used to switch cars between this siding and the interchange at McGill Street, power being supplied by the M.T.C.

- ★ Car 621 of the Montreal & Southern Counties Ry. was recently shipped to the Seashore Electric Railway at Kennebunkport, Maine.
- ★ The Montreal Transportation Commission apparently has two street car routes numbered 23. One of these is designated NOTRE DAME - VIAU, while the other is MILLEN - AHUNTSIC. Both routes are rush hours only.
- ★ Montreal Transportation Commission has a "black sheep" car. Passenger car 1362 was recently converted into a unit to tow derelict streetcars to Youville Shops for scrapping. The only alterations made are the removal of the route number rollers in the windows, and the insertion of a curtain bearing the sign "Towing Car - Char a Touage" in white letters on black in the usual position for the route sign.
- ★ In these days of abandonments and substitutions on trolley lines everywhere, a few bright spots of good news sometimes appear. One of these illustrates the faith of the Toronto Transit Commission in rail transit. A new line is being built to carry the QUEEN street cars between Roncesvalles Ave. and the Humber Loop. This new line will replace the present one on Lake Shore Road and will be on private right-of-way. The route runs along the north side of the CNR embankment, through the lower end of High Park and across the Humber River on a new bridge. Then it passes over the Queensway and under the CNR to rejoin the present trackage near the end of the Queen Elizabeth Way. This will result in reducing the well-known five-street trolley intersection at Roncesvalles and Queen to a more normal four. The entrance to Roncesvalles divisional carhouse will also be modified, as it now occupies space required for the new Queen Street Extension, as it is called.
- ★ The same Commission recently made an entry on the other side of the ledger, however, by inaugurating an express bus service on Eglinton Avenue between Gilbert and the subway, in rush hours, competing with the OAKWOOD street cars. No extra fare is charged on the express bus.
- ★ Back in Montreal, work is proceeding by the MTC on the conversion of St. Paul carhouse into a bus garage. When completed towards the end of 1956, it will be the first division to be completely changed over from trolley cars to buses. The collection of historical cars, including the Association's car No. 274, presently housed at St. Paul, will probably be moved, eventually, to St. Henri carhouse, nearby.
- ★ A recent advertising scheme has involved the four MTC observation cars. They served as floats in a Santa Claus parade for the Dupuis Freres department store in Montreal; Birney car No. 200 has recently been advertising the Kiwanis apple campaign and the ice show Ice Capades by means of signs attached to the car sides.

NEW CANADIAN PACIFIC STATIONS (from page 1)

Mileages and stations on the new Manitowadge subdivision of the Schreiber Division, Algoma District, are given as follows:

Mile 0.0	Struthers Jct. (Jct. Heron Bay Subdivision)
9.8	Imwri
19.6	MacIsaac
28.0	Barehead
34.6	Manitowadge
39.6	C.N. Connection (Jct. C.N. Rys.)
40.0	Geco.

* CNR has extended its "piggy back" service (hauling road freight trailers on flat cars) to Windsor, Ont. Inaugurated in 1952 between Montreal and Toronto, it was later extended to Hamilton. Windsor is thus the fifth city to obtain this service.

* The CNR lines in the State of Maine, are due to be dieselized during the spring, it was reported recently.

* The Canadian Pacific Railway's 4000-ton ferry, PRINCESS HELENE, resumed service between Saint John and Digby, across the Bay of Fundy, on Monday, December 19th, after having been strike-bound for nearly three months.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 63
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MOTIVE POWER NOTES

New locomotives ordered by Canadian National Rys. include the following:

Class GR12g 909-934 1200HP Road Switchers
GMDLtd. C-C type, 6 motors.
Class GR9b 800-805 875HP Road Switchers
GMDLtd. C-C type, 4 motors.

They will be 3'6" gauge, for use on the lines in Newfoundland.

To allow use of numbers in the 2000 series for new diesel locomotives, Canadian National Railways recently renumbered eleven engines of classes M1a and M1b. In that order, engines 2015, 2016, 2021, 2024, 2027, 2040, 2046, 2052, 2054, 2059

and 2063, became nos. 2820 to 2830 inclusive.

Canadian Pacific Railway recently brought in its 4-4-0 locomotive No.29 to Angus Shops, where it was given a complete overhaul. This locomotive is the last survivor of class Ale. It was built at the DeLorimier Ave. Shops in March, 1887. Although it has been modernized since then, it still retains the horizontal crossheads which run between four guide-bars. The reverse lever and the fire door are of the manually operated type which is now becoming very rare on CPR locomotives. However, the flat valves and rectangular steam chests disappeared years ago. All present CPR locomotives have piston valves. Prior to assignment to the Norton-Chipman segment of the Minto Subdivision in New Brunswick, it operated with a similar, but more modern-looking engine, No.30, which was scrapped in 1949 after it appeared in the motion picture "Canadian Pacific". These engines operated on the Waltham and Eganville Subdivisions. No.29 has 70-inch driving wheels and is given a maximum speed of 75 miles per hour in operating timetables.

Other recent visitors to Angus Shops include two 2-8-0 engines of the M3b class, nos.3387 and 3388. These also run in New Brunswick, along with nos.3369 and 3379. Their home terminal is Arcostock, NB. They are the last of their class, which is a considerably smaller design than the more familiar M4 (3400-3565) and M2 (3600-3760) classes.

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