

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 65

MONTREAL, CANADA

MARCH 1956

Notice of Meeting:

The regular monthly meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, at 8:15 PM, Wednesday, March 14th, 1956. On that occasion, an address will be given by Mr. Albert A. Gardiner, former General Passenger Traffic Manager, Canadian National Railways, on the subject of his railway experiences. Mr. Gardiner's name will be well known to the older members of the Association as a close personal friend of the late C.L. Terroux, in his lifetime a very valued officer of our Association. Through Mr. Gardiner, the late Mr. Terroux obtained a great many of the historical railway items which the Association possesses today. As usual, members are cordially invited to attend, and guests will be welcome. A special invitation is extended to Associate Members who reside in the Montreal area, to come and get acquainted at this meeting.

On coming publications

Thanks to an excellent response to the request, inserted in last month's News Report, for photographs of self-propelled rail cars of obsolete types, much material has been gained for the planned Bulletin on self-propelled cars. It is expected that the first part of this list, comprising an all-time list and description of such cars on Canadian National Railways, will be distributed late in the spring. This will be followed at a later date by a similar Bulletin devoted to cars on Canadian lines other than the C.N.R.

The next Bulletin to appear will be Bulletin 20, the Association's official history of the Montreal & Southern Counties Railway. This bulletin will contain much hitherto unpublished material, a complete all-time roster in detail, equipment diagrams and maps to illustrate the story. If our budget allows us, this will be our first production totally by photo-offset process. It is expected that this Bulletin will appear in May.

At the present time, the Association is preparing a large-scale (1 mile to 1 inch) blueprint map of the Cape Breton coal mining area, showing locations of all of the two dozen or so separate mining railways which once existed in the area. The map will include historical information as far as it is known, on dates of building, amalgamation and abandonment. It will also show the principal mines served by these railways. While the cost of reproducing this by blueprint process will prohibit free distribution to members, it is planned to make copies available at nominal price. If there is a suitable demand for such maps, other similar ones will be prepared for other congested areas in Canada, as well as by Province, for the use of members tracing the history of particular railways, as they read about them in the Association's publications. More about this in the future.

This is the eleventh
in a series on the
CANADIAN NORTHERN RAILWAY
by ANTHONY CLEGG.

CANADIAN NORTHERN RAILWAY

Montreal, August 17, 1913.

By the above dateline, you will note that I am spending a short time in Montreal -- Canada's largest community with a population close to the 600,000 mark. There is a great deal to see in the city and district, but we have been kept so busy that I have had little time to visit the points of general interest.

Today, however, we have had a preview of one of the engineering feats of the century -- a tunnel under Mount Royal, which is being constructed by Mackenzie, Mann & Company Limited for the Canadian Northern System. The scheme, which was first suggested by Henry Wicksteed, Chief Engineer of Surveys, is progressing satisfactorily and our inspection tour was most instructive. I don't suppose that you would be too interested in the technical aspects of tunnelling through solid rock, but you may wonder why such an undertaking is being pushed through in Montreal, which, except for Mount Royal, is located in exceptionally flat country.

As you know, the Canadian Northern does not at present possess a satisfactory entrance into the central part of the metropolis, and we are still using the old terminal of the Canadian Northern Quebec Railway in the eastern part of the city, which is rapidly becoming more and more out of the way. If we are to compete successfully for any of the through traffic when our trans-continental line to the Pacific is opened, it is essential that we have a more central and suitable location for our passenger and express facilities. Therefore Messrs. Mackenzie and Mann enthusiastically took up the idea for the double-track electrified tunnel, which, although expensive, is about the only way in which to reach the heart of the city, especially so now that the western suburbs are so built up.

Construction of the tubes is progressing from both ends and also from a shaft located on Maplewood Avenue on the far side of the mountain. Headings in the northern part -- that between the shaft and the West Portal -- were completed last April and it is remarkable to note that there was but one quarter inch discrepancy between the two alignments. It is expected that early in the next year, the headings or preliminary tunnels will have been completed throughout. That does not mean immediate operation, however, for much work will remain to be done. Barring unforeseen difficulties, the structure ought to be in use by the early part of 1916.

Our future Central Station will be located in the city block bounded by Cathcart, Mansfield, Lagauchetiere and St. Monique streets. The platforms will be about midway between the upper and lower levels of the city, and the entrances will be so arranged as to automatically segregate the through passengers from the commuters.

Coupled with the station and tunnel plans is a tremendous development for the other side of the mountain. Already we have incorporated the Town of Mount Royal, and construction of the residential "Model City" between the West Portal of the Tunnel and the Back River is expected to proceed rapidly once the railway line is in operation. The town will be but ten minutes from the heart of the business district of Montreal via swift and comfortable electric trains, and all-steel multiple-unit cars with a speed of 45 m.p.h. are to be used for local service.

A local station called "Mount Royal Heights" will be constructed near the point where our new line crosses the C.P.R. This will be at the corner of Bates Road and Wilderton Avenue and is to be the center of an extensive real estate development on the western slope of Mount Royal. It is one of the most desirable properties on the Island of Montreal and it is planned to combine the station building with a multi-storey shopping centre erected by the real estate interests.

The railway yards and engine facilities will be three miles beyond the Model City at the point where our line crosses the Montreal Park & Island Railway, a local interurban tramway line to Cartierville. Outward trains will be changed at this point from electric haulage to steam power, the reverse being the case with Montreal-bound trains.

We have ordered six powerful 80-ton electric locomotives designed to handle most of the average runs, but which will be equipped to operate in multiple to haul the heavier 16-car trans-continental trains. They are being constructed by the Canadian General Electric Company and are of the most modern design which can be obtained. Judging from the rapid progress that is being made in the field of electricity, I believe that one of these days electric traction will supplant steam power as the most economical and suitable form of railway motive power. Our tunnel electric is therefore a step in the right direction.

From time to time I expect to have the pleasant task of keeping in touch with further Montreal Terminal developments, and shall try to keep you informed of future progress of this undertaking which seems destined to change not only our operations in the city but also the whole trend of growth in the metropolitan area.

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.

News REPORT No.65
March 1956
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Note: After the notes and news column had been prepared, we were advised that, due to clearance restrictions in the St.Clair Tunnel, the Illinois Central engines will be used on Grand Trunk Western lines, replacing ten 6300 class engines, which will be transferred to the CNR Southern Ontario District.

CPRAC&HBCNRGWWDNARDARPGEC>
 R & C S & L
 NOTES & NEWS

 by Forster A. Kemp
 L&PSONS&ENCR&PERESA&J&ONR

★ Pacific Great Eastern Railway, until recently British Columbia's "problem child", has become one of Canada's most news-worthy railways through its ambitious construction programme. In addition to the "Southern Extension" from Vancouver to Squamish, which

is slated for completion in June, work is under way on a northern extension from Prince George to Dawson Creek and Fort St. John, in the Peace River country. Survey work has begun on two lines to run in different directions out of Fort St. John. One of these would follow the Peace River for 40 miles downstream to Hudson's Hope, which is west of Fort Saint John. The other would go 50 miles north, crossing the Beatton River to open up agriculture and natural gas areas.

- ★ The operation of the first PGE train out of North Vancouver in January recalled the militant opposition of the wealthy residents of West Vancouver encountered when the railway reoccupied its right of way. Apparently they objected strenuously to the intrusion of Diesels into their rose gardens. The first train from North Vancouver to Prince George is scheduled to be operated on June 12th, and it is reported to be booked solid.
- ★ A microwave radio communications system is to be tested by the PGE on the North Vancouver - Squamish line. If this proves successful, it may be applied to the entire line between North Vancouver and Fort St. John. The system will permit communication between wayside points, between trains and stations, between two or more trains and between the engine and van on any train. The cost of such a system for the whole line would not exceed that of a pole line from Prince George to Fort St. John.
- ★ Commuters in the Montreal area are gathering their forces once more as the result of an application by Canadian National and Canadian Pacific railways to increase commutation fares by a further 50%. They have been invited to send representatives to a conference on the matter, to be held February 20th. During the period from May to October 1955, the CPR claims a loss of \$134,000 and the CNR a loss of \$338,000 on commuter service. Fares were raised by 50% in April 1955.
- ★ Seven locomotives have been rented from the Illinois Central Railroad by Canadian National Railways. They are to be operated on the Southern Ontario District, between Sarnia, Mimico, Fort Erie and Niagara Falls, Ont. They are Mountain (4-8-2) Types. They have 70-inch driving wheels, 30 x 30" cylinders and weigh 409,500 lbs. Nos. 2519, 2542, 2550 and 2552 carry 225 lb. boiler pressure and develop 78,000 pounds tractive effort, while nos. 2540, 2545 and 2554 have 240 lbs. pressure and 83,500 lbs. tractive effort. They were rebuilt in the ICRR shops between 1933 and 1942, from Lima-built 2-10-2 types of the 2900 series. They will just "nose out" No. 4100 as the heaviest locomotives on Canadian National lines.
- ★ At the beginning of January, all Montreal & Southern Counties Railway passenger cars stored at McGill Street, Montreal, were moved to the shop yard at Pointe St. Charles. Engine 301, in occasional use, is now the only unit remaining at McGill Street.

- ★ Three gas-electric cars of the Canadian Pacific Railway, which were recently given a complete overhaul at the Angus Shops, have been placed in service on the New Brunswick District. On February 16th, car No. 9005 began operation between Fredericton and Fredericton Jct. NB. On the same day, car No. 9007 entered service between Fredericton and Saint John on local commuter trains no. 106 and no. 105, hauling trailer no. 9002. The latter is a former battery-electric car of rather unusual appearance, which in recent years has been used as a passenger car on the Sherbrooke and Megantic way freight. This change means that all CPR passenger service into Saint John has been "motorized" except when traffic is very heavy. Trains 41 and 42 are hauled by 1600 HP MLW diesel units, while trains 113 and 114, "The Gull" are usually handled by a Maine Central 2000 HP GM E7 unit, and trains 101 and 102 consist of two "Dayliner" RDC units. Other gas-electric cars on the New Brunswick District are: No. 9008 which runs between Woodstock and Chipman on trains 155 and 156, and 9003, kept at McAdam as a spare.
- ★ An augmented service between Fredericton and Fredericton Junction was begun on March 1st in order to provide the New Brunswick capital city with better main line connections, particularly between Fredericton and Saint John. Gas-electric cars 9005 and 9007 now provide all passenger service on this branch.
- ★ The Dominion Atlantic Railway is one of the few lines on which passengers may still ride in an open-platform observation car. There are presently two such cars in regular service on trains 95 and 98 between Halifax and Yarmouth. They are buffet-parlour cars 6613 and 6614. Both are steel-sheathed, arch-roofed and air-conditioned, with the parlour section forward, kitchen in the centre and four-table dining section behind. Four seats at the rear provide a good view through the rear windows, and the platform makes an excellent place for photographs. Good food is available, served on dinnerware bearing the "Evangeline" crest. Unfortunately, all this will vanish with the inroads of modernity next July, as two RDC-1 units have been ordered from the Budd Company to replace the steam trains and the parlour and dining services will be withdrawn. Incidentally, the CPR's only remaining wooden parlour car is kept as a spare at Kentville. It is number 6610 and is also a buffet-parlour with an observation platform. However, the interior arrangement is somewhat different compared with the cars in present use, and the platform smaller.
- ★ Although the DAR service will require only two RDC units, there are also twelve others on order, for delivery between April and June of this year. They will replace steam trains in the following services:
1. Montreal to Labelle and Mont Laurier (except weekends and
 2. Montreal to Ottawa via North Shore (422-423) ski trains)
 3. Sudbury to Fort William (trains 17-18)
- Cars on order include the following types: 2 RDC1's (in addition to the two for the DAR); 7 RDC2's; 1 RDC3 ; 2 RDC4's.
- ★ The Elgin Subdivision of the CNR is being torn up. This line, from Petitcodiac to Elgin, NB was opened in 1874 by C.H. Hallett, who was first Manager. Extended to Havelock in 1885, it was taken over by Canadian Government Railways in 1913. CNR was given permission to abandon the line last year.

ONTARIO ELECTRIC RAILWAY HISTORICAL ASSN.



107 near Montreal terminal, August, 1947.

Now is your chance to help preserve this grand old interurban. An excellent specimen of an almost-vanished era, this car was built in 1912 by the Ottawa Car Co. for the Montreal & Southern Counties Railway. It has operated almost exclusively on the suburban service between Montreal and the south shore suburbs of Greenfield Park, Mackayville and Montreal South. For many years it has been used only in rush hour service and, of course, special excursions for railfans. Withdrawn from service in May, 1955, it has been presented to the O.E.R.H.A. for preservation. As the car is now in Montreal, there still remains the task of moving it 377 miles by rail and several miles by road in order to reach our property. Your help is needed to meet the costs of this long haul, especially since 107 cannot be moved on its own wheels because of non-standard equipment.

107 is an ideal car for preservation on any railway museum because almost no restoration is necessary to bring it back to its original condition — nothing has been changed since 1912. Remove the wooden benches from the baggage compartment, and the restoration is complete! Even after 43 years of service, it still has all its handsome green stained glass in the windows, and its beautifully carved and panelled interior.

The body of this car is in excellent condition as it has always been well painted, and has been very well maintained by a railway which is well-known for its care of wooden cars. We of the O.E.R.H.A. hope you will want to have a share in the preservation of 107. Please note that we have only a short time in which to raise the necessary money, so we hope you will not delay in sending in your contribution.

ABOUT THE ASSOCIATION

The O.E.R.H.A. was formed in December 1953 as the first Canadian trolley museum to own its own site. Since that time, the members have bought 3½ acres of land, have acquired and moved two former Toronto city cars to this property, have repainted both cars and commenced construction of a car barn, as well as the many other jobs which must be done on a railway museum. This was accomplished almost entirely by railfans in the Toronto area. We are asking for your help now, so that railfans everywhere can help to preserve this absolutely unique car. Please be as generous as you can. Remittances should be made payable to the Association, and mailed to:

Ontario Elec. Ry. Historical Assn.,
11 Highgate Road, Toronto 18, Ont.

PLEASE ACT QUICKLY. We have only a short time in which to raise the necessary money, and the railway will not wait for its payment. Donations of \$10.00 or more will receive membership in the O.E.R.H.A. through December 1956. Acknowledgements will be sent for all amounts received, and if, unfortunately, donations are insufficient to pay the necessary cost, they will be returned to the donors unless otherwise directed.

PLEASE ATTACH THIS COUPON TO YOUR DONATION

To: The Ontario Elec. Ry. Historical Assn.,
11 Highgate Road, Toronto 18, Ont., Canada.

I am enclosing herewith my donation of \$_____ to help preserve Car 107. If \$10.00 or more, it is also my membership fee for 1955-56

Name: _____

Address: _____