

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

MONTREAL, CANADA

DECEMBER 1956
NEWS REPORT NO. 73

DECEMBER 1956

Notice of meeting for regular members resident in the Montreal area has already been forwarded by postcard, due to early scheduling of our December 1956 meeting.

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Association News

During the month of November, the Executive Committee set up a Board of Trustees, seven in number, who will administer the affairs of the Association insofar as they relate to our long-projected Canadian Railway Museum. Following the elections in January, it is anticipated that the work of many presently-independent committees, such as the Rolling Stock, Museum and Purchasing and Sales Committee, will be integrated under the Board of Trustees of the Canadian Railway Museum. The Board will be responsible to the Executive, and not more than three members, a minority, of the Executive, may simultaneously be members of the Board. This will ensure the autonomy of the Executive in matters respecting the Board.

The month of November also saw an increase in our collection of prototype items of rolling stock. With the passing of the Montreal & Southern Counties Railway (see account in this issue) in mid-October, the Canadian National Railways released to us electric car No. 104, which had been promised to the Association in 1955. This car, the only one of its class to have been preserved for historical purposes, is a wooden, double-truck, double-end suburban car, built for the M&SC Railway by the Ottawa Car Manufacturing Company in the year 1912.

The second item to be acquired is our first operating steam locomotive. This engine, an O-4-O saddle-tank industrial switching engine, standard gauge, was presented to the Association by the E.B. Eddy Company, the pulpmaking firm of Hull, Que. It was built by the Montreal Locomotive Company in 1925, and has been replaced at the Eddy's Ottawa plant by a small industrial diesel locomotive. This engine is in operating condition, and it is expected that it will be kept in this condition and used to move other pieces of rolling-stock when our museum site is established, in addition to serving as an interesting exhibit.

The third acquisition is a Montreal & Southern Counties Railway interurban car, No. 611, built by the Ottawa Car Manufacturing Company in 1917. It is a double-truck, wooden, single-end interurban car, and it has been purchased at scrap value from the CNE through the private donations of several of our members, for the Association. While it was the original intention to confine our M&SC acquisitions to No. 104, the lack of a true interurban car in our collection resulted in the decision to acquire No. 611, at no cost to the Association.

As a result of the sympathetic efforts of Mr. F.A. Pouliot, General Superintendent, Canadian Pacific Railway, Montreal, the CPR has permitted the Association to store the cars on its tracks in Montreal,

pending removal to a permanent site sometime during 1957. The loco-⁸⁴
motive is to be stored privately by one of our members.

The other item in our collection, MSR No.274, is presently stored at the St.Denis Division of the MTC, along with other items of the MTC historical collection.

MINE RAILWAY MAP OF CAPE BRETON

SOME TIME AGO, the Editorial Committee decided to compile and issue large-scale all-time railway maps of different areas of Canada, which would show all known lines of railway ever constructed within a given area. Because of the amount of information contained on the maps, it is not possible to issue them as part of our regular publications. In order to obtain the best reproduction possible, commensurate with the rather limited demand for maps of this nature, it has been decided to carry out the reproduction by a blueprint process. They will be offered for sale at nominal cost to those members who desire to have them.

The blueprint process will also permit periodical correction or revision. The Association feels that the maps will prove of considerable value to members for reference, as accounts appear from time to time in our publications concerning various lines of railway, past and present.

The subject chosen for the first map in this series is Cape Breton. It comprises a large-scale reproduction of the North Sydney-Sydney-Glace Bay-Louisbourg areas, with an inset showing other mining railways not in this area. It was compiled by Mr. Robert R. Brown, embodying the results of many years of research into Cape Breton's mine company surface lines, always of special interest to him. The information has been clearly and graphically portrayed by the cartographer, Mr. Anthony Glegg. The subterranean lines are not included.

Probably the greatest concentration of rail lines in Canada existed in the neighbourhood of Sydney, and our map of Cape Breton shows all which were known to have existed, their dates of construction and abandonment, gauge, ownership and mileage. The reception given to our Cape Breton map will determine whether other areas of Canada will be documented in the same way. The scale in which they will be drawn will depend upon the amount of information to be shown.

The map will be offered for sale with the News Report for January.

To supplement the Association's map of Mine and Industrial Railways of Cape Breton, which is to be released next month and which is described elsewhere in this News Report, we present some notes compiled by Mr. Robert R. Brown on the same subject ..

MINE AND INDUSTRIAL RAILWAYS IN CAPE BRETON

BLOCKHOUSE MINE TRAMWAY Blockhouse Mine to Cow Bay - $\frac{1}{4}$ mile.

- 1724 Adit into cliff from beach opened by French engineers from Louisbourg. Defended by blockhouse on top of cliff hence the name given later.
- 1758 Mine abandoned.
- 1863 Mine re-opened and a light railway built from the bankhead to the shipping pier on Cow Bay, about 200 yards. Probably the line was worked by gravity or by a horse-operated gin.
- 1877 or soon after, the mine was bought by Robert Belloni, formerly associated with John Jacob Astor Jr. in the operation of the Glasgow & Cape Breton Coal & Railway Company.
- 1888 Mine closed and tramway abandoned.

BRIDGEPORT COLLIERY TRAMWAY Bridgeport to Lingan Bay - 2 miles

- 1830 The General Mining Association opened a level from the beach into the cliff under the village of Bridgeport.
- 1833 Shipping was very difficult because the beach at Bridgeport was exposed to the Atlantic swells, so a light tramway was built from the adit along the beach and across the sandbar of Lingan Bay to a small harbour at the gap at the opposite side. The cars were hauled by horses.
- 1842 Mine closed and tramway abandoned.

BY-PRODUCTS COKE COMPANY OF CANADA Sydney.

Industrial switching in plant yard, off Victoria Road, near S&L crossing.

Motive Power:

No. 1	4-4-0	17x24"	63"	1880	Hinkley	Scr.'29
		Ex ICR #7;	ex CGR #1051.			
2	0-6-0	19x26"	50"	1928	Montreal #67430.	

Just before No.1 was scrapped, a large group of Members of Parliament, headed by Henri Bourassa, visited Sydney to inspect the mines and the steel mill, and No.1 was polished up and used to haul the special train, called the "Bourassa Special".

CALEDONIA MINING COMPANY Caledonia Colliery (Glace Bay) to Port Caledonia - $2\frac{1}{4}$ miles.

- 1865 Caledonia Mining Co. organized to open a mine at Caledonia, near Glace Bay. Gardiner Greene Hubbard, father-in-law of Alexander Graham Bell, was President and other prominent were Messrs. Howe, Converse, Emery and the poet, Henry W. Longfellow, all of Boston. It is believed that the Company was owned by, or at least closely associated with, the gas company at Boston. Dr. Henry S. Poole, FRGS, Manager.
- 1868 Mine opened and a railway built from the bankhead to an artificial harbour excavated in the sand beach at Port Caledonia.

- 1871 David MacKeen appointed Manager.
 1877 Bell telephones installed in the mine. (Story to follow later)
 1878 Boston shareholders sold out to a local group headed by
 Senator David MacKeen.
 1893 The harbour at Port Caledonia was abandoned and a railway line
 was built from Caledonia Jct. to a connection with the Glace
 Bay Mining Company's railway, near the Sterling Mine. Ship-
 ments were made from the Glace Bay pier in Glace Bay harbour.
 1894 March 1st. Caledonia Mining Company bought by the Dominion
 Coal Company and the railway became part of the Sydney &
 Louisbourg Railway.

Motive Power:

- No.1 "Pinkie" 0-4-0T 10x18" 43" 1868 Neilson.
 In 1894 became S&L No.1. Scrapped 1930.
 No.2 "Oo-Gen" 0-4-0T 12x18" 48" 1863 Kingston #24.
 Originally broad-gauge 0-4-0 tender engine
 Grand Trunk Ry. No.227. Rebuilt by the
 GTR to standard-gauge in 1874 as a tank
 engine No.387. Bought by the Caledonia
 Mining Co. in 1887. Some authorities claim
 that the name was "General" which is quite
 possible. In 1894 became S&L No.6 but
 was scrapped soon after.

CAPE BRETON COAL, IRON AND RAILWAY COMPANY

- Broughton Jct. to Broughton - - 2 miles.
 Broughton Jct. to False Bay Head - 2½ miles.
- 1 1904 Company organized to work coal measures near False Bay. Plans
 envisioned a modern mine and a model town for the miners.
 1905 Railway built from the Broughton Mine to a connection with
 the Sydney & Louisbourg Railway at Broughton Jct. and an
 extension from the junction to the cliff at False Bay for
 the disposal of the spoil from the mine.
 1906 Work completed.
 1907 Entire project abandoned owing, it is said, to the enmity of
 the Dominion Coal Company which would not permit its Sydney
 & Louisbourg Railway to handle the output of the mine.

CLYDE COLLIERY RAILWAY Clyde Colliery to Port Caledonia - ½ mile.

- 1863 Clyde Colliery, also known as the Ontario Mine, opened.
 1866 Mine closed because of the destruction of the shipping pier
 by drift ice.
 1871 Light narrow-gauge tramway built on a long trestle along the
 beach to Port Caledonia.
 1894 March 1st. The mine was bought by the Dominion Coal Company
 and the Sydney & Louisbourg Railway built a branch line to
 the mine and also the old narrow-gauge tramway to Port
 Caledonia was abandoned. The new S&L branch was built on the
 abandoned right-of-way of the Schooner Pond Branch of the
 Glasgow and Cape Breton Railway. The mine and village were
 known for many years as Dominion No.6, now Donkin.
 Motive Power: A small home-made 0-4-0 locomotive, with vertical
 boiler, built 1889 by Wm. McKenzie of Bridgeport, NS. Scr. 1894.

by O.S.A. Lavallee.

He (Webster Wagner) successfully interested the Vanderbilt family in the introduction of his own type of sleeping car on the New York Central -- then controlled by Commodore Cornelius Vanderbilt himself. In 1867, Wagner built a "drawing room car" -- ancestor of the parlour car, and on September 1st, 1868, four Wagner-built sleeping cars went into service on the New York Central & Hudson River RR. As a result of the backing of the Vanderbilt family, Wagner secured a monopoly on the NYC where his cars were used exclusively, but after more than thirty years of intense competition, Pullman absorbed the Wagner company in 1899. Webster Wagner was killed at Spuyten Duyvil, NY, January 13th, 1882, in one of his own cars which had caught fire from the stoves and lamps after a severe collision. The effect of this disaster was the eventual disappearance of stoves in favour of steam heating in first class cars. The Eighties also saw the introduction of electric lighting of cars by the Pullman Company.

While the use of Pullman and Wagner cars became fairly extensive in the United States, the Grand Trunk Railway remained the principal user of Pullman cars in Canada. Subsequently, as other Canadian railways reached proportions which required sleeping facilities in trains, they owned and operated their own cars independently of the Pullman Company. With the opening of the first Canadian transcontinental by the Canadian Pacific Railway, the first of a long line of sleeping cars were acquired and put in service. The first train to operate in this service left Montreal on June 27th, 1886, and arrived at Port Moody at noon on July 4th. First class passengers slept in the CPR sleeping cars "Honolulu" and "Yokohama", members of a series of cars imaginatively named after Oriental cities. They took their meals, on this initial run, in a dining car named "Holyrood", which, with its companions, bore the names of British Royal castles.

Meanwhile, the development of the sleeping car was taking place along different lines in Europe. Enclosed sleeping car space on regular trains as we know it today, (roomettes, bedrooms and drawing rooms, &c.) has only existed for about thirty years in America. The open section car was always standard equipment on this side of the Atlantic, and even today, constitutes by far the most widely used type of railway sleeping accommodation on North American trains. This was a result of adapting sleeping facilities to the American type of passenger car, to which access was gained by end platforms.

From the earliest times, railway cars were essentially modifications of stage coaches. The earliest cars were but stages mounted on flanged wheels, but as the inherent advantages of the railway -- the ability to bear heavier equipment at greater speed than a highway -- became apparent, cars became composites of two or more stagecoach-type compartments on each car frame. While the first passenger cars on this continent were influenced by British practice (Canada's first railway, the Champlain & Saint Lawrence, had two- and three-compartment cars), the break to non-compartment equipment came early and as a result, it was only natural that the design of the American sleeping car should follow suit.

This was not so in Europe. The European clung tenaciously to his compartment, and when the sleeping car came into being, it developed along the same lines. European railways have never known open-berth equipment such as that used on this side, and the Continental's first contact with it is almost invariably accompanied by expressions of revulsion and horror at what it, to him, a most barbarous practice, where the traveller's privacy in slumber is assured only by a curtain.

As a result of this predilection for privacy, the European traveller pays more for his accommodation than we do. He always has; before the turn of the century, travelling was always the prerogative of the rich European.

Compartment equipment as used outside America is essentially a room; not unlike American bedrooms, with an upper and a lower berth. The upper berth hoists into the ceiling. Single occupancy of such a compartment constitutes first class; double occupancy second class. More recently, third class sleeping cars with tiers of three berths in six-berth compartments have been introduced. The latter cars are used by the various State railways and the facilities are provided usually to enable the passenger to recline, though not to undress.

Much the most extensive use of sleeping cars in Europe, the Near East & Central and North Africa is that provided by the "Compagnie Internationale des Wagons Lits et des Grands Express Europeens". This Company is steeped in tradition and as a result, modern amenities such as we in America know them are only beginning to be introduced. The standard Wagon-Lits car possesses air-conditioning of the "open-window" type. A few cars have been equipped with air-conditioning since the War and it is probable that this trend will continue. Also, the Compagnie insists upon the individual heating of each car by a heater similar to the Baker heater which is a familiar feature of older railway equipment on this side of the Atlantic. This heater is in charge of the "conducteur" who has a host of duties quite unlike those of his American counterparts. The Compagnie feels, logically enough, it must be admitted, that a more precise control over heating can be obtained in this way, rather than by reliance upon steam heat which is theoretically subject to the whim of the engineer, or the economic policies of the various national railways over which Wagon-Lits cars operate.

The story of the C.I.W.L. is one of persistence among a number of perverse European governments of another era. In maintaining uniform operation of its cars fairly freely in and out of the Iron Curtain, the Compagnie Internationale des Wagons Lits has triumphed notably where international political bodies have been unsuccessful. Even today it is possible to send a Wagon-Lits car through from Paris to Istanbul and return, passing through Communist Yugoslavia and Bulgaria on the way. The car gets through Bulgaria, though few, if any, through passengers may do so. At the Yugoslav-Bulgarian frontier, the Istanbul passenger must leave the Orient Express and go by a different route to Greece, where the train may be rejoined once again. It was all started by an intelligent Belgian engineer named George Naegelmackers.

The beginning of the Seventies saw the appearance of the "Mann Boudoir Sleeping Car". This was a six-wheeled vehicle with several compartments in which the berths were laid transversely. Though considerable promotion of this car was made in the United States, its particular characteristics made it more popular in Europe, where the

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compartment reigns supreme.

While Pullman and his chief rivals, Wagner and others were fighting it out in the United States, a man named George Naegelmackers, a Belgian engineer from Liege, visited America. The possibilities of the American sleeping car as adapted to European use appealed to him. While his ambitions were curtailed by the Franco-Prussian War, in 1870, he managed a visit to America in 1871 which convinced him that a European counterpart of the Pullman Company was feasible. During this trip, he met Col. Mann, of "boudoir car" fame, and together they developed their ideas

so that, by May 1873, they were able to equip a through sleeping car train which operated between Paris, Strasbourg, Munich, Salzburg and Vienna. This enterprise proved very successful and other applications were made on the routes between Paris and Köln, and Ostend and Berlin.

As a result of this, Naegelmackers became convinced of the important possibilities of an international company operating sleeping cars heedless of national frontiers. Accordingly, between 1873 and 1876, fifty-eight sleeping cars were acquired, and treaties concluded with twenty-one countries. The outcome of all this was the formation of the "Compagnie Internationale des Wagons Lits" on December 4th, 1876, with the blessing of Leopold II, King of the Belgians.

In 1877, the Compagnie installed tables in certain cars so that meals might be provided to passengers. In 1880, the first double-truck sleeping cars appeared, and initial steps were taken in the formation of trains composed entirely of rolling stock belonging to the Compagnie. On June 5th, 1883, the Orient Express left Paris on its first run with a reduction of thirty hours over preceding schedules. In the same year, the company was reorganized under its present title, the "Compagnie Internationale des Wagons-Lits et des Grands Express Europeens". The Rome Express was inaugurated in 1883, the Sud Express and the Ostend-Vienna-Orient Express in 1887, and the Nord Express in 1896. Two years later, a contract was entered into with the Imperial Russian Government for the provision of sleeping car service on the Transsiberian Railway, between Moscow and Vladivostok. By 1914, the Compagnie possessed 1600 vehicles which were in service, with the exception of Scandinavia, all over the continent of Europe, and in Egypt.

Decentralization took place during the first World War. That conflict was ended, by the signing of the Armistice on November 11, 1918, in Wagon-Lits car No. 2419 in the forest of Compiegne. The car was subsequently preserved.

Following the war, many countries established their own sleeping and dining car services, thus limiting the scope of the Compagnie Internationale. Chief among these national organizations was the "Mittel Europäische Schlaf- und Speisewagen A.G." more familiarly known as "Mitropa" which was that organized by the German Government. By 1939, the inventory of the Wagon-Lits Company included 806 sleeping cars, 661 restaurant cars, 133 Pullman parlour cars and 138 mail and traffic wagons. Though the second World War saw some decimation in the cars, the end of 1948 saw a total of 1,351 vehicles, many of them new, in service.

cars, 661 restaurant cars, 133 Pullman parlour cars and 138 mail and traffic wagons. Though the second World War saw some decimation in the ranks of the cars, the end of 1948 saw a total of 1,351 vehicles, many of them new, in the service of Wagon-Lits.

In England, the sleeping car services are all run by the railways. They were initiated in 1873, when the North British Railway had a car built by the Ashbury Railway Carriage and Iron Co. Ltd., Openshaw, Manchester, for service on the East Coast route between London (King's Cross) and Glasgow. It went into service September 1st of that year. The beds were 5'6" long ! One month later, the rival West Coast route put into service a London & North Western Railway sleeping car, between London (Euston) and Glasgow. On June 1st, 1874, the Midland Railway provided sleeping car service between London (St. Pancras) and Bradford, in cars built by the American Pullman Company at Detroit, Mich. USA. These cars followed American design completely, even to the clerestory roofs and open end platforms and were among the very few sleeping cars of American type ever to be used in Europe. The first electric lighting was installed by the Pullman Company, Limited, on a London, Brighton & South Coast train on October 14th, 1881. This was an affiliate of the American Company, formed in England in 1873. The British Company became independent of the American one in 1906.

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<p>SOUTHERN COUNTIES CESSATION OF SERVICE</p>

The Montreal & Southern Counties Railway brought its eventful career to a close during the early hours of Sunday, October 14th, 1956. On that date, the Mackayville, Montreal South and Ste. Angele

Subdivisions were abandoned, and the Granby Subdivision became part of the Canadian National Railways, being extended, at the same time, to Waterloo. The so-called West Shefford Subdivision of the CNR now extends only from Clough (Granby) to Meigs (Farnham) so that it does not include the station for which it is named.

The last train to Ste. Angele was No. 432, which left St. Lambert at 4:40 PM on Saturday, October 13th and was operated by car #608. Car #609 made the last run to Marieville as train No. 436. Car #608 returned from Ste. Angele to Marieville as train No. 453, then was coupled to car #609 after its arrival, and both returned as an extra to St. Lambert. The order was then given to the substation operator at Chambly to shut down the power to the interurban division for the last time.

The end came for the suburban lines at 12:10 AM, when two cars left the St. Lambert terminal. Car #320 made the last run to Montreal South, while car #101 ran to Mackayville (Elizabeth Street) carrying several members of the Association. Both cars then returned to St. Lambert.

The Association's members participated in an official commemorative excursion in car #104 on October 13th. This trip covered all remaining lines and was the last special car chartered on the M&SC.

Following the cessation of service, the bodies of all cars except Nos. 104, 305, 323, 610 and 611 were offered for sale. They were purchased by a bidder who resold them for use as motels, snack bars,

or sheds throughout the "South Shore" area. By the end of October, all bodies so disposed of had been removed, leaving only trucks and miscellaneous electrical equipment to be salvaged for scrap by the CNR. The five cars excepted, noted above, were transferred to the Pointe St. Charles yard of the Canadian National Railways. No.305 is to be used as a CNR Tower Trailer in the Montreal Terminals electrified zone, while nos. 104 and 610 had been donated to our Association, and to the New England Electric Railway Historical Society at Kennebunkport, Me., respectively. Subsequently, No.611 was purchased by members of this Association, as noted elsewhere in this report. The Disposition of No.323 remains unsettled at time of writing.

While the Montreal & Southern Counties Railway has passed into history as an operating system, it will be commemorated by at least seven of its very distinctive pieces of rolling stock, which were eagerly sought after by two Canadian, and two United States, railway historical groups. Cars thus preserved are as follows:

M&SC Ry.No.	9	DT	Psgr.	Car	DE	-	Branford Elec. Ry. Assn.	USA
	104	"	"	"	"	-	Canadian Railroad Historical Assn.	
	107	"	Comb.	"	"	-	Ontario Elec. Ry. Hist. Assn.	
	504	"	Bagg.	Motor	"	-	New England Elec. Ry. Hist. Soc.	
	610	"	Int.	Psgr.Car	SE-		"	"
	611	"	"	"	"	-	Canadian Railroad Historical Assn.	
	621	"	"	"	DE-		New England Elec. Ry. Hist. Soc.	

All of the cars listed were generously donated to the several groups by the Canadian National Railways, with the exception of No.611, which was purchased at scrap value.

With the closing of the M&SC, the members of the Association would like to express publicly their appreciation to Mr. R. ("Bob") Cannon, Superintendent, his assistant, Mr.E. ("Ernie") Leonard, and the other officers and employees of the M&SC, for the splendid and cordial relations which have always existed between our Association and the M&SC, in our many mutual dealings. We would like to assure them all that our best wishes for the future go with them in their new positions.

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NOTES & NEWS -- by
Forster A. Kemp

* Several applications to discontinue passenger service have been approved or are to be heard by the Board of Transport Commissioners for Canada. On Canadian National Railways, mixed trains 155 and 156, and passenger trains 193 and 194 made their last runs between Pembroke and Golden Lake

Ontario on Saturday, October 27th, thereby ending passenger service on the line which connects Pembroke with the former main line of the Canada Atlantic Railway. Passenger service between Palmerston and Durham, Ontario will end on January 5th, 1957, when mixed trains 333 and 334 will run for the last time. No word has yet been received concerning an application to end the operation of mixed trains

336, 337, 338 and 341 between Parkhead and Wiarton and of trains 339 and 340 between Parkhead and Owen Sound, Ont. On the New York Central's Adirondack Division, commuters are protesting against the company's application to discontinue its passenger trains between Montreal and Malone, NY. The service consists of one round trip daily, and is used by about 200 passengers each day. The service has been gradually reduced, during the past few years, while fares have been increased. 92

- ★ The effects of Dieselization of Canada's railways are making themselves felt, even in Toyland. The Canadian National train upon which children ride in Eaton's Toyland in Toronto during the Christmas shopping season has been converted to "diesel" power. The train was formerly headed by a replica of a 4-8-4 type steam locomotive of the 6400 class. The train in Eaton's Toyland in Montreal is now the only one of these toyland trains with a steam-type locomotive. It is a CPR "Royal Hudson" 4-6-4, numbered 2851, which formerly ran in the Winnipeg store. Motive power for all these trains is actually an electric motor, which in "steam" locomotives, is mounted in the tender and drives the tender wheels.
- ★ The abandonment of street car tracks on St. Catherine Street in Montreal prevented a repetition of last year's strolley-borne Santa Claus parade to Dupuis Freres' department store, but this year Santa came to another department store in comfort -- by train! On November 17, a special CNR train moved out of Ottawa Union station carrying almost 1400 people, children and their parents. After a ride to a point outside the city, all passengers looked out to see Santa coming down, not in a sleigh, but a helicopter! After he boarded the train, it returned to Ottawa where Santa was officially welcomed to the city at Union Station and then proceeded the short distance to the A.J. Freiman department store. This was the first time that a special train has been used for this purpose in Canada.
- ★ Quebec North Shore & Labrador Railway has purchased a rotary snowplow from the Chicago, Milwaukee, St. Paul & Pacific RR. The plow, QNS&L No. 4, formerly Milwaukee X900213, is understood to be diesel-powered. It is a rather small machine, having two trucks with 4'6" wheelbase, and 17'6" over truck centres. It is understood that it will be shipped to Sept Isles before the winter season.
- ★ A highway is being built parallel to the recently-completed Pacific Great Eastern Railway line between North Vancouver and Squamish, BC. Contractors are finding it difficult to keep material from falling onto the track while blasting and when trains pass. Fallen material must be removed from the railway at the contractors' expense.
- ★ A construction project soon to be undertaken by the Canadian National is the raising of the line across the Topsails in Newfoundland. The plan, designed to eliminate or reduce delays due to drifting snow, is to raise the 3'6" gauge track five feet above the drift line. The project will require three years' work, but is expected to lessen the hazards presented by this section of barren plateau.
- ★ The new line of Canadian National Railways between Cornwall and Cardinal, Ontario, was completed on Tuesday, October 30th, when it was joined with the old line at Cardinal. The line was built to avoid low ground which will be flooded by the impounded waters of the Saint Lawrence River when dams of the Seaway and Power Project

are completed. Trains will not begin using the line until next spring, as there is further ballasting work to be done and stations must be built at Morrisburg, Iroquois, Ingleside and Long Sault, as well as at Cornwall. Ingleside and Long Sault are the names of the new towns being built to house the residents of Mille Roches, Moulinette, Dickinson's Landing, Wales and Farran's Point. The completion of the new line came only three days after the 100th anniversary of the opening of the original one. The stone station buildings at Cornwall, Iroquois and Morrisburg are among fifteen of the original stations still standing between Montreal and Sarnia. They are easily identified by their walls of large stone blocks, round-arched windows and peaked roof with four chimneys.

- * Several points on the Canadian National Railways are to have new stations, according to present plans. In Windsor, Ont., a new station is to be built in the Walkerville area to replace the present building which was erected by the Great Western Railway and is similar to the one in Niagara Falls, Ontario. Another point to have a new station is Port Hawkesbury, NS. A temporary building was erected when the line was relocated for the Canso Causeway but a permanent station is now to be built at a site more accessible to highway traffic.

EQUIPMENT NOTES

Canadian railways will soon be swarming with self-propelled Budd RDC's, if acquisition of the units continues at its present rate.

There are now fifty such units in regular operation on Canadian lines, with seventeen on order. The cars are divided as follows:

Canadian Pacific Ry. -	33 (11 RDC1; 12 RDC2; 7 RDC3; 3RDC4.)
Canadian National Rys. -	7
Pacific Great Eastern -	6
Boston & Maine -	1 (operated by Canadian Pacific in

Canada - Montreal-Boston through serv.)

The two large railways each have eight on order, and the PGE awaits one more. The latter is using all six between North Vancouver and Squemish and reports that more will have to be ordered before the through service to Prince George can be operated in the proposed time of 16 to 17 hours.

Canadian National Railways has ordered two coaches, two baggage cars and a dining car from National Steel Car Corp. at Hamilton, for its Newfoundland District.

Tests have been conducted with Diesel locomotives in the St. Clair Tunnel which connects the CNR at Sarnia, Ont., with the GTV at Port Huron, Mich. The tunnel is now operated with box-cab electrics most of which are now 49 years old. It is proposed to operate trains through with diesel power between Toronto and Chicago in the near future.

Only one of the CPR class F2a 4-4-4 type locomotives is still in operation in Eastern Canada. Engine 3004 usually handles train No. 427 to Ottawa via Montebello each Saturday and returns on Sunday morning with train No. 422.

NOTE TO SUBSCRIBERS OUTSIDE THE MONTREAL AREA:

Your invoice for 1957 subscription, which is enclosed, carries the notation "Cheque charge - .15¢". The explanation of this is, that we would ask you to add .15¢ to your remittance if it is made by bank cheque drawn on a bank outside of Montreal. If remittance is made by postal note or money order payable at par in Montreal, this .15¢ addition will, of course, not be necessary.
*- for bank exchange.

NEXT MONTH - The first article in a series on

CANADIAN LOCOMOTIVES --- by ROBERT R. BROWN

Great Britain had its PEN-Y-DARAN, its PUFFING BILLY and its ROCKET; the United States its TOM THUMB, its STOURBRIDGE LION and its BEST FRIEND OF CHARLESTON. Canada too, had its DORCHESTER, its SAMSON and its EUCY DALTON, and many others of equally great interest. Unfortunately, the majority of them are known only to a small number of rail historians who have been working for years trying to rescue the story of early Canadian railways from oblivion. Canada owes a great deal to its railways -- much more than is generally realized -- since, without the snorting iron horse, it never would have become a great nation. Not only would the opulent agricultural and mineral riches of the western prairies and the Laurentian Shield remain unknown, but where great cities now flourish, there would perhaps only be only a few squalid wigwams. Buffalo might graze on Portage at Main, and where wealthy oilmen gather on Jasper Avenue, possibly only grizzlies and a few trappers would be found.

A few years hence, the trains of Canada will be hauled entirely by diesel-electric growlers or perhaps by locomotives whose power source is still unknown. Within a few years, there will be a new generation which will not know the sound and the smell of a steam locomotive. They will never experience the thrill of seeing a high-wheeled Pacific and its "string of varnish" speeding by, nor hear its clear-toned bell and its melodious steam-whistle; nor will they sense the feeling of immense power as a big Mike" drags its heavy train up a long grade. Truly it is a sad prospect to think of the steam locomotive joining, in the limbo of the past, the windjammer, the sidewheel steamboat, the surrey with the fringe on top and the meals of long ago which consisted entirely of food. Oh well! The world must advance and the railways must adopt every means of increasing efficiency and reducing costs but we must never forget that Canada was created by the Iron Horse.

This is the first attempt to relate in detail and in chronological sequence the history of early Canadian motive power; we hope that it will be interesting and instructive. No stone will be left unturned in an effort to arrive at the truth; authorities will be cited, when possible; differences of opinion will be discussed, and when it is necessary to indulge in a bit of surmise, the fact will be indicated clearly.

- Robert R. Brown.

NEXT MONTH - Part 1 - The "Dorchester".