

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

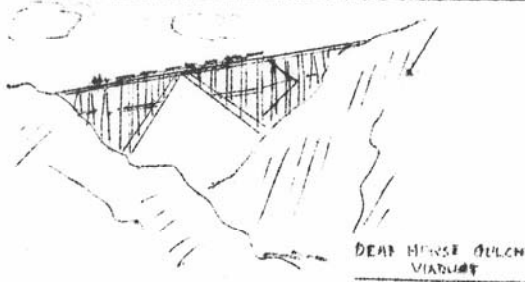
MONTREAL, CANADA

News Report No. 83

November 1957



White Pass & Yukon Route engine No. 73, southbound on a passenger extra, passes Train No.2 at Bennett, B.C., a meal station nearly midway along the 110-mile, 3-foot gauge system.



THE ROAD OF GOLD

Some historical notes on the
White Pass & Yukon Route,

by Omer S.A. Lavallee.

KLONDIKE is a name to conjure with. Etymologically, it is an Anglicization of the Indian name "Tron Deg", meaning Hammer Creek. Geographically, it refers to one of the tributaries of the Yukon River, but romantically, it has come to be associated with the entire gold-bearing region of Yukon Territory, written forever upon the pages of history as the locale of the gold rush, whose fever was felt throughout America in the closing years of the nineteenth century.

The Klondike brought many things: riches to some; ruin to many; adventure and hardship to all. Today, all that remains of the "Days of '98" are a few ghost towns, memories of old timers, relics and souvenirs of gold-mining days which have become museum pieces, and the celebrated literature of Robert W. Service and others.

History, however, has dealt mercifully with the most enduring project of the hectic days of the gold rush. Today, in the course of modernization which will enable it to play a part in a more substantial and enduring prosperity than that brought about sixty years ago, one can ride comfortably over the 110-mile White Pass & Yukon Route, the three-foot-gauge railway which linked White Horse and the Yukon River with the ocean, and helped to avert the difficulties and sufferings of the rock-ribbed trail upon which so many gold-seekers lost their lives. Today, outliving "Soapy" Smith and his gang of outlaws, long after the miners' sluices on Bonanza Creek have rotted and the wilderness has reclaimed all of the remote mining claims, the White Pass & Yukon is a fundamental part of a hardier economy, that of the development of the northland -- one of the world's last frontiers and certainly one of its most promising ones.

In 1862, five years before the United States made the deal with the Russian Empire, by which Russian America became Alaska, gold was discovered in the Yukon River region. In the year 1875, a Frenchman named Juneau made a strike at Gold Creek, Alaska, and on the same site, the town of Juneau was later raised, becoming in our times the capital of the United States Territory of Alaska. Other rich finds were made in 1884 and in 1886, so much so that the lure of gold attracted many prospectors to this area.

Ten years later, on August 17, 1896, George W. Carmack, an Illinois miner who had been prospecting in the area since 1890, made a strike at Bonanza Creek, news of which was carried back to Vancouver and Seattle by steamer. In 1897, the gold rush began; anyone who could forsake home and loved ones, job and responsibilities long enough to reach the "Promised Land" and stake a claim, packed up and went. The wharves at Seattle, Vancouver and other West Coast ports thronged with potential passengers for the Yukon. Many had only a faint notion as to where it was, and most of them didn't care. Vessels were loaded to capacity, some gold-seekers even contracting

for sufficient deck-space upon which to spread blanket-rolls and wait out the long trip to the frozen north. One of the intrepid adventurers was a man named Charles O. Birney. Striking it rich, he returned to Seattle, only to lose all in speculation. Seeking sustenance for his family, he obtained a position with the street railway company and, rising rapidly in its ranks, he was destined to become the designer of the safety street railway car, the "Birney", with which his name is synonymous.

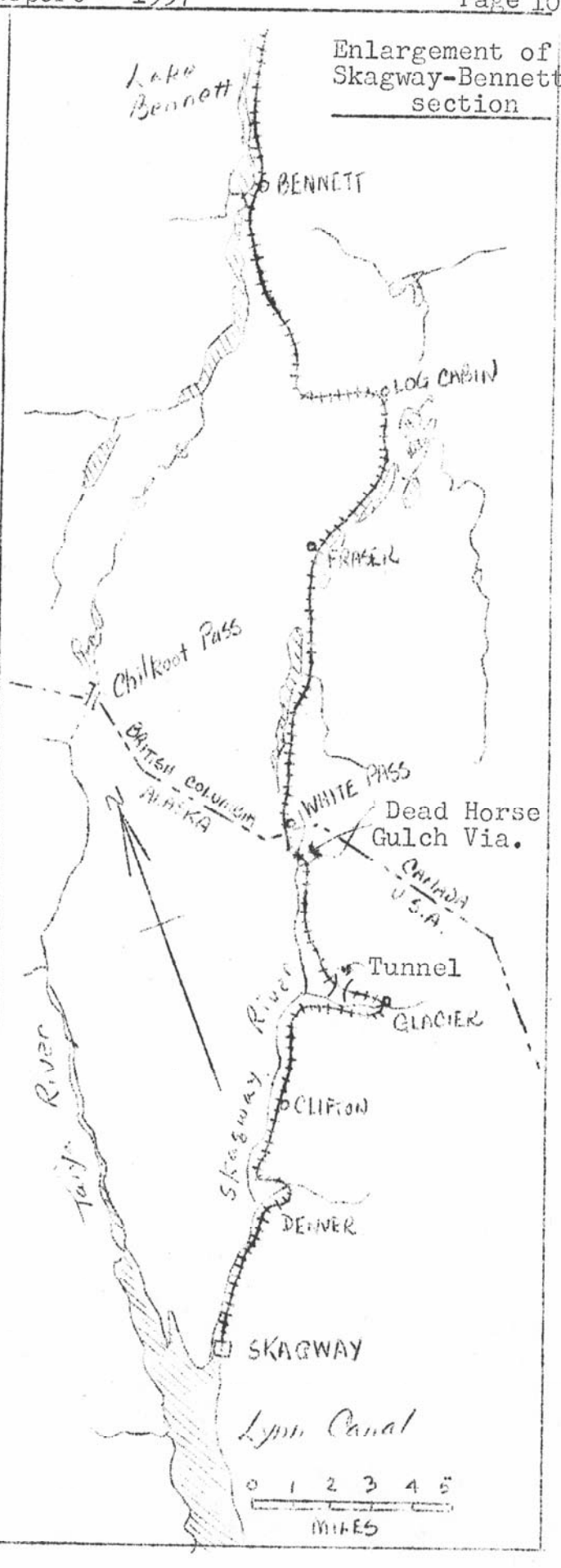
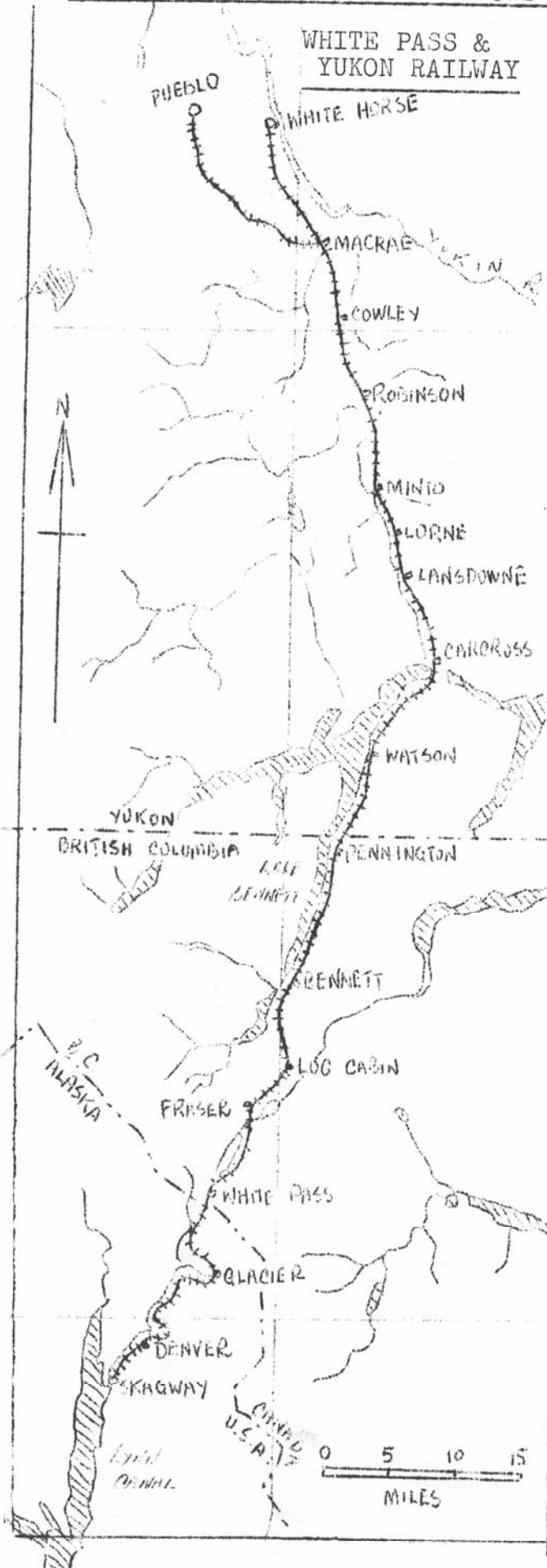
Nearly forty thousand individuals entered the territory in the years 1897 and 1898. Dawson City, the center of the region, was the site of a trapper's hut in the autumn of 1896. By 1901, it was a city of 9,000 people. Today, it has less than a thousand souls.

First results only served to fan the flames of the gold mania. In June 1897, the steamer "Excelsior" landed at San Francisco, and the S.S. "Humboldt" at San Diego, together carrying gold dust totalling \$1,500,000 ! In the eight years following Carmack's discovery, nearly \$100,000,000 in gold was taken from Eldorado, Bonanza, Dominion, Hunker and Sulphur Creeks and their tributaries.

In the midst of the furore, railways were being promoted right and left. Mackenzie and Mann obtained authority from the Government to build a railway from Telegraph Creek, at the head of navigation on the Stikine River, in British Columbia, to the head of Teslin Lake, but Parliament refused to ratify the project.

In the same year, the Government of British Columbia voted a land subsidy to a railway which would be built from the head of the Lynn Canal, through British Columbia into the Yukon. Shortly after, there followed the simultaneous incorporation of three companies to prosecute this work. In the United States, a charter was granted to the Pacific & Arctic Railway & Navigation Company. British Columbia countered with the British Columbia Yukon Railway (60 Vic. Cap.49, 1897) while the Dominion Government, for and on behalf of the Yukon Territory chartered the British Yukon Mining, Trading and Transportation Company (60-61 Vic. Cap. 89, 1897). The name of the latter company was changed to the British Yukon Railway Company in 1900. It must be explained here, of course, that these were not rival companies. Together, they would form a continuous line of railway, the P&A in Alaska, the BCY in British Columbia, and the BYMT&T in the Yukon, projected to extend from Skagway, at the head of the Lynn Canal in Alaska, over White Pass, to Fort Selkirk on the Yukon River, about 325 miles.

In the spring of 1898, surveys were carried on alone by Michael J. Heney, who shortly afterward combined his talents as an engineer with those of a Britisher, Sir Thomas Tancrede of London, and an American, Samuel H. Graves, of the same profession, who represented British financial interests anxious to get a railway into operation to tap the rich traffic then struggling over the White and Chilkoot Passes. They wasted no time. At the end of May, 1898, construction of the railway was started at Skagway, and on the 21st of July of the same year, the first passenger train ever to operate in Alaska Territory hauled passengers for four miles out of Skagway, up the course of the Skagway River.



For motive power, the contractors had purchased two Brooks 2-6-0's from the Pacific Coast Railway, of California. Built in 1881, the Moguls, Nos. 1 and 2, later Nos. 51 and 52, weighed only twenty-eight-and-a-half tons, had 42-inch drivers and developed a tractive effort of 10,200 pounds. No. 51 is still in semi-preserved condition at White Horse and is said to be the subject of a preservation project planned by the Chamber of Commerce. We hope that it may be so.

Nine days after the first run, on July 30th, 1898, the Company was given official consolidated status, organized in London, England as the White Pass & Yukon Railway Company, Limited. This company was registered to carry out the charter rights and concessions of the three constituent companies, the Pacific & Arctic, the British Columbia Yukon, and the British Yukon railways. Samuel H. Graves, one of the three original associates, became the first President with headquarters at Vancouver, B.C. A.B. Newell was Vice President and General Manager. The London offices, headquarters of Charles Colin Macrae, who was the Chairman of the Board, and five other directors, was at No. 7 Moorgate Street, E.C.

Construction work wasted no time. The steep stretch out of Skagway to the summit of White Pass, where the railway climbed 2885 feet in about 20 miles, was completed in only eight-and-a-half months, by mid-February, 1899. This section includes the road's only tunnel, some 250' long, and the Dead Horse Gulch Viaduct, 215' above the rock-strewn stream bed, and 19 miles from Skagway. The 45-pound rails were swung up grades reaching a maximum of 3.9% and having an average of 2.6%, and around 16° and 20° curves. This portion of the railway cost \$100,000 per mile to build. The head of Lake Bennett was attained on July 6th, 1899. The summit of the line, Log Cabin, B.C., 2,916 feet, was reached on this section.

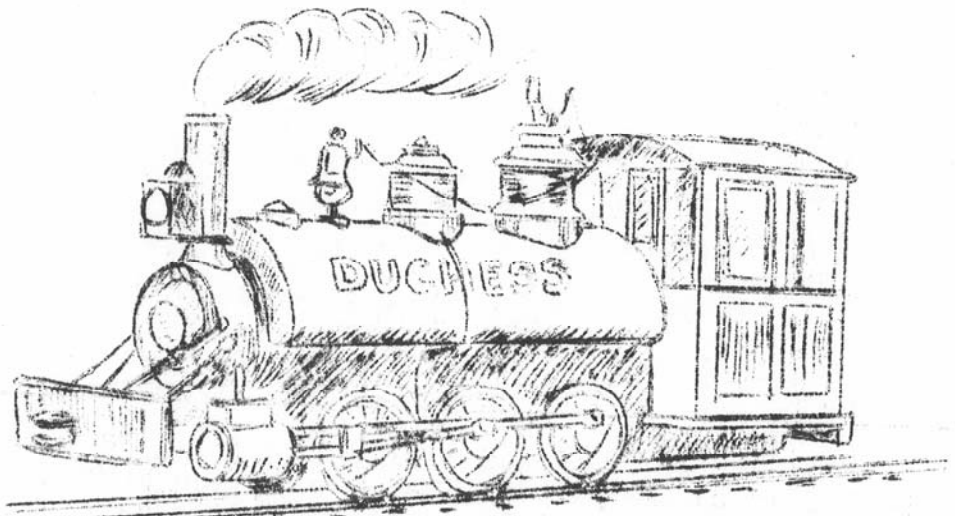
During the summer of 1899, a new gold-strike was made at Atlin, B.C. and early in August, construction practically came to a halt when 1500 employees deserted, thoughtfully taking along their picks and shovels! About this time, it was decided to proceed with the simultaneous construction of the northern portion of the line, southward from White Horse, and on June 8th, 1900, this was completed as far as Caribou Crossing (later Carcross). The joining of this section with that from Skagway, was marked by the driving of a golden spike on July 29, 1900. Two weeks later, on August 15, 1900, the railway was opened throughout from Skagway to White Horse.

In order to extend the effective reach of the railway beyond White Horse and down the Yukon River system, the steamer lines of the Canadian Development Company were acquired on May 1, 1901, and these were turned over to the British Yukon Navigation Company. This line provided connections from White Horse to Dawson City, 434 miles by way of the Yukon River, and from Caribou Crossing to Atlin, B.C., 90 miles, via Nares Lake, Tagish Lake, the Taku Arm of Tagish Lake, and Atlin Lake. Taku Arm is 40 feet lower than Atlin Lake, and between the two bodies of water, for some two-and-a-half miles, ran a portage railway, which was opened with the inception of the steamer route in 1899, and became a part of the White Pass & Yukon Route in 1901. The fare of the portage railway at Taku City was \$2.00 -- rather expensive for such a short trip!

For many years, the portage railway handled a three-foot gauge train hauled by the "Duchess", an 0-6-0T engine, built by Baldwin in 1876 and acquired from the Wellington Colliery on Vancouver Island in 1899. The "Duchess" was in regular service on the portage line until about 1938, when it was retired, moved to Carcross, and is now preserved at that point. The fare on th

That the railway realized its purpose is shown by the operational statistics for the year ending December 31, 1903. In that year, with sixteen locomotives, fifteen passenger cars, an official car, 258 freight cars, 6 service cars, 21 river steamers and five barges, the company carried 22,729 passengers and 57,448 tons of freight. Net income for the year was \$331,404, 16% of the total revenue.

Though the railway had been projected to Fort Selkirk, White Horse has remained the northern terminal to our day. Briefly, however the route mileage exceeded 110.7, while the WP&Y's only branch line flourished.



W.P. & Y.R. "DUCHESS"
Preserved at Carcross, Y.T.

In August, 1910, a branch line was built from Macrae, seven miles south of White Horse, for 11 miles to Pueblo, a mining district. Macrae, the junction, and an intermediate station on this branch, called Carr Glynn, were named, respectively, after the Chairman, Charles Colin Macrae, and the Vice Chairman, Sydney Carr Glynn, of the Board of the White Pass & Yukon Railway, Limited, in London. The Pueblo branch functioned for a few years, but was abandoned about the end of World War I. Another early Director, James Dugdale, had a station named for himself on the main line near Macrae.

The 110.7 route miles are distributed as follows:

Alaske, Pacific & Arctic Ry. & Nav. Co.	20.4 miles
British Columbia, British Columbia Yukon Ry.	32.2 "
Yukon, British Yukon Ry. Co.	58.1 "

The boundary between the United States (Alaska) and Canada (British Columbia) is in White Pass, while that between British Columbia and Yukon is about two miles north of Pennington. The exact point is marked by signs, facing the railway, erected on an Island in the middle of Lake Bennett.

During the thirty-year period between 1908 and 1938, the railway's position remained unchanged. The slight surplus of motive

power was lowered by the sale of three engines to the Klondike Mines Railway, and two to the Tenanan Valley Railway, in 1906 and 1907. Engine 69, a Baldwin 2-8-0 built in 1908, was the last engine built until the same firm delivered No. 70, a superheated 2-8-2, in 1938. During this period, the peak year, 1927, saw the White Pass & Yukon carry 22,667 passengers.

Some idea of the travelling facilities in the earlier days is gained by an examination of a timetable for 1913. Train #1 left Skagway at 9:30 AM daily except Sunday, arriving White Pass at 11:55 AM, Bennett at 1:15 PM, Caribou (Carcross) at 3:10 and White Horse at 5:50 PM -- eight hours and twenty minutes for 110.7 miles, an average speed of thirteen miles per hour! No. 2's time in the return direction was slightly better; leaving White Horse at 9:30 AM, it arrived Caribou at 11:40, Bennett at 1:20 PM, White Pass at 3:00 PM and Skagway at 4:35 PM. Much of the time variation between the trips in either direction was naturally taken up by the adverse grades out of Skagway encountered by the northbound train, 2 hours and twenty five minutes being allowed for No. 1 to climb from Skagway to Bennett, while No. 2 was only allowed an hour and thirty five minutes to descend. At this period, sternwheel steamers took passengers to Dawson City during the season of navigation, which extended from mid-May to mid-October. From Dawson, other vessels connected down the river for Fairbanks, Nome, St. Michaels, and other points. Spring and fall saw six-horse Concord coaches operating over the Government Road; they were replaced during winter by sleighs. Passengers stopped at road houses each night, and their comfort during day travel was ensured by "plenty of robes and foot warmers".

The outbreak of the 1939-45 War, or rather the entry of the United States into that conflict in December 1941, was responsible for a complete rejuvenation of the "Road of Gold". The railway proved to be of considerable military importance as an artery for the conveyance of materials destined to the Canol oil pipeline project, the Alaska Highway, and United States military bases in the interior of Alaska. Accordingly, it was taken over by the Transportation Corps, United States Army, on October 1, 1942, and military personnel supplemented civilian employees. The same agency imported twenty-six locomotives for the railway from the United States; at one time, there were 1600 U.S. Army personnel working on the White Pass & Yukon Route. The annual peacetime tonnage of 25,000 nearly quadrupled in 1942, and in 1943 amounted to 282,000 tons, more than eleven times the normal traffic! The peak month of 1943 was August when 47,506 tons were moved. In one day alone, 2,085 tons travelled over the W.P. & Y.

The railway was handed back to its owners on April 30, 1946. The U.S. Army Transportation Corps took back much of its motive power and rolling stock, to be scrapped or disposed of otherwise.

A new corporate step was taken in 1951, when the railway inaugurated a dieselization policy by the addition of two C-C type "A" units, built by the General Electric Company of Erie, Pa., USA. Several steam locomotives were disposed of in recent years, two going to museum railway projects, viz.: No. 4, the 2-6-2 to the Oak Creek Central in Wisconsin in 1955, and No. 69 to the Black Hills Central RR in South Dakota, in 1956.

The recent formation of British Yukon Ocean Services, Limited, a navigation route between Vancouver and the Yukon, was in connection with a container traffic which the railway has brought into being, to minimize the difficulties imposed by trans-shipment from ship to railway at Skagway, and railway to road at White Horse. At the present time, all freight commodities are carried in containers on flat cars, and automobiles are carried as well. Freight and refrigerator cars now lie unused, while there is an understandable premium on platform cars.

In the early part of 1957, three more diesel units by General Electric were brought into use on the railway, bringing the total of these engines to five. The five units are said to be sufficient to dieselize all normal operations on the WP&Y. The four 2-8-2's, engines 70-73 are, however, retained for emergency or tourist season use, such as plow service in winter, or tourist special trains in the summer months; the latter are made up of open platform parlour cars entirely. As a matter of fact, the W.P.& Y. is unique in that it owns far more parlour cars than passenger cars!

The future of the railway seems secure, as the dieselization policy would indicate. The Canadian North is coming into its own, and whether connection at White Horse will ultimately be made with a greatly-extended Pacific Great Eastern Railway, or the much-heralded Wenner-Gren monorail line, there appears to be little doubt but that traffic will continue to roll over the slim 3-foot gauge track, up the precipitous 20-mile, 2900-foot climb from Skagway to White Pass, and on to White Horse, for some time to come. Destinay may indeed have in store, that the W.P.& Y. will be the last 30foot gauge common carrier in America.

PASSENGER ROLLING STOCK

The following list of passenger-train rolling stock in existence in July 1957, was compiled by Mr. Forster Kemp. If any reader possesses the information

necessary to allow it to be turned into an all-time roster, we will be glad to re-print it in that form:

203	Baggage with Cupola.	236	Parlour LAKE MAYO
206x	Parlour LAKE FRASER.	238	" LAKE WATSON
207	Baggage with Cupola.	240	" LAKE BENNETT
209e	Bagg. & Smoker with Supola.	242	" LAKE TESLIN
214e	" " "	244	Coach
216	Coach.	246	Parlour LAKE MUNCHO
218w	Parlour LAKE ATLIN	248	" LAKE TAGISH
220w	" LAKE DEWEY	254x	" LAKE EMERALD
222	" LAKE LINDERMAN	256	" LAKE LEBARGE
224	" LAKE MARSH	258	" LAKE KLUAHNE
226	Coach	260	" LAKE TUTSHI
228	"	262	" LAKE SUMMIT
234	Parlour LAKE COWLEY	264	" LAKE AISHIHIK

x- Car out of service.
 e- Car used as caboose.
 v- Car has four arched windows.

(Ed.note: 232, now scrapped, was an open-side mountain observation car used with "Duchess" on the Atlin portage.)

152u	Baldwin	1920	4-6-0									
190u	"	1943	2-8-2	16x24	48	211000	185	1945-ex USA			x19-26	
191u	"	"	"	"	"	"	"	RB from metre-gauge.	RUS	or	x	
192u	"	"	"	"	"	"	"	"	"	"	"	
193u	"	"	"	"	"	"	"	"	"	"	"	
194u	"	"	"	"	"	"	"	"	"	"	"	
195u	"	"	"	"	"	"	"	"	"	"	"	
196u	"	"	"	"	"	"	"	"	"	"	"	
197u	"	"	"	"	"	"	"	"	"	"	"	
198u	"	"	"	"	"	"	"	"	"	"	"	
199u	"	"	"	"	"	"	"	"	"	"	"	
200u	"	"	"	"	"	"	"	"	"	"	"	
250u	A.L.Co.	1923	"	18x22	"	254500	200	1942-ex D&RGW	470		RUS1945	
251u	"	"	"	"	"	"	"	"	"	471	"	
252u	"	"	"	"	"	"	"	"	"	472	"	
253u	"	"	"	"	"	"	"	"	"	473	"	
254u	"	"	"	"	"	"	"	"	"	474	"	
255u	"	"	"	"	"	"	"	"	"	475	"	
256u	"	"	"	"	"	"	"	"	"	477	"	
3-1	Plymouth		"	"	"	"	"	"	"	479	"	

Gasoline switcher *

- u- Indicates brought in by U.S. Army, Transportation Corps.
- e- Engines originally compound, 11 $\frac{1}{2}$ x19x20, rebuilt 1907.
- *- On roster, July 1957.
- x- Scrapped

- RUS- Returned to the United States, presumably scrapped.
- PCRY.- Pacific Coast Railway.
- KMRy.- Klondike Mines Railway.
- TVRy.- Tenana Valley Railway.
- CPRy.- Canadian Pacific Railway - (Trail Creek Tramway)
- SVRR - Sumpter Valley Railroad.
- D&RGW- Denver & Rio Grande Western RR.
- OCRR- Oak Creek Central (museum) Railroad.
- BHCRR- Black Hills Central (museum) Railroad.
- WCRY.- Wellington Colliery Railway.
- ET&WNCRY.- East Tennessee and Western North Carolina RR.
- C&S - Colorado & Southern Railroad.
- SG&N- Silverton, Gladstone & Northern RR.

Engines observed by Mr. F.A. Kemp, serviceable, in July 1957:
 70, 71, 72, 73, 80, 90, 91, 92, 93, 94, 3.
 Engines observed partially scrapped:
 66, 81, 192, 195, 196.

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THE COVER PHOTOGRAPH, which illustrates our feature article on the White Pass & Yukon Route this month, was made by the Assistant Editor, Mr. Forster Kemp, during his visit to the Yukon in July 1957. It shows 2-8-2 type engine #73, running passenger extra, passing the rear of Train #1 at the station at Bennett, British Columbia. The passenger extra was running on the time of No.2, the regular train having been delayed by a derailment.

Canadian Railroad Historical
Association

News Report No.83
November 1957.

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Notice of Meeting

The monthly meeting of the Association will be held in Room 203, Transportation Building, 159 Craig Street West, on Wednesday, November 13th, 1957 at 8:15 PM.

Entertainment will consist of a showing of slides by Mr. F.A. Kemp entitled - " From Montreal to Alaska and return, via Norton, New Brunswick ". This all-embracing subject will be treated through the medium of about two hundred of Mr. Kemp's best slides

featuring the White Pass & Yukon Route, which is the subject of our feature article this month in the News Report, and the Alaska Railroad. Guests will be welcome.

Association News

The October meeting was easily one of our most successful evenings from a financial point of view. While the attendance was lower than usual due to the specialized nature of the activity, an auction of railway miscellany, the sale of the various items netted the Association the sum of \$30.00. The actual sum realized from the sale of items was \$29.86, and the additional sum of 14¢, to make an even \$30.00, was generously contributed by Mr. Lavallee (Ye Editor), who acted as auctioneer. The outstanding success of the Auction has ensured that it will be repeated sometime early in the New Year. It is suggested that members start setting duplicate material aside, against this event, which will be announced in the News Report.

Fall Foliage Weekend

One hundred and fifty-eight persons participated in the Annual Fall Foliage Excursion, which was held this year over the Canadian Pacific Railway from Montreal to Labelle, and Mont Tremblant, Que. Other than the fact that a misunderstanding necessitated a last-minute change of plans so that the Canadian Pacific Railway was unable to provide the advertised Hudson-type engine, the excursion was very enjoyable. The locomotive finally assigned to the train was G3 class 4-6-2 No.2467, in very clean condition, and a train consisting of a combination baggage-buffet-passenger car, three air-conditioned coaches, a regular parlour car, and an observation parlour car. The train left Windsor Station on time at 7:50 AM, and after passenger stops at Westmount, Montreal West and Park Avenue, made its way through the Autumn-coloured foothills of the Laurentian mountains. The first stop, of 45 minutes' duration, was had at Shawbridge, where the regular Ste. Agathe train was allowed to pass. Then further picture stops were had at Vimy and at Val Morin. About half of the passengers detrained at Mont Tremblant, and were taken by bus

to the Chalet at Lac Tremblant, where they participated in a motor-launch tour of the lake, and chair-lift rides up the mountain. The balance of the party continued in the train to Labelle, having another photograph stop about a mile north of Mont Tremblant station, on Lac Mercier. At Labelle, they explored the village and environs, and watched the train being turned for the return trip.

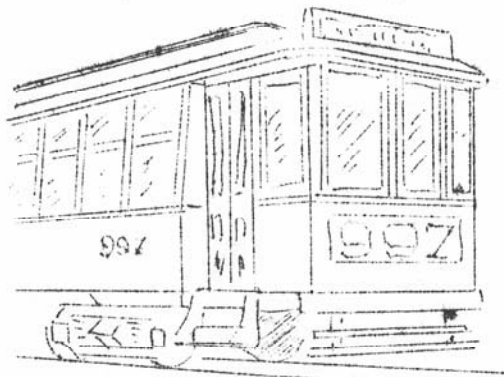
The return trip was uneventful, No.7, the "Dominion" being held at Montreal West for passengers from our train, and arrival was made in Windsor Station at 8:30 PM.

On the preceding day, fifty four participants enjoyed a tour of Montreal over lines of the Montreal Transportation Commission, using Observation Car No.1, dean of the MTC rail fleet, now ending its fifty-third season. The tour included a trip up Mount Royal, where some delay was incurred when the regular car, MTC 1347, derailed just after leaving the downhill mouth of the 338-foot curved tunnel near the summit. The passengers watched the intricate operation of rerailing, and then proceeded on the rest of the tour, which took them to Lachine and Snowdon. The MTC crew, in charge of Instructor T. Bonenfant, handled the operation very efficiently, with the result that the 45-minute delay on the Mountain was absorbed, and the trip returned to St. Denis a few minutes ahead of schedule. The tour up Mount Royal was the last one to be undertaken officially by the Association, as the service was discontinued the following day, October 6th, pending construction of a highway on the tramway right-of-way.

Trip Committee Announcements

Due to the withdrawal of rail service on the Montreal Transportation Commission's rail routes serving St. James, St. Antoine and Girouard streets, an excursion will be held over the lines affected, also to Lachine, using car #997, on Saturday, November 2nd. The trip will leave Mt. Royal at 1:30 PM, and the fare will be \$2.00 per person.

Members will recall that No.997 is one of the units of the Museum Collection, having been painted in the MSR cream colour scheme for the MTC Pageant last year. It has not been used by the Association since repainting, and this will be a good opportunity for those who do not have photographs of it in this colour scheme, to rectify the omission. Reservations are not necessary, just be on hand at Mont Royal Division, at 1:30 PM on November 2nd. Fares will be collected on the car.



The Railway Division is giving consideration to a Spring Excursion over the Canadian National Railways from Montreal to Hawkesbury Glen Robertson-Coteau-Lacolle-St. Johns-Montreal. Watch this column for details.

THE FALL FOLIAGE WEEKEND

by Forster Kemp

THE FALL FOLIAGE excursions this year, for the first time, formed part of a joint weekend between this Association and the Upper Canada Railway Society of Toronto. The weekend included two excursions, a trip over lines of the Montreal Transportation Commission on Saturday, October 5th, 1957 and an excursion via the Canadian Pacific Railway Company to Mont Tremblant and Labelle on the following day, Sunday, October 6th. Both trips were successful ventures and were aided by excellent weather conditions which prevailed on both days.

AROUND MONTREAL BY OPEN OBSERVATION CAR - Members of the Association and other interested persons began to assemble at St. Denis car barn shortly after noon on Saturday. Observation Car #1 soon made its appearance, and as usual, was the subject of many photographs. As the passengers began to pick out suitable places, the crew arrived and took up their positions. Mr. Laurin acted as Motorman, Mr. Heider as Conductor and the trip was accompanied by Mr. T. Bonenfant, Instructor. A capacity crowd of fifty-four was on board at 1:00 PM as No.1 moved out into St. Denis Street. Passengers included railway enthusiasts from many parts of Eastern Canada and the United States. The car followed the usual route via Saint Denis, Bellechasse, St. Lawrence Blvd., Bernard and Park Avenue to Laurier. After backing around the corner on to Laurier, we followed the seldom-used loop via Laurier, St. Lawrence Blvd. and Mount Royal Avenue. This enabled us to make a direct approach to the Mountain line. The Inspector at Park and Mount Royal reported that the regular Mountain car (No.1347, Run #1) had not come down, so we were warned to proceed with caution. We came across No.1347 at the mouth of the tunnel. The front truck had been derailed when leaving the tunnel on the downward trip, reportedly after striking small stones on the rails. We proceeded to the highest point on the line, where a prominent cliff overlooks the line. A stop was made for photographs at this point and at the loop. On the return trip, the car was run inside the tunnel to a point only a few yards from the rear of #1347. An emergency crew were engaged in rerailing operations, using jacks and blocking. This was a precarious task, owing to the proximity of the line to a steep drop at this point. After about thirty-five minutes of work, which proved to be very interesting, the rerailed car was able to resume its run. It was followed at a prudent interval by observation car #1.

After the trip down the mountain, an unusual route was followed to reach the Lachine line. This was via Mount Royal Avenue, Delorimier Avenue and Ontario Street to Bleury, thence via Craig, Victoria Square, St. James, St. Henri Place and Notre Dame. This route was arranged to pass over the last trolley "Grand Union" intersection in Canada. This is one in which two double-track lines cross and are connected in all directions, so that there are eight curved connections in all.

Photo stops were made on the Lachine line at the point where it leaves Notre Dame street, and at Sixth Avenue, the end of the line. We turned west at St. Henri Place, threaded our way through the crossover on St. Denis street, and ascended the hill to Girouard.

We headed into the private-right-of-way and made another photo stop at Snowdon Avenue. From there, we turned into Queen Mary Road and climbed up the hill to St. Joseph's Oratory, where a short stop was made to allow Bill Pharoah to explain the interesting features of the structure. We then proceeded over the Outremont line via Decelles, Maplewood, Bellingham, Cote St. Catherine and Laurier to Park Avenue, thence to St. Denis carhouse via the usual route. The trip ended at about 6:00 PM, and it was agreed that it had been enjoyable, indeed.

STEAM POWER AND PARLOUR CARS - Despite the usual efforts of the Trip Committee to sell tickets by mail as far as possible, there were a considerable number of tickets to be sold at Windsor Station on Sunday morning, as additional passengers were attracted by the warm, fine weather. This later brought about a shortage of lunch supplies, as there was a greater demand than was anticipated.

The H1a class locomotive which had originally been requested and confirmed by the Canadian Pacific Railway, was refused during the week preceding the trip. Although H1 class engines are authorized for passage over the Ste. Agathe Subdivision to Labelle, they have never gone beyond Ste. Agathe. Also, very few crews on this line are qualified for engines of this type. For these reasons, a G3 class engine, No. 2467, was used on our special train. The other equipment included baggage-buffet coach 3052, coaches 2263, 2270 and 2268 and parlour cars 6616 and 6613. The latter is a buffet car with open observation platform. The coaches were of the semi-streamlined type with 70 reclining seats, among the most comfortable of all CPR coach equipment.

The use of parlour cars in our special for the first time caused some difficulties as coach passengers attempted to make their way to the rear, disregarding the sign reading "First Class Passengers Only". As a consequence, passengers in the parlour cars were subjected to frequent checks for tickets and hat checks by the Trip Committee.

The train ran as the second section of Train 451, and left Windsor Station at 7:50 AM, E.S.T. Stops were made at Westmount, Montreal West and Park Avenue to entrain passengers. At Montreal West, the CRHA Lunch Service loaded the necessary supplies aboard car 3052 which soon became the most popular car on the train. A considerable amount of dust was raised as our speed exceeded 50 miles per hour on the gravel-ballasted roadbed west of St. Martin Junction. Passengers on the rear platform retreated inside as the dust rose, but stepped out again as the train slowed. The dust was most noticeable at Rosemere. A brief stop was made at Ste. Therese for orders, then a brisk pace was maintained up the hill to St. Lin Junction and across the flatlands to St. Jerome, where another operating stop was made.

Above St. Jerome, No. 2467 began to attack the Laurentian grades with full force. The hills were clothed in the most brilliant of Autumn raiment, and the murky North River shone blue in the bright sunlight of the morning. At Shawbridge, the train pulled into the siding for a scheduled 40-minute stop, which would allow train No. 453 to overtake us and reach Mont Rolland station before we followed. It was some 35 minutes, however, before No. 453, hauled by engine 1257, came alongside our train to make the station stop at Shawbridge and then depart. We followed, some 25 minutes later, to a point north of Vimy siding, on a curve where an excellent rear-end view

could be taken of the train on a curve beside the North River.

The engine was worked quite hard on the trip, but nowhere so much as at the next photo stop, Ste. Marguerite. Passengers detrained at the station and walked about half a mile up the track, around a curve, and on to a gradient of almost 2%, which passes through a cut. When everyone had taken their positions, the signal was passed down and the train advanced toward the waiting photographers, belching black smoke with reverberating exhausts. It stopped on the steepest part of the grade, but was able to lift the train with little difficulty, although with very many sound effects !

The next stop was made near Val Morin, where the line crosses a portion of Lac Raymond on a fill. Some good photographs were taken here, despite the handicap of soft gravel on the roadbed. At Mont Tremblant, approximately eighty passengers detrained for transfer (via the local school bus) to Mont Tremblant Chalet, where forty-three of them were taken on a boat trip on Lac Tremblant and most of the remainder made the trip via Chair Lift to the mountain top. Some people made both trips. While passengers detrained, pictures of the train crew and other publicity pictures were being taken, using the engine as a back-drop.

After leaving Mont Tremblant station, the train moved on to a point about one mile beyond, where another run-past was made, around a curve skirting the shore of Lac Mercier. From there, it required only a few minutes to complete the run to Labelle. For those who stayed with the train, its switching operations at Labelle proved interesting. The wye at this point will only hold the engine and three cars. The baggage-buffet and parlour cars were therefore separated from the coaches and turned on the wye, which is picturesquely situated between two large hills. The train was then rearranged, backed under the coal chute, then run up the shop track to the ash pit so that the ashpan could be dumped. It is rather unusual to see a complete passenger train on a shop track !

The passengers occupied themselves in various ways while in Labelle. It is a pleasant place to spend an afternoon. There is a waterfall on the Riviere Rouge, which flows through the town. This river also flows through Huberdeau, destination of two of our previous Fall Foliage excursions.

Members of the Trip Committee had to prepare the train for the return trip. Seats had to be turned in the three coaches and the buffet car had to be cleaned. The sandwiches and other food had all been sold on the trip northward, but arrangements were made for more at Ste. Agathe. The train left Labelle at 4:50 PM, and made a quick run to Mont Tremblant to entrain the viewers of mountain scenery. The high point of the return journey was the ascent of the steep grade between Morrison and Summit, where the engine faced its sternest test without difficulty. It is unfortunate, however, that no one had a tape recorder, to preserve the locomotive sounds ! Stops were made at Ste. Agathe, St. Jerome and Ste. Therese as well as at the city stations. The train ran as No. 460, which does not operate during the autumn.

When the time comes to plan our next trip, we shall have a hard time to equal this, our fifth Fall Foliage Excursion.

oooooooooooooooooooooooooooo e The Montmorency Subdivision of the
 o Canadian National Railways is to
 o NOTES AND NEWS o have a new terminal at Quebec. The
 o by Forster Kemp o old QRL&P station at St. Paul Street,
 o with its iron gates, stub switches
 o and turntable, is to be replaced by
 ooooooooooooooooooooooooooooo a new terminal near Parent Square,
 former terminal of the Canadian Nor-
 thern Railway. Trains will run along part of St. Andre Street, to
 reach the new location. The old building will be removed to make
 way for a new Post Office building, and a widened St. Paul Street.
 The Montmorency Subdivision is electrified and provides a frequent
 suburban service between Quebec, Montmorency Falls, Ste. Anne de
 Beaupre and St. Joachim.

e Canadian Pacific Railway has sold its station in Walkerton, Ont.
 for the sum of \$1.00, to the town's recreation committee. The
 brick building has been isolated from actual rail service for over
 a year, due to weakening of the three-span bridge over the Saugeen
 River, which was condemned for the passage of trains. A new stat-
 ion has been built on the opposite side of the river.

e The several suburban stations between Saint John and Westfield
 Beach, N.B., on the Canadian Pacific Railway, have been demolished
 and their platforms plowed up. They were notable for their unus-
 ual but picturesque names: Acamac, Ketepec, Morna, Martinon,
 Pamdenec, Epworth Park, Ingleside, Ononette, Hillandale. They
 were without service since the discontinuance of trains 105 and 106
 in September 1956. The stations at Belleisle and Granville on the
 Minto Subdivision have also been torn down, but that at Belleisle
 has been replaced by the former bunkhouse from Minto, NB.

e Several mixed train services have recently been discontinued on
 both major Canadian railways. Some of these changes have been
 reported before, but they are summarized as follows:

CPR	Trains 115-116	Bay Shore-St. George NB	October 27th.
"	" 582-583	Renfrew-Eganville, Ont.	September 20th.
"	" 612-613	Kingston-Sharbot Lake, Ont.	June 15th.
"	" 605-606	Havelock-Bobcaygeon, Ont.	October 27th.
"	" 659-660	Woodstock-Port Burwell, Ont.	August 3rd.
"	" 747-748	Orangeville-Elora, Ont.	July 6th.
"	" 753-756	Orangeville-Teeswater, Ont.	August 3rd.
"	" 715-716	Orangeville-Walkerton, Ont.	"
"	" 366-367	Trois Rivieres-Grandes Piles, Que.	October 27th.
CNR	" 233-238	Hamilton-Port Rowan, Ont.	"
"	" 235-236	Simcoe-Port Dover, Ont.	"

e Other changes include the discontinuance of CNR passenger trains
 28 and 37 (Stratford-Goderich, Ont.) on October 27th, and has made
 extensive changes in services between Halifax-Sydney, Montreal-
 Island Pond, and Regina-Prince Albert, where Railiners have replac-
 ed steam trains. The new Sydney service provides an evening arr-
 ival in Sydney for passenger from the Ocean Limited, and a long-
 swaited 23-hour reduction in travelling time between St. John's,
 Nfld. and Montreal. Running time Truro-Sydney is 5½ hours.

- e Canadian Pacific and Canadian National began common-carrier "piggy-back" operations between Montreal and Toronto on September 16th, and began operation of special trains on October 9th with fast schedules of 7 to 8 hours. Both railways have fitted a number of flatcars with roller bearings, steel floors and special fittings for haulage of the longer common-carrier trailers. The CPR has one 75-foot flatcar and is reported to have more on order. Such a car can carry two of the largest trailers. A new terminal has been built near Cote de Liesse Road in the Montreal area for the service. Trucking lines involved are Smith Transport Limited, Kingsway Transports Limited, Inter-City Transport Limited, Motorways Limited, Direct Motor Transport Limited, Husband Transport Limited and Reliable Transport Limited. CNR train numbers are 300 and 301, while the CPR's are 929 and 930.
- e Regular service began on the Canadian National Railways' Chibougamau line on Monday, October 7th. Mixed trains run from Senneterre to Miquelon on Monday, Wednesday and Friday, returning on Tuesday, Thursday and Saturday. From Miquelon to Chibougamau, the service is Tuesday, Thursday and Saturday, returning on Monday, Wednesday and Friday. (Mr. Kemp comments that it would take six days to make a round trip from Montreal to Chibougamau and return. Going north, Forster? - Ed.)
- e Canadian Pacific Railway timetables in effect October 27th, contain an almost complete renumbering of all district and regional passenger and mixed trains. The transcontinental services, and certain long-distance regional trains retain their old numbers. Purpose of the renumbering is to rationalize the assignment of train numbers, allotting certain blocks of numbers to each district, and segregating mixed trains from all-passenger trains. As an example, on the Quebec District, all passenger and mixed trains formerly carried numbers in the 200, 300, 400 and 500 series. Under the new arrangement, passenger trains carry numbers between 131 and 293, and mixed trains are numbered in the 600 series. Space does not permit us to publish complete details, but they may be obtained simply by comparing old and new time folders.

Montreal Transportation
Commission Changes

ELECTRIC RAILWAY enthusiasts in the Montreal area were taken by surprise on October 3rd, when the Montreal Transportation Commission announced the abandonment of its most scenic route, No. 11, designated MOUNTAIN. This line extended on a private right-of-way from a loop at the intersection of Park and Mount Royal Avenues, to a loop near the Police Station in Mount Royal Park, about half a mile from the Chalet. The line was built during 1928 and opened in 1929. It included several sharp curves, steep grades, rock cuts and a tunnel. At one point it was built on a shelf blasted out of the mountainside, affording an excellent view of the north and west sections of the city.

Cars in use on this line were ten of the 1325 series, specially equipped with dynamic braking for use on the line. It was operated daily during July and August from 10:00 AM to sunset, and from May 15th to June 21st, and from Labour Day to the advent of cold weather, during the same periods on Saturdays and Sundays only.

On sunny summer days, six or more cars would be in service, but in the spring and fall, one car was usually sufficient. So it was that on Sunday, October 6th, 1957, at about 6:00 PM Daylight Time (at about the same time as our special train approached Mont Tremblant station, on the Fall Foliage Excursion), that Car 1347, Run 1, Route 11, left the Park Avenue loop for the last time, to make the long, winding climb up through the woods, rock shelf and tunnel to the Mountain Loop, where the Birney car on Route 93, SHAKESPEARE, later REMEMBRANCE, used to wait. The waiting passengers boarded the car, most of them unaware that it was the last trip, then the car climbed to the summit and started on the long descent, with a short pause at the tunnel while the press photographers recorded the occasion. The growl of the dynamic brake was heard for the last time as No.1347 resumed its downward course into the twilight, unloaded its passengers at the Park Avenue Loop, then drew away into Mount Royal Avenue.

- Forster A. Kemp.

Removal of the track on the Mountain line commenced on the day following its abandonment, and requires about three weeks to accomplish. About twenty men were employed in the work, using Crane Car W3, flat car 3102 and two motor trucks. Rails were pulled from the ties by the crane, then separated by the men and loaded on the flat car for transportation to the loop at Park Avenue, where the rails were stacked. Work on the southbound line (up the grade) started first, as the cars worked from the northbound line. Rails inside the tunnel were lifted by hand labour and dragged outside by the motor trucks. A motor road will be constructed on the route of the former trolley line.

About the same time, it was announced that the LACHINE line, route 91, will cease operation on January 5th, 1957. Work is now under way on the improvement of the North Bank Road along the Lachine Canal from Cote St.Paul Road to Fifth Avenue, Ville Saint Pierre, for use as a temporary route by busses. A trunk sewer is to be constructed on or near the route of the car line, and a road will then be constructed on the present right-of-way.

As has been previously announced, cars of routes 48, ST.ANTOINE-CARLAND, and 31, ST.HENRI-N.D.G., will make their last runs in the early hours of Sunday, November 3rd, 1957, and will shortly thereafter be replaced by autobusses.

EXPENSES ... AND OUR
PUBLICATION

Small as our operation is, the laws of economics apply nonetheless inflexibly. A review of our costs has demonstrated that the money derived from subscriptions, as well as the special allotment made by the Association, is insufficient to pay all expenses incidental to the Editorial Committee. Faced between the unpleasant alternatives of curtailing the size of our publication, or increasing the subscription rate slightly, we have chosen the latter course, hoping that our subscribers will understand our position, and continue their support. The new rate will be \$2.00 per year, and in addition to meeting our basic expenses, we trust that it will enable us to provide more illustrations during 1958. Thank you.

-- Omer S.A. Lavallee