

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 84

MONTREAL, CANADA

DECEMBER 1957

THE DECEMBER MONTHLY MEETING of the Association will be held in Room 203, Transportation Building, 159 Craig Street West, on Wednesday, December 11th, at 8:15 PM. Programme will consist of a lantern slide lecture by Mr. O.S.A. Lavallee entitled "Genesis of the Steam Locomotive". The lantern slides are a recent gift of Mr. L.B. George, Chief of Motive Power & Rolling Stock, Canadian Pacific Railway, to the Association. The lecture should be of special interest to our newer members. As usual, guests will be welcome.

Association News

In accordance with motion made, adopted and passed at the November monthly meeting, Mr. O.S.A. Lavallee has been appointed Chairman of the Nominations Committee for the Annual Elections which will take place on January 8th. Nominations for candidates for the eight Executive posts in the Association may be made through Mr. Lavallee, either verbally or in writing. They should be made and seconded by members in good standing, and be accompanied by the assent of the nominee. Only Regular Members in good standing have the right to make these nominations. The privilege is also extended to Honourary Officers and Members, but not to Associate Members, Junior Members of subscribers. The eight posts for which nominations will be accepted are: President, Vice President, Treasurer, Recording Secretary, Corresponding Secretary, and three Directors. Mr. Lavallee may be reached by telephone at CR.9-8822, or nominations may be made by mail to his home address: 7440 Durocher Avenue, Montreal 15, Canada. Nominations should not be sent to the Association's postal address.

SUBSCRIBERS to the News Report are invited to remit their 1958 subscriptions as early as possible, to avoid the year-end rush. As explained in the November issue, your Editorial Committee has found it advisable to increase the subscription rate to \$2.00 per annum, from \$1.50. The additional income is expected to provide funds to allow us to include pages of illustrations, or photo covers, regularly. Invoices are enclosed, and your continued support is earnestly invited.

Railway Division Doings

THE BRAESIDE CAR ARRIVES IN MONTREAL

On All Saints' Day, November 1st, the open street car, which had been donated to the Association during the Spring by the firm of Gillies Brothers and Company, Limited, of Braeside, Ontario, was brought to Montreal through the kind efforts of our member, Mr. Joseph Gest. With the permission of Mr. Arthur Duperron, Chairman and General Manager of the Montreal Transportation Commission, and Honourary Vice President of our Association, the car was placed in the Carpenters' Shop at the Youville Shops of the M.T.C. on November 14th, where it will be rebuilt completely by the Railway Division during the winter.

The complete history of this car is, unfortunately, incomplete. Built by the firm of Patterson & Corbin in St. Catharines, Ontario, about 1895 or 1896, the car was apparently one of a series of sever-

al similar vehicles in the possession of the Toronto Suburban Railway in the early 1920's. The existing car, along with one exactly similar, was purchased by the Gillies Brothers firm about that time through the J.S. Gartshore Company, a Toronto railway supply firm. The other car was scrapped about three or four years ago, while the present vehicle was withdrawn from service during 1956, after a collision with another car, in which the open-bench car came off "second best". Early in 1957, the car was the subject of some correspondence between our General Superintendent, Mr. Lavallee, and Mr. Austin Cross, the well-known railway-enthusiast columnist of the Ottawa "Citizen". As it developed that Mr. Cross had acquaintances in the Gillies family, he volunteered to approach them on the subject. Mr. Andrew Merrilees of Toronto also interceded on our behalf, with the result that the car was sold to the Association by the Gillies firm, during March 1957, for the nominal sum of \$1.00.

The attempt to trace the car's earlier history has unfortunately not been as successful as the project to acquire it. We approached our colleagues in the Upper Canada Railway Society who determined that if the car had indeed come from the Toronto Suburban Railway, then it was possibly used on the lines of a predecessor company which linked northwestern Toronto with the town of Weston, Ont. On the other hand, Mr. Merrilees has expressed the opinion that it may have belonged originally to the Peterborough & Ashburnham Street Railway. Upon arrival at Youville, some of the paint on the metal dashboards and seat end castings was removed carefully, but this search proved that any underlying paint had been removed in the interim, and the coat of flat red paint carried by the car at Brae-side was the only paint in evidence.

As to future plans, the car is presently in semi-dismantled state, and the plans of the Railway Division call for the construction of a new underframe, and replacement of most of the wood structure. The car is carried on a Brill 21-E single truck, which is in very good condition, though this is equipped with 36" railway wheels which are too large. It is planned to replace them with 33" street railway wheels, and equip the truck with electric motors. It would appear that the only wood parts which will be retained will be the roof and its members, and the backs of the reversible seats. The effects of the weather during many years of outdoor storage has taken toll of the seats and flooring and many frame members. The absence of positive early identification has led the Railway Division to consider painting the car in agreement with the Montreal street car collection, possibly in the colours of the Montreal Street Railway, of 1900, to harmonize with No.274, or in the pre-1901 livery of the Montreal Park & Island Railway in its independent period. It should be remarked that the Montreal Park & Island Ry. was the only electric system in the Montreal area to possess cars built by Patterson & Corbin. While no photographs exist of these cars, which were single truck and open, it is probable that they were of similar appearance to the car which we possess.

The many willing hands who are participating in this project have ensured that there will be no shortage of working force. We hope that the membership in general will support our trips and thus provide the wherewithal to purchase the many supplies which are required. It is hoped to complete the project before April.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 84
December, 1957

Editorial Address:
Box 22, Station B,
Montreal 2, Canada.

Editor: Omer S.A. Lavallee
Deputy Editor: Douglas Brown
Asst. Editor: Forster Kemp
Committee: Anthony Clegg
Kenneth Chivers
William Pharoah
Research Historian:
Robert R. Brown

"RAILWAY CAR BUILDERS OF
THE UNITED STATES AND CANADA"

One of the nicer items to come across our editorial desk in recent months is Special Issue No.24 of INTERURBANS, Volume 15, No.4, October 1957. Entitled "Railway Car Builders of the United States and Canada", the publication includes 94 pages of photo-offset content, including an alphabetical sketch of railway, street railway and interurban car builders of North America, with a brief historical sketch and highlights on the career of each company. It is illustrated with several hundred photographs, many of which form illustrations in advertisements in the trade publications of the early years of the

century. Dozens of these advertising inserts are reproduced in full. Canadian builders and companies are well represented.

All in all, it is a most useful publication and as a reference book, will find a place in the library of every railway historian, model builder or museum railway M.C.B. Considering the magnitude of the work, and the known comparative high cost of photo-offset reproduction, the price of \$3.00 asked for copies is certainly not unreasonable. Those interested in obtaining copies should apply direct to Mr. Ira L. Swett, Editor & Publisher, "Interurbans", 1416 South Westmoreland Avenue, Los Angeles 6, California, U.S.A.

- The Editor.

00oo00o00oo00

TORONTO TUGBOAT ON TELEVISION
-- OTHER MARINE NOTES
by Eric D. Edwards

It may be of interest to our readers that the tugboat used in the current CBC Television series, "The Adventures of Tugboat Annie", is a Toronto vessel. While there are supposedly two

tugs involved in the play, only one was actually used to portray both parts. The vessel in question is the "J.C. STEWART", owned by the Toronto Towing & Salvage Company. Usually, sequences in the show have only one boat visible at once. Presumably, in the rare instances where both are shown, some sort of trick photography is used. The change from the "NARCISSUS" to the "SALAMANDER" is made by the simple method of having removable nameboards hung over the vessel's proper name.

This tug is also interesting in another connection. She has often been chartered by the Toronto Transit Commission for the winter ferry service to the Toronto Islands. During the winter months, (approximately December 15 to March 15) the TTC charters icebreaking tugs for this service. Last year it was the city-owned "NED HANLAN" and the "H.J. DIXON" of Toronto. Previously, however, the "J.C. STEWART" was also operated. This is an interesting and little-known facet of the far-flung TTC operations. Two routes are operated, -- City Ferry Bocks to the Filtration Plant at Gibraltar Point, also

calling at a temporary dock at Hanlan's Point, formed from a City scow. Frequently, this service has to terminate here if ice conditions are severe, as they were for most of last year. The other service is from City Ferry Docks to Wards Island Ferry Dock. The Island is served by busses connecting the two docks. Normally, no motor vehicles, other than fire and garbage trucks, etc., are allowed on the Islands. This is ignored in winter, however. Last year the bus service was provided by two Gray Coach busses specially ferried across, plus a number of school busses owned by the Department of Street Cleaning. Drivers are DSC men, and the vehicles are maintained at the DSC garage at Gibraltar Point.

The timetable is so arranged that it is possible to cross to Gibraltar Point on one boat, take a bus across the Islands, and return on the other boat from Wards. Cost is 65¢ (or four TTC tickets and 5¢). It is a paradise for amateur photographers and sometimes they outnumber commuters. Many fine and unusual views can be obtained of the city, particularly after a snowfall and some very interesting icebreaking operations can be viewed, especially after a cold night. Presumably, this service will cease when the last residents are moved from the Islands, and they become City parkland.

Another former TTC vessel was in the news again this week. The former sidewheel ferry BLUEBELL, cut down to a garbage scow for Islands service, sprang a leak and sank at the City Marine Yard last July. She has just been raised this week. Her sister ship, the TRILLIUM, is to be similarly converted, thus removing the last paddlewheel steamship from Canadian registry. It is interesting to note that two more former TTC sidewheelers still exist as construction barges. They are the RCC26 and RCC29, owned by the Russell Construction Co., of Toronto. One is the old "MAYFLOWER".

When I was in British Columbia on my holidays this summer, I was interested to observe the former CPR sternwheeler laid up at Penticton on Lake Okanagan. She is now a museum, dance hall, etc., for charitable purposes. She is now named "SICAMOUS", but I believe that this was not her CPR name. Was she the "MINTO"?

(Ed. Note: No, the ship at Penticton is the "SICAMOUS". The "MINTO" is preserved at Nakusp on the Upper Arrow Lake, the "MOYIE" at Kaslo on Kootenay Lake.)

A RAINY AFTERNOON IN 997
by Forster Kemp

SATURDAY NOVEMBER SECOND, 1957, dawned reluctantly (?-Ed.) under a heavy, grey, overcast of cloud. Fine, drizzling rain began to fall about 9:00 AM, and continued all morning as trolley enthusiasts tried to get a few last pictures of the cars of routes 31 and 48, last east-west lines in downtown Montreal. It was somewhat of a surprise to see how many people were present when car #997 emerged from Mount Royal carbarn into the damp, dull, afternoon. Its resplendent colours of cream, red and silver, did much to brighten the situation.

Members of our Association were joined on this occasion by several members of the New England Electric Railway Historical Society,

proprietors of the Seashore Electric Railway near Kennebunkport, Me. Only a few seats were unoccupied as the car left the carbarn and turned into Mount Royal Avenue. A few latecomers boarded the car as it proceeded westward along that street. At Park Avenue, the connection from the westbound track on Mount Royal to the southbound track had been removed, and so it was necessary to go north on Park to Laurier, then turn around by wyeing the car, in order to proceed south. Having accomplished this manoeuver, we went down Park Ave. and Bleury street to Craig, thence to Craig terminus, where we took up the course of Route 31, westward via Craig, Victoria Square and Saint James street. Time was taken for two photo stops on this portion of the trip, one at Victoria Square where the car was backed in on the seldom-used west side trackage, and the other at Mountain Street, where several members photographed the car from the overhead bridge.

At Place Saint Henri, we diverged from route 31, for our second to last trip to Lachine. We followed a regular car from Cote St. Paul but spent so much time in photo stops at Turcot and Rockfield that we were just ahead of the regular car at 6th Avenue, Lachine. Both stops included a run-past for motion pictures. That at Rockfield was made under the Canadian Pacific Railway viaduct. A ten-minute stop was made at Sixth Avenue, after which we returned to Place St. Henri and resumed our trip over Route 31 via St. James, up the hill to the narrow, residential Old Orchard Avenue, then west on Upper Lachine Road (formerly Western Avenue) to the unpaved Belgrave Ave. last unpaved street trackage in N.D.G. A photo stop was made here.

After about five minutes' delay, we turned eastward on St. James Street (formerly Upper Lachine Road) to Old Orchard Avenue. There the car was turned on the wye and backed down the westbound track to Girouard Avenue, a distance of one block. This was necessary because there was no connecting track to permit a turn from eastbound to northbound at that intersection. Fortunately, there was little traffic in the area, possibly due to inclement weather.

We turned north on Girouard Avenue, and proceeded to Garland Terminal, where brief "picture pauses" at the Canadian Pacific Railway underpass and in the newly-paved right-of-way near Snowdon Avenue, where we were overtaken by a regular Route 48 car and ran ahead of it to the terminal, where we pulled in on the Cartierville connection for another ten-minute stop. The greyness of the afternoon began to darken as we left the terminal on the return journey, and it was almost dark as we passed St. Henri carbarn and turned into the single track on St. Antoine street. Wheels clattered as the car ran through the intersection of the single track on Lenoir Street, over the CPR spur at Bourget Street and across the half-disused intersection at Atwater Avenue, where a switch frog still remained from the second track on St. Antoine, removed more than twenty years ago.

We continued along St. Antoine to Craig, and then ascended Bleury to Ontario. We turned eastward along Ontario to Delorimier, thence to Mount Royal Avenue, and returned to the carbarn shortly before 6:00 PM.

THERE IS A TROLLEY TRIP IN OTTAWA ON SATURDAY, DECEMBER
14TH. COMPLETE DETAILS IN THIS ISSUE !!

STREET CARS ON MOUNT ROYAL

--- by R.M. Binns

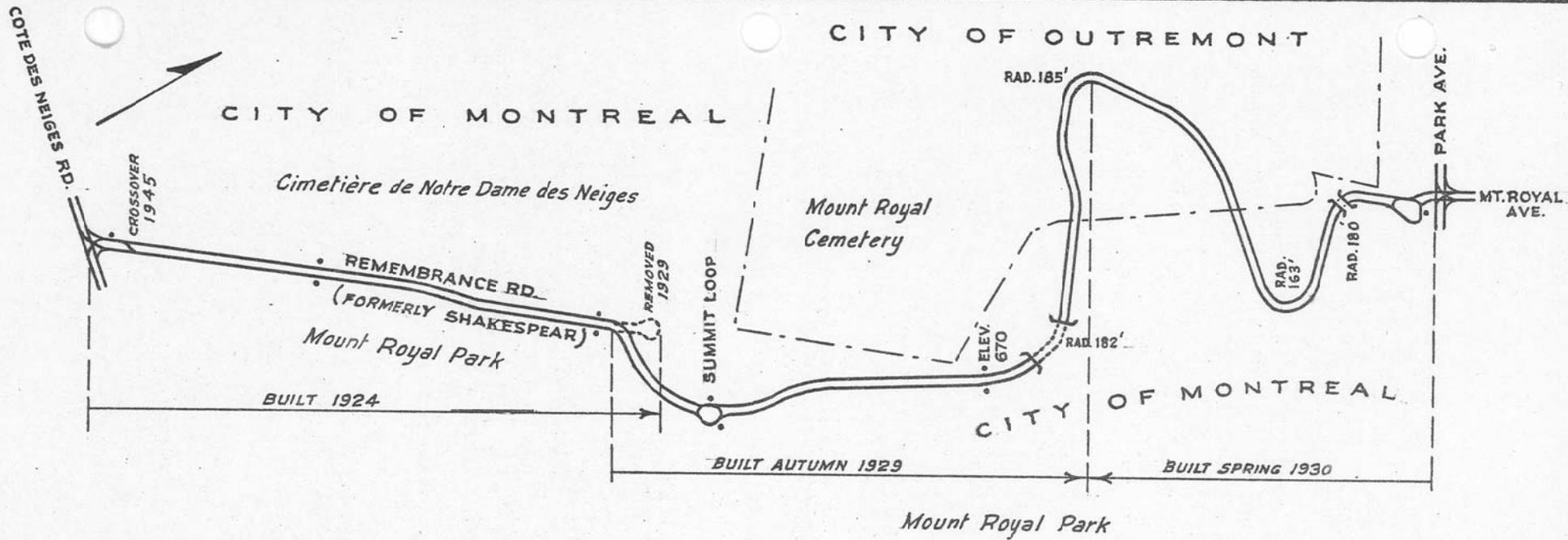
ANYONE STROLLING ON THE WOODED north-east slopes of Mount Royal on a fine evening in the spring of 1930 might have been excused for thinking that he had suddenly been transported to sunny Italy. He would hear singing and accordion music, see a campfire and smell spaghetti cooking -- all in the Italian manner. In truth, he would have stumbled upon some of the track workers of the Montreal Tramways Company who, during the daytime, laid steel for the Mountain tram line, but literally "lived on the job" by sleeping in small tents and cooking their meals in the open.

The conception of this line must be credited to engineers of the City of Montreal's Public Works Department who were inspired by the building of the Shakespeare Road line (now Remembrance Road), in 1924. They proposed a line from Park Avenue to pass over the back of the Mountain and connect with the Shakespeare Road line. Since the incline cable railway was abandoned about 1915, the only means of getting to the top of Mount Royal and its famous "Lookout" was by foot, bicycle, horseback or horse-drawn carriage. On May 5th, 1924 work commenced on a double track tramway line up Shakespeare Road. This was laid on the north edge of the road as open track with re-lay rails and terminated at a small loop near the cemetery fence. A year or two later, the track area was filled and the road and track area were surfaced.

One of the Birney cars acquired in early 1924, provided the basic service on this line for many years. In the beginning it operated alternately on the right-hand and left-hand track in a "U shaped fashion". Later operation was confined to the north track. On week ends and holidays, two 1325 class cars were usually required. These were operated normally and "wyed" at Cote des Neiges Road. The Shakespeare Road service was given only from May through September. Daily service was given during June, July and August, and at other times only on Saturdays, Sundays and holidays. In general, the cars ran from 9:00 AM to dusk.

This, then, was the situation when a line up the eastern side of the mountain was proposed in the mid-1920's. It was argued that such a line would provide cheap and easy access to Mount Royal Park from all sections of the City. Furthermore, it was claimed that the project would not harm the natural beauty of the Park as it would be unobtrusively located along the northern limits of the Park next to the cemeteries. Civic authorities had considerable difficulty in selling this idea to the Montreal Tramways Company, and to the controlling body, Montreal Tramways Commission. It was looked upon as a very unprofitable venture. Finally, after much discussion, it was agreed that if the City cut a right-of-way with suitable grades and curves, the Company would build a line and furnish a limited service similar to that on Shakespeare Road.

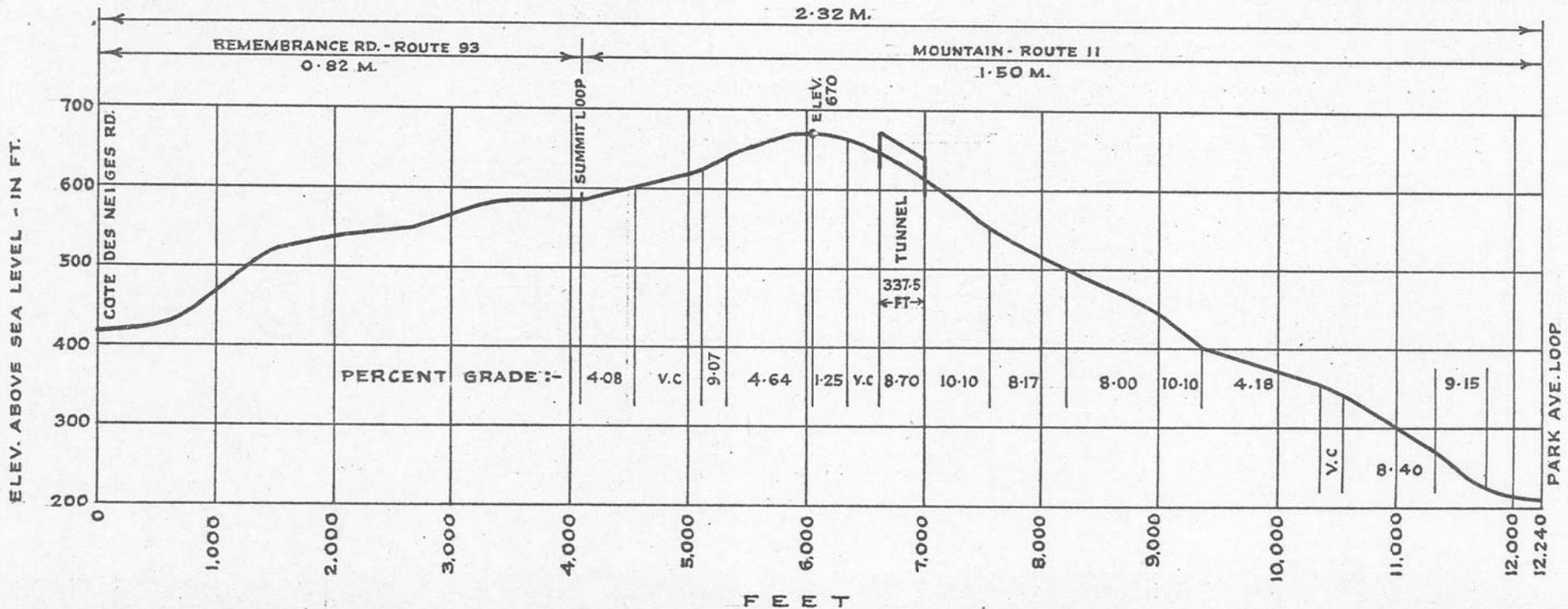
A contract for cutting and grading a right-of-way, including a 337-foot curved tunnel, was awarded by the City to Cooke Construction Company, and work commenced in the Spring of 1928. By mid-August 1929, the roadway was completed and tracklaying started on October 7th for the Mount Royal Park line, as it was then officially called.



PLAN Long scale: 1 in = 1000 ft.

M-T-C MT. ROYAL PARK TRAMWAY LINE

PROFILE



Progress was rapid during the Autumn of 1929. Before work was halted for the winter, double track had been laid from the end of the Shakespeare track to a point well down the east side below the tunnel. The summit loop was also installed. In April, 1930, work on the Park Avenue loop and connection to Mount Royal Avenue was started. On completion, the track was carried up the mountain to meet the previous work. The line was ready for service in early July, at a cost of \$124,419.12. The track was given an unauthorized and unexpected test when a push-car with two of the Italian trackmen aboard got out of control and ended up safely at Park Avenue, having taken all the curves in grand style.

Without question, it was a fine piece of trackwork. Every precaution was taken to ensure safe operation. Creosoted ties were used on rock ballast, with new 80 and 85 lb. rails. Joints were bolted tight and slip-point expansion joints were installed periodically. Guard rails in the curves were new rail and specially designed tie plates were used. Also, steel spacer blocks were arranged so that the guard rail could be moved closer to the running rail to compensate for wear. Centre safety rails were installed at strategic places to restrain a car in case of derailment.

Because of the wheels used by the Montreal Tramways Company, which have a narrow tread and shallow flange, it was thought wise to lay the track to a rather tight gauge in order to prevent any lateral play of the wheels. While this procedure may have contributed to safe operation, it caused the cars to squeal like mad. Sprinkling with water was tried and finally, careful applications of grease on the curves, but this annoyance was never completely overcome.

Despite the fact that new light-weight two-man cars (2100 class) were on hand, cars of the 1325 class were selected to serve the new line. They were chosen at random from the 200 units in that series, with the provision that those selected must have General Electric K-35 control, Westinghouse 533 motors and Westinghouse air brakes, all of which equipment could be depended upon for safe and reliable performance. While the characteristics of the line, a rise of 470 ft. in 6,200 feet, with several rather sharp curves, were well within the capacity of these cars, it was decided to equip them with an auxiliary braking system. As safe operation was the primary consideration, it was necessary to provide a practically fool-proof control of the descending cars.

The system adopted is known as dynamic braking and retards the car by using the motors as generators. For those unfamiliar with this system, a brief outline of its working follows:-

Ordinarily, when a car is coasting with the controller off, the motors are spinning and are actually potential generators of electric current. The dynamic brake consists of an auxiliary controller which connects the motors to a resistor of nickel chrome ribbon mounted under the car. This resistor constitutes a "load" tending to retard the motor speed. As the motors are permanently geared to the axles, the effect is a retardation of the car speed. The resistor can be designed to allow a flow of current about equal to that required to drive the car up the same grade at the same speed. In this case, the speed was fixed

at 12 m.p.h. on a 10% grade. In short, the energy of the descending car is turned into electrical energy and dissipated as heat in the resistor, instead of heat at the brakeshoes as in conventional braking. With the dynamic brake it is impossible to lock the brake or go into a skid. To make a dead stop the dynamic controller must be shut off and air or hand brakes applied.

Twenty of the 1325 class cars were equipped with dynamic brakes, as well as with a powerful Peacock staffless hand brake on each platform. Also the circuit breakers were replaced by reclosing line switches under the car, with the necessary modifications of the controllers to operate these devices. None of these changes prevented the cars from operating in regular city service when not required for the mountain line. When on this line, use of the dynamic brake was mandatory on the steepest portions, but prohibited on other parts of the system. Cars so equipped were:- 1325, 1326, 1331, 1332, 1337, 1338, 1339, 1340, 1347, 1348, 1439, 1463, 1464, 1466, 1471, 1477, 1482, 1488, 1495, 1496.

Service on the new line commenced July 10th, 1930, between Park Avenue Loop and Summit Loop, designated as Route 75. During the first season, on fine week-ends, a longer route was set up:- "Mt. Royal No. 11", from the intersection of Mount Royal Avenue and Ibersville Street to Summit Loop. This was not too successful and, subsequently, the cars ran only from Park Avenue loop retaining the route number 11, and designated "Mountain-Montagne". The period of operation was generally the same as for Shakespeare Road Route 93. On weekdays, one car was usually sufficient, making a round trip every twenty minutes. On week-ends and holidays if the weather was fine, ten or more cars might be required on Route 11.

In 1931, the four Observation cars were similarly equipped for use on the Mountain line. At this writing, it is not clear whether it was the intention to use the mountain as part of the regular Observation route, or if they would be used on Route 11 as a tourist attraction. In any case, it was belatedly discovered that the small clearances in the tunnel would introduce a hazard to careless passengers who might lean over the side or stand up at the highest seat level. So, the Observation cars were never operated in regular service over the Mountain. They did go up a few times on chartered trips, notably C.R.H.A. outings.

Starting about 1942, evening service was provided for thousands of persons attending the open-air symphonic concerts held weekly at the Chalet. The cars were equipped to carry headlights and as many as 15 to 18 cars were used on Route 11, and six or more on Route 93, the latter being 1325 class cars from St. Paul Division already equipped with headlights for the Lachine line. Turning back for a moment to the Shakespeare line, the use of 1325 class cars on Sundays and holidays was dropped about 1938, because of the difficulty and delay in wyeing on Cote des Neiges Road. Instead, three 1525 class one-man cars were operated between the Cote des Neiges loop at Queen Mary Road and the Summit Loop. Finally, in 1945, a crossover was installed at the foot of Remembrance Road, as it had then become known, and double-end one-man cars of the 2001 or 2600 class were used for both weekday and weekend service. The line was discontinued on May 28th, 1955, and replaced by a similar bus service, - the short section of right-of-way near the Summit loop being paved for the exclusive use of the busses.

The Mountain line, No.11, continued until October 6th, 1957. The last car to operate was No. 1347.

In the entire twenty-eight year life of this interesting street-car line, 6,304,653 passengers were carried, - an average of 225,166 per season. The maximum year was 1944 with 398,546 passengers. The lowest year was 1936 with 114,598 passengers.

Contrary to what one might expect on a road of this nature, no hair-raising accounts of "run-aways", collisions, or accidents can be given. As far as is shown, the six million passengers were carried up or down without injury or mishap of any kind. There were one or two minor derailments caused by debris on the rails. This record speaks well for the quality of construction, maintenance of rolling stock and operating methods. Only crews trained and qualified for this line were permitted to take Mountain runs.

Rails were removed on cessation of service. The City will build a road on the old right-of-way for auto traffic. At the present time, there is no certainty that this road will be suitable for buses.

Thus ends a short but true mountain electric railway operation complete with steep grades, sharp curves, rock cuts, a tunnel and dense woods, all in the heart of a large city.

oo00o0o00oo

The "Shad Flyer"
and Other Trains
by Lorne Perry

It's name doesn't appear in any public timetable, nor was it coined by any public relations writer. Nor is it the nickname given by employees, but it is an appropriate name, nonetheless. St.Lambert railfans dream-

ed it up one spring evening when the season's crop of shad flies buzzed around the station lights and Train 137 whistled for the crossings as it came through Longueuil. Thus, Train 137 and its morning counterpart, No.138, came to be known as the "Shad Flyer", appropriate since its route lies along the banks of the Saint Lawrence in the midst of the shad fly belt. I guess that the "Flyer" part was mostly sarcasm.

The Shad Flyer's regularly assigned locomotive is Canadian National's 5529, a diminutive Pacific built in 1906. I'm afraid that her days are numbered; what with CNR's predication that everything on the south shore east of Montreal will be dieselized by the summer of 1958. For years, I had intended to ride the Flyer over its whole route and finally made up my mind to do so this Fall, while it is still steam-powered.

The date was Saturday, November 23rd, 1957. The locomotive, as usual, was 5529; the equipment consisted of mail car 7717 (a wooden antique possibly antedating 5529), a modern express car #9000, and reclining seat coach 5294.

The "Shad Flyer" starts out from Montreal daily except Sunday as number 138 and runs over the Sorel Subdivision as far as Sorel, the Yamaska Subdivision to St.Gregoire and then becomes train number

151 to travel five miles down the Aston Subdivision to the Ferry Wharf, otherwise known as "Traverse". Turning around, it becomes train 140, and continues on the Aston subdivision to Victoriaville. Five hours and twenty five minutes for 127.2 miles; not bad, considering.

One thirty-eight is a French-Canadian train -- staffed by French Canadians and serving French-Canadians. It travels through some of the prettiest French-Canadian scenery, through an area settled very early in Canada's history.

I boarded at St. Lambert, that being my place of residence, and we pulled out seven minutes late. One thirty-eight was not at fault; it was just that heavier trains got the right-of-way through the St. Lambert interlocker. The stops at Longueuil, Boucherville and Vercheres were made without losing any more time. I clocked a mile and found that we were proceeding at the stately rate of 44.4 miles per hour -- 0.6 m.p.h. under the maximum allowed by the working timetable. The white steam from 5529 billowed down on the left side of the train casting crazy shadows on the ground. Cattle turned and ran from 5529's whistle, no doubt producing milk-shakes in the process. A wedding cavalcade, cars bedecked with white ribbon, waited at a level crossing for us to pass. A great cloud of steam completely obscured the view as the engineer opened the blow-down valve. A fool-hardy truck scooted over an unprotected crossing as 5529 shrieked a warning.

Then the trainman came into the coach and called "Vairshire", which means, of course, Vercheres. The engineer's braking technique was a little off, so after stopping, he backed the train half a car length to bring the mail car door right opposite the mail-man's automobile. We passed the rusty trackage leading down to the Iron Ore Company of Canada's transshipment dock. No ore moved from St. Antoine by rail this year, but now that the New York Central's petition to reduce ore rates via CNR-NYC to Ohio has been granted by the I.C.C., perhaps the rail will be shiny again next spring.

We arrived in Sorel one minute before the scheduled time, but didn't leave until 10:12 -- twenty minutes later. During that entire time, six men with the help of a roller conveyor unloaded express from car 9000. Before they started, the car was jammed almost to the doors, and when they finished, the express depot was nearly bursting at the seams. They unloaded a playpen, eavestroughs, auto tires, (by rolling them with great glee down the conveyor), rugs, TV sets, rolls of wire, exhaust pipes, a toboggan and countless boxes and crates of all shapes and sizes. The conductor was quite proud of the work done by his train, and took me on a personally conducted tour of the express car. I was appropriately impressed and was informed that it is the same every day, except at Christmas when it's busier. What a town of 16,000 does with all of this merchandise, I do not know, but it is obviously the reason why 133 continues to run.

Fifty five twenty-nine made a pleasant sound puffing through the countryside. True, the rods clanked a little too much, and the exhaust was a bit slushy, but it was steam railroading in the grand old manner and I enjoyed it. The line is in pretty fair shape between St. Lambert and St. Antoine, good enough for 6,000-ton ore trains, but beyond St. Antoine, the quality of maintenance falls off a little. The ballast varies from crushed rock at each end of bridges, to cinders, gravel and sand. Beyond Yamaska, the ties are sometimes

lost in the weeds.

At Yamaska East, a small boy collected six big mail sacks and piled them on his little red wagon. Four of the eight passengers disembarked at Pierreville and the trainman, showing a pride in his job not often seen these days, cleaned up the mess that they had left around their seat. There was more express work to be done at Nicolet, and one of the passengers took advantage of the delay to run over to the main street and purchase Coke and chips. The conductor (displaying traditional CNR Courtesy and Service) produced a bottle opener to pry the top from said Coke.

We left Nicolet 35 minutes late and our next stop was at St. Gregoire. Two way-freights were patiently waiting for us to arrive and depart, so that they could continue about their business. One was headed for Sorel, powered by 1551, a renumbered Ten Wheeler, and the other had come in from Victoriaville behind an MLW branch-line road switcher numbered 1712. St. Gregoire is a register station and it was here that our conductor registered our train in the book provided for the purpose. Amid Gallic greetings to the crews of the other two trains, he gave our engineer a highball, for our 29-minute detour in the trip to Victoriaville.

We got to the wharf just in time for our two Trois Rivieres passengers to catch the ferry. Wasting no time, we backed to des Ormeaux station and spent 12 minutes unloading express. More backing and we arrived at the wye. The leg farthest from the main line can handle the engine, two cars and no more, so the coach was left on the main. The wye is on a grade and 5529 lost her footing twice before she was clear of the switch. When we got back to St. Gregoire, 1551 had left for Sorel and 1712 was waiting to go down to des Ormeaux. We breezed through Precieux Sang (Precious Blood) and came to Aston Junction where the Aston and Drummondville subdivisions intersect. The signal was against us for six minutes while two passenger extras crossed our path. A 6200 went west with 15 cars and a caboose, and 9411 and 6855 went east with 12 cars just one hour ahead of the Maritime Express.

Walker Cut was the first evidence of the Eastern Townships hills. The line began a gentle ascent that lasted for half a mile; all the time passing through a rock cut. The run ended with our arrival in Victoriaville at 1:28 PM, just eight minutes behind schedule. The passengers disembarked and the train was moved to the platform track and the mail and express were unloaded. I went to lunch.

I returned to Montreal by Railiner over a route that was 21 miles shorter and three hours faster than by 138. Railiner train 643 from Quebec arrived in Victoriaville at 4:10 PM. The unit was an RDC-3, No. D-352 accomodating 45 passengers. Leaving Victoriaville, it accomodated 44 passengers with one seat left over for the conductor. My respect rose for the research people who calculate such things. We pulled into Richmond at 5:08, and I quickly transferred to Railiner train 617 waiting on the other track. It had arrived from Island Pond, Vt. with RDC-1 D-105 and RDC-3 D-351. An RDC-2, D-200 was added and we pulled out 90 seconds late with about 70 passengers.

The prettiest crewmember on train 617 is the Newsgirl. She

provides a service that is something new on the CNR -- sort of a combination News Agent and Lunch Counter type of operation. A counter, equipped with five-gallon coffee urn and dry ice refrigerator, has been set up in one end of D-105 in lieu of three seats. The young lady who staffs it looks smart and has a ready smile. How unlike the usual newsie !

She usually stays behind the counter but when things get slack she takes a basket of soft drinks and sandwiches and walks down the train. The biggest advantage is that service is always available. How many times has the Newsie been hawking cigarettes or comic books when you wanted Coke ? How often have you heard a Newsie warn that this was his last trip through with sandwiches even though the run had just begun. Yes, we should have more Newsgirls. My, but she had a nice smile.

RDC's are certainly not the ultimate in rail travel. They're noisy inside, the seats don't recline and the washrooms are tiny, but most passengers are willing to put up with these minor inconveniences in the interest of speed. We were three minutes late out of St. Hyacinthe and nine minutes late at Central Station. However, part of this was due to terminal delays, one minute at the canal bridge and three minutes just outside the station.

And thus ended my journey. If you enjoyed reading about the trip, you'll enjoy even more making it yourself. Do so, before old 5529 succumbs to the ravages of time or diesels, or both.

Ottawa Transportation
Commission Notes

Advice has now been received that the Ottawa Transportation Commission will resume weekend trolley service to all lines, effective December 1st, and until April 1st. The Commission apparently

feels that cars are necessary each day during the winter months, to keep the rails free of snow and ice.

A recent visit to Ottawa disclosed the fact that two tracks in the Champagne carhouse have been paved over for the servicing of autobusses, resulting in the scrapping of eight additional cars of the 651 class, and the transfer of many units to Coburg carhouse, including the four 1000 class cars, and nearly all work equipment.

651 Class cars scrapped recently are: 659, 662, 669, 681, 682, 683, 684, 686. The ten remaining cars of this class are: 668, 680, 685, 689, 690, 692, 693, 694, 695, 696.

.... TROLLEY TRIP ANNOUNCEMENT (Account limited accomodation, 'phone or mail reservations necessary.)

SATURDAY, DECEMBER 14, 1957 - Trip over lines of the Ottawa Transportation Commission, using 651 class car. Last 4½ hours. Leaves Coburg Street carhouse at 11:30 AM. Fare: \$2.00 per person. Those in Montreal who can offer, or require, motor transportation to Ottawa are asked to telephone Mr. McKeown at CR.9-8822.

SUNDAY, DECEMBER 15, 1957 - Trip over Montreal Nord and Cartierville lines of the Montreal Transportation Commission, using Birney car #200. Leaves Youville 12:00 Noon. Fare: \$2.00 per person.

Montreal Transportation Commission Notes

The replacement of rail service on the St. James and St. Antoine circuits on November 3rd, has resulted in the withdrawal of an additional 32 street cars. Included are the remaining units

of the 1325 class, equipped with the dynamic brake for Mount Royal service, with the exception of one car, 1339, which is retained for possible winter use on the Lachine line, and which will eventually be added to the MTC Historical Collection.

This list brings to a total of 179, the number of cars withdrawn during 1957. A complete list of these cars follows. Those with (#) sign were withdrawn on November 3rd, while the others were retired earlier in the year.:

1325 Class: 1332#, 1337#, 1338, 1340#, 1347#, 1351, 1354, 1381, 1383, 1384, 1387, 1398, 1428, 1430, 1437, 1438, 1439, 1444, 1445, 1447, 1464, 1466#, 1471, 1477#, 1488#, 1495#, 1496#.

1800 Class: 1800, 1801, 1803, 1804, 1807, 1808, 1810, 1811, 1812, 1813, 1820, 1821, 1822, 1824.

1900 Class: 1949.

1600 Class: 1692, 1693.

1950 Class: 1951, 1955, 1993.

2030-2050 Class: 2033, 2039, 2040, 2070, 2080.

2100 Class: 2100-06, 2108-15, 2117-22, 2124-32, 2134-40, 2142-44, 2146-52, 2154-75, 2177-79, 2181-88, 2190-91, 2193-2218, 2220-21, 2223-39. (2145 scrapped in 1955).
 (On Nov. 3rd-2100, -06, -09, -25, -38, -40, -43, -55, -63, -68, -70, -73, -77, -81, -91, -93, 2217, -24, -25, -28, -33, -34, -35.)

For the benefit of those who keep records, the following is a list of passenger equipment still in service as of November 3rd, 1957, with builder and year.:

Ottawa, 1913: 1339

Brill, 1914: 1525-1549, 1600-1624.

" 1917: 1625-1674.

" 1924: 1675-1691, 1694-1699.

C.C.& F., 1930: 1850-1874.

" 1926: 1906, 1908, 1915-16, 1918-20, 1923-24, 1929-30, 1932, 1936-41, 1943, 1945-47.

" 1928: 1950, 1952-54, 1956-64.

" 1929: 1965-1992, 1994-2000, 2001-2004.

" 1928: 2005-2010.

Brill 1924: 2032-32, 2034-35.

Southern, 19--: 2036, 2037.

Wason, 1927: 2050-65, 2067-69, 2071-76, 2078-79, 2081-83.

C.C.& F., 1927: 2107, 2116, 2123, 2133, 2141.

" 1928: 2153, 2176.

" 1929: 2180, 2189, 2192, 2219, 2222.

" 1930: 2650-2674.

" 1943: 3500-3517.

This list does not include units in the Historical Collection, nor the Observation cars, Nos. 1-4.

EFFECTIVE OCTOBER 27TH

The notes on the new time tables which appeared in the November issue were compiled before publication of the actual time tables. Therefore, several passenger service changes were omitted which will be enumerated below.

Passenger service was discontinued on the Dominion Atlantic Ry. between Kentville and Kingsport, NS, on the Canadian Pacific Railway between Cranbrook and Kimberley, BC and Brookmere and Spence's Bridge, BC, and on the Esquimalt & Nanaimo Railway between Parksville and Port Alberni, BC. All of these services had been provided by mixed trains daily except Sunday, except Brookmere-Spence's Bridge, which ran tri-weekly. The Canadian Pacific's timetable also contains a service which has never appeared before. Mixed trains 715-716 are shown as operating between Cassils and Scandia, Alta., a distance of 26 miles, each Wednesday.

The timetables of both major railways continue to show more Railiner (CNR) and Dayliner (CPR) services. The CNR introduced the RDC cars on lines between Truro and Sydney, NS, Edmundston, NB and Quebec, Quebec and Richmond, Que., Montreal-Sherbrooke-Island Pond, Vt., and Montreal-Joliette-Garneau-La Tuque-Fitzpatrick, Que. At the beginning of August, Railiners had been placed in service between Moncton and Campbellton, NB and Regina, Saskatoon and Prince Albert, Sask. Two of these services are worthy of further mention; The Montreal-Island Pond service replaced conventional trains 16 and 17, which carried buffet-parlour cars. To make up for this lack of meal service, a snack bar has been provided in RDC car D-105. Several seats at one end of the car have been removed to make room for it. Regular "News-agent" fare is provided, with the addition of a basket-lunch. The snack-bar is presided over by a young woman, and the service is therefore known as the "News Girl Service". Heretofore, the Ontario Northland Railway has been the only Canadian railway to employ women in meal service on board trains. Schedule time between Montreal and Sherbrooke has been cut to 2 hours, 15 minutes, at the cost of leaving several stations without service. Passengers to points in New Hampshire and Maine must change trains at Island Pond. However, it would appear that one car of trains 616-617 runs from Richmond to Quebec as trains 643-644. Elapsed time: 4 hours, 25 minutes. The Regina-Saskatoon-Prince Albert service replaces trains 5, 6, 59, 60; and parts of 7 and 8 ("The Owl"). The two disconnected parts of trains 5 and 6 are linked only by a special Railiner service of RDC-4s for mail, express and l.c.l. freight only. (A hog can travel from Brandon to North Battleford, but YOU can't !!!)

The Canadian Pacific made extensive changes in off-peak-hour service in its Montreal-Vaudreuil-Rigaud suburban service, reducing the number of train sets from eight to seven, of which one is RDC equipment, which is used to make two daily except Saturday and Sunday round trips to Vaudreuil, two to Rigaud, and one to Hudson. Stops were pared from Montreal-Ottawa schedules, resulting in time reductions.

Sleeping cars vanished from Medicine Hat-Vancouver trains 45 and 46 (formerly 67 and 68) in preparation for the introduction of Dayliners with buffet service on this 962.6 mile run, which will be the second longest RDC run in the world. The longest is a once-a-week local service on the Commonwealth Railways, Australia, over 1000 miles.

The trains have been rescheduled to connect with trains 1 and 2 at Medicine Hat, eliminating trains 511 and 512 (Medicine Hat-Lethbridge) and once again offer a daylight passage of Crowsnest Pass and Coquihalla Canyon. Running time is 30 hours, 20 minutes westbound, and 30 hours, 30 minutes eastbound. Former times were 41 hours and 40½ hours, but included considerable layover time at division points.

CPR-TH&B-NYC through passenger service between Toronto and Buffalo has been reduced from four to three trains daily, and the CPR also cut one Toronto-Hamilton run from the schedule. Train 365 (formerly 635) Toronto-Detroit, has lost its name "The Michigan" and its sleeping car and now runs to Windsor Yard via Walkerville, Jct. CPR Train 634 which ran from Windsor Yard to London has disappeared from the public timetables, although it may be running as deadhead equipment. This train was the CPR's fastest scheduled steam-powered train and was regularly hauled by Engine No. 3000, last unit of class F2a in regular service.

Fort-William-Winnipeg service on CPR's main line has now been further reduced. Trains 101-102 now operate twice weekly instead of thrice weekly, as did former trains 53-54. Mixed trains 592-593 were removed from the Ottawa-Prescott service, bringing passenger operations between Bedell and Prescott to an end. The Ottawa-Bedell portion of the Capital City's first railway line is served by Ottawa-Toronto night trains 23, 24, 33 and 34.

oo00o00oo

Notes and News
by Forster Kemp

- ★ Freight yards under construction will apparently be in evidence on Canadian National Rys. for some time to come, if present plans materialize. Officials have recently announced plans for a new "hump-retarder" yards at Moncton, NB and Winnipeg, Man. In addition, new or enlarged yards are under construction at Truro, NS, Saint John, NB, Joffre, Que. Montreal (Cote de Liesse), Que., Sarnia, Ont., and Terrace, BC.
- ★ New railway lines continue to be proposed, projected, authorized, constructed and officially opened. Canadian National Railways' President Donald Gordon officially opened two new branch lines during November:- the 160-mile Beattyville-Chibougamau line in northern Quebec, and the 22-mile Bartibog-Heath Steele spur in New Brunswick. A connecting line from Chibougamau to St. Felicien is now under construction. Legislation will shortly be introduced to authorize the CNR to construct a 52-mile line from Optic Lake, Man. (on the Lynn Lake line) to Chisel Lake, and to purchase from the International Nickel Company, a 30-mile line from Sipiwesk, on the Hudson Bay Railway, to Thompson. All of these places are in northern Manitoba.
- ★ surveys are being undertaken for a proposed 450-mile line from Dawson Creek, BC, on the Northern Alberta Railways, to Pine Point, N.W.T., on the south shore of the Great Slave Lake, site of a lead-zinc mining development. These surveys are for cost estimation, and do not mean that the line will actually be built. It is said that such a railway would cost \$100,000,000.

- ★ The first revenue load on the northern extension of the Pacific Great Eastern Railway was recently shipped from McEwan, 45 miles north of Prince George, to Vancouver. It was a load of lumber. Meanwhile, the recently-completed Peace River Bridge, on the Fort St. John leg of this "Y"-shaped line, was converted into a temporary link in the Alaska Highway, after the collapse of a suspension bridge. Planking was laid on top of the ties, railings were erected and traffic lights were installed at each end. The bridge is a single-track, deck truss structure with a curved wooden trestle at the north end. It provides room for only one lane of highway traffic.
- ★ The early hours of a rainy November 3rd, saw the last runs of two Montreal Transportation Commission routes. The last run of Route 31 (ST. HENRI-N.D.G.) was made by car No. 1649, Run No. 1, which left Craig Terminus at 3:15 AM. Car No. 1871 performed the last rail service on Route 48. It had been running as Run No. 2, but on the last trip it was operating as a "carryman" - a car used to carry Commission employees to and from their duties at divisional car barns, though such cars also transport revenue passengers, if any. Car 1871 left Craig Terminus at 4:15 AM, passed through Garland Terminal at 4:47 AM, and arrived at St. Henri car barn at 5:03 AM. Like all of its predecessors, it ran deadhead to St. Denis car barn via St. Antoine, Craig and Bleury streets. A few days previous to this, all except one of the remaining 1325 class cars were retired from active service and moved from Mount Royal car barn to Youville Shops. They had been retained for use on the Mountain line, but were also used in rush-hour service on routes 10-BELORIMIER, and 45-PAPINEAU. The exception is car 1339, which will remain at St. Henri car barn for use on the Lachine line in case of snowy weather. After the Lachine line ceases operation on January 5th, 1958, the car will become a part of the MPC Historical Collection.
- ★ Cumberland Railway & Coal Company has submitted an application to the Board of Transport Commissioners for Canada to abandon its line between Springhill and Parrsboro, NS. The railway was originally built to ship coal from Springhill through Parrsboro by ship. However, the dwindling output of the Springhill mines is now handled via Springhill Jet, and the Canadian National Railways.
- ★ The Toronto Transportation Commission has reportedly purchased 40 used PCC cars from the Kansas City Public Service Co., which recently abandoned all rail service. These cars will be reconditioned at TTC Hillcrest Shops before going into service. It is expected that some of the "Peter Witt" type cars now operating in rush hours will be retired by the acquisition of these additional units.
- ★ The shells of seven RDCs were recently seen in the yard of the Canadian Car Company at Turcot Works. They were shipped from the Budd Company in Philadelphia and will be completed in Montreal. It is thought that some of these will form part of the Canadian Pacific's order for six buffet-RDCs for the Medicine Hat-Vancouver run.

NOTE RE OTTAWA EXCURSION, DECEMBER 14TH, 1957

Those wishing to go to Ottawa from Montreal by train, may wish to use CPR #233, leaving Windsor Station 7:55 AM, arr. Ottawa 10:20 AM. Returning, Train 134 leaves Ottawa 5:45 PM, arriving Mtl. 8:50 PM.