

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 86

MONTREAL, CANADA

FEBRUARY 1958

Notice of Meeting

The February meeting of the Association will be held on Wednesday, February 12th, 1958, at 8:15 PM, at the Projection Room, Photograph Department, Canadian National Railways, 884 St. James Street West (under the CNR viaduct on the south side). Mr. Lorne Perry has arranged an interesting programme of 16 mm. moving pictures provided by Canadian National Railways; some European films will be shown as well. As usual, all are invited to attend, and visitors will be welcome.

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Another Auction

The success of the Auction which was held during the Fall, has prompted us to schedule another one for Wednesday, February 19th, in Room 202, Transportation Building, 159 Craig Street West. Please note: this will be the Wednesday FOLLOWING the regular meeting night as noted above. Due to the limited interest, it was decided that the auction should be held on an occasion other than the monthly meeting. As usual, however, all are invited to attend. Those who have material to offer are asked to telephone the Editor, O.S.A. Lavallee, at CR.9-8822. The proceeds will go toward the purchase of a steel filing cabinet for our glass negatives. Any surplus will be turned over to the Railway Division, to help in the restoration of the open car.

Officers for 1958

The Annual Meeting held on January 8th was the occasion for the election of officers for the 1958 term. As a result of the elections, the new Executive is as follows:

President: Kenneth F. Chivers,
Vice President: R. M. Binns,
Treasurer: John Saunders,
Secretary: Forster A. Kemp,
Directors: Anthony Clegg,
Douglas Brown,
O.S.A. Lavallee,
William L. Pharoah.

Due to the absence of the President-elect, no Committee appointments were made, but it is expected that this will be done in time for announcement in the February News Report. The Honourary officers were elected, however, and the results are as follows:

Honourary President: Donald F. Angus,
Honourary Vice Presidents: N.R. Crump, President, Can.Pac.Ry.,
Arthur Duperron, Chairman, Montreal
Transportation Commission.
Chas. E. Fisher, President, Railway &
Locomotive Historical Society,
Donald Gordon, President, Can.Nat.Rys.,
E.G. Hooper, President, National Railway
Historical Society.
Honourary Legal Counsel: Leonard A. Seton, B.A., B.C.L.

In the January issue, we reported the retirement of Dr. Victor Morin from the post of President of the Numismatic & Antiquarian Society of Montreal, and his replacement by Mr. Donald F. Angus, a Life Governor of that group and a charter member of our society. At the Annual Meeting of the Canadian Railroad Historical Association, the regular members felt it appropriate to elect Mr. Donald Angus Honourary President of our Association. He thus becomes the second incumbent in this post, Dr. Morin having held it since our group was formed in March, 1932.

In recognition of his long and distinguished service as an Officer of our Society, and in antiquarian pursuits generally, Dr. Morin has been asked to accept Honourary Life Membership in our Association.

TRIP COMMITTEE:

Plans are proceeding apace for the Spring Excursion which is being planned for Sunday, March 30th. Feature of the trip will be double-headed steam locomotives (regardless of the number of cars); the train will follow a Canadian National Railways route from Montreal to St. Johns, Cantic, Coteau, Glan Robertson and Hawkesbury, returning to Montreal via St. Eustache. The rolling stock will include a baggage car and five non-streamlined air conditioned passenger cars. Details, prices and application coupon are listed on circular enclosed with this News Report.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

News Report No. 86
 February, 1958

Editorial Address:

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 Montreal 2, Canada.

Editor: Omer S.A. Lavallee

Deputy Editor: Douglas Brown

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 Anthony Clegg,
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Research Historian:

Robert R. Brown.

NOTE ABOUT THIS MONTH'S ISSUE:

Though reference is made in this month's article on the "International of Maine Division" of the CPR, to the simultaneous appearance of Mr. Leonard Seton's initial instalment of his History of the Inter-colonial Railway, production difficulties have forced us to postpone it until the March issue. We wish to do justice to this interesting and important historical record, by providing it with the necessary maps and other illustrations, hence the delay. The members are assured that it will appear in the March issue, and that it will be well worth waiting for.

PAGE OF ILLUSTRATIONS appearing as page 25 this month, does not carry captions,

also due to production difficulties. These pictures illustrate Mr. Binns' article on the MTC 1325 class cars, and should be captioned as follows:
TOP: Car 1335, one of the Ottawa-built group, shown in the old MSR cream paint scheme, which disappeared in favour of the green-and-cream MTC livery shortly after delivery of the group started. **CENTER LEFT:** Close-up of the semi-open rear platform, as originally fitted to 1325 class cars. **CENTER RIGHT:** Front view of the first car of the CC&F-built group, No. 1425, with the cream paint scheme. Note the very distinctive large numerals, which originally signified a "Pay-as-you-Enter" car. **BOTTOM:** C.C.&F.-built 1442 was outshopped after the green-and-cream paint scheme had been adopted. **CREDITS:** The picture of No. 1335 is from the Montreal Transportation Commission collection, while those of the front and rear platforms, and of 1442, are by Canadian Car & Fdy. Co.

Canadian Pacific's "Short Line" across the State of Maine ignores international boundaries, carries heavy seasonal traffic.....

THE INTERNATIONAL OF MAINE

by Omer S.A. Lavallee

THOSE READERS WHO ARE FAMILIAR with Canadian rolling stock will have noticed, from time to time, Canadian Pacific freight cars bearing the legend "International of Maine Division". Little material has ever appeared in railway publications on this important artery, which links the central and western parts of the Canadian Pacific system, with its network in the Province of New Brunswick, and the winter port of Saint John. There is actually no operating division designated as the "International of Maine". The title as it is used on the rolling stock reflects a statutory provision of the former International Railway of Maine which became a part of the Atlantic & North West Railway (and thereby under the control of the Canadian Pacific) in 1886.

Those who will follow Mr. Leonard Seton's interesting feature on the conception, construction and operation of the Intercolonial Railway of Canada, which is being started this month, will learn in greater detail how initial attempts to link the Maritime Provinces with the Canadas were set aside at an early date by the Maine boundary dispute. This was settled by the terms of the Ashburton Treaty, which awarded a large part of the land through which the (Canadian) St. Andrews & Quebec Railway was to run, to the State of Maine. Though the careful policies of the Imperial Government at this period rejected any proposal for a railway link which would run close to, much less through, the territories of the United States of America, the feeling which had engendered this policy gradually abated in the years following Confederation of certain of the British Provinces in 1867. Indeed, long before New Brunswick was connected directly with the Canadas by rail, it was linked with the city of Portland by the European & North American Railway, and through this connection with the other mercantile and industrial centres of the Eastern United States. A cultural entente had grown up between the Maritimes and New England, especially the city of Portland, and even today, the aspect of the older parts of the city of Portland reflects, to the visitor, the cultural and architectural link with Maritime Canada.

Possibly as a result of the imminent completion and opening of the European & North American Railway (which took place in 1871), the three-year-old Dominion Government incorporated, in 1870, the Saint Francis & Megantic International Railway Company, to build from Sherbrooke, Que., to a connection with a railway to be projected in the State of Maine, with the end of forming a direct connection with the railways of New Brunswick, thus bypassing the long coastal route of the all-Canadian Intercolonial Railway. In the following years, and despite the granting of land and cash subsidies by the Province of Quebec, which was at that time committed to a policy of colonization, little was done toward the building of this railway. Work started finally in 1877 when the name of the Company was changed to the "International Railway Company".

Within two years, by March 1879, the railway was a reality, stretching for some 69 miles from a connection with the Grand Trunk Railway at Lennoxville, Que., through Cookshire and Scotstown, to the village of Agnes on Lake Megantic, now the town of Megantic. This was a historic community, having its origin as a fort, Ammeguntick, on the Revolutionary War period trail from New England to Quebec via the valley of the Chaudiere River. At the time of completion, the International owned two locomotives, built by Baldwin and Portland in 1875-76, a couple of passenger cars and a handful of freight cars. As a feeder to the Grand Trunk, the little railway prospered. For the year ending June 30, 1881, operations showed a profit of \$4,629 on total earnings of only \$36,775. The International was to remain in its feeder role for some ten years, before becoming part of the great international railway route with which it is identified today. This decade saw the organization, building and realization of Canada's first transcontinental carrier, and the Canadian Pacific, wishing to keep its position, no sooner had its Pacific traffic functioning smoothly, when it turned its eyes eastward toward the Atlantic seaboard, and the all-weather ports. In New Brunswick, the New Brunswick Railway formed a ready-made network of lines in the Saint John valley, and between the Montreal area and the border, there existed at least two likely lines, the Waterloo & Magog, and the International, which might be linked up to form a through route.

Through its ownership of the charter of the Atlantic & North West Railway, the Canadian Pacific acquired control of the W&M and the IR in 1886-87. A new line was built under the A&NW charter between Montreal and Eastman, Que. From that point, a relocation of the W&M put the railway into Sherbrooke, where construction was carried several miles further to Lennoxville and the International's line to Megantic.

The survey for the International of Maine was made in the Fall of 1886 by Alexander Middleton, a Canadian civil engineer. Much opposition was offered by the Maine Central to the granting of the charter of the International Railway of Maine, and it was necessary for Middleton to go to the State capital, Augusta, to give evidence regarding the location of the line on behalf of the applicants. The Legislature of Maine finally granted the charter late in 1886, and work did not get under way until 1887. When the construction of the section between Brownville Junction and Mattawamkeag was undertaken in 1888, one of the contracts was taken by William Mackenzie and Donald D. Mann, joining forces under the firm name of Mackenzie & Mann. This was one of their first joint enterprises, a partnership which was to lead them to their penultimate project, the building of the Canadian Northern system.

In all of the 150 miles of terrain that lay between the shores of Lake Megantic, and the valley of the Penobscot at Mattawamkeag, where connection would be made with the European & North American Railway, since become the Maine Central, only two established railway lines intersected. One was the little line of the Bangor & Katahdin Iron Works Railway, later a part of the Bangor & Aroostook, which carried the products of an iron furnace at Katahdin Iron Works on the Pleasant River, down to the city of Bangor. This line had been built in the mid-eighties; one of the communities on its route was the sleepy hamlet of Henderson, Maine, some three miles above Brownville. It was at Henderson that the International of Maine survey intersected the B&KIWR, and it was at this point that headquarters were set up for the survey.

Henderson is better known to us today as Brownville Junction, a railway community which is the operating headquarters of the Canadian Pacific's Brownville Division, which includes the so-called International of Maine as well as some lines in southern New Brunswick. Greenville, at the foot of Moosehead Lake, was already served by the Bangor & Piscataquis Railway which had reached here July 14, 1884.

Early in 1887, the work was started on the line across Maine. Here, the work was through terrain vastly different from the fertile farmlands and settled regions of the Eastern Townships of Quebec; its course was through the uncharted and unsettled coniferous woods of northern Maine, an area so remote and devoid of civilization that even today, the forest wilderness lies virtually untouched, in some places, for 150 miles north of the Canadian Pacific line. This was, and is, the land of the lumberman and the trapper.

From the shores of the placid lake Megantic, the line of the "Short Line" was surveyed up the west slope of the Appalachian chain. Climbing 540 feet in sixteen miles, the line found its way through the rolling hills of the eastern fringe of Quebec. Throughout the era of the steam locomotive on the "Short Line", this segment was a helper grade for all through freight trains. Moose Hill, one of the more prominent of the low mountains which characterize this area, dominates the railway settlement at Boundary, Que., consisting of a station, two section houses, and a lone granite obelisk which marks the limits of Canada and the U.S.A. as set up by the Ashburton-Webster commission.

From the Boundary pass, the railway descended rapidly to the valley of the Moose River, which drains much of this part of northwestern Maine; the railway followed the Moose which expands into a number of small and picturesque lakes -- Holeb Pond, Attean Pond, Wood Pond, Long Pond and Brassua Lake are the principal ones. At Moosehead, 73 miles east of Megantic, the railway came out upon Moosehead Lake, one of the largest bodies of inland water in the State, and far famed as a sportsman's paradise. The lake was followed to Greenville at its foot. On this section of the International of Maine, no engineering works of any consequence, apart from a few cuts, were necessary. Between Greenville and Brownville Junction, however, it was a different story. Major wooden trestles were necessary at Wilson's Stream and Ship Pond Stream, mileages 28.3 and 17.2 from Brownville Junction, respectively. Each of these structures was about 125 feet above water level.

East of Brownville Junction, the line curved around to Schoodic Lake, whence a brief glimpse is had of Mount Katahdin, Maine's highest peak, and then followed an almost straight course through Seboois, on a long converging angle with the Penobscot River, which was finally crossed at the western boundary of the village of Mattawamkeag. At this point, physical connection was made with the Maine Central for the rest of the 56-mile run through to Vanceboro, on the St. Croix River, the eastern border of Maine. Here, the Maine Central ended in the middle of the international railway bridge over this stream, and the former European & North American Railway used in to Saint John. The bridge at Vanceboro, incidentally, was the target of a German bombing plot during World War I, which, designed to sever one of Canada's arteries to the sea, fortunately never materialized due to the premature discovery in New York of the plans for the attempt.

By December of 1888, the railway was completed through from Megantic to Greenville, Maine, and a mixed train operated thrice-weekly over the section. From the reminiscences of an early engineer, Charles Small, we learn that the engine normally used on this mixed train was International Railway #1, a Baldwin 4-4-0, built in 1876, builder's number 3976, having 16x24" cylinders and 62" drivers. In 1889, this engine became C.P.R. second No.160.

The first train over the completed International of Maine went through from Megantic to McAdam, on June 3rd, 1889. The train was hauled by engine 360, built by the C.P.R. in 1886 at DeLorimier Ave. Shops in Montreal; the engineer was J.R. Crandall, fireman J. Bailey, and pilot William Lathrop. No.360 handled the train to Brownville Junction, and was relieved there by engine 28, a Dubs engine, 4-4-0, built new for the C.P.R. in 1882. Engine 28 was in charge of James McCluskey, fireman James Burke, with Charles Small as pilot, and took the train as far as McAdam, N.B. With the "Short Line" a 'fait accompli', the Canadian Pacific Railway went ahead and acquired, in 1890, the New Brunswick Railway, which gave it a ready-made network in the Eastern Seaboard Province.

Within a short time of the completion of the railway, the northern woods opened up to the sporting and vacationing fraternity. The heyday of this region was reached about 1905 when passengers for the widely-known Mount Kineo House, on Moosehead Lake, disembarked at Greenville, and a line of steamers conveyed them thence, via Moosehead to the hotel. The praises of the Moosehead Lake region were sung in typically verbose fashion by the Canadian Pacific booklet "Summer Tours" published about this time, in these terms:

" Twenty miles up the lake from Greenville, Maine, is the celebrated Mount Kineo, an oddly-shaped rock mass rising over 800 feet above the water, and forming one of the most interesting features of the State of Maine. Kineo has long been a favorite resort, and the commodious Mount Kineo House in the very shadow of the mountain offers first-class accomodation. The rates charged are very reasonable. Guides, boats, canoes and camp outfits may all be obtained at fair rates. Several very attractive drives penetrate the dense woods surrounding the mountain, and Kineo itself is an unfailing fund of pleasure. Like the Megantic country, this is well stocked with large game, and the trout fishing is exceptionally good. Parties wanting to penetrate the wilds can secure complete camping outfits at Mount Kineo, and an exploration of the lake, or a trip down the west branch of the Penobscot River (easily reached by the "Northern Carry") or a cruise on the chain of lakes and Moose River, previously mentioned, will all prove capital routes. "

Referring to the steamer service, the booklet continued, all too laconically:

" A number of well-appointed steamers ply on the lake, meeting all trains, and a cruise on one of them will furnish a most enjoyable side trip. The praises of this region have been spread by brush, pen and tongue far and wide, and there is a large gathering of pleasure seekers here every season. "

Alas, the tourist days have all but passed. The country remains a mecca for sportsmen, but the tourist traffic on Moosehead Lake, like the Mount Kineo House, is but a memory. The only relic remaining of the "well-appointed steamers" is the little steamer "KATAHDIN", now converted for use in towing log rafts, though it spends most of its time tied up at Greenville.

Though the tourist days have passed, the railway has become an increasingly important through traffic route. There is possibly no other rail line on the continent whose traffic fluctuates so widely between summer and winter. Summers on the "Short Line" are tranquil, but as the falling leaves and turning colours herald the approach of winter, the railway undergoes a metamorphosis, with extra freight trains in either direction operating sometimes less than an hour apart around the clock. The through passenger trains, Nos. 41 and 42, cross the State of Maine during the hours of darkness, so that the line can only be viewed properly from mixed trains 517 and 518, which operate daily in both directions between Megantic and Brownville Junction. These trains enjoy the generic mixed train title of "The Scoot", and combine periods of brisk running between sidings, with long waits at isolated sidings for the through manifest trains carrying import and export goods. The wooden trestles at Wilson's Stream and Ship Pond Stream have long been replaced by sturdier structures. The present Wilson's Stream bridge is a steel viaduct some 894' long, but as far as the writer is concerned, the impressive Ship Pond Stream Viaduct at Onawa is easily the more spectacular of the two, being some 1,227 feet long, a combined deck plate girder and deck truss bridge resting on concrete piers. Both of these bridges were erected in 1931, and are 123' above the streams that they traverse.

As we have noted, the Canadian Pacific officially ends at Mattawamkeag, and between that point and Vanceboro, the rails of the Maine Central Railroad are used by the C.P.R. on a wheelage basis.

At Somerset, the railway crosses a road which was once the road-bed of the Somerset Railway, later a branch of the Maine Central, which was abandoned some twenty years ago. About the same time, the Bangor & Aroostook abandoned the old line to the Katahdin iron works above Brownville Junction, but the short branch between the Junction and Brownville itself, three miles below, on the main line of the BAR to northern Maine, still remains as an interchange. There is also a BAR interchange at Greenville, at the end of a branch which comes up from Derby through Guilford. Near Guilford is the site of the former six-mile Monson Railroad; the northern end of this former two-foot gauge carrier at Monson, Maine, was but a scant ten miles from the "Short Line".

Traffic originating on the "Short Line" is now practically a thing of the past. There are a few pulp sidings along the route, and a lumber mill and plywood plant at Greenville, but all other traffic is through freight, or interchange with the Maine Central or BAR. This was not always so, however. Fifty years ago, there were at least two dozen saw mills along the line, and at least two major logging railways, one at Jackman, the other at Lowelltown. That at Lowelltown, the Van Dyke mill, had two engines, the "F.M. Weld" and the "Albert Knights" which, according to the diary of Engineer Small, had been purchased from the Connecticut and Passumpsic Rivers Railroad.

(INTERNATIONAL OF MAINE story continued on page 20)

British Columbia Electric
Railway ends Rail Passenger
Service

by Forster Kemp

THE RED-AND-CREAM CARS ROLLED OVER THE Marpole-Steveston line of the British Columbia Electric Railway for the last time on Saturday, February 1st, ending all railway passenger service on what was once Canada's most extensive electric railway system. The Company's city lines

operated in four cities: Vancouver, North Vancouver, New Westminister and Victoria, and totalled more than three hundred miles of track. In addition to these, the Company operated more than 120 miles of interurban routes, including the 77-mile track from Vancouver to Chilliwack, an additional route known as the Burnaby Lake line between Vancouver and New Westminister, and the lines of the Vancouver & Lulu Island Railway, linking Vancouver, Marpole, Steveston and New Westminister. At one time there was an interurban out of Victoria serving Saanich Peninsula points.

The lines of the Vancouver & Lulu Island Railway have been the scene of the last passenger operation, and are the only part of the system which is still electrified. They are unusual because of the fact that they are actually owned by the Canadian Pacific Railway, although all operation is performed by BCER trains. The main line from Vancouver to Marpole, and the Central Park line from Vancouver to New Westminister were double-tracked, but the Steveston, Fraser Valley, Burnaby Lake and "Westminister" lines were single track with turnouts.

BCER operated almost every type of equipment known to the electric railway business, its deck-roof cars saw nearly fifty years of service, but there were also arch-roof steel cars, Birneys and even thirty-five PCC cars acquired during World War II, which provided the last city streetcar operation on Vancouver's route 18 HASTINGS EAST. They were similar to Montreal cars 3500-17. On the interurban routes, most of the cars were heavy wooden vehicles, with railroad roofs, but newer cars had arch roofs and steel-sheathed centre sections. They were built by such well-known builders as Ottawa and Saint Louis, although some were also put together in the Company's own New Westminister shops. Most of the interurban passenger cars were equipped to run under multiple control, but when this was done, only one trolley pole was used, as the cars had power jumpers in addition to those for control. Switches for these were located near the Motorman's seats at either end of the cars, enclosed in boxes which were marked "BUS LINE" which must have mystified those who did not know what a bus line would be doing on a trolley car! (For the uninitiated, the word "bus" as in bus-bar, etc., refers to a high-voltage electrical conductor.) The BCER was one of the few electric railway systems to operate observation cars. Two were operated in Vancouver during the summer months.

Conversion from rails to rubber began in the early thirties, with the replacement by motor busses of the lines in New Westminister. At the end of World War II, similar conversion took place in Victoria and later in North Vancouver. Conversion took place more slowly in Vancouver, which possessed an extensive and heavily-travelled system, and was not completed until 1956. Trolley coaches were used for the majority of replacements, so that the BCER now has the largest fleet of these vehicles in Canada, numbering 345.

(Continued on Page 22)

Both were 4-4-0, and they used to turn over twelve cars of new lumber each day to the C.P.R.

But, like the tourist trade, this is all a thing of the past. The woods have reclaimed the sites of all of the old mills, and Nature has erased the scars of a premature civilization, and has substituted the natural beauties of the Moose River in spring tumbling over the rocks near its source, the summer stillness of a pond at sunset, the autumnal glory of Schoodic Lake with its distant glimpse of Mount Katahdin, or the snow-laden evergreen boughs of mid-winter.

So, the next time that you see a boxcar subtitled "International of Maine Division", it may serve to recall to you the picturesque 150-mile route of the Canadian Pacific through United States territory which was built to bring the Maritimes closer to Canada, and whose due-east course may alone lay true claim to the title of

"The Short Line".

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CANADIAN PACIFIC SCRAPS
RECORD NUMBER OF STEAM
LOCOMOTIVES DURING 1957

DURING THE YEAR 1957, the Canadian Pacific Railway Company scrapped 233 steam locomotives, more than in any other year in the Company's history, in pursuit of its goal of dieselization. During the same period, 152 new diesel-electric units were acquired

made up of 113 road switchers and 39 yard switchers. Two diesel-hydraulic engines, and two supplementary units (four traction motors under a weighted frame, used in conjunction with a yard switcher), brought the total of new units acquired during the year to 156. One diesel-electric unit, No.4016, was "rebuilt" into a road switcher, No.8824, following a collision during the summer.

Of the locomotives scrapped, those of the 2-8-2 wheel arrangement were most affected, including 41 engines of the P2 class, and 37 engines of the P1 class. Two classes disappeared entirely during 1957, engines 582 and 6952 being, respectively, the last engines of classes D9 (4-6-0) and W1 (0-10-0) to be scrapped. The two classes of 4-4-4's were reduced drastically in number; hitherto all engines had remained intact, but 1957 saw fifteen out of a class of twenty F1's (2900's) and three out of a class of five F2's (3000's) removed from the roster.

On the following page, the numbers of engines scrapped are given in detail, as usual, for the benefit of those readers who maintain files of such details. As usual, the shop at which the engine was scrapped, as well as the month, are included beside each number.

Abbreviations for the shops are explained as follows:

AN - Angus Shops, Montreal.
WW - Weston Shops, Winnipeg.
ON - Ogden Shops, Calgary.

Due to time and space limitations, we regret that it will not be possible to publish the year-end locomotive locations of each of the systems in the News Report. It is hoped, however, that this information may be made available in separate form, at nominal cost, at a later date, and an announcement will be made in the March issue.

D4 421 AN Sept.	G3 2396 AN Aug.	M4 3404 ON Oct.	P1 5192 AN Aug.
422 " April	2400 " Nov.	3409 " Dec.	5193 " May
442 WW Aug.	2401 " May	3417 AN Nov.	5213 ON Aug.
457 AN "	2404 " Oct.	3439 " Aug.	5242 ON "
473 " Oct.	2406 " Dec.	3454 ON Sep.	5245 " "
474 " "	2411 " June	3474 AN May	5248 " "
485 " Sept.	2417 " Sep.	3477 WW "	
488 " June	2419 " May	3480 " Oct.	5302 AN June
	2440 WW Nov.	3506 " Apl.	5307 WW May
D9 582 ON Nov.	2457 AN Oct.	3510 AN May	5314 " Feb.
	2507 " Sep.	3520 WW Nov.	5315 " Aug.
D10 626 ON Apl.	2511 " Aug.	3563 AN Aug.	5318 " May
816 AN Nov.	2524 WW Feb.		5319 AN June
822 WW Apl.	2526 AN Oct.	N2 3618 AN Aug.	5321 " Apl.
823 " Feb.	2528 " Mar.	3629 ON Nov.	5324 WW July
832 AN Sept.	2537 " July	3654 WW Dec.	5327 " Nov.
836 " Nov.	2538 " "	3712 " Oct.	5329 AN Apl.
864 ON Sept.	2564 WW May	3726 AN Aug.	5331 WW July
869 AN Mar.	2580 AN Dec.	3727 " Apl.	5332 AN Oct.
876 " July	2590 ON Apl.	3738 " Dec.	5333 " Aug.
880 " June	2613 " Nov.	3744 " Mar.	5335 " Nov
896 " Oct.	2623 AN Dec.	3751 " Aug.	5337 WW July
928 ON Dec.	2624 " "	3753 " "	5338 " Oct.
941 WW Nov.	2650 WW Apl.		5340 " July
944 AN Dec.	2655 " Mar.	N4 3955 AN Sep.	5341 AN Dec.
998 " Sep.		3956 " Jan.	5344 WW Sep.
1005 " Aug.	G4 2711 WW May		5345 " July
1017 " Oct.	2712 " Sep.	P1 5103 AN May	5346 " Aug.
1030 WW Nov.	2715 " June	5106 " Aug.	5348 " Dec.
1045 AN Apl.		5111 " July	5351 " June
1051 " Sep.	H1 2805 AN Nov.	5115 " Aug.	5352 " Dec.
1054 " May	2808 " May	5117 " May	5353 " Aug.
1075 " Sep.	2817 " Nov.	5119 " Apl.	5355 " "
1079 " May	2824 " "	5123 WW May	5356 AN Dec.
1084 " Oct.	2861 ON July	5124 ON "	5358 WW June
1096 " Apl.	2862 " June	5129 AN "	5359 " Oct.
1110 " "		5133 " "	5360 " Sept.
		5136 WW "	5363 " "
G5 1204 ON Oct.	F1 2911 WW May	5143 AN June	5371 AN Aug.
1225 AN Nov.	2912 " Dec.	5150 " "	5373 " "
	2913 " Mar.	5151 " Apl.	5377 " Oct.
G1 2202 AN Oct.	2914 " "	5156 ON July	5379 " June
2215 " "	2915 ON May	5158 AN June	5388 WW May
2227 " "	2916 WW Dec.	5161 " Sep.	5395 " Sep.
	2917 " May	5165 ON May	5396 AN July
G3 2306 AN May	2918 ON Oct.	5166 AN "	5399 " Aug.
2318 " "	2919 " Sep.	5172 ON July	5402 " Oct.
2327 " Apl.	2921 WW June	5173 WW June	5417 " Sep.
2331 WW Mar.	2922 ON July	5176 AN May	
2335 ON Oct.	2923 " Aug.	5178 " Sep.	R3 5770 ON Mar.
2336 " Nov.	2924 " Oct.	5179 " "	5778 " Feb.
2337 AN May	2925 AN July	5180 " May	5787 " Sep.
2340 WW Mar.	2927 " June	5181 " Apl.	S2 5803 WW Oct.
2359 AN Sep.		5184 WW June	5805 " June
2366 ON Feb.	F2 3001 ON Mar.	5186 AN May	5806 " Nov.
2371 " Apl.	3002 AN June	5188 " July	5810 ON June
2375 " Mar.	3003 " "	5189 WW Dec.	
2394 AN June	M3 3369 AN June	5191 AN June	

T1 5920 ON May	V4 6922 AN Nov.	SUMMARY: Class D4 : 8 engines
5921 " Apl.	6924 WW Feb.	D9 : 1 "
5922 " Mar.	6930 AN Aug.	D10: 26 "
5923 " Sep.	6935 " Apl.	G1 : 3 "
5924 " Apl.		G2 : 15 "
5925 " May	W1 6952 ON Feb.	G3 : 23 "
5926 " Aug.		G4 : 3 "
5927 " Dec.	V5 6962 AN Dec.	G5 : 2 "
5928 " May		H1 : 6 "
5929 " June		F1 : 15 "
		F2 : 3 "
		M3 : 1 "
U3 6227 AN Feb.	Class T1 : 10 engines	M4 : 12 "
6277 " Nov.	U3 : 2 "	N2 : 10 "
	V4 : 4 "	N4 : 2 "
	V5 : 1 "	P1 : 37 "
	W1 : 1 "	P2 : 41 "
	Total ... 233 "	R3 : 4 "
		S2 : 4 "

-O.S.A. Lavallee

BCER PASSENGER SERVICE (continued from page 19)

The BCER also owns a local bus subsidiary known as Pacific Stage Lines, so that as passenger traffic was lost to automobiles after the war, the remainder was transferred to busses of this Company. The Chilliwack line was the first to go, followed by Burnaby Lake and, some time later by the heavily-travelled Central Park line (which ran 60 trains daily in 1947) and the Vancouver-Steveston line, which was revised to connect with the slower GRANVILLE trolley coach line at Marpole. The Westminster line from Marpole to New Westminster lasted until November 1956, and the Steveston line, which runs from Marpole over a drawbridge, spanning the north arm of the Fraser River, onto Lulu Island and follows the concession roads through the suburban municipality of Richmond to the little fishing port of Steveston, on another branch of the Fraser delta

As passenger service has disappeared, the company's policy has been to purchase Diesel locomotives for freight service and remove the overhead wires. This has already been done on all lines except Vancouver to New Westminster via Marpole and from Marpole to Steveston at the end of 1957. Where double track existed, it has been made single, but rails have been removed from the second track only where necessary. Mile boards, whistle posts, flanger and crossing signs have been erected between the rails. While passenger cars and stations have assumed a dilapidated and moribund appearance as if waiting for the end, freight traffic has increased as more industries locate along BCER tracks, which offer direct connections with five other railways. So it would seem that the BCER will continue to operate as a railway, even if not an electric railway in the usual sense of the term.

NOTES AND NEWS

BY FORSTER KEMP

Shops in November 1957. Canadian National still has about thirty steam
(continued on page 28)

MONTREAL TRAMWAYS COMPANY
CLASS 1325 STREETCARS
by R.H. Binns

THE RETIREMENT of the last ten cars of this class on November 3rd, 1957, ended the life of a highly successful group of Montreal street cars.

The 1325 Class followed closely on the heels of the 1200 Class, and were in fact identical insofar as length, width, door and platform arrangement, and general layout were concerned. Rarely a month had passed after the last 1200 was put in service when No. 1325 appeared on the street July 29th, 1913. To the public of Montreal these cars presented a distinct and novel appearance inasmuch as they were constructed with a single-arch roof. This was a radical break from the traditional "Montreal" roof, a modified monitor type, which had appeared on all closed city cars since the mid-Nineties. By 1912, the arch roof was becoming popular in the United States with car builders due to its cheaper construction, less weight for the required strength, and lower outside height from rail without sacrifice of inside headroom. The 1325 class are believed to have been the first arch roof street cars in Canada.

Another noticeable deviation from the 1200's was the wide centre front vestibule window, and the placement of route and destination signs inside the car at the top of the front windows. None of these innovations, however, were responsible for the good performance of the 1325 Class. What the public did not see was the better electrical equipment then becoming available and used on these cars, notably the K-35 controller, a distinct advance over the K-28 and other previous controllers. Most of these cars were equipped with the Westinghouse 533 or G.E. 241, 50 HP motors which had recently been developed by these manufacturers. These were among the first totally enclosed, self-ventilating, street railway motors.

No restrictions were placed on the use of these cars because of grades, or clearances, and they were used on practically all lines of the system at one time or another. The original order, placed in December 1912, was for 225 cars, and Electric Railway Journal reported that the order was divided equally between Ottawa Car Mfg. Co. and Canadian Car & Foundry Co. It is interesting to speculate on how this would have been carried out, but the outcome was never to be known. As a result of a decision in early 1913 to buy 25 two-car trains from Brill (1525-1600 Classes), the order was reduced to 200 - one hundred from each builder. This constituted the largest group of a single type ever to be purchased for the Montreal system.

Cars built by Ottawa were numbered 1325 to 1424, and those by C.C. & F. 1425 to 1524. To the average citizen, they were identical. To the practiced eye, the most noticeable difference was a slightly flatter contour of the roof at the ends of the C.C.F. cars. All were equipped in the newly-built Youville Shops. The Ottawa group were put in service between July 19th, 1913 and September 26th, 1914, the C.C.F. group between October 17th 1913, and July 24th, 1917. For some reason, possibly shortage of equipment during World War I, some thirty of the C.C.F. group were spread out into 1915, 1916 and 1917. During the delivery of the 1325 class, a change was made from the light yellow exterior finish to the green and cream scheme which has prevailed on two-man cars up to the present time. Photographic evidence shows that fifteen came in yellow finish. Probably there were more.

With good body construction, dependable equipment, no frills to get out of order, these cars performed well and were economical to operate. They were comfortable and ideally suited to Montréal's topography and climate. For many years, they were heavily used on St. Catherine Street and on lines using Park Avenue, as well as on Ontario, Windsor and Wellington lines. Few were assigned to suburban lines. Around 1920, Nos. 1467, 1468 were equipped for use on the Cartierville line. Then, in 1930, twenty were specially equipped for use on the Mountain line, as described in a previous article. In early 1941, we find that 34 of a large group stationed at St. Paul Division were wired to carry headlights for use on the Lachine line. They supplied practically all the service to Lachine until mid-1957.

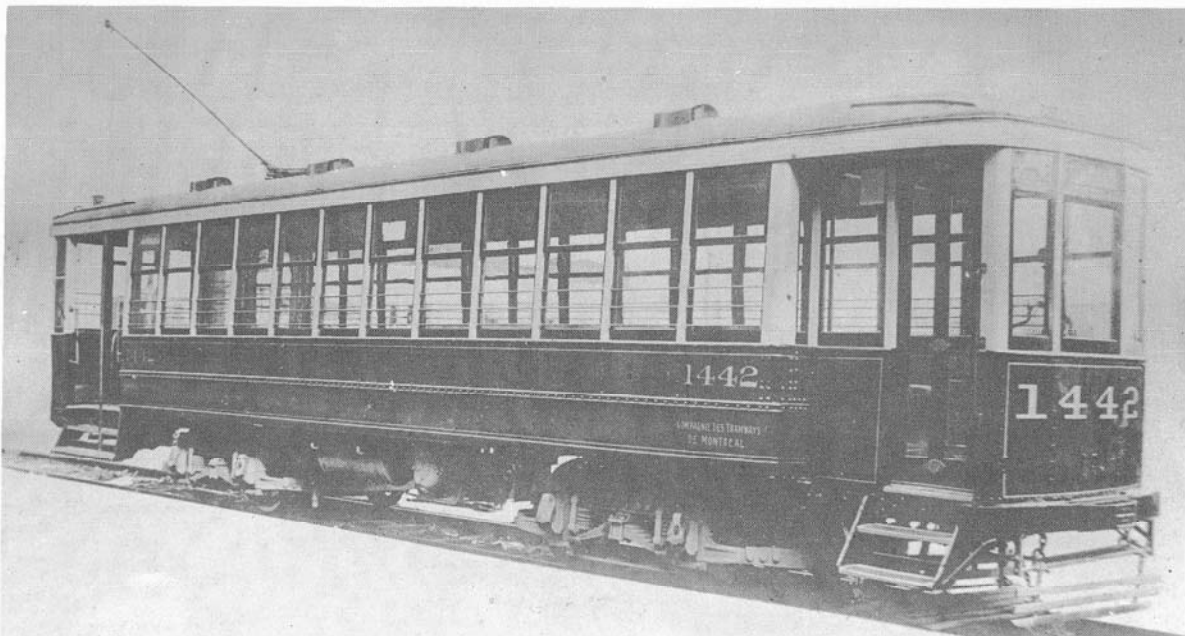
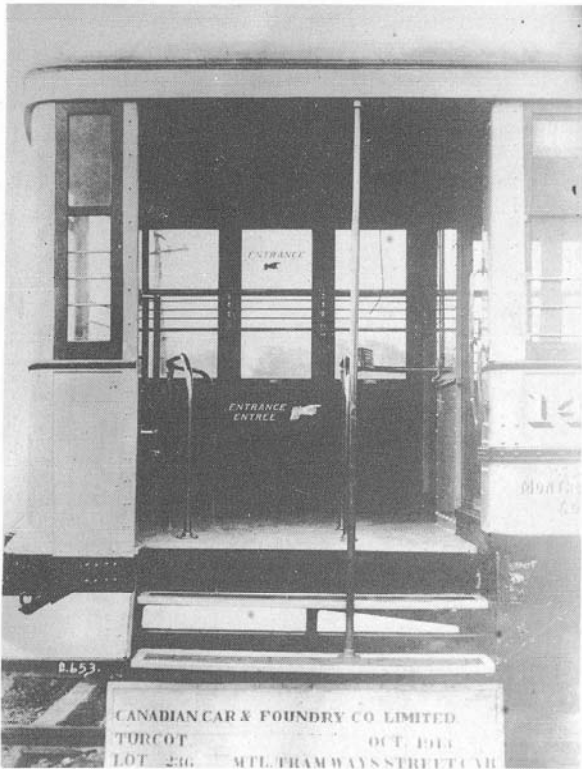
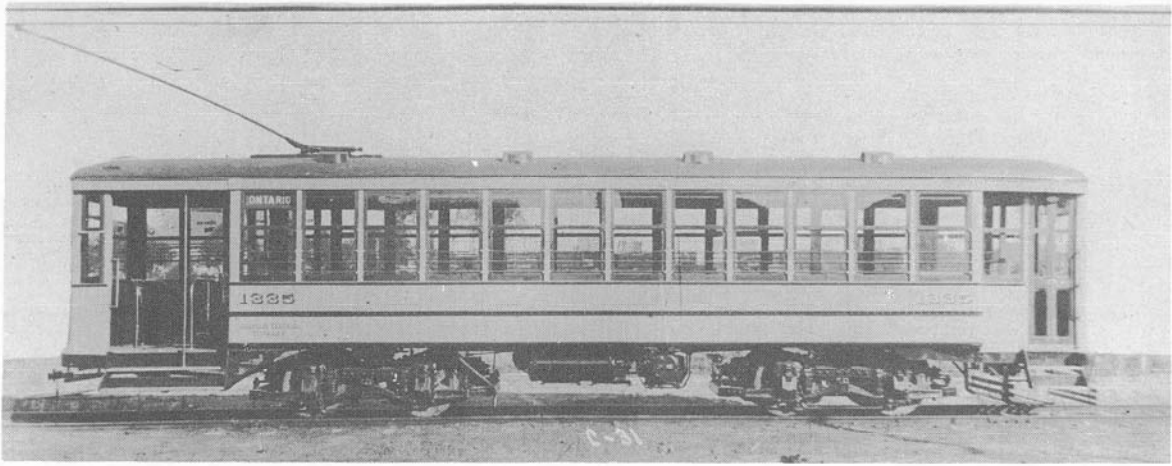
The 1325 Class figured prominently in the adoption of pneumatic door and step control on Montreal cars. In August 1915, No. 1474 was experimentally fitted with manually operated rear doors with folding lower step, -- entrance and exit doors being operated separately. In March 1917, No. 1476 became the first car in Canada to be equipped with pneumatically operated doors. In this experiment, the double doors were operated in unison, and automatically transmitted a lamp-signal to the motorman. An auxiliary buzzer signal was provided on the conductor's stand. Careful tests were made in operation to compare this installation with the manual system on 1474. It was definitely proven that the air door system was far superior and warranted the expenditure of \$175 per car. This included removal of the rear bulkhead and placing the conductor's stand partially into the body of the car. Civic officials and the press were given a demonstration of No. 1476 and considerable publicity was given to the improved comfort and safety to the travelling public, and the more efficient manner in which conductor could carry out his duties. It was announced that 590 of the Company's cars would be provided with this improvement. This ambitious programme was, of course, never carried out. It would have included the 800, 900, 703, 901, 1200, 1325 and 1525-1600 classes. Nevertheless, 110 of 1325 class were so equipped in 1917. The remaining 90 were not done until 1925-26-27, along with the 1200 class.

On the night of December 10th, 1919, No. 1420 caught fire while standing in St. Henry yards and was almost completely destroyed. A new car was built at Youville Shops with little, if any, of the original body. Seats of a slightly different pattern were used and this was the only indication that 1420 was not an "original" although it is claimed by some that other differences could be detected.

All of this class were in active use throughout the thirty-year period from 1914 to 1944. After the war, more and more were confined to rush-hour lines and extras although still used extensively on Lachine, Wellington, Ontario, etc. In 1943, the cross-seats were turned in a longitudinal position on 115 of these cars as a war-time measure, but changed back in 1950. Many had the seats rearranged with the right-side cross-seats moved to the rear half of the car, this providing better passage through the car.

The 1325 Class were withdrawn from service over a period of six years, as follows:

1952	-	1 car (1378)
1953	-	28 cars
1954	-	11 "



1955	-	32	cars
1956	-	97	"
1957	-	30	"

Total 199 cars.

One car remains; No.1339, which, at present writing, is stationed at St. Henry as a spare for the Lachine line in case a heavy car is required to keep the line open in snow storms. It is one of the twenty that were equipped with dynamic brakes for the Mountain line. There is every reason to believe that No.1339 will be retained as long as a place can be found for it to represent a type which provided so much of the street car service in Montreal, so well.

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**CANADIAN NATIONAL SCRAPS
263 LOCOMOTIVES IN 1957.**

Bettering the Canadian Pacific's 1957 locomotive scrapping programme by thirty units, Canadian National disposed of two hundred and sixty three locomotives during 1957. As applied to the C.N.R., the term "scrapped" does not necessarily apply literally; some of these locomotives were sold for scrap as complete units, four were sold as working units, while three have been, or will be, preserved for historical purposes.

Engines in the following list are, with few exceptions, in numerical order. Numbers given in parentheses indicate a recent former number.

1. CANADIAN NATIONAL OWNED STANDARD GAUGE STEAM LOCOMOTIVES:

Class E10: 80, 88, 93.
 E7: 713.
 G16: 1140, 1145, 1157.
 G17: 1162, 1164, 1163.
 H6: 1307, 1314, 1315, 1349, 1355, 1360, 1364, 1543 (1338).
 H10: 1427, 1433.
 M3: 2093, 2099, 2114, 2124, 2173.
 M5: 2187.
 N3: 2348, 2344, 2352, 2353, 2358, 2359, 2362, 2371, 2377, 2379.
 N1: 2408, 2413, 2430, 2433, 2436, 2443, 2447, 2452,
 2385, 2387, 2427, 2431, 2441, 2442.
 N2: 2466, 2474, 2487, 2497.
 N4: 2517, 2519, 2522, 2529, 2547, 2569, 2574, 2575, 2576, 2625, 2635, 2638,
 2639, 2641, 2642, 2643, 2647, 2658, 2810.
 N5: 2714, 2728, 2734.
 M1: 2822, 2827.
 S1: 3198, 3238, 3266, 3271, 3343, 3405, 3418, 3419, 3421, 3425, 3427, 3441,
 3443, 3451, 3474, 3476, 3484, 3494, 3498, 3514.
 S2: 3563.
 S3: 3703.
 T1: 4018, 4022, 4031, 4035, 4036, 4041.
 T3: 4206.
 T4: 4307, 4309, 4310, 4314, 4317, 4330.
 J1: 5003,
 J3: 5033, 5037, 5041, 5049, 5053, 5056, 5063, 5075, 5087.
 J4: 5091, 5098, 5121, 5150, 5156,
 J7: 5252, 5269, 5284.

Class K1: 5507, 5521, 5535, 5536,
 K2: 5554, 5555, 5556.
 K3: 5573, 5574, 5582, 5587, 5592, 5595, 5613.
 K4: 5631.
 U1: 6009, 6012, 6020, 6026.
 U2: 6134.
 O9: 7220, 7225, 7307 (7228), 7315 (7204).
 O10: 7253.
 O15: 7311.
 O12: 7322, 7326, 7328, 7337, 7360, 7363, 7372, 7375, 7397, 7409, 7410, 7415, 7423.
 O16: 7345, 7347, 7348, 7351, 7352, 7353, 7354.
 O18: 7431, 7450, 7455, 7473, 7521.
 O19: 7528.
 O20: 7532, 7533.
 P5: 8309, 8315, 8321, 8324, 8331, 8338, 8344.

Class N5: Central Vermont 461, 464, 465, 466, 467, 468, 469, 470, 471, 472.
 U1: " 602
 P1: " 501, 504, 507.

2. CANADIAN NATIONAL OWNED NARROW GAUGE STEAM LOCOMOTIVES:

Class R2: 303, 305, 308, 314, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326,
 327, 328, 329.
 J8: 593, 594.

3. CANADIAN NATIONAL OWNED DIESEL ELECTRIC LOCOMOTIVES:

Class GR17: 4538.
 " CR12: 1621.

4. GRAND TRUNK WESTERN OWNED STEAM LOCOMOTIVES

Class N4: 2664, 2671, 2681, 2684.
 S1: 3410.
 S3: 3709, 3716, 3741.
 J3: 5048.
 O18: 7477, 7478, 7481, 7483, 7494.
 O19: 7522, 7525.
 S1: 3521.

5. DULUTH WINNIPEG & PACIFIC OWNED STEAM LOCOMOTIVES:

Class M8: 1981, 1982, 1983, 1984.
 N2: 2455, 2456, 2457, 2458, 2460, 2461, 2462, 2463, 2464.

6. CENTRAL VERMONT OWNED STEAM LOCOMOTIVES:

Class M3: Central Vermont 450, 451, 452, 454.
 T3: " 707.

Total: 263 locomotives.

Of the foregoing locomotives, Newfoundland Nos. 308, 326 were sold to the Anglo-Newfoundland Development Co., in 1957, presumably for the Grand Falls Central Railway. They join 4-6-2's Nos. 598 and 599 sold to the ANDCo. in 1956. Engine 713 has been permanently assigned to the Museum Train as an exhibit; No. 88 was acquired by the Ontario Saint Lawrence Development Commission to be used as an exhibit at the Seaway Museum at Morrisburg, where it carries its former GTR number 1008. The City of Saint Johns, Nfld., will acquire No. 593 or No. 594 as a permanent exhibit. The engine selected will be noted in a future News Report.

- e Canadian National Railways is making surveys for two projected railway lines. One of these will extend from Optic Lake, near Cranberry Portage, Man., to serve new mines of the Hudson Bay Mining & Smelting Co. at Chisel Lake. It will be 52 miles in length, and construction will probably begin late in the summer. The other route being surveyed is from Matane, Que., to Ste. Anne des Monts, Que., and will, in effect, be an extension of the Canada & Gulf Terminal Railway.
- e The Toronto Transit Commission purchased thirty PCC cars from Kansas City, not forty as was erroneously stated in the December News Report. They will carry numbers 4750 to 4779 in order of their Kansas City numbers, which were 526, 535, 551 and selected units between 727 and 794. They are all-electric cars without standee windows and were built by the St. Louis Car Co., the first three in 1947, the others 1946.
- e Canadian National Railways intends to apply to the Board of Transport Commissioners for permission to discontinue rail passenger service between Terrace and Kitimat, B.C. A highway has now been completed between these points, and the twice-daily passenger service has begun to lose money. The railway has also applied to the provincial Public Utilities Commission for licenses to operate bus and truck services. Kitimat was previously accessible only by train, boat or small aircraft.
- e It is expected that work will be started this year on revision and coordination of the railways of the Ottawa district in connection with the National Capital Plan. The railways in the area are to be operated by a terminal company which is to be set up under an agreement between the CNR, the CPR and the Federal District Commission.
- e Contract for the Victoria Bridge diversion at Montreal, in connection with the seaway project, has been awarded by the C.N.R. to the Bridge & Tank Company of Hamilton, Ontario. The project will require some 13,000 tons of steel, and is one of the largest such contracts awarded in recent years. Tenders have been called also for the concrete substructure of the diversion, which will provide an alternate route for trains crossing the Saint Lawrence Seaway canal at St. Lambert.
- e Among passenger equipment scrapped by the Canadian Pacific Railway during 1957 were business cars 7 and 24 and gas-electric cars 9006 and 9010. The business cars were open-platform cars used by Superintendents at Sudbury and Farnham. 9006 and 9010 had been out of service for some years
- e An unusual "piggyback" car being tested by the Canadian Pacific is No. 506000, a flatcar 76 feet long, carrying two special 35-foot road trailer bodies. Eight elevating wings, four on each side of the car, actuated by air-operated jacks, aid in transferring the bodies from their own wheels to the car and vice versa. The road wheels are removable, and may be rolled away for storage when not in use.
- e On January 2nd, Union Steamships Limited discontinued all of its passenger services along the British Columbia coast, which served many small ports between Vancouver and Stewart. The five vessels which provided this service, CHILCOTIN, COQUITLAM, CAMSUN, CARDENA and CATALA. The company also owns five freight vessels. Reportedly, Canadian Pacific Ry. will assume service to a number of the ports formerly served by the USSCo. This will be done, presumably, by inserting these ports as way stops on the route of the SS QUEEN OF THE NORTH (formerly PRINCESS NORAH)

March 29th, 30th, 1958
RAIL ENTHUSIASTS' WEEKEND

FEATURING
 IN AND AROUND **MONTREAL**
DOUBLE-HEADED

STEAM TRAIN
 SPONSORED BY THE

CANADIAN RAILROAD HISTORICAL ASSOCIATION



Saturday — March 29, 1958

- (A) Visit to Railway Roundhouses where STEAM Power will be on view.
 (Bus Tour) (Late morning and afternoon).....\$2.00 per person
- (B) Tour of rail lines of Montreal Transportation Commission using historical Rolling Stock
 (Afternoon).....\$2.00 per person

Sunday — March 30, 1958

- (C) DOUBLE-HEADED Special STEAM Train, light power, via Canadian National Railways from Montreal to St. Johns, Cantic, Valleyfield, Coteau, Glen Robertson, Hawkesbury and Montreal. Main line and branch lines. As usual, many photo stops. (About 9 hours)
 Electric Engine in Montreal Terminals \$6.00 per person



CRHA LUNCH SERVICE WILL FUNCTION IN THE TRAIN.

COUPON:

Passenger Agent, CANADIAN RAILROAD HISTORICAL ASSOCIATION.
 Box 22 — Station "B", Montreal 2 "CANADA"

ENCLOSE REMITTANCE IN CANADIAN FUNDS FOR TRIPS CHECKED BELOW:

*Trip A:	_____	x	\$2.00 =	_____	\$ _____
or					
*Trip B:	_____	x	2.00 =	_____	_____
Trip C:	_____	x	6.00 =	_____	_____
			TOTAL	_____	\$ _____

From _____ Name _____
 _____ Address _____

PLEASE PRINT

*These trips run concurrently and may not both be taken. Check one or the other. Further information can be obtained from address above.

NOTE . . . Registrations received by the PASSENGER AGENT AFTER Monday March 24, 1958, will be HELD in Montreal. These will be available to the registrant the day of the trip upon presentation of identification to the PASSENGER AGENT OR to a member of the TRIP COMMITTEE assigned to the particular activity.

These trips are planned for your enjoyment. May we include you as one of our passengers?

