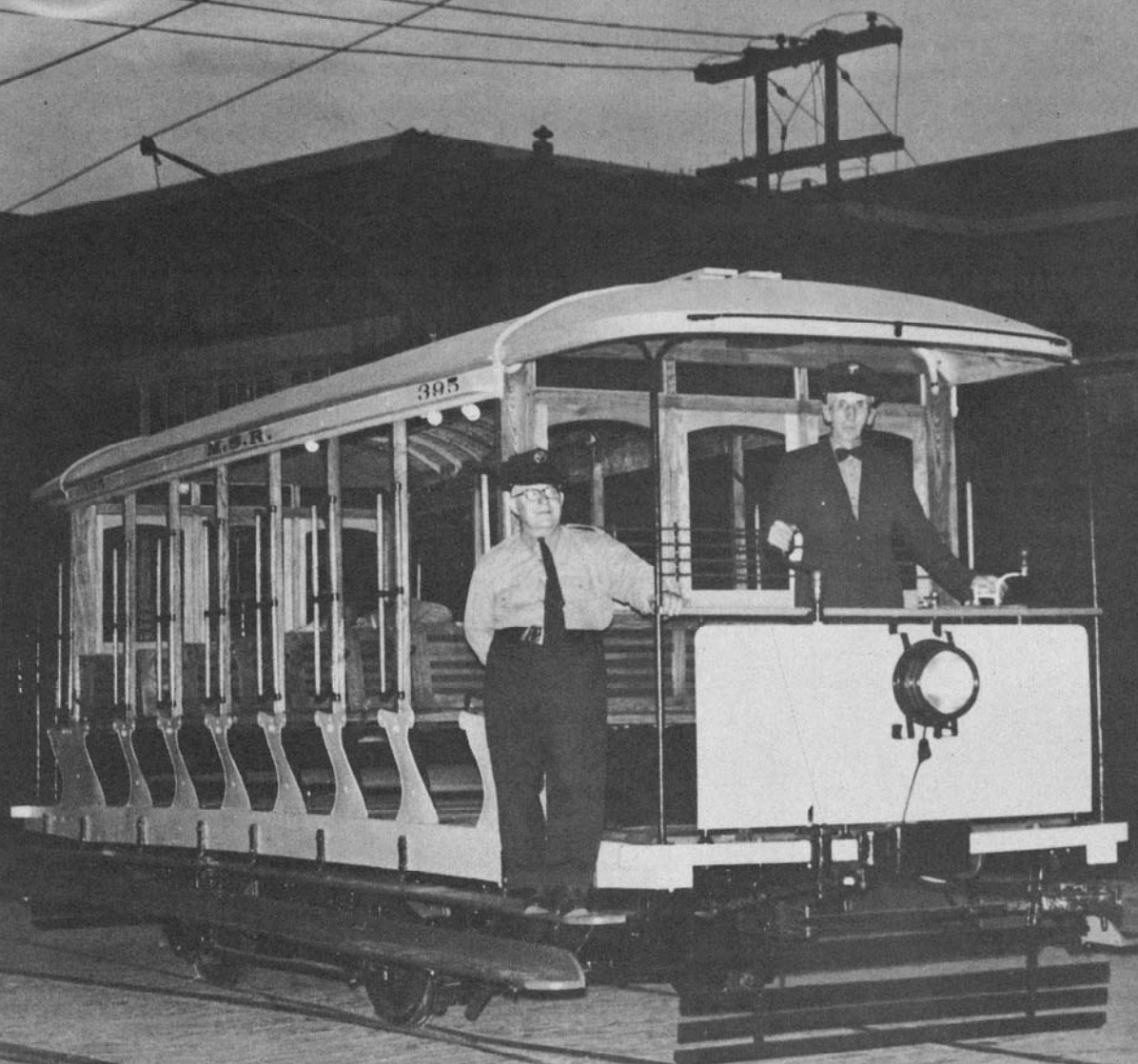




# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

P.O. BOX 22, STATION "B"  
MONTREAL 2, QUEBEC



Canada's 91st birthday, July 1st, was marked by the Association when its open electric car made its first trial run through Montreal traffic. The car is pictured here with Motorman Forget and Conductor Blais just prior to departure from M.T.C. Youville Shops.

-- Photograph Paul R. McGee

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

News Report No. 91  
July-August 1958

Editorial Address:

P.O.Box 22, Station "B",  
Montreal 2, Canada.

Editor: Omer S.A. Lavallee  
Deputy Editor: Douglas Brown  
Asst. Editor: Forster A. Kemp  
Committee: Anthony Clegg  
William Pharoah

OUR SUMMER COVER

Our midsummer cover shows the Association's open electric car, whose restoration was recently announced as completed by the Superintendent of Rolling Stock, Mr. R.R. Clark. The car was shown to the members and officers of the Montreal Transportation Commission, on Wednesday, July 2nd, at the Cote Street yard behind Craig Terminus in Montreal. Preparatory to this occasion was the movement of the car from Youville Shop to the Cote Street yard on the evening of July 1st, Dominion Day, Canada's 91st birthday. In our cover photograph, made by Mr. Paul McGee, the car is shown just prior to its departure from Youville on this first, but unofficial, run.

Association News

Due to insufficient response, the Banquet Committee, headed by Mr. Douglas Brown, were forced to cancel the banquet in the Canadian National Railways dining car which was originally scheduled in place of our June meeting, on Wednesday, June 11th. Several factors caused the Committee to postpone this function from its usual date in March or April, and it is thought that the comparatively late date in the season was responsible for the lack of reservations. There was no meeting held in June to replace the banquet, due to insufficient time in which to advise the membership.

As is usual in the Association's calendar, no meetings are scheduled or held during the months of July or August. The next meeting to be held will be the September meeting, on Wednesday, September 10th, which will be announced in the next News Report.

Due to taking up a new position with the Federal Government in Ottawa, the President of the Association, Mr. Kenneth F. Chivers, tendered his resignation from that post and from the directorate during the month of June. While the Directors received the resignation with reluctance, they, accompanied by the membership, extend every good wish for success to Mr. Chivers in his new field of endeavour. While no successor has been selected to fill Mr. Chivers' vacancy as President, in accordance with the Constitution and By Laws, the Directorate unanimously elected Dr. Robert V.V. Nicholls to fill the vacant directorship for the balance of the year. Dr. Nicholls is well known in the Association, sharing with Mr. Angus the honour of being one of only two remaining Charter Members of the society. He was recently appointed to head the Museum Committee, and from all reports, along with his associates, is conducting the work of the committee very energetically.

Trip Committee

At printing time, the Trip Committee, headed by Mr. William McKeown assisted by Mr. Steve Walbridge, were beginning to receive reservations for the July 20th trip over Canadian National Railways from Montreal to Hervey Junction, and return. Preparations are also being made to mail out material for the Annual Fall Foliage excursions, which will be held this year on Saturday, October 4th and Sunday, October 5th.

Present plans call for a trip over the Canadian Pacific Railway from Montreal to St. Gabriel, Que., and return, on Saturday, October 4th, while the trip on Sunday, the 5th, would be over Canadian National Railways from Montreal to Huberdeau, Que. and return. The locale of the two trips has been selected so as to afford full opportunity to see, enjoy and photograph the glorious fall foliage of the Laurentian mountains. On both trips, naturally, steam locomotives will be used.

Plans are being completed for the excursion over the Canadian National's electrified Montmorency Subdivision (the former Quebec Railway Light & Power Company) which is now tentatively scheduled for Saturday, September 13th. A special car, either No. 401 or 405, the oldest cars on the line, and said to be the oldest interurban cars in regular operation in North America, will leave the St. Paul Station in Quebec at 1:30 PM, Eastern Standard Time, running via Montmorency Falls, Ste. Anne Church to St. Joachim, Que. Return to Quebec will be about 5:30 PM, E.S.T. and the schedule will include stops at places of interest, meets with regular trains, and with the regular Murray Bay C.N.R. train at St. Joachim which is still handled by a CNR Pacific type steam locomotive. The fare will be \$2.50 per person. Tickets may be obtained from the Association, and inquiries or reservations should be addressed "Joint Trip Committee, Quebec Railway Excursion, P.O. Box 22, Station B, Montreal 2, Canada."

#### RAILWAY DIVISION NOTES

On Wednesday, July 2nd, the restored open electric car was exhibited to officers of the Montreal Transportation Commission at the Cote Street Yard. Those present from the M.T.C. included Chairman & General Manager Mr. Arthur Duperron, Commissioners Hainault and Leger, and Messrs. Binns, Munro, Bolan and Brook. Representing the Association were Dr. R.V.V. Nicholls, Messrs. Brown, McGee, Robertson, Heard, Gest, Greenhill and Lavallee. The weather was pleasant, and the interest shown by the officers of the M.T.C. was very encouraging to those who have worked so regularly during the past winter to see this interesting project through to completion.

One of the interesting sidelights to the exhibition of the car at Cote Street, was bringing it from Youville Shops downtown, on the Tuesday evening, and returning to Youville on the Wednesday evening. The car on these two momentous occasions was handled very well and efficiently by Motorman Forget of the M.T.C., assisted by Conductor Blais. Also present, representing the Railway Division, and keeping a very critical eye on the operation, were Messrs. Yves Saint Pierre, Neil Robertson, William McKeown, Paul McGee and Omer Lavallee. Mr. Forget's operation of the car was flawless, however, and he earned the acclaim of his unofficial passengers.

The trip from Youville was made on Tuesday evening, July 1st, and left the shop at 8:59 PM, E.D.S.T., arriving Cote Street at 9:50 PM. There were no incidents or untoward happenings on the trip, nor on the return trip which was made on Wednesday evening at about the same times, though the reaction of motorists, pedestrians, and the motormen and drivers of other M.T.C. vehicles was amusing, to say the least. On the return trip on Wednesday, the car was greeted by a round of applause from an outside balcony-full of people, on upper Saint Denis Street. The first official trip is scheduled for Sunday, July 13th.

divided into seven sections, were received. As Fleming had anticipated, there was no adequate amount of data available and consequently, the tenders offered varied exceedingly. For example, the lowest and highest tenders for Division "A", Section No. 1, were \$175,000 and \$700,000 respectively. Generally speaking, the lowest tenders were accepted, and it is not surprising that, within twelve months, five contracts were annulled, and relet at large advances, and payments of \$35,000 and \$45,000 were made to Sections 1 and 2 to meet claims for extra work. The fears of the Chief Engineer were demonstrated thus to be well-founded. The Commissioners would not, however, consider changing their principle and the only possible remedy, such as it was, of furnishing contractors with more complete data, was adopted.

Serious differences of opinion arose on the question of bridges. In the original specifications of the Chief Engineer, the abutments and piers of all bridges were to be of masonry, with iron superstructure. These structures would thus be permanent, durable and free from natural decay. The Commissioners, however, decided that the bridges should be constructed of wood. In January, 1869, Fleming appealed to Sir John A. Macdonald, the Prime Minister, submitting his arguments in a letter, which the Commissioners never refuted. It was contended that iron bridges were more economical than wooden bridges over a period of ten years or more. The Commissioners were sustained, although five bridges were exempted from the timber principle.

In 1870, the Chief Engineer returned to that attack with characteristic Scottish pertinacity. On May 23, 1870, he addressed an elaborate statement to C.S. Ross, secretary to the Commissioners, upholding the economy of iron bridges, and stating that the latter were definitely more economical in all cases involving spans from 24 to 200 feet in length, of which there were 145, for less masonry was required for such spans. On July 7, 1870, an Order in Council again affirmed the decision that wood should be used. Fleming, confident that he was in the right, continued to reply vigorously. Brydges stated that in eighteen years of railroading, he had never known one instance of wooden bridges being seriously damaged by fire. Fleming was able to cite, in rebuttal, two instances of bridges on the G.T.R., under the management of Brydges, having been destroyed by fire but a few weeks prior to Brydges' statement. The Commissioners eventually withdrew their objections and recommended that all bridges over 60 feet span should be built of iron. Fleming persisted, however, and by an Order in Council, dated May 12, 1871, the Government ordered all bridges to be constructed of iron.

"With the exception of three structures built of wood by direction of the Commissioners, against the protest of the Chief Engineer, all the bridges, spans, of whatever width, throughout the line, have the superstructure of iron". Thus, Fleming comments in his final report. He had fought a stubborn battle, and had been victorious. Railway-building was in its infancy in 1870, and not only was Fleming in advance of his times, but his contentions have been completely vindicated by subsequent engineering experience.

The Government also consulted Fleming on the respective merits of steel and iron rails. Fleming replied, on January 16, 1871, recommending steel as definitely superior in every way, especially steel rails made by the Bessemer and Siemen process, which were particularly durable. Fleming's advice was taken, and tenders were called for steel rails. As a result contracts were awarded shortly after<sup>to</sup> the Barrow Steel & Iron Co., and the Ebbw Vale Company, for the delivery of rails, fish-plates and such accessories.

Forty new locomotives were contracted for at the same time, and the contracts were awarded to Dubs & Co., Glasgow for fifteen engines, the Canadian Engine & Machinery Company, Kingston, for a like number, and to William Montgomery & Co., Halifax, N.S., for ten locomotives. In addition, 250 box freight and 150 platform cars were ordered, the contracts being distributed among Toronto, Saint John, Dorchester, Montreal and Londonderry firms. The Commissioners also purchased from the contractors

for the Eastern Extension Railway, two locomotives and twenty five platform cars.

Let us now turn to some of the details, and the progress of actual construction. Shortly after their appointment, the Commissioners personally drove over the entire line of the railway, in company with Sandford Fleming, and endeavoured to acquire detailed information regarding the difficulties to be overcome. The system of construction administration adopted was to divide the line into four districts, under the authority of District Engineers, namely:

The Saint Lawrence District,	covering	129.5 miles.
" Restigouche	"	127.5 "
" Miramichi	"	114.5 "
" Nova Scotia	"	117.25 "

The remaining staff was subject to change during 1870, as surveying proceeded. As the year drew to a close, however, the surveys and location were completed and in January 1871, a general rule was established for construction purposes. For each of the 23 sections under construction, (two having been completed by the E&NA and Eastern Extension Railways) one Engineer was placed in charge, under whom were one assistant engineer, two rodmen, and such temporary assistants as rodmen, chainmen, axemen, as they were required. Three paymasters' districts were now established, in lieu of the previous four, and the officials in charge were responsible for the commissariat, the distribution of supplies, and the regular payment of wages and salaries. Fleming had insisted for some time that the salaries of the four district Engineers were too low in view of the amount of necessary travelling expenses, and accordingly, in compliance with his recommendations, their salaries were now increased to \$3,000 each, with an allowance of \$600 per annum for horse hire, and travelling expenses.

It was considered desirable that a portion of the work in each Province should be put under contract at as early a date as possible, and accordingly, when tenders were first called for, early in 1869, the sections covered by them were selected from Quebec, New Brunswick and Nova Scotia. During 1869 and 1870, contracts for the entire line were let, and in every case the tenders had been called for at the earliest day on which the Chief Engineer was able to furnish the necessary plans and details of the work to be done. The contracts included grubbing, fencing, grading, masonry, bridging and everything up to formation level, except the superstructure of the largest bridges. The ties were advertised separately, as were the rails, and locomotives and rolling stock already mentioned. Iron bridges were likewise let separately, and iron bridging of the latest and most approved form of construction was to be supplied by the Fairbairn Engineering Company of England, and the Phoenixville Bridge Company, in Pennsylvania, U.S.A.

By the time of the Commissioners' report of April 2, 1872, the work was progressing well the length of the railway, and some tracklaying was in progress, especially on sections number 1, 2, 4 and 12 which carries the line to Truro. The masonry for bridging was largely completed, also, in many sections. A very superior railway was described as likely to be the result, and economical in addition, as many of the contracts had been let on very economical terms. "There is no doubt that the Intercolonial Railway when completed will be not only one of the best constructed but cheapest railways ever built upon the continent". They might have added ..... " thanks to Sandford Fleming".

In connection with the completion of the section into Truro, an interesting item appeared in the London Times for October 28, 1872. An excursion train left Halifax on October 7th, for Amherst and Saint John, this being the first train over the I.C.R., The road in the vicinity of Truro was complete, and was apparently well-built, though farther on it was only partially ballasted. At the Folly River, the train was obliged to wait for the rails to be laid over the 600-foot bridge. Thence, the train proceeded to Folly Mountain, where the passengers were obliged to get out and walk for miles over a part which had no steel. At Folly Lake, another train was waiting for them, which

took them to Amherst for the night. So much time had been consumed by delays, however, that they returned to Halifax the next day. It must have been quite an adventure for those days of few railroads.

By the commencement of the year 1873, track-laying was proceeding or finished on all sections with the exception of a few; section 13 near Metis was then retarding the completion of the work, as much rock-cutting limited the number of men who could be employed upon the face of a cut. The bridges over the Restigouche and Miramichi Rivers likewise caused delays, owing to unexpected difficulties being encountered. The extensive workshops at Moncton were by now completed, and in use. A supply of machinery had been purchased and was then in the course of delivery. Passenger and refreshment rooms had also been erected at Amherst and Truro and passenger buildings at Moncton and Painsec Junction station buildings had been contracted for at many points along the line, as well as engine-houses at Riviere-du-Loup, Metapediac Road, Newcastle, Truro and Campbellton.

As the road to the east of Riviere-du-Loup was opened for traffic, it was temporarily placed under the management of the Grand Trunk Railway. By this arrangement, the Government was to supply the necessary motive power and rolling stock. Trains ran to Cacouna during the summer of 1872, and by December, the line was opened to Post Road, 22.5 miles. Trains were run at intervals during the winter, and regularly thereafter. The same report by the Minister of Public Works records progress on the branch to Dorchester Island, and on the line at Londonderry to the Acadia Mines. Some difficulty was being experienced in operating the new line through the Cobequid Mountains, but snow sheds and fences were being provided to cope with the problem of drifting snow in winter.

With the establishment of the location of the line, the Commissioners managed and controlled the necessary construction expenditure until the year 1874, when Parliament passed an Act vesting all the powers and duties of the Commissioners in the Minister of Public Works, who was now to administer the railway directly. At this time, the line was complete between Riviere-du-Loup and Trois Pistoles, and between Moncton and Truro. The Act came into force on June 1st, 1874. During this same year, apparently, various irregularities in the administration of Lewis Carvell had been called into question, for on January 6, 1875, we find the Minister of Public Works writing to Carvell that his resignation would benefit the public interest!. Amongst various charges were those of paying inordinately high prices for stores, ordering 3,750 tons of steel rails without authority, in December 1873 and January 1874, and allowing irregularities and exercising deficient supervision. Mr. Carvell replied on January 11, 1875, placing his resignation in the hands of the Minister, and stating that his position had been a trying one. The irregularities charged against him were due to political factors which he believed would continue, no matter who ran the railway. Instructions were then given to Mr. Brydges, who subsequently made his annual reports as General Superintendent of the Government Railways.

The line from Riviere-du-Loup to Ste. Flavie, 23 miles, was operated by the Grand Trunk, and the 61 miles further to Trois Pistoles was partially worked for traffic by the Contractor for the ballasting of the line, until November 1, 1874. During the last week of October, the Grand Trunk changed its gauge from five feet, six inches, the old "Provincial" gauge, to four feet, eight and one-half inches, and the I.C.R. accordingly did the same for this line. The ballasting was completed by then, and on November 2, the Government took charge of the entire line, and worked it by officers appointed by the Minister of Public Works. Eight locomotives, 150 box and 150 platform cars were changed at the same time, to the narrower gauge. Track laying was now proceeding towards the Miramichi River on the 4'8½" gauge, but track-laying from Moncton, westerly to the Miramichi had to be broad gauge as there was no standard gauge rolling stock available at that point to lay it in any other way. The Restigouche River Bridge was now (1874) well under way. At the same time, there were 72 steam locomotives on the Intercolonial Railway of Canada.

During 1874-75, many new features were added to the old lines of the I.C.R., as reported by Collingwood Schreiber, the Engineer, in 1875, as weight scales, new sidings, semaphore signals on all important stations, water service and fire service. In addition, the work of extending the railway at Halifax from Richmond to the North Street station was progressing as rapidly as circumstances would permit.

During the same year, the line from Halifax to Saint John was changed to the narrower gauge, on June 18th, 1875, as well as the Truro-Pictou line on June 21st and the Windsor Branch on June 25th. For this work, the line was divided into sections of five miles and the task of each gang was accomplished in times varying from three to six hours. Locomotives were renewed and cars "trucked" at the same time, new rails, sleepers and fencing were provided, and the road was declared to be in better condition than it had been known to be for years, and in efficient running condition. Amongst other improvements, the operating ratio was reduced from 114.5% in 1874 to 95.25% in 1875. A reorganization of stores was now executed under Brydges, and no new supplies were ordered until the old quantities had been ascertained. Thus, much apparently useless stock was employed. Stock was now taken and prices in the books were revised and brought up to date. Coal was now delivered from the Albion Mines and from the Springhill Colliery. A night train was now available between Saint John and Halifax, which was of great advantage to the travelling public.

During the first week of November, 1875, the line from Moncton to the Miramichi River was changed to the narrower gauge. Thus, the entire Intercolonial Railway was converted to the 4'8 $\frac{1}{2}$ " gauge. All the masonry was, by then, also complete. With the completion of the line, the prospect of pleasure traffic was now held out, as the scenic beauty of the country traversed by the railway became known. Accordingly, it was declared necessary, in the near future, to construct summer hotels for sea bathing, and other holiday pursuits.

The following is a summary of the progress of the I.C.R. to 1876.

Truro-Amherst	76 miles	open November 9, 1872,
Riviere-du-Loup-St.Flavie	84 "	" November 2, 1874.
Moncton-Campbellton	155 "	" November 8, 1875.
St.Flavie-Campbellton	108 "	" June 12, 1876.

The entire line was opened on July 1st, Dominion Day, 1876, and was handed over to the Working Department, with the completion of construction. Express passenger trains were introduced on July 2nd, when the entire line was in working order. The ballasting of the entire line was subsequently done thoroughly. Snow protection was afforded by ten miles of snow sheds and twenty five miles of snow fencing between Riviere du Loup and Moncton. A repair shop was likewise established at Riviere du Loup.

A considerable traffic was now being developed in fresh fish, and to accomodate this business, refrigerator cars were built at Moncton and equipped with air brakes, enabling them to be used on fast passenger trains. Many new box cars were also constructed to meet the increase in other types of freight. The transfer of ocean mails was begun at Rimouski early in June, 1876, and was continued to the end of October. This was of great utility in expediting the transit of mail to the Lower Provinces and to the West. Mails were also sent by special train from Halifax to Riviere du Loup, 561 miles. The average speed was over 32 m.p.h., during a time of less than 17 hours. At Riviere du Loup, the train was taken over by the Grand Trunk Railway.

The total outlay for the I.C.R. up to November 30, 1876, was \$22, 112,083.29 and with the old Nova Scotia and New Brunswick railways, about \$33,000,000. approximately. The gross earnings for the year ending June 30, 1876 were \$848,861.46, as against \$861,593.43 for the previous year. The depression prevailing over the continent was blamed for this, however, and the I.C.R. decrease was small compared with that suffered by other lines.

The construction of the I.C.R. did not require the spectacular features that the Canadian Pacific was later to construct, but the route did possess many difficulties which had to be solved by intelligent, practical engineering. The crossing of the larger rivers was a no mean achievement, especially the two branches of the Miramichi River. Here, the original sounding was found to be incorrect, and what was believed to be solid rock was found to be sand and other loose material. Other Engineers were called into consultation, viz., Gzowski and Keefer, but Fleming at the same time performed several tests on the spot, and ascertained the fact that the bed of the river was, after all, capable of sustaining the load which the original specifications would have imposed. Other large bridges, as the Restigouche, likewise offered difficulties.

The Eastern Extension section passed over a great deal of low-lying meadow lands, or marshes, over which the rising tide at this time generally flowed, during the wheat seasons, from the Petitcodiac River. Small square wooden culverts were provided, which automatically closed with the rise of the tides. They provided ordinary drainage, however.

The Nova Scotia District provided the most exceptional and varied features on the railway. Fleming himself describes it thus: "It has the most crooked alignment, the greatest extent of curvature, the sharpest curves, the highest bridge, the deepest embankment, the steepest grade, and the second highest summit on the whole railway".

And so the Intercolonial Railway was completed. Other changes and additions came later, but they are beyond the scope of this study, and the essential part, as visualized by Lord Durham and others, had been constructed by 1876. There can be no doubt that the completed railway was an excellent piece of work for, by means of the ample capital which only a substantial government can readily provide, the very best construction was secured, as well as the best in materials and other equipment.

We must admire the part played by Sir Sandford Fleming in this achievement. Few public servants have displayed his scrupulous honesty and his conscientious application to his duties. Nothing deterred him from advocating strongly and persistently, that which he knew to be in the best interests of the railway. Much more could be written about him but that is best fully said in the biography of his life. Sufficient it is to say that he possessed a sterling character, of a type which occurs all too rarely in the History of Canadian Railroading. Here was an Empire-builder more worthy of the name than certain reckless and unworthy railway contractors of the Twentieth Century.

The main hope of those who advocated the Intercolonial was that it would provide the necessary military link between the provinces. It was also designed, at the same time, to complete the work of Confederation, by uniting the Provinces physically, commercially and socially, as well as politically. Trade commerce and social intercourse between the Provinces was most desirable, especially as reciprocity with the United States was terminated in 1866. The grand hope of the exponents of this enterprise was that the entire export produce, as well as all the overseas travellers of Canada West, as well as the American West, would utilize the railway and make Halifax a great ocean port, and make Canada independent of American winter ports. Whether these ambitions were achieved by means of the Intercolonial Railway or not, is a far greater story than this essay can claim to attempt to tell, in detail. It should be mentioned, however, that the immediate effect of the I.C.R. was to stimulate and provide means for the growth of local trade and traffic between the Lower Provinces and the Canadas, and to provoke more travelling among Canadians. I think, too, that we are confident in saying that despite the bitterness which has subsequently been entertained in the Maritime provinces toward Confederation, the result of the I.C.R. was the growth of greater mutual knowledge and understanding of each other between the citizens of Canada and those of the Maritime Provinces. If that was all it accomplished, the I.C.R. performed its task. It was an Imperial enterprise, or rather an enterprise in the Imperialistic spirit, and being such, its function was to weld together more closely the various groups of subjects under the British flag.



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"The Intercolonial Railway, 1832-1876" was written by Mr. Leonard A. Seton, more than twenty years ago, in partial fulfillment of the requirements of the Department of History, McGill University, Montreal, for the Degree of Bachelor of Arts, (Honours in History).

June 14th Railway Trip  
 Norton-Chipman, N.B.

Last month, we carried notice of a trip over the Canadian Pacific's Norton-Chipman section of the Minto Subdivision, which was organized by the Moncton Travel Agency, using regular trains 559 and 560, on Saturday, June 14th. Your Editor attended this trip, accompanied by two other people from Montreal, and it was a very enjoyable occasion indeed for the thirty or more railway enthusiasts, from Moncton, Saint John and Fredericton, and vicinity, who rode in a combination car and a passenger car behind C.P.R. No.136, the oldest locomotive operating in regular service in Canada. As many know, No.136 is a 4-4-0, built in 1883.

Possessing the extra passenger car for the special group made it somewhat of an occasion, as it was the first time within memory of the members of the train crew that more than one passenger train car had been carried over the line. No.136, belying its 75 years, kept schedule very well and was, as usual, in charge of Engineer J.W. Myers. The conductor, also as usual, was Percy Lister.

Locomotive Foreman Albert Pontbriand at Chipman, also rose to the occasion by having the other two 4-4-0's, Nos.29 and 144, outside and under steam, for photograph purposes. All engines had had paint work touched up, and wheel tires painted silver. Good weather combined to make the day a most pleasant one for all in attendance. Canadian Pacific Railway Assistant Superintendent J.J. Youngs represented his Company officially, while your Editor noted many of the Association's associate members in attendance.

EQUIPMENT NOTES

Canadian Pacific Railway has received five new "Dayliner" units from the Canadian Car Company Limited. In similar fashion to cars 9194-9199 previously received, the bodies were fabricated by The Budd Company, of Philadelphia, U.S.A. and shipped to "Can-Car"'s Montreal plant for completion. The new cars are 9115, a standard RDC-2, and 9070-9073, RDC-1 cars. There are now fifty five of these self-propelled vehicles in service on the Canadian Pacific Railway. The additional cars are used mainly in the Montreal area. Canadian Pacific Railway has converted several steel-sheathed cars into service cars. These include sleeping car KAMLOOPS, restaurant car 6401, parlour 6766, colonist 2726, dining car "LISMORE".

(continued page 100)

CANADA'S OLDEST RAILWAY TUNNEL

THE FACT THAT THERE IS a railway tunnel under the town of Brockville, Ontario, is comparatively little known, even among people whose occupation or hobby leans toward railways. Even fewer persons are aware that it is the oldest railway tunnel in Canada, having been commenced over a hundred years ago as part of the original survey of the Brockville & Ottawa Railway Company.

While the 1700-foot tunnel was only opened for traffic on December 31st, 1860, the commencement of the project was made as early as 1854, the year after the Brockville & Ottawa was incorporated, to link the river town of Brockville with the Ottawa Valley and its vast timber resources.

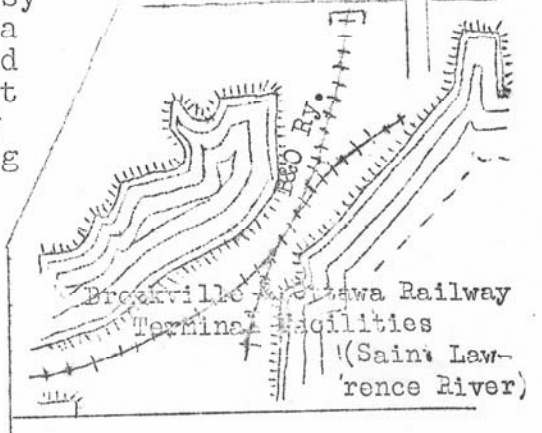
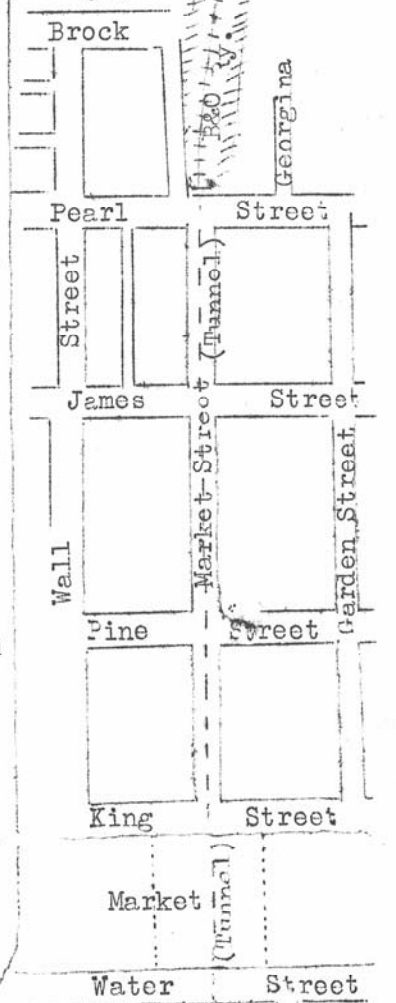
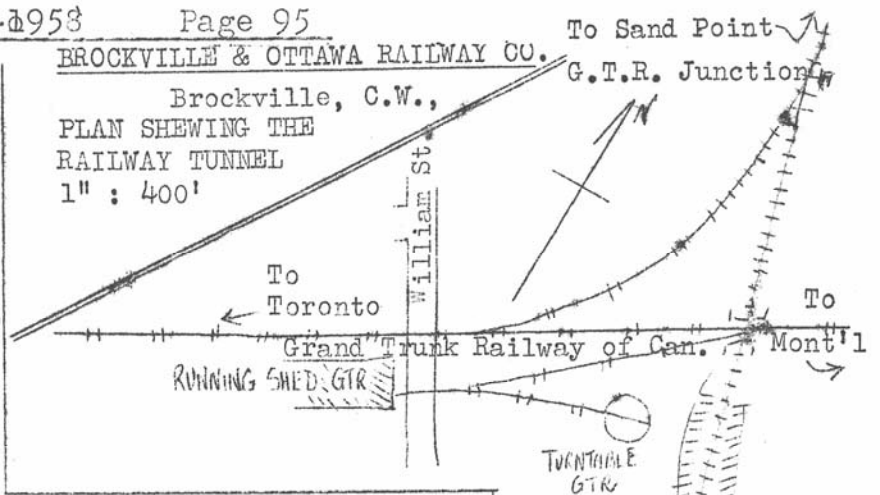
At this period in the railway history of Canada, the Province of Canada was undergoing, in its own small way, very much of the "Railway Mania" which had swept England in the mid-Forties of the Nineteenth Century. In accordance with the trend of the times, the very best talent was being engaged to survey and construct these railway lines, and therefore, it is not surprising that, emulating the popular practice, the Brockville & Ottawa Railway should turn to a firm of English contractors, Sykes, DeBergue & Company, of Sheffield, to build its line.

About 1830, when the Canterbury & Whitstable Railway was being built in England, somewhat of a precedent had been set when the Directors of the Company had expressed extreme dissatisfaction with the route of the railway as laid out by Stephenson, because it did not include a tunnel, which was felt to be a necessary engineering adjunct of a railway. Accordingly, what was described as "a nice, easy route thro' Blean" was changed to incorporate a short tunnel through Tyler's Hill, in Kent, and while the Whitstable Railway got its tunnel, it proved to be a "white elephant" as trains grew larger in width and height, finally culminating in the abandonment of the line (albeit over a hundred years later) because of the loading gauge restriction.

Very much the same thing has happened in Brockville. When Sykes, DeBergue & Company laid out the line, the entrance to Brockville was provided directly under Market Street of

BROCKVILLE & OTTAWA RAILWAY CO.

Brockville, C.W., PLAN SHEWING THE RAILWAY TUNNEL 1" : 400'



the town, with egress upon the wharves which were situated on the Saint Lawrence. Despite the fact that the hill upon which the older part of Brockville is located is the only appreciable height of land for some dis-

BROCKVILLE AND OTTAWA RAILWAY.

Trains are run by Montreal Time

April 20, '68

BROCKVILLE TO SAND POINT				SAND POINT TO BROCKVILLE			
Mi.	Stations	Mixed	Mixed	Mi.	Stations	Mixed	Mixed
	Brockville.....Dep.	3:15PM	7:15AM		Sand Point.....Dep	5:15AM	1:30PM
0½	G.T.Junction.....	3:20"	7:20 "	5½	Arnprior.....	6:05 "	2:20 "
5½	Fairfield.....f	3:41 "	7:40 "	13½	Pakenham.....	6:41 "	2:56 "
7	Clark's.....f	3:47 "	7:48 "	16¾	Snedden's.....f	6:51 "	3:06 "
10	Bellamy's.....	4:01 "	8:00 "	22½	Almonte.....	7:23 "	3:38 "
12	Jelly's.....f	4:11 "	8:08 "	28¾	Carleton Place.....	7:51 "	4:06 "
13½	Bell's.....f	4:21 "	8:15 "	37¾	Beckwith.....f	8:09 "	4:24 "
16	Wolford.....f	4:30 "	8:27 "	37¾	Franktown.....	8:30 "	4:44 "
21	Irish Creek.....	4:54 "	8:46 "	41	Ferguson's.....	8:45 "	5:00 "
25	Story's.....f	5:14 "	9:00 "	46½	Smith's Falls.....	9:16 "	5:30 "
28	Smith's Falls.....	5:30 "	9:16 "	49½	Story's.....f	9:32 "	5:46 "
33½	Ferguson's.....f	5:50 "	9:35 "	53½	Irish Creek.....	9:51 "	6:07 "
37	Franktown.....	6:00 "	9:47 "	58½	Wolford.....f	10:15 "	6:30 "
41	Beckwith.....f	6:12 "	10:02 "	61	Bell's.....f	10:24 "	6:40 "
46	Carleton Place.....	6:42 "	10:30 "	62½	Jelly's.....f	10:34 "	6:50 "
52	Almonte.....	7:10 "	11:00 "	64½	Bellamy's.....	10:44 "	7:00 "
55½	Snedden's.....f	7:28 "	11:13 "	67½	Clark's.....f	10:58 "	7:14 "
61	Pakenham.....	8:00 "	11:45 "	69	Fairfield.....f	11:04 "	7:20 "
69	Arnprior.....	8:30 "	12:15 "	74	G.T.Junction.....	11:25 "	7:40 "
74½	Sand Point.....	9:00 "	12:40 "	74½	Brockville.....Arr	11:30 "	7:45 "

PERTH BRANCH

	Perth.....Dep	4:30PM	8:20AM		Smith's Falls....Dep	9:20AM	5:35PM
6	Pike Falls.....f	4:55 "	8:45 "	6	Pike Falls.....f	9:45 "	6:00 "
12	Smith's Falls....Arr	5:20 "	9:10 "	12	Perth.....Arr	10:10 "	6:25 "

f- Flag Stations

H. Abbott, Managing Director  
April 20, 1868.

tance around, they were not deterred from using what was to them, the most direct route to the town waterfront. Samuel Keefer, the noted Canadian railway professional engineer, who was a consultant on this project, went on record as favouring a somewhat more devious route through the west end of town, which would obviate a tunnel, but Sykes, DeBergue were adamant; tunnels were in use on the best British railways, and such an argument was unassailable in Canada at the time. Perhaps it was just as well. In any event, the contract was awarded to John and David Booth, who came out from England. The start of the works was made on September 16th, 1854, when an elaborate ceremony marked the laying of the cornerstone for the tunnel.

Following a procession which took place through the town, which included a band, the volunteer firemen, the Sons of Temperance, the Knights of Jericho, the Odd Fellows, the Free Masons, the Mayor and council and last but by no means least, the Directors and officers of the railway

company, the stone was laid by Adiel Sherwood, sheriff of the counties of Leeds and Grenville, accompanied by a salute fired by the local artillery brigade. With ceremonies befitting the inauguration of some New World Simplon or Saint-Gotthard, the 1700-foot Brockville Tunnel was fairly launched on its construction.

Before winter came, blasting was under way and the tunnel inched forward under the town. In 1855, however, the funds ran out, but not until after the tunnel contractors had spent more than £5,000 of their own money on the bore. The completion of the tunnel was thus postponed indefinitely. Later, additional funds were found with which to complete the railway, and the first train made its trip over the line from the G.T.R. station at Brockville, to Smiths Falls and Perth, in 1859. Following the opening of the railway, the directors decided to complete the unfinished tunnel; work progressed through the year 1860, and on the last day of that year, it was opened for traffic.

Today, nearly one hundred and four years after the cornerstone was laid, the Brockville Tunnel portals still stand sturdily, evidence of the superior workmanship put into it by its British contractors. But, like the Canterbury tunnel, its use was restricted during the age of large steam locomotives, due to its small clearances. The last steam locomotives to use the bore were Canadian Pacific's "J" class 2-6-0 type engines, Nos. 3011 and 3063, which were kept especially at Smiths Falls for this service, as they were the largest available locomotives which could pass through the structure. The last of the two, No. 3011, was scrapped in September 1954, almost one hundred years to the day after Sheriff Sherwood laid the cornerstone to the peal of artillery.

The railway observer or antiquarian who has occasion to pass through Brockville should stop off and visit the tunnel, which is one of Canada's railway landmarks. A short distance from the north-, or landward portal, in the Canadian National yards, stands another Canadian structural relic, the old stone Grand Trunk Railway locomotive running shed, built in the same era as the tunnel to house Birkenheads and Portlands, and now housing diesel-electrics, at this division point on the Montreal-Toronto main line.

After the completion of its tunnel, the broad gauge Brockville and Ottawa went on to greater things, reaching Sand Point on the Ottawa River, which remained the terminal for some years, in 1867. Later, the line was carried further up the river, eventually forming part of the Canadian Pacific's main line to Vancouver. During the seventies, a branch was built from Carleton Place in to Ottawa. A timetable of 1868, giving some idea of train speeds and the localities served, is reproduced herewith.

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-- Omer S.A. Lavallee.

Cumberland Railway Cuts Line .....

THE LAST RUN TO PARRSBOFO .....

by Forster A. Kemp

On May 12th, 1958, the Board of Transport Commissioners for Canada handed down its decision on a matter which affected a small subsidiary of a large industrial corporation, the people of a small Nova Scotia town, and about eighteen men who worked on a railway. Their decision was that the Cumberland Railway & Coal Company, which is owned by the Dominion Steel and Coal Corporation, be permitted to abandon the 27-mile portion of

its line between Springhill and Parrsboro, N.S. This left Parrsboro without any railway connection, and resulted in the laying off of about eighteen employees. Some of these men were due for retirement, such as the Agent at Parrsboro, who had served 57 years with the railway, the conductor of the mixed train, with 51 years' service, and the engineman. Most of the others were sectionmen.

The timetable which expired June 15th (No.280) called for Train No.1 to leave Springhill at 11:30 AM for Springhill Jct., arrive there, 11:45, then for No.2 to leave Springhill Jct. 12:30 PM; arrive Springhill at 12:45, leave at 12:55, arrive Parrsboro 2:45 PM. Train No.3 was scheduled to leave Parrsboro 3:15 PM, arrive Springhill 5:05, leave at 5:15 and arrive Springhill Jct. at 5:30 PM. Train No.4 left Springhill Jct. at 5:45 and arrived Springhill 6:00 PM. As is obvious, all of these runs were made by the same crew.

Accordingly, at about 10:00 AM on Saturday, June 14th, engine No.52, a light 2-8-0, built by the American Locomotive Co. in 1926, emerged from the engine shed at Springhill. It stood for some time outside the shop, beside retired engine 43, then was moved up to take water, and down to where the home-made coal loader waited to dump a clam-shell bucket of coal into the tender. After this, two empty cars were taken up the steep grade to the mine, and four loads of stone were brought down. This stone is excavated from the mine during mining operations, and is dumped along the right-of-way. Two of the cars were air-operated dump cars, and one of them jumped the rails while being dumped. The crew returned to the station where, after some consultation with the Superintendent, it was decided to call out a few men to put down "replacers"; to make up Train No.1, go down to the Junction and reraill the car after returning. A few loaded coal cars were assembled and coupled to a CNR boxcar and the ancient open-platform coach No.602, and this train left on time at 11:15.

Meanwhile, Engine 541, a large 0-8-0, still bearing the red stripe and diamond-shaped crest of the Chicago & Illinois Midland Railroad, its former owners, was brought out and watered and fueled, then went up to the mine to act as the "roustabout" or mine switcher.

Engine 52 returned from Springhill Junction on time at 12:45 with five empty hopper cars, the box car and the coach. The trainmen boarded the engine, cut off from the train, and went to reraill the car. Presently it returned with the two empty stone cars. These were coupled to the hopper cars from the Junction and all were taken up to the mine via a steep gradient. When the engine returned from the mine, it was given a little more coal, and then coupled to the boxcar and coach, all that remained of train No.2. Quite a number of people were on hand, and a larger number of passengers than usual boarded the antique coach for the journey to Parrsboro. Conductor Fraser, resplendent in full passenger uniform, signalled to Engineer Procter, and Train No.2 left Springhill for the last time. The CNR wire gang, then about completing the job of removing the telegraph line from Parrsboro, waved as we passed their cars in the yard. Soon we came to the end of Springhill's undulating sidings and plunged into the bush. The line is very winding, but maintains a downward gradient. At East Southampton, we stopped briefly before crossing the highway, then passed over a small creek, spanned by a short wooden trestle. Beyond this point, the line followed a succession of rivers and lakes, and passed several prosperous farms, where cows grazed in green fields, undisturbed by the slow-moving train, which moved past them with only the hiss of steam, and the "clack-clack" of wheels on opposite-jointed rails. No cars occupied the grass-covered sidings at Southampton,

West Brook, Newville and Lakeland, or the few freight spurs at Parrsboro.

When the short train drew up to the grey-shingled frame station at Parrsboro, more than one hundred persons were on hand to meet it. Cars and trucks were parked all around the station; small children ran hither and thither and shutters clicked on dozens of cameras. The boxcar was spotted by the high platform of the freight shed so that a few last shipments and some unclaimed freight and express could be loaded. The engine was cut off from the train, backed into the siding and stood blocking Highway No.2 while its tender was filled with water. The engine was not turned around, as the mile of track along the mud-banked estuary of the tidal Parrsboro River had become unsafe, so that the wye and the crumbling L-shaped coal wharf was inaccessible to the engine, which returned to Springhill tender first. Inside the Parrsboro station, the office safe was cleared out and the last clearance card issued amid the bright flashes of photographers' bulbs. One would have liked to take away the framed poster which entreated passengers to "Go To Europe-Now!" and recommended four steamers of the White Star Dominion Line, which were billed as the "Largest Steamers from Montreal" !.

When all the freight and express were loaded, and the boxcar and coach transposed by switching moves, a large number of passengers climbed on board. The crew then posed for photographs on the rear platform of the coach. After this, they resumed their posts and Train No.3, engine 52, left Parrsboro amid the blare of auto horns, which were in turn drowned out by No.52's whistle. About 40 passengers rode out of Parrsboro, some to Lakeland, some to West Brook, some to East Southampton, and the rest through to Springhill. The trip was uneventful, save for an emergency stop brought about when a trucked attempted to beat the slow-moving train to a side-road crossing. The train arrived at Springhill at 5:15PM and continued on to Springhill Jct., where the few freight and express shipments were unloaded. Running as No.4, it returned to Springhill at 6:00 PM. No.52 was placed on the shop track outside the engine shed which was given a reddish glow by the setting sun.

Inside the shed were the afore-mentioned No.541, which had been off the track for four days during the previous week (it had to be jacked on to the rails); No.545 a similar engine, No.53 a large 2-8-0, and No.10, an 0-6-0 saddle tank which is to be used to heat the shop buildings. No. 43, an ex-Sydney & Louisbourg 2-6-0 (Schen'y #5107, 1899) was standing outside on a siding, apparently awaiting scrapping. Other equipment of the railway includes the two coaches, 601, built by Crossen, and 602, built by J.Harris & Sons of Saint John, NB. Both are open-platform, with clerestory roofs, oil lamps, and stoves for heating. No.602 is a former Intercolonial Railway coach and bears also the number 3044. Both are painted green and are in run-down condition. There are also two old ICR cabooses, numbered 501 and 502, the steam shovel mounted on a flatcar and used to coal the engines; an ancient and decrepit flanger with trucks having double arch-bars; a double-en steel snowplow numbered 2 and the two air-dump stone cars mentioned before.

The Cumberland Railway & Coal Company now operates the five miles of track between Springhill Junction and Springhill, with sidings, spurs and yard tracks at Springhill. A mixed train operates except Saturday and Sunday, leaving Springhill 11:45 AM and Springhill Jct. at 12:15 PM. Fifteen minutes are allowed in each direction.

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NOTE: Due to space limitations, Mr.Kemp's feature article, "Through Muskoka's Narrow Waterways", will appear next month.

Canadian National Railways have purchased thirty-two lightweight sleeping cars from the New York Central Railroad, and have retired thirty-two older cars from sleeping car service. Eight of these cars have been taken into Pointe St. Charles shops for overhaul and repainting in C.N.R. colours. The remaining twenty-four will carry NYC colours and names until they come due for regular overhaul. CNR names and numbers have been assigned to all units. They are listed below: (NOTE: Cars 2038 and 2049, new and old names respectively, are named after the same place, South Bend, Indiana.)

<u>CNR Number and Name</u>	<u>(Prov.)</u>	<u>NYC Name</u>	<u>Number of Cars &amp; Accomodation</u>
2028 WESTBANK	(B.C.)	City of Albany	
2029 WEST END	(N.S.)	City of Boston	
2030 WESTLOCK	(Alta.)	City of Buffalo	
2031 WEST RIVER	(N.S.)	City of Chicago	Ten Cars-
2032 WESTVILLE	( " )	City of Cleveland	17 Roomettes.
2033 WESTCHESTER	( " )	City of Dayton	
2034 WESTGATE	(Man.)	City of Detroit	
2035 WESTPORT	(Nfld.)	City of Indianapolis	
2036 WEST SHEFFORD	(Que.)	City of Rochester	
2037 WESTWOLD	(B.C.)	City of Toledo	
2038 SOUTH BEND	(Ind.)	City of Ann Arbor	
2039 SOUTH BROOK	(N.S.)	City of Pittsfield	
2040 SOUTH ELBOW	(Sask.)	City of Schenectady	
2041 SOUTH NELSON	(N.B.)	City of Springfield	
2042 SOUTH PARRY	(Ont.)	City of Syracuse	
2043 SOUTH PORT	(PEI)	City of Troy	Fourteen Cars-
2044 SOUTH MAGNETAWAN	(Ont.)	City of Worcester	18 Roomettes.
2045 SOUTH BRAND	(Nfld.)	City of Kalamazoo	
2046 SOUTH DURHAM	(Que.)	City of Lansing	
2047 SOUTH MARCH	(Ont.)	City of Peoria	
2048 SOUTH PARIS	(Me.)	City of Poughkeepsie	
2049 SOUTH PORCUPINE	(Ont.)	City of South Bend	
2050 SOUTH RIVER	(Ont. & NS)	City of Utica	
2051 SOUTH WOOD	(Ont.)	City of Yonkers	
1182 AULD COVE	(N.S.)	Castleton Bridge	
1183 GUNNING COVE	(N.S.)	Henry Hudson Bridge	
1184 CHINOOK COVE	(B.C.)	Tri-Boro Bridge	Eight Cars-
1185 SHIP COVE	(Nfld.)	Imperial City	4 Double Bedrooms
1186 BEAVER COVE	(Nfld. & N.S.)	Imperial Majesty	4 Compartments
1187 BRILLIANT COVE	(Que.)	Imperial Queen	2 Drawing Rooms.
1188 KINGS COVE	(Nfld.)	Imperial Temple	
1189 SEAL COVE	( " )	Imperial Sceptre	

#### NOTES AND NEWS

by Forster Kemp

• MONTREAL TRANSPORTATION COMMISSION NOTES: Cars of CARTIERVILLE Route 17 have begun operating from St. Henry car barn instead of St. Denis where they were formerly stationed. This is in accordance with the plans of the Commission to divide the system into three parts after the conversion of the BLEURY, OUTREMONT and VAN HORNE lines to motor bus operation August 31st. After this

date, PAPINEAU, DELORMIER and ROSEMONT lines will operate from Mount Royal car barn, MILLEN and MONTREAL NORD cars will be kept at Youville Shops, and CARTIERVILLE cars from St. Henry, presumably with no track connection between them. Under such a plan, the transfer of cars from one section to another would necessitate a flatbed trailer, and so would be performed only when urgently required. It is expected that the LACHINE line will be changed to a motor bus route about Sunday, July 20th. This may be the last year of operation for the Blue Bonnets spur and loop. It is reported that the owners of the race track intend to make extensive alterations to the property, and that it is their

- intention to construct a parking lot in the wooded area now occupied by the loop. This is the next-to-last racetrack in Canada with direct electric car service. (Old Woodbine, in Toronto, is served by the Toronto Transit Commission, which maintains a loop, station and storage tracks at Queen Street East and Kingston Road).
- e The following streetcars were withdrawn from service by the Montreal Transportation Commission on June 22nd, 1958, and are presently being scrapped: 1339, 2222. (being preserved for historical purposes). 1525-28, 1530-49. 1600-24. 2030-32, 2034-37. 1906, 1916, 1923, 1924, 1930, 1946, 2660-61, 2656-57, 2664, 2668, 2672-74. Total: 73 cars. The remainder of the 2650 class will be withdrawn when the Lachine line closes. Scheduled for withdrawal with replacement of busses on Bleury, Van Horne and Outremont routes are the 1625-74 class, all single-end cars of the 2050 class, and the remaining units of the 1900-49 class. The distribution of equipment on the three remaining track sections of the MTC after that date is expected to be:
    - Mount Royal Carhouse: 1950 class, 1850 class, 3500 class.
    - St. Henri Carhouse: 1675 class.
    - Youville Shop: 2001-10 class, all DE units of 2050 class.
 All units of the historical collection will remain at Youville as will the four observation cars.
  - e The Board of Transport Commissioners recently refused permission to the Canadian Pacific Railway to abandon the Weston Subdivision of the Dominion Atlantic Railway between Centreville and Weston, N.S. Opposition was voiced mainly by apple growers in the district, who contended that freight service, operated irregularly but usually once a week, should be put on a regular basis, on the same day each week, so that cars could be ordered and loaded accordingly. The Board agreed, in the main, with this contention.
  - e It has been reported that the Canadian National Railways will apply to the Board of Transport Commissioners to discontinue operation of its Ottawa-Barrys Bay, Ont., passengers trains 89 and 90, which operate daily except Sunday. Surveys have been made to determine the line's potential in passenger, freight, express and mail traffic. This is a portion of the former Canada Atlantic Railway, which once connected Lake Champlain with Lake Huron.
  - e The Pacific Great Eastern Railway will make an inaugural run over its new line from Prince George to Fort Saint John, and Dawson Creek, B.C., in late September or early October. Freight service over the new line will be in operation before this run is made, however.
  - e The Canadian National's station at Port Dover, Ont., will soon be replaced by a small modern building, it has been reported. Date of the replacement is expected to be sometime during the summer. Port Dover is at the end of a freight-service-only branch from Simcoe. Passenger service ended October 26th, 1957.
  - e It used to be called a roundhouse, but now it's a diesel shelter ! At least, that's what it is referred to in Ontario Northland's release about its new building in Rouyn, Quebec. A contract for the \$125,000 structure has been awarded to Hill-Clark-Francis (Quebec) Limited. It will provide for a shop, offices and boiler room.
  - e Canadian National Railways, which acquired several houses in the lower part of Montreal West some years ago in preparation for construction of the depressed approach line to Cote de Liesse Yard, resorted to a rather spectacular method of demolition. They were used for demonstrating various techniques of fire-fighting in a display in which five departments from Montreal and several other municipalities took part. It was attended by fire-fighting officials from all parts of Quebec. At the end of a week, only the foundations were left.



Stockholders of the Spokane International Railroad have reached a compromise in the dispute which is the last block in the sale of the line to the Union Pacific RR. The Spokane International operates a 150-mile line between Spokane, Wash., and Kingsgate, B.C., where it connects with the C.P.R. It was formerly a subsidiary of the Canadian Pacific, and at one time, through passenger trains were operated.

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TWO JUNE TROLLEY EXCURSIONS

TRIP NO. 39 FCC CAR TO LACHINE, SUNDAY, JUNE 8TH

Sunday, June 8th, was a rainy day. Car 3514 was brought out for pictures about 12:00 Noon, and left St. Denis shop about 12:30 PM. The route taken was the usual egress route via Bellechasse, St. Laurent and Bernard, then via Park Avenue and the Outremont line to Garland Terminus. From there, we proceeded to St. Henry via Girouard and St. James. Upon reaching the intersection of St. Antoine, it was discovered that a track revision had been made, but that the wire had not been strung, so that a detour in to the St. Henry carhouse was necessary to arrange for towing on the return trip. We continued on to Lachine, the car being made to demonstrate its speed capabilities over the private right-of-way. Two trips were made over the Lachine line from Cote St. Paul, with some stops being made on each trip. During our four passages past the Canadian Car plant, a number of small boxcar frames were seen, and it was assumed that these were destined to the CNR's Newfoundland lines, which are 3'6" gauge. A new CPR "Dayliner" unit was also seen inside the Turcot plant.

We returned to St. Henry via Notre Dame, St. Henry Place, and St. James, entering via Lenoir Street. The car then made a circuit of the barn in the opposite direction from the normal operation. Emergency patrol truck No. P26 was brought out and proceeded No. 3514 along St. Antoine Street to the end of the wire. The trolley pole was lowered and the truck and street car coupled by means of a steel bar. A few minutes served for No. 3514 to be hauled in to St. James street, the patrol truck to be uncoupled, and the trolley pole to be raised. The return to St. Denis was made without further incident. Although the weather was mainly unfavourable, most of the participants agreed that it had been an interesting afternoon.

SATURDAY, JUNE 21ST. TRIP NO. 40. THROUGH THE EAST END BY BIRNEY

The weather was more favourable on this occasion, as the members assembled at Youville shop. Car No. 1317, originally proposed for this trip, was found to be temporarily unserviceable, so that some time was consumed in obtaining approval of No. 200, the Birney car, as a substitute. The trip got under way at about 1:30 PM. The car ran via St. Denis and Jean Talon to the Park Avenue station loop, and was backed down the long tail track on Querbes Avenue for a photo stop. Then we proceeded down Park Avenue and Bleury and turned west on Craig Street to the Victoria Square loop. The car returned via Craig and Bleury to Ontario, then east on Ontario past the razed buildings which mark the clearance for the so-called "Dozois Plan", a slum-clearance project. We passed over the last completed trolley intersection in Canada at deLorimier Avenue, and under the CPR overpass at Moreau Street. At Dezery Street, there was a short photo stop in front of the Eglise de la Nativite d'Hochelaga, where a traffic island afforded refuge from the traffic on the narrow street. Another stop was enforced by the CNR at the Valois street crossing, as a string of oil-tank cars crossed en route to the east end refineries. A stop was made in the wye at Letournéaux, while the loop at Viau and Notre Dame was circled several times while the passengers had a lunch stop. Returning, the car made a round trip over the Davidson route, from Ontario to the Angus Shops gate, where lines of dead steam locomotives were viewed with interest. The car then visited the Rachel route by way of deLorimier, and at the end of Rachel, No. 200 was squeezed onto the short tail track with one of the regular cars, it being necessary to run to the end of the rails. Rachel route was covered, and the return to Youville made by way of DeLorimier, Mount Royal, Park Avenue, and the usual route via St. Denis. It was considered to be a fitting observance of the end of some of Montreal's busier electric lines.