



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

Activities for the 1958-59 season will resume with the September monthly meeting of the Association, which will be held in the Projection Room of the Canadian National Railways' Photography Department, 884 St. James Street West, on Wednesday, September 10th, 1958, at 8:00 PM. Another programme of 16 mm. films has been arranged by Mr. Lorne Perry; a short business meeting, including reports from the various committees, etc., will precede the entertainment.

Trip Committee

As most members are aware, it was necessary to cancel the projected July 20th outing to Hervey via Canadian National Railways, due to a surprisingly limited response. The Committee planned this midsummer excursion as an experiment, but this cancellation has made it evident that the midsummer months, when many people are absent on holidays, are not practical for excursions such as we plan.

As usual, however, our ANNUAL FALL FOLIAGE outings have been planned, and a circular giving details of the two trips involved is enclosed with this issue of the News Report. The dates this year are Saturday and Sunday, October 4th and 5th, and it will be noted that, with the gradual disappearance of the steam locomotive from Canadian railways, and out of a desire to make the weekend as profitable as possible, especially for our out-of-town visitors, two steam trips have been planned on the succeeding days, one on the Canadian Pacific, the other on the Canadian National. The National system very graciously agreed to provide the 5700 class 4-6-4 type locomotive which was promised for our July 20th excursion which was cancelled, and thus we will have one of these very distinctive locomotives on our Sunday excursion on the Fall Foliage weekend. The Saturday trip, over Canadian Pacific lines, will be handled by a light steam locomotive, but the Company has, as yet, declined to commit itself to any particular engine, other than that a steam locomotive will be on our train. It is hoped that the members will make every effort to interest outsiders and ensure that our Fall Foliage weekend will be successful.

Trip at Quebec, September 13th

In cooperation with the McKinley Chapter of the Electric Railroaders' Association, our society will operate the first railway enthusiasts' charter train over the Montmorency Division of the Canadian National Railways, an electrified interurban line formerly operated independently by the Quebec Railway, Light & Power Co.

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ASSOCIATION

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The special train will consist of ELECTRIC CAR, No.401, the oldest unit on the line, and probably the oldest electric passenger car operating in North America. This car was built by the Ottawa Car Manufacturing Company in 1902, and has been in service continually since that time. The trip will leave the St. Paul Street station, Quebec, at 1:30 PM EST, Saturday, September 13th, 1958, shortly after the arrival of CPR train #154 from Montreal. The trip will arrive back in Quebec between 5:30 and 6:00 PM, and participants may either return to Montreal on the overnight train, #157, at 11:00 PM, or remain in Quebec overnight and return to Montreal on #149 in

the morning. On Sunday afternoon, September 14th, the Association will operate a trolley trip leaving Youville Shops at 12:30 PM, EST for Montreal North, using one or more units of the Historical Collection as attendance demands. Tickets may be obtained by writing the Passenger Agent, CRHA, Box 22, Station B, Montreal 2, Canada. Our United States readers may wish to remit to the McKinley Division, Electric Railroaders' Association, c/o Mr. W. Luper Hay, 130 - 35th Street NE, Canton, Ohio. Tickets for the Saturday Quebec trip are \$2.50. The same price will apply for the Sunday, MTC trip to Montreal North. Here is an electric railway weekend you will not want to miss. Reservations should be made immediately.

TERMINAL STATIONS OF MONTREAL,
PAST AND PRESENT

..... by Omer S.A. Lavallee.

AS WE APPROACH THE CENTURY-AND-A-QUARTER MARK
in Canadian railroading, it is interesting to

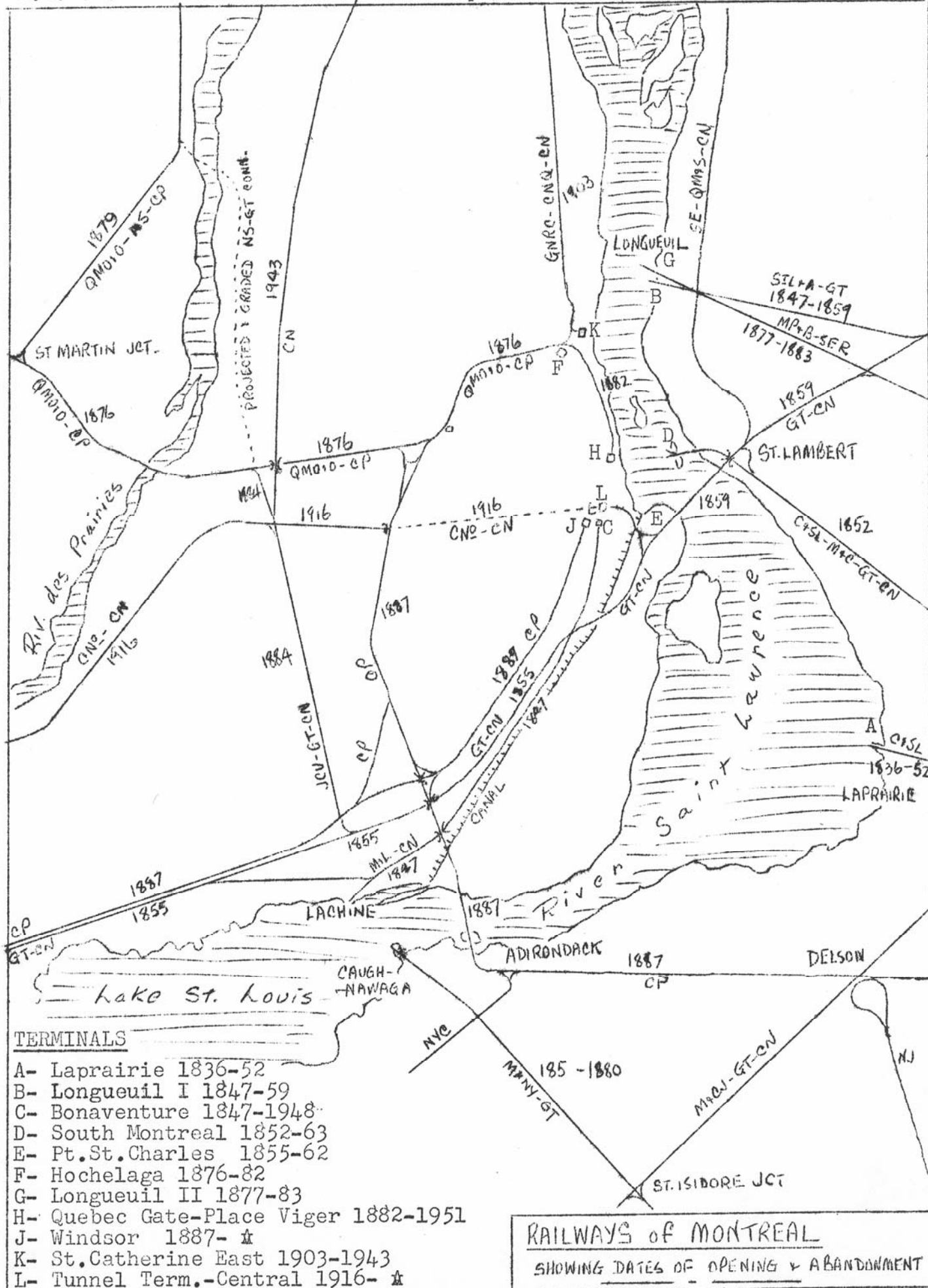
look, in retrospect, at the development of the railway terminal in and around the Canadian metropolis to see what facilities the railway traveller enjoyed in the past as compared with the two remaining terminals, Central Station and Windsor Station, of today.

Castellated and antique in appearance, Windsor Station in its historic setting looks across Dominion Square and the Cathedral to the modern configuration of the Central Station, nucleus of a civic centre which is already in the making. Each of these stations has its situation, its advantages and its disadvantages; they represent together, the culmination of the railway terminal as it has developed for Montrealers and for their visitors, who may compare them with the eleven railway passenger terminals which have preceded them.

Properly speaking, there have been thirteen railway passenger terminals in and around Montreal in the course of a century-and-a-quarter. These thirteen terminals have occupied nine separate and distinct sites in the perimeter of the city. Three of the sites (Laprairie, Moffat's Island and Longueuil) are no longer used for rail terminal purposes, but the others six still support terminal facilities of one type or another. Let us take them in chronological order.

LAPRAIRIE, 1836-1852 4'8½" gauge

The first railway passenger terminal, if by such a title it may be dignified, was erected for the use of the Champlain & Saint



TERMINALS

- A- Laprairie 1836-52
- B- Longueuil I 1847-59
- C- Bonaventure 1847-1948
- D- South Montreal 1852-63
- E- Pt. St. Charles 1855-62
- F- Hochelaga 1876-82
- G- Longueuil II 1877-83
- H- Quebec Gate-Place Viger 1882-1951
- J- Windsor 1887- *
- K- St. Catherine East 1903-1943
- L- Tunnel Term.-Central 1916- *

RAILWAYS of MONTREAL
 SHOWING DATES OF OPENING & ABANDONMENT

Lawrence Rail Road at Laprairie, across the basin of the Saint Lawrence River from Montreal, in 1836. Not only was it Montreal's first railway terminal, but it was also Canada's first, and it was opened for the use of the public on July 21st, 1836. The facilities are not presently known in detail, but there was a wharf, at which the ferry connection to Montreal tied up. There was also a hall or station building of sorts, with a locomotive shed nearby.

The steamer ferry service to Montreal was governed by the conditions of the river, and operation was limited to daylight hours, owing to the dangerous shoals of the Lachine Rapids and the St. Mary's Current. As a matter of fact, the opening day festivities endured to such a late hour at Laprairie, that the first steamer used on the service, the "Princess Victoria", had to put back into Laprairie until the following morning, due to darkness falling before the crossing could be made.

The terminal at Laprairie was used only by the Champlain & Saint Lawrence Rail Road, trains leaving there for St. Johns, Que., and, in later years, for Rouses Point and connections with the Northern Rail Road of New York. It was discontinued in 1852, when the railway facilities were moved to a better site at South Montreal. (q.v.)

LONGUEUIL I, 1847-1859 5'6" gauge

The second terminal to be erected in the Montreal area was the wharf station at Longueuil, whence the St. Lawrence & Atlantic Railway commenced laying its 5'6" gauge track in the year 1847. It was in the spring of that year that the line was opened initially to St. Hyacinthe, eventually reaching Portland in July, 1853. The terminal here consisted of a combination train shed and station, close to the shore, whence a steam ferry, the "Transit" and other vessels took passengers to Montreal.

In 1853, the St. Lawrence & Atlantic was one of the constituents of the Grand Trunk Railway of Canada, and Longueuil became the south shore terminal of that railway. This was only a temporary expedient, however, pending the completion of the Victoria Tubular Bridge by the Grand Trunk Railway. The function of this first terminal at Longueuil ceased upon the completion and opening of the Bridge in December, 1859, and from that time GTR trains arriving at the "South Shore" crossed the river into the Pointe St. Charles station which had been opened in November 1855.

BONAVENTURE, 1847-1948 4'8½", 5'6" gauge

The oldest railway terminal within the city area of Montreal is that of Bonaventure, at Chaboillez Square, now used as the Canadian National Railways' principal freight terminal in Montreal. The site at Bonaventure has been in use for 111 years, having been first opened in November, 1847, when the Montreal & Lachine Rail Road first inaugurated its line to the suburban town of Lachine. The railway enabled boat passengers to avoid the difficult passage of the Lachine Rapids by steamer. The original station at this point consisted of a trashed, not unlike that at Longueuil, alongside St. James street fronting on Chaboillez Square, about two hundred feet east of Windsor Street.

Trains originally left here for Lachine and steamer connections at that point. In 1852, however, after having become the Montreal & New York Railway through amalgamation with the Lake St. Louis & Province Line Rail-Road in 1850, a service was inaugurated from Bonaventure through to Plattsburgh, N.Y., where steamer connections were available through to New York, using other railway "portages". Upon arrival at Lachine, trains were taken across to Caughnawaga Wharf by the train-ferry "Iroquois", which may have been the first such on the continent. They then proceeded via St. Isidore, Hemmingford and Mooers to Plattsburgh. In 1857, the Montreal & New York, and the Champlain & St. Lawrence were amalgamated as the Montreal & Champlain RR.

In the early Fifties, the Bonaventure Street station, as it was then known, had, as a neighbour on its south side, the works of the pioneer Canadian locomotive-build-

ing firm of Kinmond Brothers. After 1857, the area taken up by the locomotive company was obtained by the railway, who thus acquired the whole area facing on Chaboillez Square, from St. James to Notre Dame.

Bonaventure remained as a standard-gauge station until January 26th, 1862, when, as a result of the completion of the first part of a reciprocal agreement with the Grand Trunk Railway, a third rail was laid in the station to accommodate the GTR's 5'6" gauge trains, which thereafter used Bonaventure in lieu of Pointe St. Charles. The second part of the agreement came into force provisionally in April 1863, when, as the result of the GTR laying a third rail across the Victoria Bridge from St. Lambert to St. Henri, standard-gauge trains of the Montreal & Champlain, which heretofore used South Montreal were enabled to come into Bonaventure. While an announcement was made in the press that the Rouses Point trains of the M&C would use Bonaventure station after April 1863, they did not actually begin to do so until December of that year. The combined traffic of the GTR main lines to Toronto and the west, and to Quebec, Richmond, Island Pond and Portland, of the M&C Lachine-Mooers line, and the M&C St. Johns-Rouses Point line, gave Bonaventure a schedule of some twelve daily train departures, and a corresponding number of arrivals, by December, 1863. In 1864, the Montreal & Champlain was leased, and in 1867, purchased, by the Grand Trunk Railway of Canada, and the dual-gauge terminal remained until the abolition of the broad-gauge on the GTR in the early 1870's, when Bonaventure became once more a one-gauge station.

On December 15, 1880, the train ferry service Lachine-Caughnawaga, as well as the Caughnawaga-St. Isidore section of the former Montreal & New York Rail Road was discontinued, and thus the original function of Bonaventure as the terminus for the New York route via Lachine, Mooers and Plattsburgh, was discontinued. During this period, a larger, typically Victorian station, with all of the elegance of the period, including stained-glass windows in the waiting room, was erected, and this structure remained until the end. One of the stained-glass windows is preserved in the CNR Museum Train. The station remained as the GTR's only passenger terminal in Montreal, until 1923, when, passing to Canadian National Railways, it became one of three stations, but retaining its status as the principal one. Trains of the Canada Atlantic Railway used it, until the CAR's absorption by the GTR in 1905, as did those of the Central Vermont, until the end. Until about 1917, the Delaware & Hudson service into Montreal arrived at Bonaventure, but at that time, the D&H changed places with the Rutland Railroad, the D&H replacing the Rutland at Windsor Station, vice-versa at Bonaventure.

Bonaventure station was eclipsed by the new Central Station, opened by the Canadian National in July, 1943, but local trains continued to run into and out of Bonaventure until August 1948 when a disastrous fire completely destroyed the freight sheds, and damaged the passenger station. Thus, at the age of 101, the original M&L station site lost its passenger service, and all trains originated thereafter at Central. With the rebuilding following the fire, the improvement of the site was put in hand, the line of the new buildings moved back to correspond with Windsor Street. The new Bonaventure terminal buildings which rose on the site of the old station presently house freight, express and perishable traffic offices, as well as the headquarters of the Canadian National Telegraphs.

SOUTH MONTREAL 1852-63 4'8½" gauge

Because of the navigational difficulties incidental to the Laprairie-Montreal ferry route, the Champlain & Saint Lawrence was led, about 1850, to consider the advisability of a new terminal nearer Montreal, off the shore at Saint Lambert. Accordingly, a trestle-pier was constructed out from the St. Lambert shore to Moffat's Island, whence a "Y" shaped pier gave access into the river. This new terminal was inaugurated in January 1852, and was known as South Montreal. At this time, the line into Laprairie was discontinued. This terminal proved to be much superior to Laprairie, being but a short distance offshore from the city harbour. However, following completion of the Victoria Bridge in December 1859, the Montreal & Champlain RR, (successors to the C&StL) began negotiations with the GTR for the use of the bridge, and from December 14th, 1863, trains began crossing the

Victoria Bridge into Pointe St. Charles and Bonaventure stations, and the use of South Montreal was discontinued. It may be of interest to observe here, that the Montreal & Southern Counties Railway, opened in 1909, used the old Montreal & Champlain roadbed in St. Lambert, from Ranelagh through to the M&SC curve just beside the railway embankment. Before 1863, the M&C had an underpass at this point, carrying it under the GTR mainline, then around a left-hand curve and so out on the Moffat Island pier. Traces of this pier were noted and obliterated in 1956, when the Saint Lawrence Seaway Authority cut its channel parallel to the Saint Lambert shore.

POINTE STE CHARLES 1855-62 5'6" gauge

Concurrently with the construction of the Victoria Bridge, the GTR prosecuted the building of its railway to Toronto. On November 19th, 1855, the first section of this line, to Brockville, was opened for traffic, trains arriving at, and departing from, a station then situated at the intersection of the GTR with Wellington Street. This terminal continued to be used for the Toronto and western traffic after October, 1856, and for trains to Quebec, Riviere-du-Loup and Portland, after the completion of the Victoria Bridge in December, 1859.

In January 1862, however, feeling that a more centrally-located terminal would be desirable, the GTR arranged with the Montreal & Champlain RR for the use of the Bonaventure Street station, laying a third rail to accommodate its broad-gauge trains in the standard-gauge station. Accommodation trains continued to use Pointe St. Charles for some little time afterward, but eventually, all passenger trains were moved into Bonaventure.

HOCHELAGA 1876-1882 4'8½" gauge

Heretofore, in this account, the railway terminals dealt with are those which belonged to constituents of the Canadian National Railways. The first station belonging to a Canadian Pacific constituent, was that at Hochelaga, which was opened for traffic by the Provincially-owned Quebec, Montreal Ottawa & Occidental Railway, on October 16th, 1876.

This station was situated approximately at the corner of St. Catherine and Harbour Streets, and was used by the QMO&O. In 1881, part of the QMO&O was sold to the Canadian Pacific, but the other part, from St. Martin Jct. to Quebec with branches, known as the North Shore Railway, remained independent for some time. After acquiring the Hochelaga property, the Canadian Pacific embarked immediately upon an extension to a terminal closer to downtown, and from about December 1st, 1882, CPR trains used the new Quebec Gate Barracks, or Dalhousie Square station (as it was variously known), situated at Berri and Notre Dame streets. North Shore Railway trains continued to use Hochelaga for some months, but by the early part of 1883, Hochelaga was completely superseded as a passenger station.

LONGUEUIL II 1877-1883 4'8½" gauge

Eighteen years after the removal of the first railway terminal at Longueuil in 1859, the Montreal Portland & Boston Railway completed its connection through to Montreal from New England, and chose Longueuil as its terminal. For a time, passengers were transferred from Longueuil to Montreal by ferry but freight cars were moved in interchange over the Victoria Bridge by the GTR.

Later, however, due to the new line's rivalry with the GTR for New England traffic, arrangements were broken off giving rise, in the winter of 1879-80, to the famous railway across the ice of the river, which continued for four winter seasons, transferring cars from the MP&B, now the South Eastern Railway, at Longueuil, to the QMO&O yard at Hochelaga. During the open river season, the car ferry "South Eastern" built in the Cantin shipyard at Montreal, provided the service. In the Spring of 1883, however, the South Eastern being now controlled by the Canadian Pacific, an amicable arrangement was entered into with the GTR by the CPR who had other cares, and the second terminal at Longueuil was closed.

QUEBEC GATE BARRACKS, DALHOUSIE SQUARE 1882-1898
PLACE VIGER 1898-1951 4'8½" gauge

Superseding the Hochelaga station, the Canadian Pacific's new station at the Quebec Gate, Berri and Notre-Dame Streets, became the Montreal terminal for the new transcontinental, from about the beginning of December, 1882, until February 1st, 1889, when Windsor Station opened and took over traffic for the Ontario and Western division trains. During this period, the Canadian Pacific's general offices were at Victoria Square. The early use of Dalhouse Square saw trains of the North Shore Railway, as well as by the CPR, but in 1885, the North Shore was acquired, as well, by the CPR. Perhaps the most significant date in the history of the Dalhousie Square station was the departure, at 8:00 PM on the evening of June 27th, 1886, of the first passenger train ever to cross Canada from the Atlantic to the Pacific. A plaque, still affixed to the original station building (now part of the CPR freight shed), on the south side of Notre Dame Street just east of the bridge over Berri Street, perpetuates this occasion.

While the original area of the Dalhousie Square station was confined to the south side of Notre Dame Street, it was later enlarged and extended to the north side, the tracks curving fan-wise under Notre Dame Street, and ending up almost at right angles to Craig Street at the corner of Berri, where the hotel was later built. In 1898, the CPR constructed and opened the Place Viger Station and Hotel, in August of that year. Some years later, the tracks were rearranged on the north side of Notre Dame so that the platforms were parallel to Craig Street, rather than at right angles, and this arrangement obtained until the station closed. From that date, the station and hotel remained virtually unchanged. Traffic for Laurentian Division points used this station but, little by little, as train services were removed, Windsor Station absorbed them. The movement of the business area of Montreal, by evolution, westward toward Dominion Square was largely responsible for the decline in patronage which resulted in the closing of the beautiful but misplaced Loire-Chateau style hotel, in 1930. The station continued on for more than twenty years, until May 31st, 1951, when the last train pulled out of Place Viger, for Labelle. Your author became the last person ever to board a passenger train at Place Viger, when our Association observed the event by riding the last train to Park Avenue. The station and hotel buildings were taken over by the Montreal municipal government, and still stand in their old positions.

WINDSOR STATION 1889- * 4'8½" gauge

As we have seen, the first Canadian Pacific trains into and out of Montreal, used the Dalhousie Square station in the east end of the city. This was not originally inconvenient, owing to the fact that the original main line westward to the Pacific was by way of Lachute and Ottawa, the old QMO&O line. In the mid-Eighties, however, following closely upon the completion of the transcontinental, the CPR opened new routes into the city, particularly those from Toronto via Smiths Falls about 1886-87, and from the Eastern Townships and the Maritimes, over the famous "flying cantilever" bridge at Lachine, in 1887. Thus was born the idea of a west end terminal for Montreal, and this project was fostered and put into effect personally by the indefatigable Sir William Van Horne. The edifice which resulted, of the "developed Romanesque" style of architecture was occupied by the CPR general offices on February 1st, 1889, and trains started using the station on February 4th. The station, of antique but pleasing lines, has become one of Montreal's most distinctive structures. It is imposing, yet dignified and functional, and has typified, to many people, the conservative thinking of the Company whose headquarters it houses. The architect was Bruce Price, (1846-1903), who, with his daughter, Emily Post, the arbiter of manners and etiquette, " ... in their respective ways did much to keep alive some of the standards of last century. " ¹

The original station occupied only a small part of the corner of Windsor and Osborne Streets, sharing its locale with tourist houses on sites since occupied by

¹ - Meeks, Carroll L. : THE RAILROAD STATION, New Haven, Yale Univ. Press, 1956.

its extensions. Since that time, the station, built on the site of a garden in which the St. Jean Baptiste Society was founded, has expanded to take in all of the buildings in the block bounded by Windsor, Osborne, Mountain and St. Antoine Streets. Even a small street, Donegana, roughly a westward continuation of deLagauchetiere, has been obliterated. About 1912, the major extension, including the tower which mounts fifteen storeys above St. Antoine Street, was built and the station now encompasses some eleven terminal tracks, with further office extensions built in the intervening period.

The station now handles all Canadian Pacific Railway passenger traffic in and out of Montreal, and still houses the headquarters staff of the Company and its many subsidiary enterprises such as hotels, sleeping and dining cars, etc.

ST. CATHERINE STREET EAST, 1903-1943 4'8½" gauge

In 1903, when the Great Northern Railway of Canada decided to connect its Laurentian railway network with the city of Montreal, it found its approach in along the north shore of the Saint Lawrence, from the east end of the Island. At Hochelaga, the route of the new railway was obstructed by the Canadian Pacific yards, and further progress beyond the yard into the town seemed to promise much more in the way of expense than the comparatively impecunious GNRC was prepared to handle. Accordingly, just short of the CPR Hochelaga yard, the railway established what was, in later years, easily the most impoverished-looking railway station to be found in any Canadian metropolis of city size. Known more familiarly as "Moreau Street", from the street which intersected St. Catherine just at this point, all Great Northern, and later Canadian Northern trains from Joliette, Quebec, Lake St. John and northern Quebec points used this little station.

The station, in its finest period, boasted only a multi-storey brick station with three or four terminal tracks and a couple of "umbrella" platforms in the back. Until its demise as a passenger station in 1943, when the Canadian National completed its loop line around the back of Montreal through Ahuntsic and Montreal North, linking the lines coming into the eastern end of the city with the Mount Royal Tunnel and the new Central Station, the atmosphere of the old "Grand Nord" always seemed to hang about the St. Catherine Street East station. The site is still occupied by freight team tracks, but the station building has been dismantled.

TUNNEL TERMINAL, CENTRAL STATION, 1916 - * 4'8½" gauge

To the same extent as Bonaventure was the Grand Trunk's entry into Montreal, and Windsor Station that of the Canadian Pacific, the remaining member of the "triumvirate", the Canadian Northern, chose a midtown site for its Montreal terminal. Much has been said and written about the extravagance of those intrepid railway adventurers, Sir William Mackenzie and Sir Donald Mann, in selecting Mount Royal, the only appreciable hill for some miles around, through which to bore a 3.3 mile tunnel, but history and traffic have vindicated their judgement. The finest site of all seems to have been kept by Fate for the last comer, as the Tunnel Terminal-Central Station site is just at the threshold of being the basis for a city-centre development which will rival anything of its kind in the Commonwealth.

When the Canadian Northern planned its links with Montreal before the first World War, the choice locations for railway entry had all been taken up by its rivals. Accordingly, bringing a line in from the Ottawa direction along the north shore of the river of the same name, it was found that the expeditious course would be to tunnel Mount Royal, and establish a terminal in the heart of the midtown area, between Dorchester and deLagauchetiere streets, halfway between the shopping area of St. Catherine Street and the financial district of St. James Street. Work was started in 1912, but it was not until 1916 that the tunnel was completed and the first train had passed through the 3.3-mile bore. This, incidentally, also marked the only example of main-line electrification in Montreal. The first station established, called the "Tunnel Terminal", for obvious reasons, was at deLagauchetiere and Inspector streets, and was gradually expanded over the years, at the cost of various old residences and churches adjoining, on both sides of Dorchester Street. During the period 1916-1943, this

station served only trains on the Canadian Northern (after 1918, Canadian National) lines to the Laurentian mountains at Lac Remi, and the Ottawa Valley at Hawkesbury, and Ottawa. Little by little, however, excavation was carried out for the newer and larger station which had been envisioned from the beginning, and property expropriations made south of the station, between it and the waterfront, enabled the gradual construction of an elevated structure carrying railway lines to a connection with the old tracks at the west end of the Victoria Bridge.

Concurrently, work was begun on a new station just north-east of the old one, in the centre of the Dorchester-deLagauchetiere-Mansfield-St.Genevieve rectangle, and this new building, Central Station, completely superseded the Tunnel Terminal in July, 1943. Its opening resulted in the complete closing of the St.Catherine Street East facility, and the restriction of local trains for Lakeshore points to Bonaventure station. After the fire of 1948 at Bonaventure, the remaining local service was transferred to Central. The present station is of the through type, featuring high-level platforms, escalators to a concourse which spans the tracks. The building itself is rapidly being obscured by structures erected around it, including buildings such as the ICAO Building, the newly-opened Canadian National Queen Elizabeth Hotel, and the soon to be started "Place Ville Marie Development". All Canadian National passenger trains into and out of Montreal, use Central Station.

Though not properly a part of these notes, there are some interesting other non-terminal stations in Montreal. Probably the most spectacular is the Canadian Pacific's Italian-Renaissance Park Avenue Station, which was opened on November 1st, 1931, superseding Mile End Station which had been opened in October 1876. Canadian Pacific opened stations at Cote St.Antoine (later Westmount) and Montreal Junction, (later Montreal West) in 1889. The Montreal & Lachine Rail Road established a station at the Tanneries Village in 1847, and this station, later known as St.Henry, was in use until Bonaventure closed in August, 1948. The Canadian Northern-Canadian National had a station at Maisonneuve, on the Moreau Street line, until 1943. The Canadian National stations on the line via the Mount Royal Tunnel were largely opened in 1916-18, Val Royal being known originally as Lazard. The station at Portal Heights on this line still exhibits the foundation of a station which was once meant to be an exchange station between the CNR, and the Canadian Pacific which passes directly over the west portal of the tunnel.

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Lorne Perry writes about a

SOUTH DORSET RAIL TOUR

WHEN I WAS IN ENGLAND in June, I made a point of riding a railway enthusiasts' excursion and observing similarities and differences to operating such tours here. The tour I took was an all-day meander over little-used or goods-only branch lines in the Poole-Weymouth-Dorchester area of South West England. It was sponsored by the Railway Enthusiasts' Club, a smallish club with most of its membership concentrated in the Farnborough area, south-west of London.

It is an energetic group whose interests cover most of the field of railwayist endeavour. There are students of railway history, locomotive experts, ardent photographers, branch line addicts and a large nucleus of individuals who just maintain a general interest in railways.

For our tour, which took place on Saturday, June 7th, British Railways provided a steam-powered "push and pull" set. This might be called the predecessor of the RDC. It consists of a tank steam locomotive, a combine and a coach and does not have to be turned at the end of the branch line. In fact, the locomotive doesn't even have to be moved to the opposite end of the train. The "driver" simply transfers his base of operations to a compartment at the rear of the train,

SOUTH DORSET RAIL TOUR (continued)

and passes air whistle signals to the fireman back in the locomotive. The driver works the air brakes and the fireman works the throttle.

Our "push and pull" set was waiting for us at Poole on the South Coast when we arrived by regular train (at excursion rate) from London and Farnborough. The fare for the 85 miles and 7½ hours we were using the special train was £1/6/-, or \$3.64. Considering the length of time involved and the fact that we had only 70 passengers, the fare was extremely reasonable. Tickets were specially printed by British Railways and could be retained by the passengers as souvenirs. The fare didn't include meals, but a very efficient commissary department under the management of several of the club members catered to all our needs at reasonable prices. The variety of food brought aboard was nothing short of startling. They set up shop in one of the passenger compartments and their display overflowed into the baggage compartment. Dinner was available at group rate in the British Railways refreshment car included in the regular train back to London.

English enthusiast clubs have found that British Railways officials are very pleasant to deal with in the initial stages of planning a trip, but when it comes to the detail work, they tend to be difficult and slow. It seems to take a long time to get minor points cleared up, such as the length of time at photo stops, the routing through junctions, whether the train will be "push" or "pull" going down branch lines, etc.

Photo stops were a feature of the trip, and the locations were good but not excellent. In most cases they came at places where the train was required to stop anyway for operating purposes, and at no time were we permitted to disembark where there was no platform. Density of traffic even in south Dorsetshire, seemed to be the main reason for the first characteristic, and the second was due largely to B.R.'s reluctance to let any passenger, even a railfan, attempt to negotiate the high step from carriage to ground. "Run-bys", quite common on North American enthusiast tours, are relatively rare in England due to the objections raised by railway officials. However, at one stop, the ocean lapped at the rail embankment, and at another we photographed the train standing in a picturesque abandoned station complete with weedgrown platforms.

The schedule prepared and published in advance was not adhered to very closely. One of the delays was caused by the derailment of a goods locomotives at an important junction which we had to pass. We waited while more urgent traffic was routed over the one remaining track, and when our turn finally came, we ran several miles on the right-hand (or wrong) track. During the day tales were told about the more eccentric of British railway enthusiasts. One chap has made it his burning desire to ride over every foot of trackage on British Railways. On one excursion he was overjoyed because a seldom-used leg of a wye was to be used, but later in the trip his joy turned to gloom when the train was backed through the portion of a certain double-crossover that he had already traversed.

Not so many ladies take part in enthusiast excursions in England. On ours, there were only two, but they were evidently old hands at the game. As is usually the case on either side of the Atlantic, if a rail excursion is to be successful, it is due to the time and effort of dedicated committee members and interested railwaymen. The South Dorset Rail Tour was in that exalted "successful" category.



ONE HUNDRED MILES, or slightly more, north of Toronto, lies an area of lakes and forests which has been a vacation resort for almost one hundred years. This is the land of Muskoka, a land of lakes, large and small, where the ancient rock of the Canadian Shield shows through in the rounded hills and rocky islands in the lakes. Although its permanent population is quite small, it is swelled during

THROUGH MUSKOKA'S NARROW CHANNELS

by Forster A. Kemp

OGOMUSKOK-O

the summer months by thousands of city-dwellers who migrate northward to escape the heat of the cities

and bathe in the cool lake waters. Some of these remain during the whole summer; others join the "week-end rush", while still others spend their vacation period in the area. Many hotels and summer cottages have sprung up to accommodate these summer visitors, and they have given rise to the area's largest industry, that of catering to vacationers.

Today, most of these people come to Muskoka by automobile, with smaller groups travelling by train, bus and aircraft. In former years, however, the railway was the main travel route to the Muskoka country. The first railway to reach into the area was the Northern Railway, which constructed to Gravenhurst in 1875. This railway had originally been built from Toronto to Bradford in 1853, and had constructed a branch line from Lefroy to Belle Ewart in order to connect with steamboats on Lake Simcoe and Lake Couchiching. In 1855, it built on to Allandale, where it also touched Lake Simcoe, and then turned westward to Collingwood, on Lake Huron. It was content to be a connection for the Lake Simcoe steamers, which could go as far as the north end of Lake Couchiching, a point now called Washago.

From there, it is about fifteen miles overland to the southernmost point on Lake Muskoka, and although a trip of this length by road was an uncomfortable experience in those days, there was apparently enough business for a steamer service to begin operation on Lake Muskoka about 1860. The wheel of this pioneer side-wheeler is displayed in a restaurant in Gravenhurst.

When the railway reached Gravenhurst, it served as a complement to the steamer line, and it was only a year later that a one-mile spur was constructed from Gravenhurst to the wharf on Muskoka Bay, which later became known as Muskoka Wharf. From this point, steamers ran to all points on Lake Muskoka, and connecting lakes Rosseau and Joseph. The steamers were of all sizes, from the small, covered steam launches, to larger vessels with staterooms and dining saloons. Hotels and summer cottages sprang up around the lakes and nearly all had landing stages at which the steamers could stop to unload passengers, mail and supplies.

Other railways were built through the Muskoka country in the years immediately preceding the first World War. These were the Canadian Pacific and the Canadian Northern and they built convenient connecting stations at Lake Joseph, Bala and Bala Park. The Canadian Pacific built two stations at Bala, one on either side of the track, and only a few hundred yards apart. One of these was used in the summer, being closer to the wharf, while the other was used during the winter months. This arrangement was continued until recent years. Both railways brought additional traffic to the small steamers, but the building of roads into the Muskoka country during the interval between the wars caused some

reduction in the number of passengers and also in the number of steamers. Surprisingly enough, there were still five vessels left at the end of World War II ! Highways northward from Toronto were improved after the second war, and more roads were pushed in around the bays and inlets, so that there were few places inaccessible to automobiles. The Company operated a bus service between major points on its system for several years in addition to the steamer service, but at the end of the 1954 season the mail contract was annulled, and the vessels lost their designation of "R.M.S." A new company was formed, under local management, to operate the service in 1955, and has done so since that time under the name "Gravenhurst Steamships Limited". Former names used had been "Muskoka Navigation Co." and "The Muskoka Lakes Navigation and Hotel Company Ltd." as the company had, at one time, operated its own summer resort, known as "Royal Muskoka".

There are two vessels presently in service. The larger of the two is SS SAGAMO, a large vessel for these waters, over 400 gross tons. She is three decks high above the hull, and has a single, tall funnel. The lower deck is used as an entrance, and provides space for cargo. Aft of this is the boiler and engines, which are mounted on the bottom, but extend through the lower deck. Then there is the galley, and finally, the dining room reached by stairs from the passenger deck above. The dining rooms of these steamers are noted for good food, and afford a good view of the passing scenery through many windows which extend around the stern of the vessel.

The passenger deck, reached from the freight deck, by two stairways, has an open deck forward, extending up to the bow. There is a passenger cabin, with a number of cushioned wooden benches; these will hold about eighty persons. Aft of this is a passage with staterooms on both sides, and then a covered promenade deck, which extends to the stern. Stairways fore and aft lead to the upper deck, which contains a number of deluxe staterooms and has a small observation deck forward and another promenade deck aft. The promenade portion is open to all passengers, but the forward part is restricted to stateroom passengers and those who rent deck chairs. Like parlour car seats, these are available at an extra charge. The wheelhouse and boats are mounted atop the vessel.

The SS SEGWUN is somewhat smaller, and has only one passenger deck, but still possesses staterooms and a dining room. Both are powered by two propellers, each one of which is driven by a small, triple-expansion reciprocating steam engine. This arrangement is deemed to add to their maneuverability in the narrow passages of these waters. There is another vessel in the fleet, SS CHEROKEE, but, although it is the newest of the three, it lacks stateroom accommodation, and is therefore not operated. It is tied up at Muskoka Wharf, boarded up, with faded paint peeling from it.

The schedule which was usually followed until the SEGWUN was slightly damaged by grounding during July, called for the SAGAMO to start from Muskoka Wharf at 9:30 AM while the SEGWUN started from Bala. The two vessels met at Beaumaris where they tie up on either side of a wharf. The SEGWUN continues to Muskoka Wharf (Gravenhurst) while the SAGAMO sails on up the Indian River to Port Carling. There is a lock at this location in a very picturesque setting. The lake levels are carefully regulated by dams and sluices, so that there is a three or four foot difference between Lake Muskoka and Lake Rosseau. The steamers pass through a large, electrically-operated lock. A separate small lock, with hand-operated gates, is used by small boats. Boat owners do their own "locking through".

The SAGAMO continues on the winding channel into Lake Rosseau. On four days of the week, it went to Rosseau, a small village at the north end of the lake, while on the remaining three days, it went through to Lake Joseph through another short canal at Port Sandfield which is at the same level, and on to "Natural Park", a woodland area at the north end of this lake. This summer, however, since the SEGWUN's accident, the SAGAMO appears to go through to Natural Park each day. A stop of about an hour is made at the end of the run, and this allows a number of the crew members, (mostly high-school students from Gravenhurst) to have a swim in the lake.

On the return trip, the SAGAMO takes a slightly-different course through the lakes, but most, of course, pass through the canals at Port Sandfield and Port Carling. At Port Carling, the SEGWUN is normally met and passengers transfer for Bala. The SAGAMO arrives at Muskoka Wharf about 6:00 PM, while the SEGWUN arrives at Bala about 7:00 PM, ending the "100 Mile Cruise".

In an age when steamer operation is seldom economically feasible, it may seem unusual that these steamers continue operation. The answer to this is that many of the employees are students, who can be paid a lower rate than would full-time employees. This problem of wages was responsible for the demise of the SS CAYUGA, which was resurrected with great hopes in 1954, but fell victim to a combination of circumstances, including bad weather on weekends, resulting in a decrease in receipts although the crew was being paid all the time.

Persons interested in steamers who wish to gain an impression of what took place before the steamers left most Canadian lakes, and those who want a relaxing holiday trip, are urged to take a Muskoka Lakes cruise. Besides the one-day trip, a variety of all-expense tours are offered, including passage to all points served by the steamers, staterooms, meals and deck chairs. Gravenhurst can be reached by CNR or bus from Toronto or North Bay, and is on Highway No.11. Bala is on the CPR Toronto-Sudbury line and is also on Highway 69. Information on steamers is available from Gravenhurst Steamships Limited, Gravenhurst, Ontario.

QUEBEC WITH A DIFFERENCE

by Paul R. McGee.

.... 300th Anniversary of St. Ann's Shrine makes operation even more interesting than usual

A SLIGHT HAZE PREVAILED as we entered the ancient St. Paul station of the CNR's electrified Montmorency Subdivision. A few minutes later, after purchasing tickets, the gates were swung open to the announcement of " Ste. Anne -- Ste. Anne " and people crowded through the gates to secure seats in the three-car electric train which waited to take them to Ste. Anne de Beaupre, or, in a few cases, to one or other of the 45 other stations along the 25.1 mile long electrified system. About the yard, various other units of the 450 series were standing by marked STE. ANNES, ST. JOACHIM or MONTMORENCY. The 401, which will be used on our September 13th excursion, and oldest regularly-used electric car in North America, was standing ready as was a seven-car train powered by locomotive 230, one of the railway's heavy steeple-cab electric locomotives.

We procured a seat in the lead car of the train, one of the 450 series electric cars, in itself a locomotive. Behind us, two of the former Quebec Railway, Light & Power Co.'s trailers followed as we left the stub

switches of the station behind. Today was to be no speed run, as passengers waited at almost every station along the line, for today was the Feast of Ste. Anne and furthermore, the 300th Anniversary of the famous shrine at Ste. Anne de Bellevue. Advance publicity of the celebration stated that 100,000 Roman Catholics were expected at the basilica over the weekend. At a couple of stops, we paused just long enough for the "CNR Motorman" to kick off, or handout the newspapers for each village.

At the small station of Limoilou, 0.6 miles from Quebec, we acquired green flags and joined the order of the morning. With the exception of an inbound train which we passed on the double track between Limoilou and Montmorency Falls, every train we saw until about ten o'clock bore green flags, indicating that there was still another section following. At Ste. Anne Church, people were waiting for trains in much the same manner as one would wait for a streetcar. Standing on the platform there, one could see trains standing by at Ste. Anne Station, a half-mile away. Presently, the 230 came in hauling as a train, one clerestoried, open-platformed combination car, circa 1889, as a buffer car, and six flat-roofed, open-platformed second class cars of the same vintage. I read the casting on one of the wood beam trucks -- "Patented 1881". It would be interesting to know how many types of braking systems these cars have been outfitted with!. Presently, an eastward train came and we boarded this riding in one of the trailers to the end of the line at St. Joachim; brakes hissed into emergency as we gathered speed leaving Ste. Anne Church, presumably to avoid hitting a pedestrian, then we picked up speed, and to the frequent sound of "14-L", proceeded toward St. Joachim. A slow order was in effect where an overpass was being built over the line east of Ste. Anne Station. We were under the catenary now, which, suspended from brackets on new straight poles presented a different appearance to the hodge-podge of bent wood which serves to keep the trolley suspended somehow or other on the rest of the line. Even the old poles have been removed! Construction work for the completion of catenary is progressing with the new poles now standing along a fair portion of the line, making it a night mare for photographers at the present.

Contrary to usual practice, this train went straight into the station at St. Joachim, discharged its passengers, then turned on the wye. The steam train from La Malbaie was expected shortly, so our train remained at the tip of the wye. The tail tracks were empty, all the coaches usually stored there presumably being in service. The La Malbaie train presently arrived, a few minutes late, only to have the entire engine crew and others make an intense examination of some displeasing item under the pilot. We boarded the train to ride back again to Ste. Anne Church behind CNR light Pacific No. 5071. At Ste. Anne Church, the crew again spent time inspecting the bearing of the front track. One of the crew doctored it temporarily by sloshing the drinking water over the bearing, then all got on board and proceeded slowly to Quebec.

Presently we boarded a train which was waiting in the station, and only after we were under way did we discover that we were on the extra-fare tourist special, but nothing happened when the conductor collected our tickets. Apparently, anything goes on any train on Ste. Anne's Day. While the conductor had announced that there would be no stops, we soon heard communicating signal 16m, and the train slowed down and entered a siding. After a longer wait than usual, the sound of an air horn was heard; obviously our meet had been delayed by 5071 limping in to Quebec.

We went to Palais Station in Quebec in the afternoon to watch the La Malbaie train depart. Departure time came and went with no sign of

an engine. The 5071 evidently just couldn't recuperate in time. After a while, CNR ten-wheeler No.1406 appeared on the scene, coupled, and after a great deal of steam had been emitted in blowing out the cylinders it went off down the line with its two baggage cars, coaches and a parlour car. Has anyone else noticed a 4-6-0 pulling a train including parlour cars recently ?

The only unfavourable note that I observed on the system this time was a way freight which made a return trip, hauled by a diesel-electric locomotive. No electric freights were operating at all, although this may have been due to the heavy passenger demands. Counteracting this, however, was a large sign in front of the St.Paul Station, advising the public to travel via CNR Electric Train to Montmorency and Ste.Anne Church. While advertising the tourist specials, this sign actually emphasized the electric portion of the operation !!

--P.R.M.

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MISCELLANY

- e On July 29th, 1958, the Yard Office at Joffre, Que., outside of Levis, was moved from mil. 103.0 to 102.3, Armagh Subdivision, in connection with the opening of the new CNR yard at that point.
- e On June 6, 1958, Canadian National 0-6-0 No.7439 was sold to the International Harvester Co., Hamilton, Ontario.
- e During June, the Pacific Great Eastern Railway opened the following stations on the Peace River extension, for carload freight only. (Station numbers represent mileage from North Vancouver):

466(Prince George)	517 Davie	570 Kennedy	615 Lemoray
474 Fraserview, BC	523 Angusmac	576 Caswell	622 Bickford
479 Quaw	530 Tacheeda	580 Bijoux	628 Crossie
486 Salmon Valley	540 Anzac	591 Murray	635 Hulcross
498 Odell	547 Firth	592 Azouzetta	644 Hasler
505 Averil	552 Hodda	602 Garbitt	653 Doakie
512 McEwan	562 Chinka	608 Callazon	660 Chetwynd,BC
- e Canadian National Railways opened its diesel shop at the new Cote de Liesse yard in Montreal at 7:30 AM on Monday, July 28th, 1958.
- e During August and September, the following Canadian Pacific train services were/will be cancelled:

August 5th,	Trains 362, London-Toronto	and 365 Toronto-Windsor (yard).
" 16th,	" 121-122 McAdam-St.Stephen,	NB
September 2nd,	Trains 23-24,	Ottawa-Toronto.
" 6th,	" 563-564,	McAdam-St.Andrews, NB

RECENT TROLLEY TRIPS

On Sunday, July 13th, the first outing in the newly reconditioned open car, No.8, was held, operating between Youville Shops and Montreal North. Several trips were made between the City Limits and the Montreal North terminus. On Sunday, August 3rd, this car was taken to Lachine, suffering a "hot box" on the way back which delayed the return to Youville until 7:15 PM. On Saturday, August 9th, the service on the MTC Lachine #91 route terminated, being replaced by a bus service. On the following day, Sunday, August 10th, the Association ran Car #1046 to Lachine, terminating a service which had been started in 1896. Further details on this trip. next month.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

FALL FOLIAGE WEEKEND

-- F E A T U R I N G --

CANADIAN NATIONAL RAILWAYS --- --- CANADIAN PACIFIC RAILWAY

TWO **STEAM** TRIPS

OUT OF MONTREAL, CANADA.

SATURDAY, OCTOBER 4TH, 1958

Via Canadian Pacific Railway from Montreal to St. Gabriel, Que. and return, a 164-mile return trip, using a light steam locomotive (Class not yet determined). Train leaves Windsor Station, Montreal, at 8:30 AM, E.S.T., returning about 5:00 PM, E.S.T., with approximately two-hour layover at destination for autumn colour photography.

FARE \$ 4.00 *

SUNDAY, OCTOBER 5TH, 1958

Via Canadian National Railways, from Montreal to Garneau, Que., and return, a 214-mile return trip, using a C.N.R. 4-6-4 type locomotive of the 5700 class. Train leaves Central Station, Montreal, at 8:10 AM, E.S.T., returning about 5:00 PM, E.S.T., with a short layover at Garneau. Photo stops will include the Ste. Ursule Falls and the Val Pichette tunnel, near Shawinigan Falls.

FARE \$ 6.00 *

