

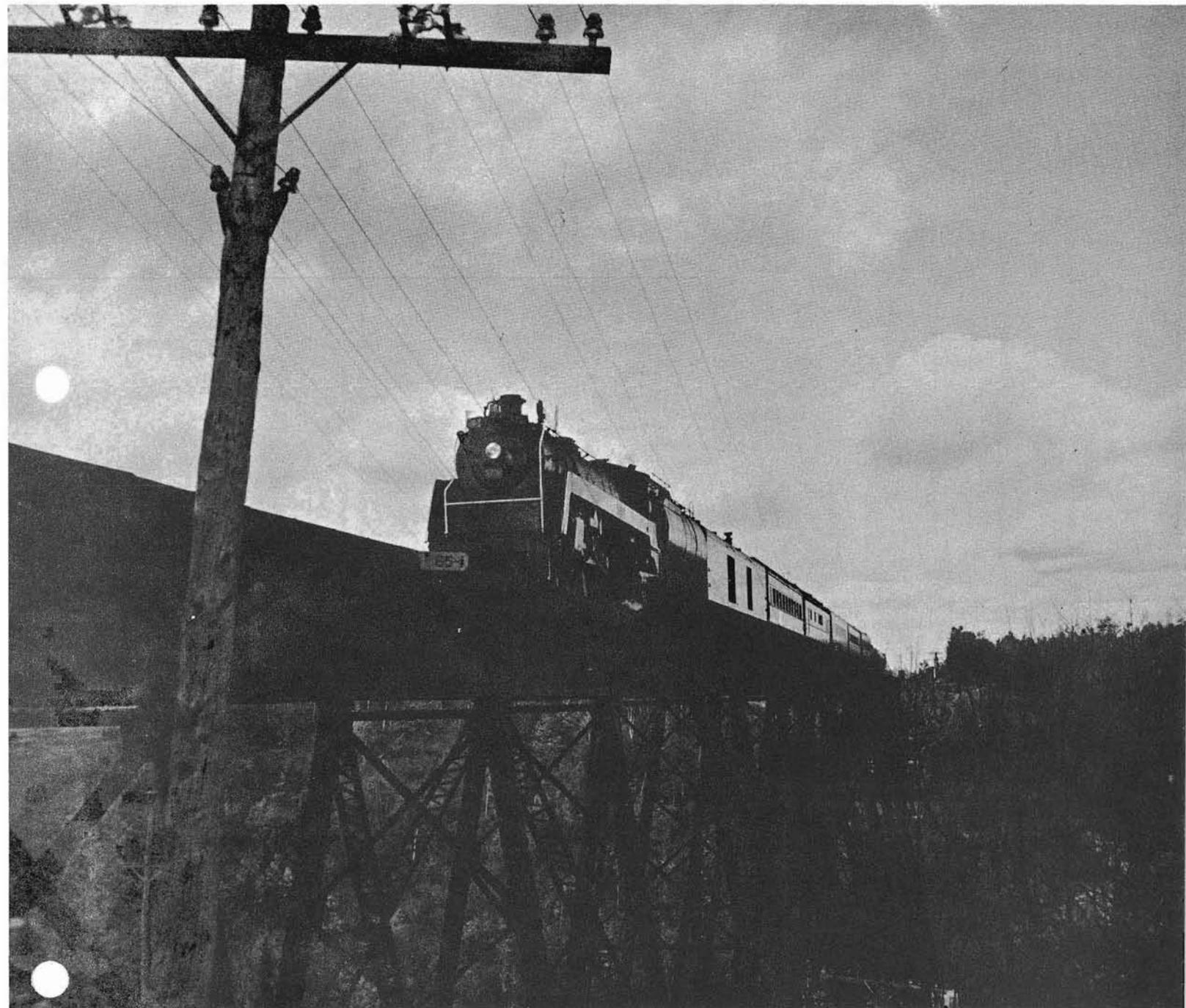
NEWS REPORT NO.94



NOVEMBER 1958

# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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



Canadian National Railways 4-6-4 type No.5702 is shown pulling the CRHA Fall Foliage Excursion special train across the Little Riviere-du-Loup viaduct between Joliette and Shawinigan Falls, Que., on October 5th.

Photograph by Paul R. McGee

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

News Report No. 94  
November, 1958.

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

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SUBSCRIBERS are respectfully reminded that subscriptions for 1959, \$2.00, become payable before December 31st, 1958. In order to avoid the uncertainty of the holiday mail rush, it is suggested that remittances be sent in to the Association's Editorial Committee, at Box 22, Station "B", Montreal 2, Canada, before December 15th.

This notice does not apply to regular or junior members of the Association, resident in Montreal, whose dues are collected personally by the Treasurer.

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NOTICE OF MEETING:

The regular monthly meeting of the Association will be held in Room 202, Transportation Building, 159 Craig Street West, on Wednesday, November 12th, 1958, at 8:15 PM. Several members will give short papers on topics of general interest, following which an auction of books, manuscripts, pictures and other memorabilia will be held, proceeds to go to the Association's general funds. Those members possessing duplicate material of a nature disposable by auction are invited to submit it by telephoning the Editor, Mr. Lavallee, at CR.9-8822, who acts as auctioneer. Provision is also made to dispose of items of unusual value for the members, upon the proviso that 10% of the amount of sale accrues to the Association.

-o-o-o-o-o-o-o-

Association News

The Trip Committee has announced two trolley trips forthcoming. The first, to be held on Sunday, November 9th, 1958, will be over the lines of the Montreal Transportation Commission served by the St. Henry carhouse, that is, from St. Henry to Cartierville, and return. The car to be used will be a double-truck Frink plough of the 3000 class, which carries two cabs. Thus, accomodation will be strictly limited. Participants will also be required to sign a release of responsibility form for travelling on non-revenue equipment, and due to these features, members who intend to participate MUST RESERVE BY TELEPHONE IN ADVANCE to William McKeown, Chairman Trip Committee, CR-9-8822. The fare will be, as usual, \$2.00. On this trip only, we would particularly ask that members refrain from making reservations for ladies.

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A trip over lines of the Ottawa Transportation Commission is scheduled for Sunday, December 14th, which will be the first weekend rail operation for the winter season. Car to be used will be one of the 651 class, as was used last winter. Fare will be \$2.00, reservations are asked from participants outside of the Montreal area.

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The Railway Division have received an important new acquisition in the form of Canadian Pacific Railway business car No.38, recently retired from service. This car, formerly the "Saskatchewan" used by Sir William Van Horne, was conveyed to the Association through the efforts of Mr. H.A. Greeniaus, Assistant Vice-President, Canadian Pacific Railway, and other officials, on October 14th, 1958. Space to store the car has been offered by Mr. W. Taylor-Bailey, Chairman of the Board of Dominion Bridge Company, Limited, Lachine, Quebec. A story of the "Saskatchewan" and its historic past, begins on page 133 of this issue.

The Cobourg & Peterborough Railway's trestle across Rice Lake had the distinction of being .....

### CANADA'S LONGEST RAILWAY BRIDGE

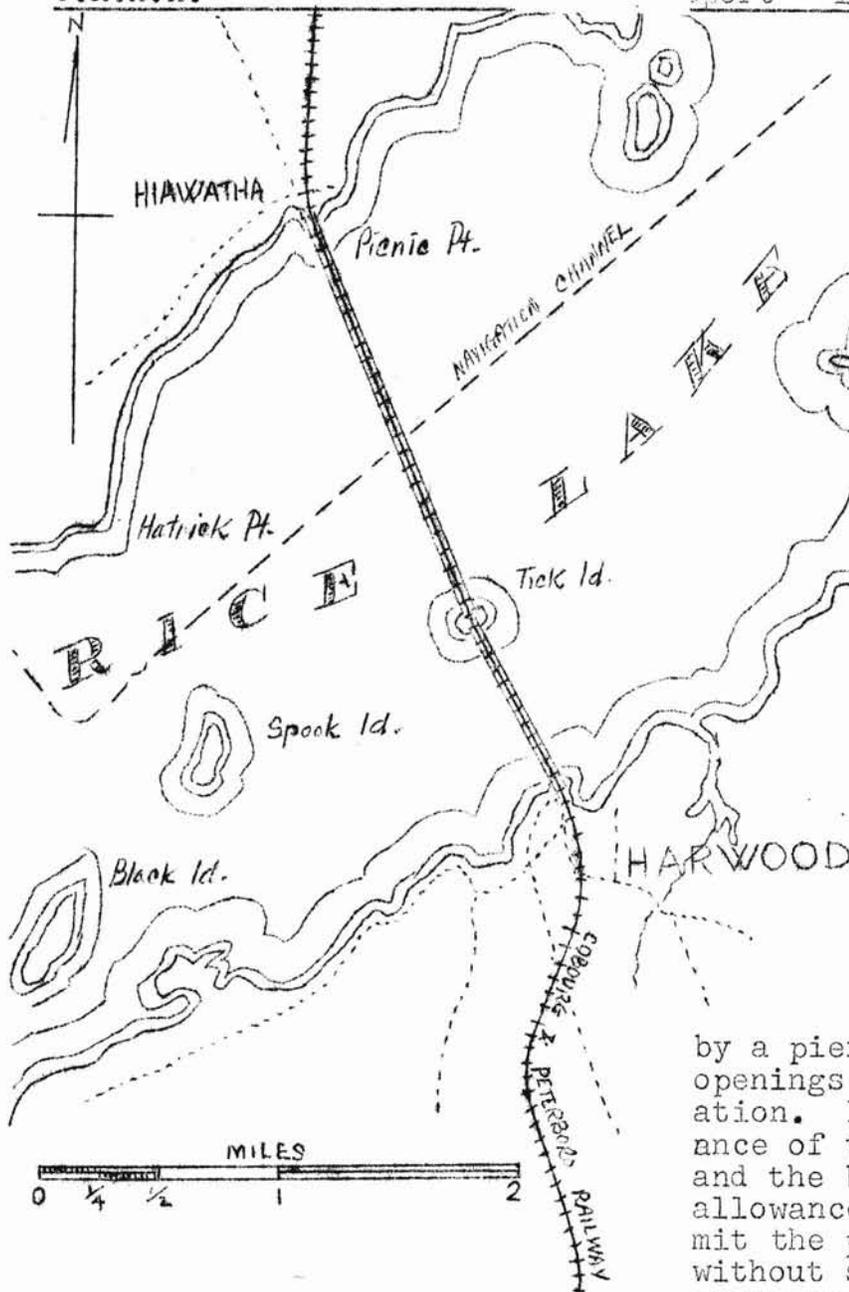
An Account by C.W. Kenneth Heard.

**T**HE MAJOR OBSTACLE in the route of the Cobourg & Peterborough Railway was Rice Lake, which lay athwart the path of this pioneer line; the C. & P. R. was incorporated in 1852, under the laws of the Province of Canada (16 Vic. Cap.40)<sup>1</sup> to build between the towns mentioned in its title. Projected in 1852, the railway chose a path which involved a crossing of Rice Lake, the only appreciable body of water in the vicinity. The lake, about fifteen miles inland from Cobourg, on the shore of Lake Ontario, is about 18 miles long and less than three miles wide, at its widest point.

The reasons for deciding to build across Rice Lake are obscure. It has been surmised, with little documentary substantiation, that inasmuch as the Peterborough & Port Hope Railway was being projected at the same time, it would be better, in the interests of traffic, to build the Cobourg & Peterborough line sufficiently removed from the former so that each line would open up a different section of the country for lumber development. Moreover, in order to avoid the grades which faced the Port Hope road, on its way out of Port Hope, it was considered advisable to build the line sufficiently east so as to avoid the steepest part of the height of land between Lake Ontario and the Trent River watershed. It was felt that the added expense of a bridge across Rice Lake would be more than compensated for by lower operating costs over a more easily graded line. As it turned out, however, the costs of the bridge (which, incidentally, was finally built across the widest part of the lake) exceeded all estimates and the Port Hope road was able to capture the lion's share of the Peterborough-Lake Ontario traffic all year 'round.

Thus, with two strikes against it at the start, the railway commenced construction. The contractor was none other than Samuel Zimmerman, who had held many contracts for railway building in Ontario, and who was to meet his death in the collapse of the Desjardins Canal bridge which, ironically enough, had been built by himself. While the railway was opened for traffic in May, 1854, Zimmerman would not hand it over, claiming that the line was not yet finished. Consequently, in 1855, when the stipulated three years were up, the line was still technically unfinished.<sup>2</sup> The contractor would give no substantial reason for his delay, nor would he make any concessions for improperly constructing the bridge over Rice Lake. The original plan called for a rock and gravel causeway held in place by piles, with a drawspan in the middle. Zimmerman's engineers, however, had underestimated the depth of Rice Lake and consequently substituted for the original causeway, a trestle and bridge. Further, in an effort to avoid heavy (and costly) earthworks, Zimmerman had built the line over the height-of-land between Cobourg and Harwood with a ruling gradient of one in thirty (3.3%) in both directions, thus reducing considerably the effective capacity of the locomotives. Zimmerman, notwithstanding the reprehensible construction, refused to turn the assets over to the railway until he had been paid for "extras". The Company thus did not get possession of the nominally-completed road until late in 1855.

The bridge, referred to by a prominent Canadian engineer, T.C. Clarke,



C.E., as "perhaps the longest railway bridge on this continent, and one of the largest in the world"<sup>3</sup> was two-and-six-tenths of a mile in length, over the widest part of Rice Lake. The railway crossed from Harwood, on the south shore, to Tic(k) Island by a pile bridge 3,754 feet in length. On Tic Island it curved a little, the deflection being  $2\frac{1}{4}^{\circ}$ . From there to the north side of the main channel, a distance of 2,760 feet, there was a succession of wooden cribs 10x20' in size, sunk on eighty-foot centres and filled with stone. These served to support thirty-three 80-foot Burr Truss spans.

In the channel, there was a "pivot draw on a turntable" (swing bridge), 120' long, and supported by a pier 20x40' in size, giving two openings of fifty feet each for navigation. In order to allow for a clearance of twelve feet between high water and the bottom of the swing span, allowance thereby being given to permit the passage of low barges, etc., without swinging the bridge, the eight spans on either side of the swing span

were inclined at a gradient of about 1 in 70 (1.43%). Obviously, such a gradient on a structure of this type, introducing, as it did, a hump into what was to all intents and purposes a wooden trestle two-and-a-half miles long, left something to be desired from an engineering point of view. Starting at Tic Island, the first seventeen Burr Truss spans were level, then followed the eight spans inclined upward, the swing span, then the eight spans inclined downward. At this point, the end of the truss bridge, another pile trestle 6,728 feet in length, similar to that extending out from the south shore, connected the truss with the north shore. This north side trestle, however, was strengthened every five hundred feet by a crib 10x20' in size, loaded with stones.

The bottom of Rice Lake is black mud in a semi-liquid state, and as such afforded no support to piles. Under the mud, there was a stratum of very hard and compact sand, overlying the clay. The depth of water and mud averaged fourteen feet, south of Tic Island, and sixteen feet between the truss bridge and the north shore. The total seasonal rise and fall of the water level in the lake is six-and-one-half feet.

The piles were driven through the sand and in some instances, into

the clay. Generally, they were driven an average of ten feet into the sand. Driving was a difficult process, the pile not going more than two inches at a blow, from rams weighing 18 cwt., falling through forty foot leaders.

From Tic Island to the Trent Canal channel, the lake was deeper, averaging twenty-eight feet from low water mark. The channel is thirty-six feet from low water mark. This depth made a pile bridge impracticable, and the aforementioned truss bridge was substituted. The mode of construction was as follows:- Four long piles were driven and capped, to bear the vertical pressure of the bridge, until the cribs would sink to their bearings. They also served as guides for the cribs, which were built around them, 10x20' at the top, and battening 2" in 12" at the ends and 1" in 12" at the sides. They were made of square timber above, and round timber below, the water. They were sunk to their places through the ice in winter, and then loaded with boulders collected along the shore. (See accompanying diagram Figure 1).

Inspection of the accompanying Figure 2 will demonstrate the supports for the trestle. The two center piles (A) were white oak, while the outer pair (B) and the spurs (C) were in most cases pine or tamarac. These were driven and capped with pine caps 12x12". (D) The spur piles were driven with a leaning machine, so that their tops stood about four feet from the others. They were then drawn up with strong tackle and secured with 1" round bolts. The corbels (E) were fastened to the caps and piles by 1" square rag bolts three-and-a-half feet long. They were notched an inch on the caps. The stringers (F) of pine, 12x18" were secured to the corbels by 1" round screw bolts. Ties (G) of 3" oak

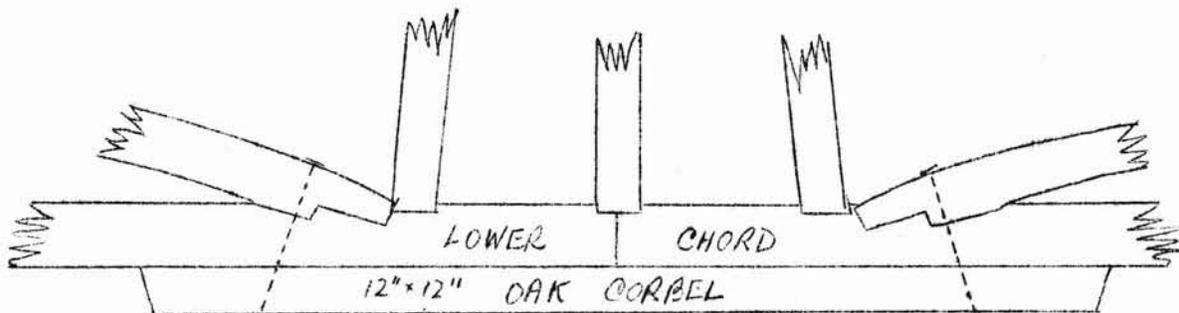


Fig. 1  
LONGITUDINAL SECTION  
OF  
BARR TRUSS BRIDGE PIER

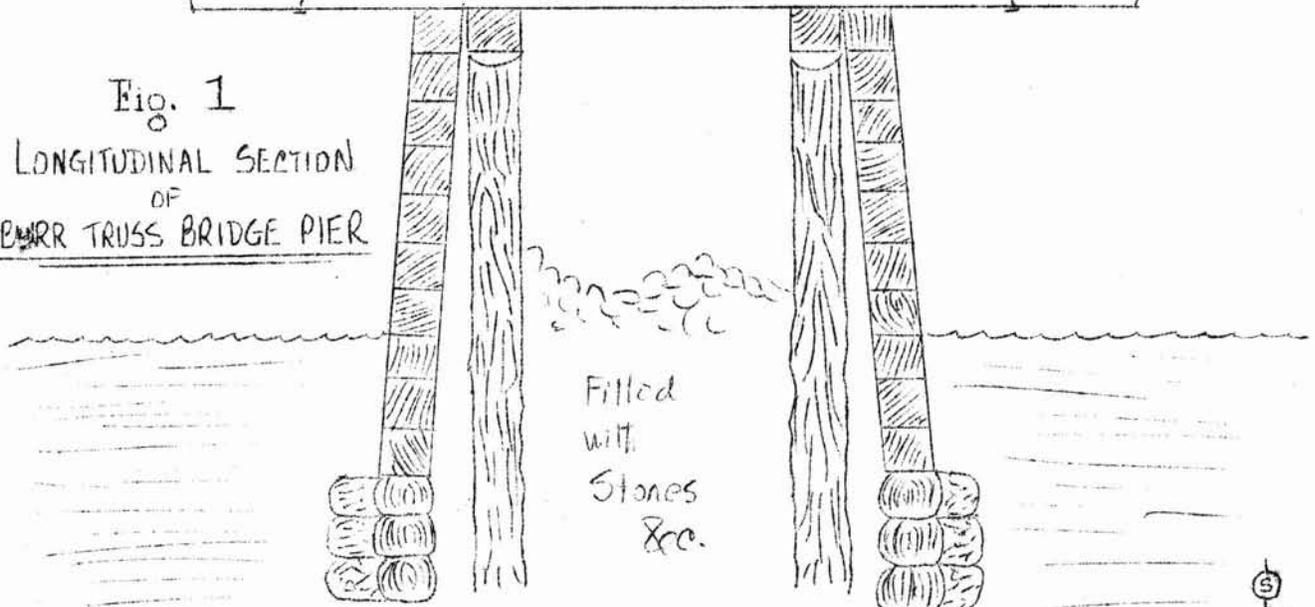


Fig. 2  
CROSS SECTION  
OF  
TRETTLE BENT

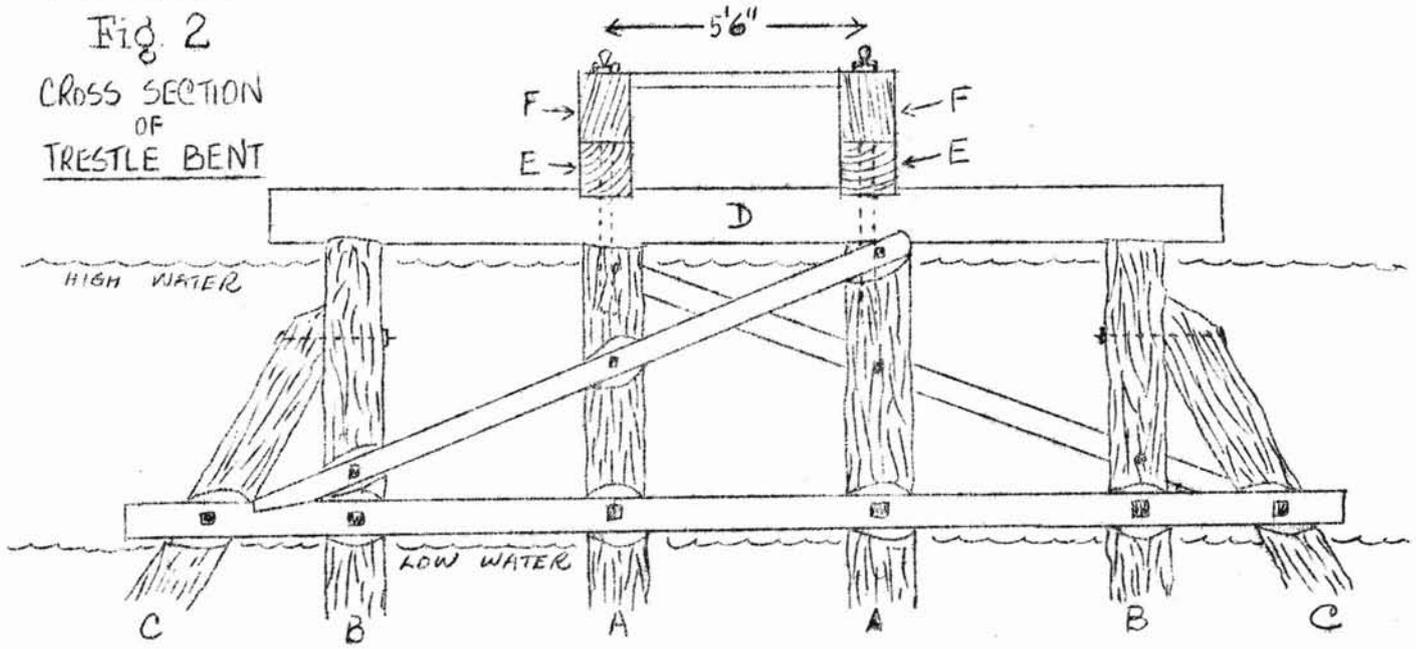


Fig. 3  
PLAN OF DECK BETWEEN BENTS

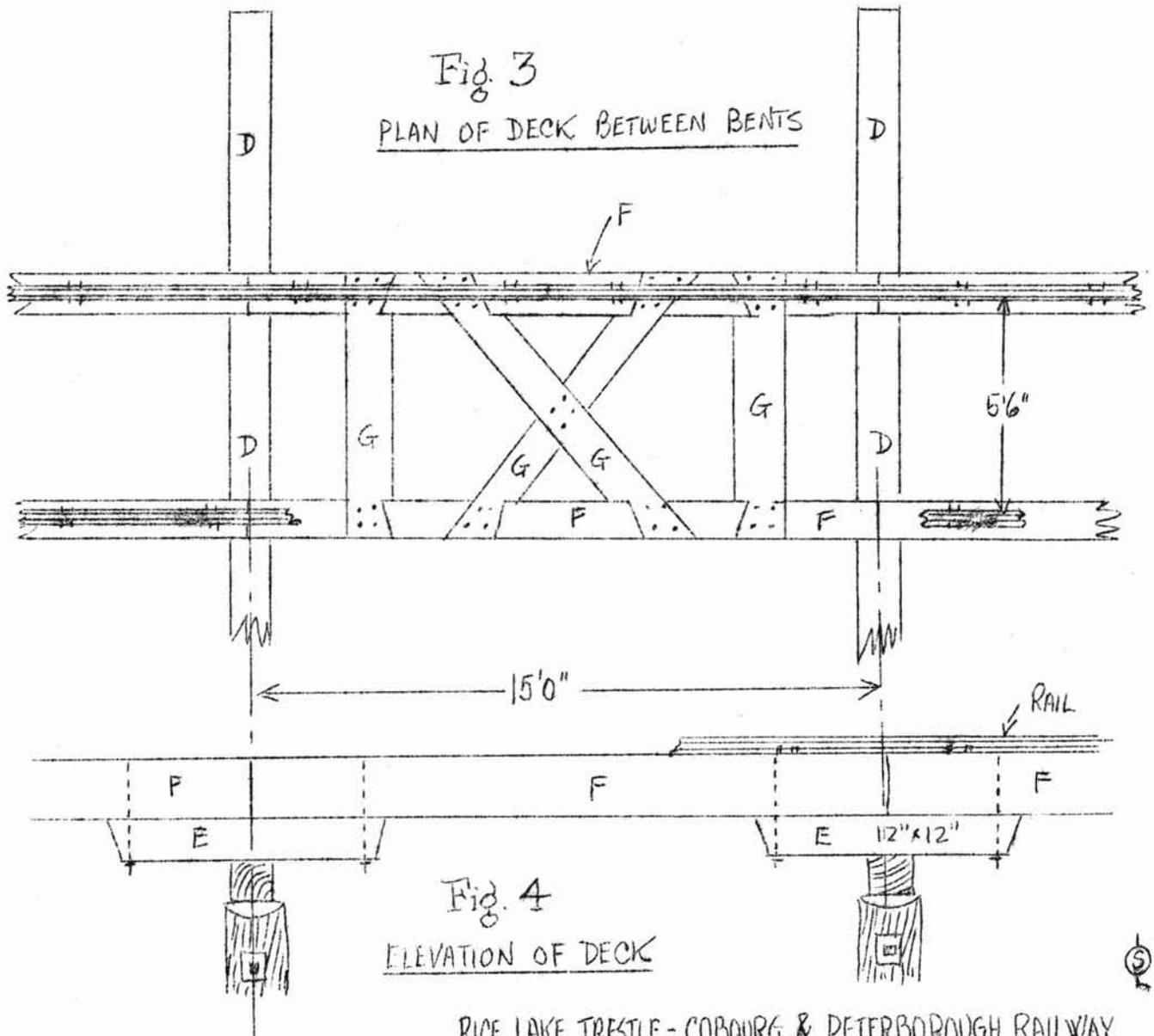


Fig. 4  
ELEVATION OF DECK

RICE LAKE TRESTLE - COBOURG & PETERBOROUGH RAILWAY

plank, connect the stringers on top. The total cost of the bridge had been "not far from \$175,000".<sup>4</sup>

The bridge was constructed in the summer of 1853. After the next two or three winters, however, it was soon discovered that it was almost as difficult to maintain as it was to construct. In winter, the ice on Rice Lake formed to the thickness of two and one-half feet. After the ice had formed, the lake usually rose some two or three feet; and the ice, being frozen to the piles, would have the effect of a pile driver in reverse. Moreover, extreme changes of temperature in the winter season would cause the ice to buckle during the day, and then settle at night again.

In the first winter, that of 1853-54, the force of the rise in the level of the lake was sufficient to draw out a few piles near the Peterborough shore, and to raise the pile bridge north of the truss bridge some six or eight inches, except where it was held down by the cribs sunk every five hundred feet. Thus, it had a rather undulating surface and the contractors were obliged to raise and block up the stringers at these low points. It was proposed to prevent this raising of the ice by putting flash boards on the dam at Crook's Rapids, at the lower end of Rice Lake, and thereby raise it to maximum level before the ice formed. In order to maintain a constant water level in the lake, if more water flowed in, it would be drained off. On one occasion that winter, the ice cracked and broke the bridge. The result was that the two sections were out of line as much as 36 inches.

However, in common with most performances of a spectacular, and dramatic nature, the best was yet to come, for it was on January 1st, 1855, in the next winter, that the bridge received its worst blow to date. The day was warm, and the smoothness of the ice was marred by several ominous cracks. Because of these cracks, an ice jam began to form in the channel. This jam had the effect of pushing that ice which was not in the channel shoreward, taking the bridge with it. The north pile bridge was pushed toward the Peterborough shore, but owing to the number of cribs in it, it did not move too far. The truss bridge was pushed toward Tic Island, so much so that the span adjacent to the island slid four feet up on the solid abutment. South of Tic Island, the pile bridge was likewise pushed toward the Cobourg shore. It was pushed so far that the bridge parted near the island, leaving a gap of seven feet. The piles were now leaning at a crazy angle, and where the thrust met the resistance of the shore, it crushed the solid 12x18" stringers, turning them into splinters and bending the rails double. Mr. Clark then follows this description with the significant sentence: "This has all been since repaired, and the trains are now crossing regularly."<sup>5</sup>

Since Mr. Clark's communication to the Canadian Journal is dated April 2nd, 1855, it becomes necessary to turn to other sources in order to ascertain the later history of the bridge. Unfortunately, these are scanty. We do not have ready access to local newspapers of the period, which might throw more light on the later story of the bridge. Professor Currie, in his book, The Grand Trunk Railway of Canada,<sup>6</sup> (Toronto, 1957) devotes three pages to the Cobourg & Peterborough Railway,<sup>6</sup> but he restricts his analysis mainly to financial and business details. What technical and engineering details he mentions are taken from sources which I have already investigated -- from three Annual Reports extant, from the article of Mr. Clark, from J.M. and E. Trout, Railways of Canada, and the Statutes and Sessional Papers of the Legislative Assembly of the Province of Canada.

From examination of the Trouts' Railways of Canada and Walling, H.F., Atlas of the Dominion of Canada, Montreal, George N. Tackabury, 1875), it appears that every winter the bridge suffered partial destruction. The prohibitive costs of repairing and maintaining the bridge were such, in 1857, as to force the road into bankruptcy. The bondholders foreclosed and in 1858 had an Act passed which enabled them, among other things, to take control. In January, 1860, Messrs. Covert and Fowler leased the line and started to build a causeway in place of the bridge, according to the original plan. It appears, however, that in the winter of 1860-61, the final blows were dealt to the improperly-built bridge by the ice.

In Mr. Walling's Atlas<sup>7</sup>, however, it is mentioned that the bridge was being reconstructed in a very substantial manner under the management of the Company's General Superintendent, and engineered by Walter Shanly; the bridge was to be reopened for traffic in 1874. It is highly possible that that part of the embankment still in existence today<sup>8</sup> (cf. map) dates from this attempt at reconstruction. However, it is problematical whether the bridge (or causeway, as it may now have become) was reopened. Evidence at hand indicates that the last year that the Cobourg & Peterborough Railway had full use of the Rice Lake bridge was in the year 1860.

Boldly planned but inadequately executed, the Rice Lake structure remains an important and ambitious part of the story of railways in Canada in pioneer times; it is one of the few natural obstacles which our early construction engineers, with their small engines and primitive equipment, were unable to conquer permanently and successfully.

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EDITOR'S NOTE: Mr. Kenneth Heard, who assembled the notes foregoing, is engaged in writing a definitive history of the Midland Railway of Canada, its constituents and local contemporaries. He would be interested in hearing from any reader who might have material, such as documents or photographs, to aid him in this research. Letters may be addressed to him in care of the Association.

#### BIBLIOGRAPHY:

- 1- Statutory History of the Steam & Electric Railways of Canada, 1836-1937, Robert Dorman,
- 2- Annual Report of the Cobourg & Peterborough Railway Company, mentioned in Currie, A.W., The Grand Trunk Railway of Canada, (Toronto, Univ. of Toronto, 1957) p. 284.
- 3- Clark, T.E. "On the Action of the Ice upon the Bridge at Rice Lake" in the Canadian Journal, June 1855, p. 249.
- 4- Constructional data on bridge from- Ibid., p.249
- 5- Ibid., p.250.
- 6- Currie, A.W., op.cit., pp.284-6.
- 7- Walling, H.F.: Atlas of the Dominion of Canada (Montreal, George N. Tackabury, 1875), p.55.
- 8- Canada, Dept. of National Defense, Army Survey Establishment, topographical map, "Rice Lake", sheet 31 D/1 East Half, scale 1:50,000, Second Edition, 1950.

CANADIAN PACIFIC RAILWAY RETIRES  
VAN HORNE'S BUSINESS CAR

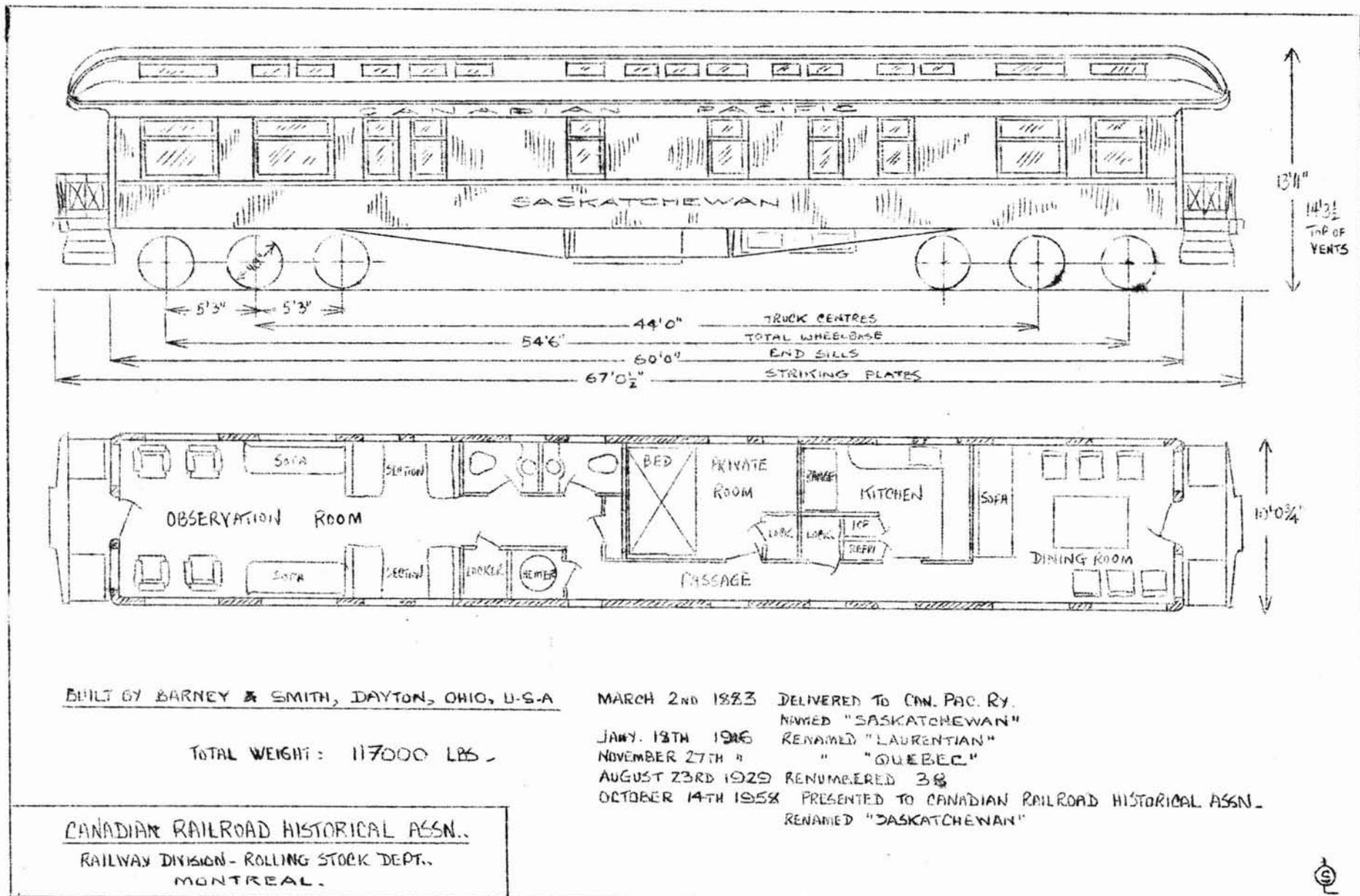
During the third week of September, Canadian Pacific Railway official car No.38 was withdrawn from service out of Toronto, where it had been assigned for the use

of the Superintendent, Trenton Division, Ontario District. In lieu of a nondescript fate at the scrap dock, the railway company donated the car to the Canadian Railroad Historical Association, for preservation as a personal monument to Sir William Cornelius Van Horne, for whose use the car was built in 1883, and as a particularly fine specimen of the railway official car in its golden age. The Editorial Committee feels it appropriate to present, at this time, the story of the car "Saskatchewan", as it was by this name that it was known originally, and by which it will be known hereafter, as an important accession to the Association's rolling stock collection.

" OUR TRIP HAS NOTHING TO DO with the opening of the road. It is just the plainest kind of a business trip. Just the usual trip of inspection before the winter sets in. There has always got to be a general clearing up before winter comes on. We intend going to British Columbia, but cannot say whether we will pass over the line before or after the last spike, about which you appear to be so anxious, is driven. No, I'm sure I can't say who will drive the last spike. It may be Tom Mularky or Joe Tubby, and the only ceremony that I fancy may occur will be the damning of the foreman for not driving it quicker. There will be no concluding ceremony, no nonsense. Some roads may like to advertise by making a great fuss, but we do not care for that sort of thing. "

So spoke Sir William Cornelius Van Horne, Vice President and General Manager of the Canadian Pacific Railway, to a reporter of the Winnipeg "Manitoban", on October 31st, 1885, as he arrived by special train from Montreal en route to the Pacific coast in anticipation of the completion of the line. Accompanied by the soon-to-be Lord Strathcona and Mount Royal, Donald A. Smith, and by Sandford Fleming, Mr. Harris of Blake Bros. & Co., Boston, a director, and Henry Abbott, manager of construction on the eastern section, the distinguished party occupied the Canadian Pacific private official cars "Metapedia" and "Saskatchewan" which, accompanied by a baggage car, made up the special train which was destined to be the first to cross Canada from the Atlantic to the Pacific.

One week later, on Saturday, November 7th, 1885, at a little after nine o'clock in the morning, the special train arrived at that spot in the Gold Range of the Selkirk Mountains, since hallowed by the name Craigellachie, which marked the joining of the rails from the Atlantic and the Pacific. Having an appointment with history of which, if we are to accept Sir William Van Horne's word, they had no previous intimation, Donald Smith, Van Horne and Sandford Fleming stepped down from the "Saskatchewan" to see the last spike driven. The appearance of Smith settled any question which might have arisen as to whom the task of honour would befall. As the senior in years and experience among the promoters, it was only natural that he should perform the function which would make the Canadian Pacific an accomplished fact. Courageously, Smith took the hammer, and after one false start, we are told, drove home the last spike. In the words of Sandford Fleming:



BUILT BY BARNEY & SMITH, DAYTON, OHIO, U.S.A

TOTAL WEIGHT: 117000 LBS.

MARCH 2ND 1883 DELIVERED TO CAN. PAC. RY.  
 NAMED "SASKATCHEWAN"  
 JAN. 18TH 1916 RENAMED "LAURENTIAN"  
 NOVEMBER 27TH " " "QUEBEC"  
 AUGUST 23RD 1929 RENUMBERED 38  
 OCTOBER 14TH 1958 PRESENTED TO CANADIAN RAILROAD HISTORICAL ASSN.  
 RENAMED "SASKATCHEWAN"

CANADIAN RAILROAD HISTORICAL ASSN.

RAILWAY DIVISION - ROLLING STOCK DEPT.  
 MONTREAL.



"The work was carried on in silence. Nothing was heard but the reverberations of the blows struck by him. It was no ordinary occasion; the scene was in every respect noteworthy, from the groups which composed it and the circumstances which had brought together so many human beings to this spot in the heart of the mountains, until recently an untracked solitude."

In the ensuing seventy-three years, all of the human actors in the drama of Craigellachie have passed beyond their mortal span. The inanimate accessories of the scene have all but gone. The spike, and the maul which drove it home were treasured possessions for many years afterward, but they have since been lost. The little unidentified engine, whose spiral of steam from a singing safety valve spelled the defiance of civilization at the silent mountain barriers of Eagle Pass, while the spike was driven, has been scrapped these many years. The baggage car, also unidentified, is gone too, as has the President's car, "Metapedia", which was burned at Princeton, British Columbia, in 1925.

All that remains of the historic setting, are the mountain crests of the Gold Range, and the private car "Saskatchewan", presently No.38, now passing into retirement at the venerable age of seventy-five and a half years.

The "Saskatchewan" is easily the most notable of all of the private cars which have been owned by the Canadian Pacific Railway Company. After Sir William Van Horne had been engaged in 1882 to direct the work of construction of the railway across the prairies, the company placed an order with the firm of Barney & Smith, of Dayton, Ohio, U.S.A., a well-known company of high repute who had contracts to build many of the railway's first passenger train cars. In the construction of this unit, the builders excelled. The inside and outside finish was of mahogany, and it was turned over to the Canadian Pacific Railway, completed, on March 2nd, 1883, assigned to Van Horne.

One of the first important tasks which the car was called upon to perform, was the transportation of Mr. Van Horne, and a group of railway officers and distinguished Europeans to Calgary, upon the opening of the line to that point. This was in August, 1883. Accompanied as usual by the car "Metapedia", the train's important passengers included, in addition to George Stephen, the railway President, Van Horne and other officers, Prince Hohenlohe of Germany, Vice Admiral Count Gleichen, the Earl of Latham, Lord Elphinstone and Lord Castletown. It is of interest in passing to note that this train left the Bonaventure Station of the Grand Trunk Railway, on Tuesday, August 21, 1883 for the trip to Calgary, rather than from the CPR station in the east end of the city, at Dalhousie Square. The departure from Bonaventure took place as it was necessary to go via G.T.R. to Toronto, Port Huron and Chicago, thence to St. Paul and the Manitoba border by the St. Paul, Minneapolis & Manitoba. Canadian Pacific lines were used from Emerson to Winnipeg and thence to Calgary. The Canadian Pacific's own line around the north shore of Lake Superior was not finished until May, 1885.

In the hectic years of construction, 1883, 1884 and 1885, the car "Saskatchewan" was everywhere with the indomitable Van Horne. It was his office on the road, from which went forth instructions on all phases of the construction work. It was the haven to which he retreated for rest and nutrition periodically, but not of necessity coincident with the fall of night, or the occurrence of a conventional meal time.

This, indeed, was the man characterized in later years as a "human dynamo", and the "Saskatchewan" met the demands of this man among men, unflinchingly. The year 1885 was a busy one for the "Saskatchewan", as the rails from Winnipeg stretched farther and farther away across the boundless expanse of the prairie, toward the sinuous stretch of iron which was reaching slowly up the canyons of the Fraser and the Thompson. Headquarters and railhead stretched farther and farther apart, now a matter of many hundreds of miles. The number of times that the "Saskatchewan" polished this transcontinental steel is without number. 1885 saw trips to the east, too; the "Saskatchewan" cooled its heels in Ottawa while its master aided his fellow directors in trying to coax additional aid from a reluctant government. The outbreak of the second North West Rebellion, allowing the company to prove its potential worth by sending troops around the north shore of Lake Superior over an unfinished line, prompted the classic suggestion afterward that the railway should have erected a monument to Louis Riel.

Hitherto, the "Saskatchewan" travelled between Winnipeg and Montreal by way of Chicago, using the GTR in Canada. The Eastern Section of the C.P.R., however, was completed in May 1885, when the rails were connected at Noslo, Ontario, on the north shore of Lake Superior near Schreiber. It was now only a question of time. The Canadian Pacific would be finished; with renewed vigour, the work went ahead during the summer of 1885. Finally, in the last week of October, the "Saskatchewan", the "Metapedia" and their distinguished cargo left Montreal for Winnipeg and Craigellachie, and the event which was described at the beginning of this article. Standing on the back platform of the "Saskatchewan" as his train prepared to leave Winnipeg, Van Horne said, ".... anyone who wants to see (the last spike) driven will have to pay full fare."

On November 8th, 1885, the "Saskatchewan" was in the first train to arrive at Port Moody on the Pacific Coast, after having travelled through from eastern Canada by rail. The passengers in the "Metapedia" and the "Saskatchewan" were the first to enjoy the Rocky Mountain panorama as it unfolds from a transcontinental passenger train, that journey from Calgary through to Vancouver which continues to delight and impress thousands upon thousands of tourists each year.

Thereafter, the car travelled the length and breadth of the system on Van Horne's inspection trips. He retained the use of this car through his Presidency, which lasted from 1888 to 1899, and continued through his Chairmanship, from 1899 until he resigned, on a plea of advanced age, in the spring of 1910. During this period, the "Saskatchewan" carried many distinguished visitors, including the Marquis of Lorne and Princess Louise, when they travelled to Quebec, leaving Canada at the end of their vice-regency. It was during this time, too, that Sir William Van Horne experienced the fastest train ride of his life. This occurred in August, 1906, when, seeking to test the speed possibilities of engine 832, a 4-6-0, a special train composed of the engine, a baggage car, the "Saskatchewan" and another private car attained a speed of 79 $\frac{3}{4}$  m.p.h. near Bagot, Manitoba. Upon arrival in Winnipeg, it is recorded that the crew joined Mr. Van Horne for dinner in the "Saskatchewan" to celebrate the occasion, which the Chairman always considered to be a milestone in his life. During these years, the "Saskatchewan" was served by a coloured man, Jimmie French, who was Van Horne's major-domo and companion on the road for many years. Many of these events are chronicled in -- Vaughan, Walter - "THE LIFE AND WORK OF SIR WILLIAM VAN HORNE", New York, The Century Co., 1920.

(continued on page 139)

THE CHANGE OF TIME  
ON CANADIAN RAILWAYS  
OCTOBER 26, 1958

Every change of timetable results in further decimation of Canadian Passenger schedules, although there is a tendency to eliminate trains during the course of the summer as well. Here is a summary of principal changes in passenger trains since April 26th, not including

changes made at that time:

CANADIAN NATIONAL - GRAND TRUNK WESTERN

Train No.	Type	From	To	Days Operated	Date Removed
340	Mixed	Owen Sound	Park Head	Ex. Sun.	June 21
339	"	Park Head	Owen Sound	"	"
x337-341	"	Park Head	Wiaraton	"	"
x336-338	"	Wiaraton	Park Head	"	"
34	Psg.	Montreal	Hervey	Ex. Sat.	Aug. 11
33	"	Hervey	Montreal	Ex. Sun. & Mon.	"
21	"	Quebec	Senneterre	Ex. Sat.	"
22	"	Senneterre	Quebec	Ex. Sun.	"
42	"	Richmond	Quebec	"	"
45	"	Quebec	Richmond	"	"
25	"	Montreal	Brockville	"	"
26	"	Brockville	Montreal	"	"
x92	"	Toronto	£ Peterboro	"	Oct. 26
x95	"	Peterboro	£ Toronto	"	"
x603	"	Lindsay	£ Midland	"	"
x604	"	Midland	£ Lindsay	"	"
45	"	Toronto	Orillia	"	July 12
44	"	Barrie	Toronto	"	"
70 GTW	"	Pontiac	Detroit	Ex. Sat. & Sun.	Oct. 26
75 "	"	Detroit	Pontiac	"	"
102	"	Winnipeg	Capreol	Ex. Sun. from Wpg	"
630 (Railiner) "	"	Saskatoon	Regina	Ex. Sun.	"

The foregoing trains have been eliminated from schedules.

x- Indicates these removals have eliminated passenger service completely from the following lines: Park Head-Wiaraton, Ont., Lindsay-Blackwater, Ont., (via Manilla), Lorneville-Midland, Ont.,

£- Via Manilla.

Changes in frequency or days operated:-

				<u>From</u>	<u>To</u>
216	Mixed	Edmundston	Campbellton	Tu-Th-Sa	Thurs.
216	"	Campbellton	Edmundston	Mo-We-Fri	Wed.
69	"	Edmundston	Riviere du Loup	Tu-Thu-Sa	Sat.
70	"	Riviere du Loup	Edmundston	Mo-We-Fri	Mon.
267	"	St. Hyacinthe	Sorel	Fri	Tue.
268	"	Sorel	St. Hyacinthe	Sat.	Wed.
620	Psg.	Sarnia	London	Daily	Ex. Sun
621	"	London	Sarnia	"	"

A new mixed train, numbered 3 and 4, has begun service between Port-aux-Basques and St. Johns, Nfld., making local stops and handling mail and express. Trains 1 and 2, "The Caribou", have had 3 hours and 45-50 minutes cut from their running times. These schedules connect with the new ferry MV "WILLIAM CARSON" which now makes a daily trip in each direction, requiring 6½ hours for the trip. Most of the westbound journey is made in daylight. Notre Dame Jct.-Lewisporte schedules have also been adjusted.

New York Central Rail. (St. Lawrence & Adirondack Railway), terminated all passenger service between Montreal and Malone, N.Y., with the last trips of its trains #166 and 167. (CPR 228 and 227) on October 26.

### CANADIAN PACIFIC RAILWAY COMPANY

The changes which took place on this Company's lines effective August 17th, September 2nd and September 7th, have already been enumerated in an earlier issue. With the October 26th timetable change, the following trains were eliminated from the schedules:-

578-579	Mixed	Woodstock, NB	Fredericton	Three times weekly.
217-218	Passenger	Montreal	Sutton, Que.	Sunday only.
213-214	"	Farnham, Que.	Sutton,	Ex. Sunday.
299	"	Montreal	Beaconsfield	Ex. Sat. & Sun.
135-136	"	"	Papineauville	Sunday only.
295-297y	"	Ottawa	Maniwaki	Sat. & Sun.
101-102	"	Fort William	Winnipeg	Twice weekly.
47-48	Dayliner	Moose Jaw	Calgary	Three times weekly.
39-40z	Passenger	Winnipeg	Regina (via Souris)	" " "
103-104z	"	"	Deloraine-Napinka	Weekly.
105-106z	"	"	" -Lyleton	Twice weekly.
107-108zz	"	Brandon	Estevan (via Souris)	Three times weekly
555-556x	Mixed	Brandon	Minnedosa	Wed., Sat.
527-528x	"	"	McGregor	Thursday.
557-558x	"	"	Lenore	Mon. Thurs.
553-554x	"	Brandon	Miniota	Tue., Fri.
203-204z	Psgr.	Regina	Prince Albert	Daily
205-206	"	Lanigan	Saskatoon	" /each mo.
609-610xx	Mixed	Outlook	McMorran	1st and 3rd Mondays
649-650x	"	Rosetown	Gunnworth	Weekly. /each mo.
615-616x	"	Swift Current	Stewart Valley	1st and 3rd Fridays
647-648x	"	Epping	Paradise Valley	Thurs.
617-618xy	"	Assiniboia	Killdeer	Monthly.

x- Indicates all passenger service suspended.

y- " replaced by later trip of No. 293.

xx- " passenger service suspended Gunnworth-McMorran

xy- " " " " Rockglen-Killdeer

z- " " " replaced by disconnected mixed trains.

zz- " " " discontinued between Kemnay and Souris.

OTHER PASSENGER NOTES: It is no longer possible to go through from Montreal to Chicago via Pool Train 5 and CP #37, as the latter does not connect with NYC 369 at Detroit. Passengers from Toronto must use Dayliner train 359 to make this connection.

Trains 261 and 262 between Ottawa and Brockville are now operated by Dayliners, thus ending through Ottawa-Toronto coach service on these trains. The Dayliners are also used between Ottawa and Maniwaki, replacing gas-electric car #9005. Dayliners have replaced conventional trains 305-308 between Toronto and Owen Sound, cutting running time to 3 hours and 5 minutes, and eliminating all service to Islington, Cooksville and Brindale. An additional trip has been scheduled northward on Sunday night and southbound on Monday morning. The 3:40 PM suburban train out of Montreal for Beaconsfield has been eliminated, and the Ste. Therese local train 181 has been restored to its former 5:11 PM leaving time from Montreal. The 5:27 PM Montreal-Montreal West train has also been restored.

PACIFIC GREAT EASTERN RAILWAY

This line has opened passenger service between Prince George, B.C., Fort Saint John, and Dawson Creek. Trains leave Prince George at 7:30 AM, and arrive at 3:15PM on Mon.Wed.Fri. in Fort Saint John, and on Tue.Thu.Sat. at Dawson Creek. Return trip leaves at 4:00 PM and arrives at 11:55 PM.

ADDENDA TO CPR-CNR NOTES

CPR Trains removed: #207-208 Psgr. Moose Jaw-Assiniboia three times weekly replaced by mixed trains.  
 #5-6 discontinued between Calgary and Vancouver.  
 CNR Train eliminated: #68, Passenger, Saskatoon-Melfort, Sat. Only.  
 Service reduced: 55, " Melfort-Saskatoon, MWF, now Wed.Fri.

CAR "SASKATCHEWAN" (continued)

The "Saskatchewan" was assigned to other duties when Van Horne retired from the active executive post in 1910, but it returned briefly to be included in his funeral train, following his death, at the age of seventy-three, on September 11th, 1915. When his remains were moved from Montreal to Joliet, Illinois, near his birthplace, it was only fitting that the "Saskatchewan", with which he had been associated so long in his lifetime, would accompany him on his final journey.

Four months later, on January 18th, 1916, the "Saskatchewan" was renamed "Laurentian" and in November of the same year, was once again redesignated "Quebec", this time for use by the General Superintendent of the Canadian Pacific's Quebec District. Upon the advent of the steel cars for district officials in 1929, including a steel "Quebec", the former "Saskatchewan" was demoted to divisional status on August 23rd, 1929, becoming simply Business Car No.38. Thus it remained, until its retirement in September 1958; at the time of retirement, the car was assigned out of Toronto, for use by the Superintendent of the CPR's Trenton Division. Even in these latter years, and in spite of the unimaginative number, it was still "Van Horne's car" to the older generation of railwaymen. Upon removal to Angus Shops, the Canadian Pacific Railway Company did not feel it appropriate that the fires of the Angus scrap dock should consume this last link with Craigellachie. Accordingly, on October 14th, 1958, it was presented to the Canadian Railroad Historical Association.

As "Van Horne's car" and fittingly renamed "Saskatchewan", it will be preserved for posterity by the Association as a personal tribute to one of Canada's greatest railwaymen, to the Company whose history is linked so inextricably with the history of Canada in the latter years of the Nineteenth century, and to the spirit of Canadian railroading as a whole, thus exemplified in one of the finest examples of an official railway car ever to ride its rhythmic way over Canadian rails.

-- Omer S.A. Lavallee

The Account of the Fall Foliage weekend, by Mr. Kemp, as well as the Notes and News, were received too late for inclusion in this issue of the News Report. All of this material will appear in the December issue.