



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

The regular December monthly meeting of the Association will be held in room 203, Transportation Building, 159 Craig Street West, on Wednesday, December 10th, 1958, at 8:15 PM.

At this meeting, Mr. Lavallee will give an illustrated paper on the subject, "Narrow Gauge Railways of Canada", one of the lecturer's current research projects. At the same time, Mr. Lavallee would like to take this opportunity to apologize to the members for his absence from the November meeting, due to indisposition, at which he was scheduled to conduct an auction. The auction has been deferred until early in the New Year. At the December meeting, a Nominating Committee will be appointed to select a slate of officers for the Annual Meeting elections in January.

Association News

In place of the programme originally scheduled for the November meeting, the members in attendance held a discussion on the topic of the railway museum project which the Association's

Executive and its Museum Committee now have under negotiation, which the Committee felt to be very stimulating. While the Executive, upon the advice of the Museum Committee, have deemed it inadvisable to give details of the project at this early stage, the members may be assured that all phases of this complex project are well in hand, and progressing satisfactorily. Dr. Robert V.V. Nicholls is the Chairman of this energetic committee, which has covered much ground since its organization in the Spring of 1958.

RENEWAL OF SUBSCRIPTIONS

Due to a labour shortage on the editorial staff, individual invoices covering subscriptions will be sent only to those requesting them, to cover subscriptions for 1959. We would therefore ask the subscribers to consider this as formal notice that \$2.00 subscriptions for 1959 are now due. They should be remitted in Canadian Funds at par in Montreal, by cheque or money order, and sent to the Editorial Committee, Box 22, Station B, Montreal.

OTTAWA TROLLEY TRIP - Sunday, December 14, is the date of the trolley trip in Ottawa which has been arranged to cover all lines, including Bank-St. Patrick routes which are to be withdrawn shortly afterward.

The Fall Foliage Excursions

its Fall activities. One of these was operated on the Canadian Pacific Railway from Montreal to St.Gabriel, Que., while the other was a trip to Garneau, Que., over Canadian National Railways trackage. Both trips were notable for the proportion of passengers from the United States attending, reflecting the virtual disappearance of steam locomotives from the eastern part of that country.

SATURDAY, OCTOBER 4TH, 1958

A bright sun shone in the morning of this autumnal Saturday, as Canadian Pacific Railway class G2 4-6-2 locomotive No.2663, glistening with fresh black paint, with white tires and polished bell and number plate, backed down to its train in track 9 of Montreal's Windsor Station amid the clicks and whirs of numerous cameras. The train, consisting of baggage car 4405, buffet-combine 3052, air-conditioned coaches 2269 and 2271, and non-air-conditioned coaches 1453 and 1450, was soon loaded and left at 8:30 AM. A few passengers entrained at Westmount and at Montreal West, and the all-important soft drinks and sandwiches were also loaded at the latter station. The train proceeded in leisurely fashion to Park Avenue, where the last of the excursionists boarded the train.

The run to St.Martin Jct., our first stop, was made at a quicker pace, slowing only for the Laurentian Autoroute underpass diversion and for the gauntlet track between Bordeaux and Laval Rapids. St.Martin Junction is a scenic woodland location where the line to Quebec separates from the rest of the Laurentian Division. A twenty-minute stop was made, during which Train No.131, a three-car, Ottawa-bound Dayliner, sped past in swirling clouds of its own exhaust fumes. A southbound freight, headed by engine 1217, chuffed through the station as we prepared to leave for St.Vincent de Paul. This station did not prove suitable for photography purposes, but it served us to meet Train No.149 from Quebec, after which we continued to Terrebonne. A number of freight cars were standing on sidings at Terrebonne, obscuring most of our train while it awaited Train No.154, the "Frontenac" which soon passed by at high speed, its diesels growling sonorously and its air blast raising a cloud of dust.

Green block signals soon beckoned us on to Lanoraie, where we would turn north to Joliette and St.Gabriel. No.2663's 7000-gallon tank was refilled before it proceeded slowly through the switches to the curve leading to the CPR's oldest line, while diesel 8442 idled nearby. Needless to say, all of this was duly impressed on film! A brief stop was made at Voligny (St.Thomas-de-Joliette) while the Association's General Superintendent, Mr.Lavallee, photographed the train at the station in this little village, which has been the home of several generations of his family. This part of the trip was over the remaining portion of the line built by "La Compagnie du Chemin à Rails du Saint-Laurent et du Village d'Industrie" in 1850, which is now the oldest line incorporated in the Canadian Pacific's railway system. This company's line ended at Joliette station, near the bank of the l'Assomption River, and now at the end of a spur, as the extension to St.Gabriel turns away about 2000 feet before the station. Part of the station grounds were being used to store farm machinery, but since this was on the shady side of the train, it caused little hindrance to photographers.

The train backed to the main line and resumed its journey, skirting the city's eastern edge, crossing the flat land to Lourdes station and ascending a grade to the junction with the spur to the sand pit about a mile beyond. Here a photo-stop and run-past took place. The train backed down the grade, then ascended to the curve beyond the summit, pouring out black smoke to contrast with the leaves. We continued on through St. Felix to mileage 19, where a bridge crosses the head of a waterfall on the Bayonne River. The engine stopped on the bridge, but backed up to allow most of the camera-toters to cross to the other side, where they invaded an unoccupied pasture, and attracted much attention from the owner's family! The train then proceeded over the bridge and the passengers climbed aboard to the sound of tortured fence-wire, and an occasional yelp as a barb found its mark!

The final eight miles of the line are winding and somewhat hilly, and gave opportunities for photographs from open doors and windows. Presently, we passed between the two hills marking the entrance to St. Gabriel, and the end of the line. After our arrival, some members visited the town's several hotels and restaurants, while the others watched and photographed the operations of taking water, turning the engine with two of the cars on a short wye, which proved very slippery, and switching the coaches to provide a platform at the rear. Many questions were asked about the unannounced invasion of the small town, as automobiles collected at the station crossing.

An additional stop was made to collect those persons who gathered on a hillside at the outskirts of town. Then, a non-stop run was made to Lanoraie, which provided a combined picture and water stop in the waning sunlight of the afternoon. It was decided to omit a proposed stop at l'Epiphanie in favour of keeping well ahead of Train 153 into Montreal. No. 2663 showed a fine burst of speed during the run to St. Martin Junction, but the remainder of the trip was made at a slower pace due to speed restrictions and stops to detrain passengers at Bordeaux, Park Avenue, Montreal West and Westmount. Arrival at Windsor Station was made shortly before 5:00 PM, Standard Time.

The train was operated as Second 150, Montreal to Lanoraie, as a Work Extra, Lanoraie to St. Gabriel (to permit backing up for a run-past) and as a Passenger Extra for the return trip.

SUNDAY, OCTOBER 5TH, 1958

This was a cold, cloudy and windy morning after a rainy night, but those of us living in the west end of the city could see that conditions would improve within a short time. The train again consisted of six cars (one baggage car, three air conditioned, reclining-seat coaches, lunch counter car 15636, and a non-air-conditioned coach. The lunch counter car was an innovation for the Association's trips, and took considerable time for the Lunch Service crew to become accustomed to working in it. It was converted from a sleeping car in 1943 for use in troop trains, and was fitted with berths for the crew at night. The train carried more passengers than the one on Saturday. It left Central Station at 8:10 AM behind electric locomotive 185. A stop was made at Mount Royal for passengers, and then we proceeded to the junction with the l'Assomption Subdivision at Gohier. The train stopped on the connecting track between the Mount Royal and l'Assomption Subdivisions, as it was expected to meet train No. 113, in addition to receiving our Hudson Type steam locomotive.

The latter arrived within a few minutes -- it was engine 5702 -- and it moved slowly past the train to the short siding beyond the station. No.185 followed with the train to the siding, already occupied by No.180, was then cut off and replaced by 5702. Soon we were under way again. Stops were made at Ahuntsic for passengers and at Montreal Nord siding, where we pulled in to meet the delayed No.113. This train called attention to its green signals, and they were duly acknowledged by our train, which was actually to be the second section of No.113 when it returned !

Joliette was the next photo stop and our train stopped under the new viaduct by the hotel named "Grand Nord" from the predecessor railway. Following this, No.5702 demonstrated its capabilities as we sped over the flat lands along the fringes of the Laurentians. The foliage became more colourful as we ascended into the rocky hills and rumbled over the high bridges, by which the line is carried over such streams as the Maskinonge and the Riviere-du-Loup. However, it was at Ste. Ursule Falls, that our first on-line picture stop was made. Here, the railway crosses the head of a cataract which tumbles and foams through a canyon almost half a mile in length. The train stopped on the east side of the river, backed up to pose on the bridge. It then backed to the west side of this long bridge (there is an additional channel to handle spring runoff) and came towards us, emitting considerable smoke and steam. Boarding the train took longer than usual, as some of the passengers seemed reluctant to leave this scenic location. One of the rocky outcrops is a little too high for the usual cutting, so the railway accordingly tunnels through it at Val Pichette, near Shawinigan Falls. A stop and run-by was made here, but was complicated by the tunnel becoming filled with smoke while the train backed through, so that it was necessary to wait until it cleared.

We continued on through Shwainigan Falls and Grand'Mere, cars swaying and flanges squealing, as we rounded the sharp curves. After we had crossed the St.Maurice River, there remained only the steep but short grade up to Garneau. Clattering wheels heralded our arrival as we stopped on the CPR diamond at the station. The engine and baggage car were cut off and turned on the wye, while a diesel switcher towed the remaining cars away to the east end of the freight yards for servicing. The engine was brought to the shop track for water, then to the coal chute, which, although it had not been used for some time, still contained sufficient fuel to fill the tender of 5702. The train was reassembled and the passengers, many of whom had exhausted their film supply, re-boarded the train.

Only a few minutes elapsed until we arrived on the bank of the St. Maurice River opposite Grand'Mere, where a "still" photo stop was made on a curve near the bridge spanning the river. The river, the leaves and the towers of the town shone in the afternoon sunlight. We sped onward through the hills until we came to the high viaduct over the Riviere-du-Loup, which here flows in a deep valley. Alighting on the west side, most passengers took up positions on the edge of the steep-walled valley, while the train retreated to the far side. A woman passenger ventured out on the bridge just as the train began advancing from the east end. The train was stopped and the woman escorted to the land by a trainman. Then the train steamed across the bridge, its exhaust subduing the clicking and whirring of cameras. A brief stop was made at St.Paulin, but this was the only pause in No.5702's long-strided run back to Joliette.

There, the photo stop also served to replenish the capacious tender; the fireman attended to this duty, then went to remove the white flags from the front of the engine, (We ran Passenger Extra from Garneau to Joliette), leaving the water running. Of course, it overflowed before he returned, cascading down the rounded tank onto the roadbed.

The curve at l'Assomption provided a location for the last official picture stop, as the train faced the yellowing light of the later afternoon sun. The train crew were included in the pictures, as is customary at some point on most of our trips. Stops were made at Ahuntsic, Gohier and Mount Royal on the inward journey. At Gohier, some of the passengers got out to see the cutting-off of engine 5702 and its replacement by electric 182 for the run through the Mount Royal Tunnel to Central Station. We arrived at about 5:30 PM, Standard Time, after a very satisfying day.

NOTES AND NEWS

- e Where is Canadian Pacific's last O-6-0? It can be found operating on weekdays (Monday to Friday) in Goderich, Ontario. Numbered 6275, it is of class U3d. A few other units of this class are stored at shops, but this is the only one still operating.
- e Canadian National Railways has begun extensive alterations to trackage in Montreal Central Station. A new platform has been opened, serving tracks 7 and 8, and used mainly for suburban trains operating via Mount Royal Tunnel. Parts of tracks 17, 18, 19 and 20 are closed while foundations for the 40-storey cruciform office building are excavated. It is proposed to remove a portion of the tunnel centre wall near the South Portal to allow insertion of a double crossover, thus simplifying trackage outside of the tunnel. To permit this, a concrete slab will be placed above the tunnel roof, at the intersection of McGill College Avenue and Cathcart Street. Another project involves the building of a line between Brosseau and Southwark East (old M&SC Jct.) to allow trains from the Rouses Point and Massena Subdivisions to enter St. Lambert by a less tortuous route than that used at present.
- e In a pamphlet issued to the public outlining the Central Station changes, Canadian National points out that the slab of concrete which is to be placed above the tunnel under Cathcart Street will be of such design as to be able to carry the tracks of a crosstown rapid transit subway over the CNR at that point. This would appear to be a development of a plan announced by the City of Montreal (not the Montreal Transportation Commission) proposing an east-west rail rapid transit route paralleling St. Catherine Street, which would follow the line of Cathcart Street in midtown Montreal, thus skirting the north fringe of the Place Ville Marie Development, and crossing the CNR at the point at which the tunnel widening is to take place. This plan was announced several months ago, but nothing has been issued to the public subsequently.
- e Canadian Pacific Railway has purchased an RDC2 of the old model from the Lehigh Valley Railroad; formerly numbered 41 by that Company, it has been designated No. 9116. It has low-back, suburban-type seats, similar to those demonstrated in No. 2960 in 1950 and 1953. The CPR has also converted cafe-parlour car 6551, parlour car 6766 and 3-compartment, 1-drawing-room buffet-lounge-solarium car "Mount Avalanche" into service cars.

e Thirty autobusses which the Ottawa Transportation Commission had ordered, to take over operation from electric cars on the Bank-Lindenlea ("B") route, were delayed due to a strike at the General Motors Corp. plant, which affected that company's operations. As a result, the changeover will only be made in late December or January, so that the excursion to be operated by the Association on December 14th will be able to include this route in its itinerary. The Commission has ordered sixty-seven busses; thirty of them will serve the B route, while the remainder are scheduled to take over the R (Preston-Rideau) route and replace some bus equipment. This is expected to occur during the spring of 1959. Ten of the OTC's streetcars were recently sold for scrap, and it is expected that 24 more, including the last three units of the 651 class, will be disposed of after the Bank route conversion. After conversion of these routes, only the "S" (Holland-Laurier via Somerset) and "A" (Britannia-George Loop via Albert) rail routes will remain.

e Several locomotives have, or will be acquired from the Canadian National Railways for preservation at a number of locations in Canada and in the United States. Following is a list of some of those recently arranged for:

| | | | | | |
|--------------|--------|-----------|---------------------|----|--|
| CNR #86 | 2-6-0 | preserved | London, Ont., | by | City of London. |
| " 88 | " | " | Morrisburg, Ont., | " | Ontario-Saint Lawrence Development Commission |
| " 1158 | 4-6-0 | " | Saskatoon, Sask. | " | Western Devel. Museum |
| " 1392 | " | " | Edmonton, Alta., | " | Edmonton Exhibition |
| " 2149 | 2-8-0 | " | Victoria, BC | " | Vancr. Id. Ry. Hist. Assn., |
| " 4300 class | 2-10-2 | " | Calgary, Alta. | " | City of Calgary. |
| " 5529 | 4-6-2- | " | Barrats, Mo., USA | " | Museum of Transport |
| CV 220 | 4-6-0 | " | Shelburne, Vt., USA | " | Shelburne Museum |
| GTW 5030 | 4-6-2 | " | Jackson, Mich., USA | " | City of Jackson. |

e Despite its recent application for removal of electric passenger service between Quebec and St. Joachim, Que., Canadian National Railways is continuing replacement of the old QRL&P Co. overhead wire, with its curious, outward-leaning poles, by catenary overhead, supported by brackets mounted on new, straight poles. It is assumed that much of the hardware for this installation was removed from the Montreal & Southern Counties Railway which was de-electrified in 1956.

e Canadian National Railways has begun work on the development of its new 628-acre Symington Yard in St. Boniface, Man., outside Winnipeg. Named after H.J. Symington, a former director of the CNR, the yard will handle up to 7000 cars a day, using the most up-to-date humping and electronic equipment, including closed-circuit television. It will replace most of the present yard operations at Transcona and Fort Rouge thereby combining the facilities of the former National Transcontinental and Canadian Northern companies. Small yards will remain at these points for service to local industries. A considerable amount of land will become available at Fort Rouge for industrial development.

e A hearing was held at Renfrew, Ont., on November 18th by the Board of Transport Commissioners on an application of Canadian National Railways to discontinue passenger train service between Ottawa and Barrys Bay, trains 89 and 90. The Board's decision has not yet been reported.

(Continued on page 149)

1886 and all that --

-- by Omer S.A. Lavallee

THE FIRST TRANSCONTINENTAL TRAIN

UNDER THE TITLE ABOVE, a deliberately ambiguous one, the writer intends to set down some facts, by which he hopes to dispel some of the confusion of dates and facts surrounding the building of the Canadian Pacific Railway on the western slope of the Rockies, and the opening of the railway from Coast to Coast in the mid-Eighties.

As a railway antiquarian, I am frequently approached by laymen for information on "firsts" in the railway history of Canada. Most of these questions can be answered in a straightforward way -- what was the first steam locomotive in Canada, the first railway, the first public railway, or where was the first piece of broad-gauge track laid, ad infinitum. If there is one "first", however, which has become thoroughly confused with other "firsts" which are closely connected with it, it is the date of the arrival of the first transcontinental Canadian Pacific train on the West Coast. The late Robert R. Brown lamented in these pages, the continued perpetration of erroneous facts on Canada's first locomotive, the "Dorchester" and attempted to set down the known facts concerning this engine, and the writer intends to do the same thing concerning the opening of the CPR transcontinental. In spite of our efforts in the direction of correct documentation, however, I must admit that I agree with the late Mr. Brown that, in railway history as in many other things, the retraction never catches up with the lie.

But, back to the transcontinental; the question usually takes the form: "When did the first train reach Vancouver?" I will not attempt to give my answer to that one, because it is usually not the question which is intended by the person asking it. Rather, to eliminate confusion in the minds of those who will take the trouble to read through this manuscript, no less than four "first" dates are usually brought to light before the questioner finds the information for which he is searching. They are:

- (1) Fall of 1880 - Engine No.1, "Yale", belonging to contractor Andrew Onderdonk, landed at Yale, BC, the head of navigation on the Fraser River, to begin construction, under Government contract, of the Canadian Pacific Railway between Yale and Savona, BC. When No.1, (not a Canadian Pacific engine, but the contractor, Onderdonk's engine) first pulled a string of flat cars in construction out of Yale sometime in the fall of 1880, this constituted the operation of the first train on the Canadian Pacific, on the west coast.
- (2) November 8th, 1885 - A special train arrived at Port Moody, BC, then the Pacific terminus of the CPR, consisting of an engine whose number is presently unknown, an unknown baggage car, and the official cars "Metapedia" and "Saskatchewan. This train had participated, the day before, in the driving of the last spike at Craigellachie, BC and was the first train to travel from Atlantic to Pacific, over the Canadian Pacific transcontinental.
- (3) July 4th, 1886 - The first regular Canadian Pacific transcontinental passenger train left Montreal on June 23th, 1886 and arrived at

Port Moody, B.C., on July 4th, 1886. Included in the consist of the train on its transcontinental journey were coaches and colonist cars, the dining car "Holyrood" and the sleeping cars "Yokohama" and "Honolulu". Various engines hauled this train between the different division points across the system, but upon arrival at Port Moody, the train was hauled by engine 371, which had been put on the train at North Bend, B.C.

- (4) May 23rd, 1887 - The first regular Canadian Pacific transcontinental train to arrive at Vancouver; the only track over which this train was actually first, was the 13 miles between Port Moody and Vancouver, Pulled by engine 374, also of North Bend, this event, probably the least significant of all of the four events in a national sense, is lent an importance disproportionate to its significance, by reason of the preservation of engine 374 at Kitsilano Beach in Vancouver. This train was really only the regular Montreal-Port Moody train, prolonged for 13 miles further to Vancouver.

To set the record straight, a short narration of the history of this segment of the Canadian Pacific follows, due to the fact that it has not been too well documented, among the many excellent histories of the CPR which have appeared in the last thirty years.

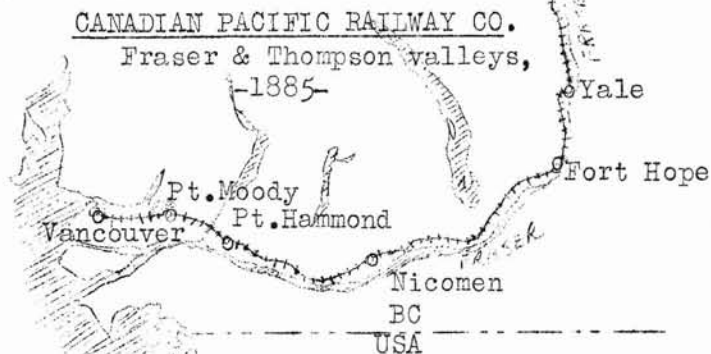
Before the Canadian Pacific Railway syndicate as we know it, was formed in the fall of 1880, and formalized by charter in February 1881, the Dominion Government had been committed, by the terms of the union of British Columbia with Canada in 1871, to connect it with the eastern provinces within ten years of the union, by rail. When, after six years, nothing had been done to bring this promise to fruition, the inhabitants of British Columbia claimed lack of good faith on the part of the Federal Government and threatened secession. As a placating measure, in 1877, the Government immediately put under contract the building of certain railway lines in Manitoba, intended to form part of the much-discussed transcontinental. When, after three years, less than two hundred miles of track had been laid, the people of BC were up in arms again. The Government had undertaken to start construction at both ends of the line, and, in anticipation of the formation of the privately-owned Canadian Pacific Railway, placed under contract the building of a railway from Yale, at the head of navigation in the Fraser River, to Savona's Ferry, on the Thompson River, in 1880. This contract was taken by Andrew Onderdonk, an American railway entrepreneur, on behalf of a construction syndicate headed by Darius Ogden Mills, another American who had built railways in the western United States, notably the famous Virginia & Truckee Railroad. Thus, without any locomotives or rolling stock on the west coast Canadian mainland proper, it was only natural that Mills and Onderdonk should look to the V&T for equipment.

Accordingly, four 2-6-0's were purchased from the Virginia & Truckee and a small 0-4-0 tender engine from a San Francisco contractor who had used it, among other jobs, in the construction of the San Francisco sea wall. These engines were, under D.O. Mills & Co. numbers:

| | | | | | | | | |
|---------|---|-------|--------|-----|-----------------------------|-------------------------|--------|---|
| DOM&Co. | 1 | 2-6-0 | 16x22" | 48" | Union Iron Wks. 1869 | named "Yale" | Ex V&T | 3 |
| " | 2 | 0-4-0 | 14x20" | 42" | Marschuetts & Cantrell 1879 | "Emory" or "Curly" | " | " |
| " | 3 | 2-6-0 | 16x24" | 48" | Baldwin 1870, | named "New Westminster" | V&T | 8 |
| " | 4 | " | " | " | " 1869 | " "Savona", | Ex V&T | 5 |
| " | 5 | " | " | " | " 1870 | " "Lytton", | " | 7 |

The first of these, No.1 "Yale" was brought up to Emory's Bar, near Yale, in the fall of 1880 on a barge towed by a river boat. Put ashore, this was the first engine to operate on the CPR main line west of the Rockies, and indeed, is believed to be the first steam locomotive to operate in mainland British Columbia. It should be noted, however, that steam locomotives were in use on Vancouver Island as early as 1863. No.2, an O-4-0 named "Emory" but more popularly known as "Curly" was landed at Emory's Bar in the spring of 1881. After a long career in BC, this engine is still preserved in Vancouver, though as an O-4-4T, rather than an O-4-0 as she originally was. No.3, "NewWestminster" followed soon after. At first, these engines were employed in building the line from Yale up the Fraser Canyon towards Savona, but in 1882, the Mills-Onderdonk syndicate was given another contract by the Dominion Government to build from Yale down to Port Moody, at the head of Burrard Inlet, on Pacific tidewater. This spot had been selected as the western terminus of the Canadian Pacific Railway. Engines nos.4 and 5, "Savona" and "Lytton" respectively, worked on this section. Rails and grading started at Port Moody in May 1882. No.4 was landed during the summer of 1883 at Port Hammond, while No.5 was put ashore at Port Moody on October 18, 1883, the first engine to operate at that place.

Nos.1, 2 and 3 had been used in construction northward from Yale, but in 1882, when the Yale-



Port Moody contract was given, preference was given to this section of the line; work proceeded simultaneously from the Yale and Port Moody ends, and the rails were joined 1 1/2 miles east of Nicomen, on January 22, 1884. The following day, the first train, pulled by No.5, "Lytton", ran from Port Moody to Yale.

With this link completed, all attention was now devoted to the line into the interior. The work for some 47 miles up the Fraser from Yale had been largely done, so that attention was given to a 500-foot metal bridge over the river, taking the railway from the west to the east bank, near what is now Cisco, B.C. This structure, 140' above

the turbulent Fraser, was completed on June 18th, 1884. Within two weeks, trains were running to Lytton, and by July 6, 1884, the first regular train ran to Sawmill Flat, seven miles above Lytton; this service was extended to Spences Bridge by September 20th, though the track was by that time some ten miles beyond.

Before the onset of winter, the line was completed to Savona, by this time temporarily renamed "Van Horne". During 1884, the Mills syndicate received four new locomotives, as follows:

| | | | | | | | | |
|---------|----|-------|--------|-----|----------|------|---------|------------|
| DOM&CO. | #6 | 4-4-0 | 16x24" | 63" | Baldwin, | 1884 | (#7273) | "Nicola" |
| " | 7 | " | " | " | " | " | (#7274) | "Kamloops" |
| " | 8 | " | " | 51" | " | " | (#7498) | "Shuswap" |
| " | 9 | " | " | " | " | " | (#7501) | "Columbia" |

In 1885, work was undertaken by the CPR using Onderdonk's engines and equipment, east of Savona. Now that the heights of the Selkirks had been reached, progress was slower. Shortly after Dominion Day, 1885, trains were running into Kamloops, and the summer saw construction carried over to Shuswap Lake at Sicamous. During the fall of 1885, construction proceeded up the Eagle River valley and the gap with crews working from the East steadily narrowed.

On November 7, 1885, the rails met at Craigellachie in Eagle Pass, a spot marked presently by a cairn and a special train, described in item 2 at the beginning of this article, became the first through train to make the transcontinental journey. The equipment in this train was also the first Canadian Pacific motive power and rolling stock to roll on the Pacific slope, all of the equipment used hitherto in construction being Onderdonk's. The Canadian Pacific never took over the Onderdonk engines, they were all sold, with the exception of No. 2 "Emory" to the Intercolonial Railway in 1887, one of them lasting until 1925 as a Canadian National engine. Some confusion exists here, however, since Onderdonk lettered all of his engines "Canadian Pacific" in full on the tender, and the rolling stock bore similar markings, though none of this equipment, at any time, was ever the property of the C.P.R.

Though through rail connection to the East was made thus in November, 1885, much grading and filling remained to occupy the winter and spring and it was not until June 28, 1886, that the first regular public passenger train left Montreal (Dalhousie Square) for Port Moody. Incidentally, the sleeping car "Yokohama" used in this train (see item 3) is still in existence as a CPR boarding car on the Algoma District.

The winter of 1886-87 was a heavy one and snow caused frequent and prolonged interruptions in the service, due principally to lack of snow fighting equipment, and snow sheds at strategic points. Probably the worst point was Rogers Pass, since superseded by the Connaught Tunnel. Also, during the winter of 1886-87, it was decided, much to the chagrin of the inhabitants of Port Moody, to move the C.P.R. western terminus 13 miles further down Burrard Inlet to the townsite of present-day Vancouver, on English Bay. This extension was completed in February, 1887, but transcontinental trains continued to terminate at Port Moody until May 23rd, 1887, when the regular train made an operating stop only at Port Moody, and went on to terminate at Vancouver, since that time the western terminus of the Canadian Pacific Railway.

Notes & News, continued: ☉ Canadian Pacific Railway will soon have three lightweight, modern parlour cars in service on its Montreal-Quebec service. Coaches 2289, 2290 and 2291 will become "buffet-parlours" 6600, 6601 and 6602 and will seat 44 passengers. Although designated as buffet-parlour, they will only be fitted for light refreshment service, a tiny kitchen having been fitted into one of the former washrooms.

LAST MINUTE NEWS ITEM: Under date of November 26th, the Board of Transport Commissioners authorized the Canadian National Railways to discontinue its electric Quebec-St. Joachim commuter service, upon sixty days' notice being given to the public. If action is taken by CNR immediately, this would mean that cessation of Quebec's last interurban could come before the end of January 1959. More details will be carried in January News Report.