

NEWS REPORT NO. 100



MAY 1959

1949- ONE HUNDREDTH ISSUE -1959
CANADIAN RAILROAD HISTORICAL ASSOCIATION

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



With rail operation in Ottawa ceasing for good on April 30th, photos such as this one by Paul R. McGee, of OTC car 826 in Somerset Street, framed in the front window of OTC car 685, will become collectors' items.

Notice of Meeting

The regular May monthly meeting of the Association will be held on Wednesday, May 13th, 1959, in Room 203, Transportation Building, 159 Craig Street West, Montreal, at 8:15 PM. This is a business meeting, at which the chairmen of committees and other officers will report to the membership on the affairs of the Association.

Following the transaction of business, an auction of railway material, including photographs, folders and other memorabilia, will be held, with the proceeds going toward the Railway Division. Those members who may possess suitable surplus material are invited to 'phone the Editor, O.S.A. Lavallee, at CR.9-8822, who, as usual, will act as auctioneer. Valuable items will be sold on behalf of private members, with the Association taking 10% of the successful bid. NOW IS THE TIME to scan your attic, den or basement, and bring it along on the 13th, being sure to advise the auctioneer in advance.

----- for material,

THE LIBRARY

Mr. S.S. Worthen, the Custodian, who also acts as Librarian, wishes to remind the members that books in the Association's collection are available for loan to members for one month, at 25¢ per volume. The books are brought to a meeting, and collected at the following meeting. Many publications are available, and a call to Mr. Worthen, evenings, at RE.9-0262 will permit him to bring requested books to the meeting where interested members may pick them up.

Editorial

Though the editorial is an editor's traditional privilege, we keep our editorializing to a minimum, as we feel that our readers would rather we used the space on Canadian railway doings, rather than read opinions on controversial matters. It has always been our Association's policy to "do" rather than to "say", and if we lament the passing of the steam locomotive or the trolley car, we take steps to preserve suitable examples for the gratification of those interested, rather than make public outcries in matters which we feel are not the province of antiquarian societies.

This policy has earned for us a host of good friends throughout the transportation and allied industries in Canada; it is our sincere wish that our policies and relationships will stay this way.

In preparing this "century" issue, we feel some justification in looking back at the road which has been travelled by the Association's publications. As many of our readers are aware, the News Report was launched on its course in September 1949, with Allan Toohey in the editorial chair, and Robert Joedicke doing the printing. Allan is presently in the Union of South Africa, while Bob has been working in New York for a number of years. The present editorial incumbent took office in January, 1952.

Much material of reference value has, we feel, been contained within these one hundred issues; we look forward to completing ten years of News Reports with the July-August 1959 issue, thanks to the support of our ever-widening group of members and subscribers, in Canada and elsewhere.

THE RAILWAY STATIONS OF TORONTO

by Omer S.A. Lavallee.

Continuing our historical analysis of the railway termini in Canadian cities and towns, which was begun last autumn using the stations of Montreal as a topic, we turn now to the city of Toronto. The author is indebted to Mr. Andrew Merrilees for supplying much information, and to Mr. C.W.K. Heard for assistance in map research.

I - The Beginnings.

The present Toronto Union Station, with its amalgamated railway facilities used by Canadian National and Canadian Pacific trains and their connections over other lines, belies the existence of a diversified and picturesque collection of railway terminals in that city, which once lined the bayfront from Berkeley Street, on the east, to Queen's Wharf, at the foot of Bathurst Street.

Toronto did not open its first railway station until 1853; in May of that year, the Ontario, Simcoe & Huron Union Railway opened its first section from Toronto to Aurora, Ontario. Not alone Canada's first railway, it was also the first steam-operated line in all of Upper Canada, though a horse-operated railway had existed since 1839 at Niagara. The OS&HUR was built to the 5'6" gauge, created by Provincial enactment two years previously; the route out of Toronto was that followed today by the Canadian National Railways' Newmarket Subdivision.

This first station was little more than a rudimentary wooden shelter, affording passengers scant accomodation. Situated at the southeast corner of Bay and Front Streets, the platforms extended westerly from Bay Street nearly to Sword's Hotel, later called the Queen's¹. The OS&HUR ran along the bayshore bank from this station, pre-empting the water lots with great foresight, an action which was later to cause much difficulty with the Grand Trunk Railway of Canada. The running shed and yard of the OS&HUR was located on the west side of Brock Street (now Spadina Avenue), and an office building and station was later erected here at which trains stopped, in- and out-bound. Following the present route of the CNR, stations were located at an early date at Parkdale and at St. Clair Avenue. The present CNR depot at Parkdale is a later structure, while that at St. Clair survived until about 1925, when it was replaced by the station at Davenport Road. Thus did what was later called the Northern Railway of Canada find its way into Toronto, and it remained Toronto's only railway for two-and-a-half years, its engines "Lady Elgin", "Toronto" and "Josephine" pulled trains in the open farmland in the hinterland of Bathurst Street, wonders in an age of wonders.

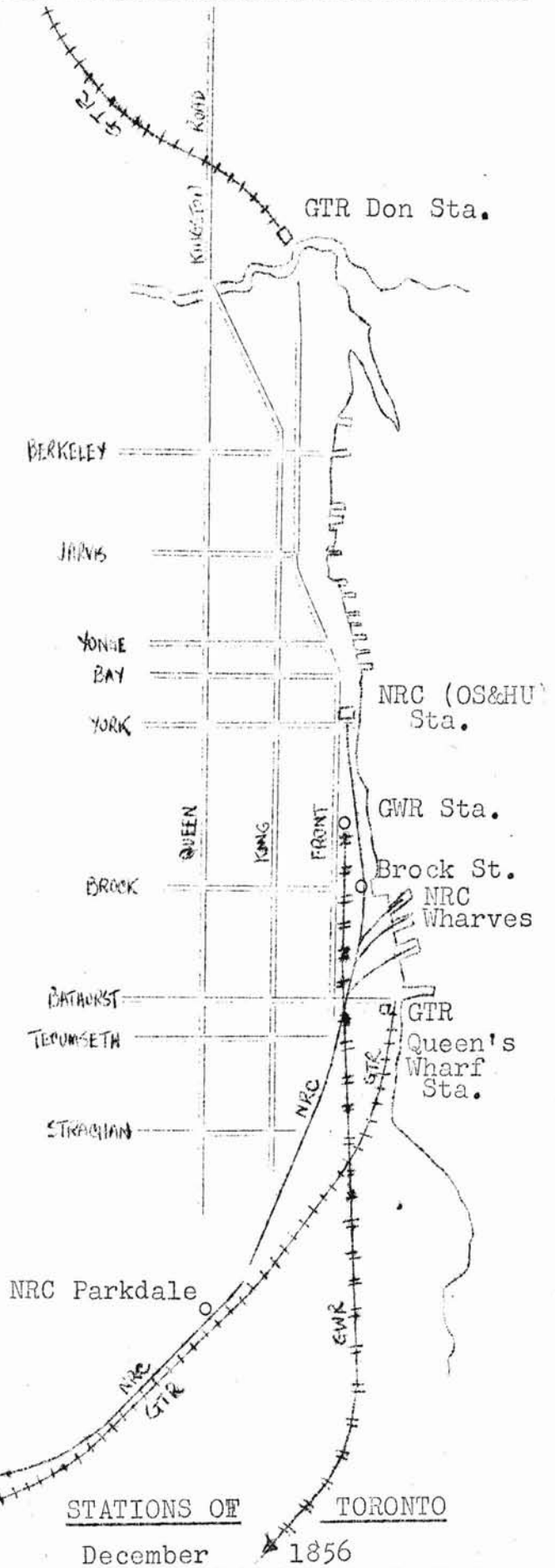
The first interloper upon this pastoral scene was the Great Western Railway, whose branch from Hamilton to Toronto was completed in December, 1855. The GWR's path is that followed today by the CNR into Toronto through Mimico and Sunnyside. Establishing its engine terminal west of Bathurst Street, where the Northern (OS&HUR) was intersected, the GWR continued on the landward side of the Northern into its own station in Front Street, west of the latter's depot.

1- Sword's Hotel was approximately where the new Royal York extension is situated.

The year 1856 was an eventful one for Toronto; in that year, the G Grand Trunk Railway of Canada opened lines westward and eastward from the city, the former to Guelph in July, 1856, the latter to Oshawa in the following month. With the Northern and the Great Western already on the scene, there was not much space available, even for the august Grand Trunk. Therefore, for a time, the Eastern Division terminated at a station on the east side of the Don, the route following the present CNR Oshawa Sub-division. The Western Division, to Guelph, followed the Northern into Toronto from a point near Lansdowne Avenue, paralleling it as far as Strachan Avenue, where it took off, crossing the Great Western at level and out to a station at Queen's Wharf. This depot was a plain wooden shed, and between August 1856, and some time early in 1857, Grand Trunk passengers destined through Toronto from the Western Division to the Eastern Division, were carried by omnibus from the Queen's Wharf to Don Station, and vice versa. The omnibus service was offered by a man named Jones, who came from the United States.

Thus we picture the Toronto of October 1856, when Upper and Lower Canada were first linked by rail. The GTR had two separate stations, at the Don and at Queen's Wharf, with passengers being "omnibussed" between the two stations. The GWR and NRC also had separate stations, both in Front Street.

Late in 1856, the GTR sought to rectify its cumbersome two-station arrangement, and, coming to an interim arrangement with the Northern, extended its line westward from the Don past the old gaol at the foot of Berkeley Street to Front Street, and along the south side of that thoroughfare into the Northern Railway's depot at Bay and Front Streets. For a few months another traffic arrangement was in force, very much to the detriment of the GTR, whereby its freight was moved from the Queen's Wharf to Bay Street over the Northern, and in the Report of the Commission of Inquiry into the affairs of the



STATIONS OF TORONTO
December 1856

Grand Trunk Railway of Canada, which was made in 1860, much was made of the fact of Northern delay of traffic in transit between the GTR yards at Queen's Wharf and Bay Street.

Early in 1857, however, the GTR built its own line, going east from the Queen's Wharf, crossing the NRC to the landward side at Bathurst Street, south of what was called the Prince of Wales' Walk. It proceeded thence along Front Street, joining the eastern line at Bay Street. In later years, the GTR extended its line in from Strachan to Bathurst, beside that of the Northern Railway of Canada.

II - The First Union Station

All trains of the NRC and the GTR used the Bay Street depot of the Northern until May, 1858, at which time the original Grand Trunk Railway Toronto station was opened. Of frame construction, it was situated fifty feet west of Bay Street; the roof projected over the platform and was supported by ornamental scrollwork posts. Small but neat, it was considered to be a splendid depot at the time of its opening, housing two waiting rooms, lavatories, a lunch room, a barber shop, a ticket office, a baggage room and a telegraph office. During 1858, the Northern station, the original Toronto depot, was demolished, and the new station at York Street became the Union Station for the Grand Trunk, the Great Western and the Northern railways.

Before the erection of this first Union Station, the Northern Railway had a frame freight house standing on the shore just west of Peter Street. All local freight was handled at this building, through which all trains passed. Through freight was handled at the Northern Railway dock, where the NRC elevator later stood. The freight house was demolished when the tracks were later removed to the Esplanade. The Grand Trunk's terminal at this period was at the Queen's Wharf, with locomotive and car shops, and the freight house in a large frame building which also housed the passenger and baggage facilities until the removal of these facilities to the first Union Station. In the yard at Queen's Wharf stood a roundhouse which was burned down several years later and never rebuilt, the location then being changed to John Street.

In the period between May 1858 and March 1866, the first Union Station served the three railways entering Toronto. It was not long before its facilities were found to be inadequate, however, and in the mid-Sixties, the Great Western Railway prosecuted the construction of its own Toronto Terminal. A dead-end, four-track, arch-roof-trainshed building, situated at the north-east corner of Yonge Street and the Esplanade, this structure, a distinctive part of the skyline of downtown Toronto, was opened on March 5th, 1866. The waiting room and passenger facilities were in a building on the north side of the trainshed. En route in and out of the new terminal, the Great Western stopped its trains at the Union Station, as an intermediate halt. A timetable for 1868 which the author possesses shows the two stops for all trains, as "Yonge Street" and "Union Station". The Yonge Street station was used until the amalgamation of the GWR and GTR in August, 1882, when it reverted to use as a GTR freight shed, finally ending up as a fruit terminal. As such, it was destroyed by fire in the summer of 1952 after eighty-six years' use.

It was not long before the Northern Railway emulated the GWR in moving to a new terminal. In 1868, the Northern completed its so-called City Hall Station, which was between West Market Street and Jarvis Street, on the Esplanade. The name derived from the station's location at the

rear of the then City Hall -- now still standing as Saint Lawrence Market. NRC trains also stopped briefly at the Union Station (now a "union" station no longer), at the outside platform, to entrain and detrain through passengers and express. Another stop was made at Brock Street, adjacent to the NRC's offices and shops.

We now move forward to the year 1871 when two significant developments in Toronto's terminals took place. It was in this year that the Toronto & Nipissing Railway, said to be America's first public narrow-gauge railway, opened its service into Toronto, on July 1st. The T&N connected with the GTR at Scarboro Junction, and a third rail was used over the GTR into a new station which was built on the Esplanade between Berkeley and Parliament Streets, adjacent to the old plant of the Consumers' Gas Company (served by sidings of double-gauge) and the Gooderham distillery, the latter owners of the Toronto & Nipissing Railway. In 1871, also, the original Union Station was demolished, that a new, larger, structure might be erected on the same site, at York and Front streets. A temporary shed was built on the west side of Simcoe Street to serve as a station until the completion of the second Union Station.

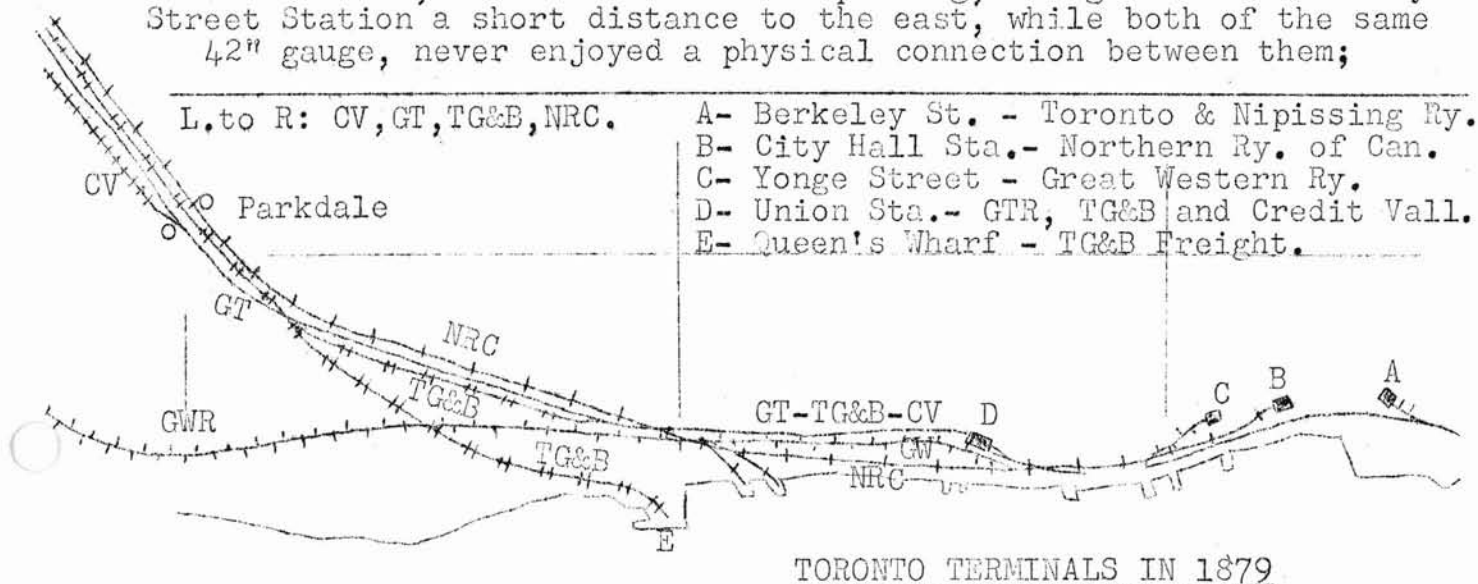
These were the years of the conversion of the broad gauge over to standard. Until the Toronto & Nipissing arrived in 1871, all railways entering Toronto had been of the 5'6" gauge, established by Provincial Statute in 1851. However, the alleged circumstances which had led to the adoption of this arbitrary railway gauge had largely disappeared and been forgotten twenty years after enactment. In the late Sixties, the Great Western, whose traffic was of a through nature to a great extent, en route across the southwestern peninsula of Ontario, destined to and from points in the United States, had placed a third rail on its main lines, so that standard gauge United States rolling stock would be moved through, without expensive and time-consuming transshipment into broad-gauge cars. The Grand Trunk had shortly followed suit, and by 1871, after the 1851 Law had been repealed, Canadian railways were busily converting over to the 4'8½" gauge, now almost universal in the United States. The Grand Trunk lines in the Toronto area were largely changed in 1871, the Great Western in 1872. The Northern, due to financial circumstances, did not adopt the standard gauge completely until 1881.

III - The Second Union Station

On Canada's sixth birthday, Dominion Day, July 1st, 1873, Toronto's second Union Station was opened to the public. This represented a great advance over the depots used hitherto; it was expansive and ample for the traffic of the time, functional yet not devoid of a certain symmetry of design lent to it by three towers along the south side of the trainshed, the centre one carrying a clock. Torontonians, all 65,000 of them, were proud of the second Union Station; they had good reason to be. It was easily the most pretentious railway terminal in Canada and was used by the Grand Trunk and also by the newly-opened Toronto, Grey & Bruce Railway, another 3'6" gauge line which had made its entrance into Toronto in 1873 by paralleling the Grand Trunk line in through what is now West Toronto (on the north side of the GTR), thence between the GTR and NRC after Lansdowne Avenue, finally crossing the GTR to the south side of the multiple roadbed near Strachan Avenue. TG&B freight trains continued on the old roadbed of the GTR to Queen's Wharf, by now acquired by the TG&B. Passenger trains ran on their own track along the south side of the GT-NRC roadbed as far as Bathurst Street, where the TG&B went on GT rails by use of a third rail, into the new Union Station.

Great Western and Northern Railway trains continued to use their own termini, but stopped on the south side of the new Union Station trainshed as a "way station" for transfer of passengers and baggage, as they had at the first Union Station structure on the same site. At about this same time, the GT occupied the area east of Brock Street (Spadina Avenue) for its engine terminal, which consisted originally of two roundhouses, side by side, the easternmost one a completely covered structure, while the other was a conventional open-turntable roundhouse, such as we have today. The enclosed building was dismantled in later years, and replaced by a British-type running shed for locomotives, of the type still to be seen at Brockville, Ont., on the Canadian National Railways.

It should be here remarked that the Toronto, Grey & Bruce, entering the Union Station, and the Toronto & Nipissing, using its own Berkeley Street Station a short distance to the east, while both of the same 42" gauge, never enjoyed a physical connection between them;



in any event, there was little need for an interchange of traffic as both railways were primarily feeders for the Grand Trunk.

Grand Trunk Railway sidings served many wharves between Yonge Street and the entrance to the Don River at Cherry Street. Many of them had angles around buildings which were too sharp for locomotives and cars to negotiate and the answer was found in small turntables, over which cars were individually handled, and spotted further out on the wharves by means of horsepower.

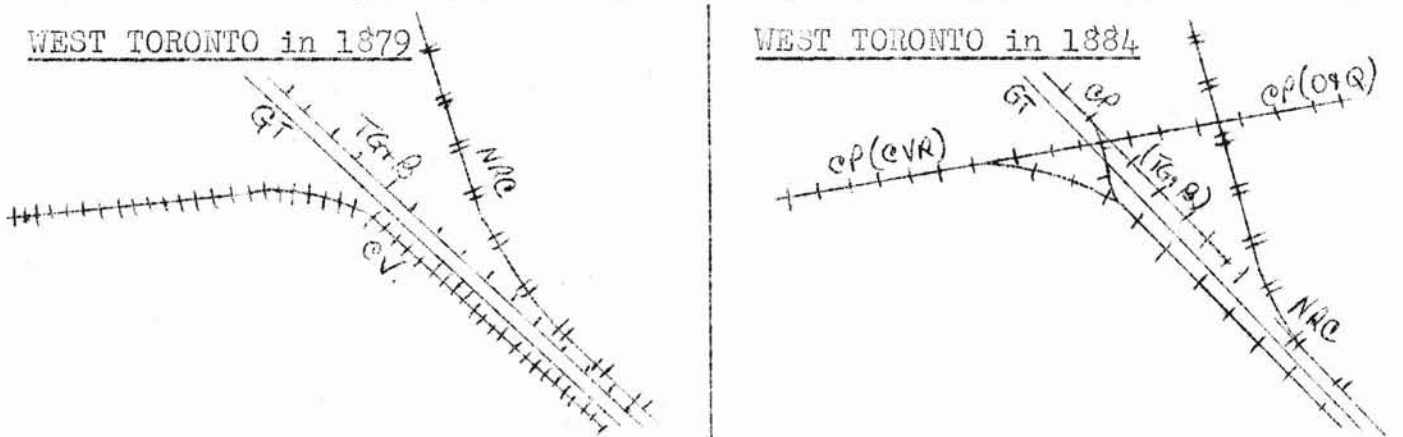
In our account of the railway terminals of Toronto, we must now move forward to the year 1879. It was on September 19th of that year, that the Credit Valley Railway opened its first section, from Toronto to Milton. The Credit Valley (the present CPR route into Toronto via Hornby, Islington and West Toronto) came alongside the double GT-TG&B roadbed at what is now West Toronto, then known as Carlton West and later Toronto Junction. Between Lansdowne Avenue and Parkdale, where the Credit Valley Ry. legally terminated, with yard and roundhouse, there was now a multiple railway roadbed consisting, from the north to the south of the 5'6" gauge Northern Railway, the 3'6" gauge Toronto, Grey & Bruce, the standard-gauge Grand Trunk, and the Credit Valley. From Parkdale, Credit Valley trains used Grand Trunk rails into the Union Station. Within eighteen months after the opening of the Credit Valley, the Northern and TG&B changed to standard-gauge, and Toronto was, once again, a one-gauge railway centre.

The next stage in our account is August, 1882, when the Great Western Railway of Canada was absorbed by the Grand Trunk. The GWR terminal at Yonge Street was thereafter closed to passenger traffic, and trains transferred to the Union Station. As we have seen, this arch-roof building then became a GTR freight shed. In 1883, the Canadian Pacific's subsidiary Ontario & Quebec Railway completed its line from Perth to West Toronto, crossing Toronto on an alignment north of Bloor Street. Simultaneously, the O&G absorbed both the TG&B and Credit Valley. With this change, a track rearrangement took place at West Toronto, where TG&B trains were now brought across the GT tracks to the west side of the GTR, using the Credit Valley line from thence into Bathurst Street, now become Canadian Pacific. The old TG&B roadbed into Parkdale, between the GT and NRC now became disused, and that portion of it west of Lansdowne Avenue only was retained for use as a switching line.

In 1888, the Northern Railway became a part of the Grand Trunk, and the double roadbed from Lansdowne Avenue into the Union Station now became a single line with service track for industrial sidings. However, at the Toronto end, due mostly to insufficient facilities at the Union Station, Northern-line trains continued to use the old City Hall station until 1894, when additions to the Union Station were all but completed.

It was in 1891 that renovation of the 1873 Union Station was put in hand by the Grand Trunk. A second trainshed was added to the south side of the first one, and a new office building erected in Front Street, on the north side of the original building. These extensions were completed in 1895.

Between 1883 and 1887, Canadian Pacific trains coming in or departing via the line eastward from Toronto through Leaside, Agincourt and Peterboro, had to run in reverse direction between Toronto Union and West Toronto. Trains leaving Toronto backed to West Toronto, then proceeded normally across the North Toronto line, while arriving trains did the same thing in reverse. In 1887, however, the Leaside-Don cutoff was built enabling normal operation for CPR trains into the east end of the Union Station, still followed to this day. About 1890, the former Credit Valley Railway yard and shops at Parkdale was closed by the CPR, and



a start made on the present yard and shops at Lambton, West Toronto. From about 1896, Canadian Pacific obtained running rights over the Grand Trunk from Toronto to Hamilton, and freight trains running to Hamilton had to back from West Toronto to Bathurst Street, up the incline into the CPR Simcoe & Wellington freight shed (whose lead crossed all tracks

of the GTR near the foot of Tecumseth Street), change the yard engine for a road engine, then off down the incline with a flying start for Hamilton! Needless to say, things were not as complicated at the Bathurst Street manual interlocking as they are today This cumbersome arrangement was eliminated in 1910, when the Obico-Canpa cutoff opened.

In 1906, the Canadian Northern became the last new railway to enter Toronto, when the line in from Oshawa was brought down the Don valley under the Canadian Pacific near the Don Valley Brick Works. A yard and engine terminal was built here, but Canadian Northern passenger trains continued in over Grand Trunk rails to the Union Station.

In 1912, Canadian Pacific started to use its then-existing North Toronto station as an alternate terminal to the Union Depot, and initially, one overnight Toronto-Montreal train originated and terminated there. This change proving successful, the CPR decided to build a newer and larger station, incorporating it in a general scheme of track elevation of the Leaside-West Torontoneline. The old station was situated on the west side of Yonge Street, but the new building was erected on the east side, and possessed four platforms. It was opened to the public on June 14th, 1916, and was built sufficiently large to allow for its use by the Canadian Northern Railway, as well, who were planning a permanent entrance into Toronto at this time. Canadian Pacific used the station extensively from its inception, being served by overnight Toronto-Montreal trains via Peterboro, the overnight Toronto-Ottawa services "Rideau" and "York" in each direction, and local trains to Lindsay, to Teeswater via Streetsville and to Owen Sound via Bolton. Ultimately, the Canadian Northern's plans for a north Toronto terminal were negated by its integration into the Canadian National system; Canadian Pacific trains continued to use this terminal for many years, but by the early Thirties, all service was concentrated once again at Union Station.

About 1910, it became obvious that the enlarged 1873 Union Station was becoming inadequate once again for larger trains and more numerous services. Plans were laid before World War I to build a new station between York and Bay Streets, and to utilize an elevated approach to the new station, crossing all of the north-south streets at grade separation. Toronto harbour was beginning to take shape at this time, the bayfront bank was being filled in and new streets created. The Explanade of the 1850's and 1860's was now fully half-a-mile inland in places and completely obliterated in its central section by railway tracks.

In 1915, construction was started on the new, third Union Station. As the building rose, so did the hopes of Torontonians that the now somewhat antiquated and Victorian 1873 station would soon be replaced by a structure more in keeping with the city which had by now become second in Canada in point of population. The new building was a roomy structure, its great pillared facade fronting Front Street. Though it was completed in 1920, it was not opened until 1927, due to delay in the completion of the elevated approach tracks. Finally, after seven years' delay, and still lacking the elevated approach (a temporary low-level trainshed having been built in the interim), it was opened by His Royal Highness, Edward, Prince of Wales, on August 6th, 1927. In a ceremony which consumed only eleven minutes, the Prince and his entourage cut a ribbon opening the station, went to the Canadian National wickets and received the first ticket issued; he then went to the Canadian Pacific side and did the same. Finally, he unlocked the doors with a golden key and declared the station open to the public. All of this was done to the accompaniment of choirs singing "God Save the King", and "Land of Hope

and Glory".

On August 10th, 1927, trains began using the new station which, with the postal annex, occupied the whole block on the south side of Front, between York and Bay Streets. In the ensuing period, the present high-level approach and trainshed was completed. The 1873 Union Station was dismantled forthwith and, symbolic of the power of the new age, the tall clock tower of the old depot, which once had claimed pre-eminence in Canada, was brought down by a chain wrapped around its base, and pulled by a Canadian National 2-10-2 type steam locomotive.

The link with the past remains today in the form of a plaque which is mounted at the east end of the columned facade of the present Union Station, commemorating, for those who care to pause momentarily to read the inscription, the departure of the engine "Toronto" for Aurora, on May 16th, 1853, within yards of the original station site.

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 o "TUNNELS", a paper by Omer S.A. Lavallee, the o
 o concluding part of which was scheduled to be o
 o carried in this issue, will be carried in that o
 o for the month of June, instead. o
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OUR COVER PHOTOGRAPH:

Our cover this month marks the passing of street railway service from the streets of Canada's capital. On Thursday, April 30th, regular service will cease on the remaining rail route, "A", BRITANNIA, after eighty-nine years' rail service. The picture was taken on an Association excursion in OTC car 685 in December, 1957, as the car was westbound on Somerset Street. The motorman, OTC Chief Instructor McBurney, is reflected in the rear-view mirror. The photograph was taken by Paul McGee, one of our members whose pictures show a remarkable talent for originality.

Montreal North passes.....

MTC MONTREAL NORTH AND MILLEN ROUTES REPLACED

One week before the scheduled abandonment date of May 3rd, Montreal Transportation Commission placed busses on the Millen and Montreal Nord car routes, pending permanent bus route changes to take effect May 3rd, which need not be detailed here. The advancement on the originally scheduled date was evidently brought about by the City of Montreal's desire to start roadwork on Millen in the vicinity of the CNR underpass, until lately used by the streetcars only.

The interesting and picturesque line to Montreal Nord, opened originally by the Montreal Park & Island Railway in 1896, with its single track private-right-of-way, was the scene of five outings by the Association in its concluding weeks of operation, using, with one exception, cars in the MTC-CRHA Historical Collection. On Sunday, April 12th, MTC 1339 was used. Sunday, April 19th, saw MTC 1801 in operation; both of these cars were making their first trips since being assigned to the mus-

eum collection. A night trip was hastily organized for Thursday, April 23rd, when a rumour circulated that the rail service might discontinue that evening, and our open car No.8, was used on that trip, which left Youville at 8:00 PM and returned at 11:00 PM. Many flash photographs were taken and this was, all in all, quite a different type of trolley outing, though the photographers were by no means in the minority. Finally, when the date of final operation was set for Sunday, the 26th, three trips were held; one, leaving Youville in the morning, used car #2009. Only three people attended this trip, but the afternoon trips, using No.8 on one round trip to Ahuntsic, then No.1046, our ever-popular suburban car for the rest of the afternoon, experienced much better attendance.

Closing of the Montreal North section of the MTC rail lines will have the effect of containing the museum collection entirely within the Youville property, until such time as the Association can have its own operational facility. However, it is planned to have periodical visits to Youville during the summer, at which time other items in the collection can be taken out upon the yard tracks for operational demonstration and photographs. It is also hoped to have trolley excursions in conventional equipment on the Cartierville, and Papineau-Delorimier-Rosemont sections, before service ceases on those parts on June 28th and September 6th, respectively.

Railway Timetable Changes
April 26, 1959

The 1959 Spring timetable changes are marked by many reductions in service on low-passenger-traffic branch lines, on both major railways. Effective April 26th, all passenger service was removed

from the lines listed hereunder:

CANADIAN PACIFIC RAILWAY - Kingston-Sharbot Lake, Ont (Kingston Sub.); LaRiviere-Wood Bay-Windygates, Man. (Snowflake Sub.); LaRiviere-Boissevain, Man. (Napinka Sub.); Regina-Stoughton, Sask. (Tyvan Sub.); Stoughton-Weyburn, Sask. (Kisbey Sub.); Perdue-Rosetown Jct., Sask (Rosetown Sub); South Slocan-Slocan City, BC (Slocan Sub.).

CANADIAN NATIONAL RAILWAYS - Morris-Somerset, Man.; Emerson-Sprague, Man.; Russell-Wroxton-Yorkton-Parkerview, Sask.; Ross Jct.-Wroxton, Sask.; Winnipeg-Hodgson, Man.; Hartney Jct-Brandon, Man.; Portage-la-Prairie-Alonsa, Man.; Greenway-Deloraine, Man.; Brandon Jct.-Neepawa, Man.; Hallboro-Beulah, Man.; Moose Jaw-Dunblane, Sask.; Mawer-Main Centre, Sask.; Riverhurst-Central Butte, Sask.; Eston-White Bear, Sask.; Eston-Kindersley, Sask.; Warman-Carlton, Sask.; Peebles-Handsworth, Sask.; Prince Albert-Paddockwood, Sask.; Young-Prince Albert, Sask.; Biggar-Battleford, Sask.; Battleford Jct.-Carruthers, Sask.; Alliance-Camrose-Vegreville, Alta.; Camrose-Tofield, Alta.; Alix-Red Deer-Brazeau, Alta.;

NORTHERN ALBERTA RAILWAYS - Busby,-Barrhead, Alta.

Practically all of the lines listed were served by mixed trains, and in all cases, irregular freight service will continue.

(Editor's Note: Our regular compiler of timetable changes, Mr. Kemp, was evidently overwhelmed by the service removals, as we have no contribution from him this month. Consequently, the detailed commentary on train changes is omitted this time.

NOTES AND NEWS

by the Editor

- Canadian National Railways tied up all steam locomotives running out of Montreal during the month of April. Those still available for service are being stored in tallow at Turcot roundhouse. Dieselization included even the suburban services, and for the first time, the X-10-a class 4-6-4 suburban engines have been replaced on the Montreal-Dorval run by diesels.
- Conversely, Canadian Pacific is still running a fair amount of steam power on its suburban trains, freight transfers and wayfreights in and around the Montreal terminals. G2, G3 and G5 class 4-6-2's, P1 and P2 class 2-8-2's, N3 class 2-8-0's and H1 class 4-6-4's can be seen regularly, though no estimate can be made as to how long this situation can be expected to continue.
- Four 0-6-0 type tender engines were recently retired from service at the Turcot Works of the Canadian Car Company. They have been sent to Hamilton to be cut up for scrap. All were built by the Canadian Locomotive Company at Kingston.
- Following cessation of electric railway service in Ottawa, a newspaper report says that the Ottawa Transportation Commission will preserve five streetcars, probably at the new OTC headquarters to be built in St. Laurent Boulevard. The five cars include an 800-class car, a horse car (already preserved), a sand car, formerly a Royal Mail car, a grinder which was once a single-truck passenger car, and a sweeper. Of the remaining equipment, two sweepers have been sold to the Cornwall Street Railway, and the balance, including thirty-nine passenger cars of the 800 class, have been sold to scrap dealers. One of the thirty-nine, car 859, has been offered for sale to the Association by the scrap dealer, Baker Brothers (from whom car 696 was purchased), for \$176.25; it is probable that the Association will accept this offer.

As Ottawa's trams bow out, the Association writes a posthumous

MEMORANDUM TO THE LATE
HON. THOMAS AHEARN, and
WARREN Y. SOPER, ESQ.

Ottawa, Saturday, May 2nd, 1959.

Gentlemen:

On a warm July day in the year 1870, its newsworthiness overshadowed only by the Franco-Prussian War, a tiny four-wheeled horse-drawn streetcar opened service on the Ottawa City Passenger Railway. Today, nearly eighty-nine years later, under an overcast sky, more than a dozen passenger and work cars of the successor Ottawa Transportation Commission paraded solemnly in single file, draped in black, from the new George Loop to Holland Junction. The atmosphere was decorous, the pace funereal -- all in all, a fitting requiem for the streetcar in Ottawa, styled by many to be Canada's trolley capital, principally because of the contributions you gentlemen made to an industry whose activities, unfortunately, are largely taken for granted by the public at large.

Leading the procession was one of the original O.C.P.R. horsecars, No.4, now, alas, minus its flanged wheels and horsecar pedestals. Then came a flat car, No.14, upon which drum majorettes cavorted for the amusement of a quiescent multitude. This was followed by No.6, a former passenger car and then by No.423, a sand car, which once carried the Royal Mail from the central Post Office to the railway stations. Other

(MEMO TO AHEARN & SOPER - Cont'd) work equipment, -- two sweepers and a line car, and a number of passenger cars of the 800 series, completed the procession. A bus, evidently intended to be a part of the procession, contributed some comic relief as far as the unswerving railway protagonists present were concerned. Riding in the passenger cars were the Mayor and "corporation" of Ottawa, the Transportation Commissioners and other holders of dignified rank in the OTC, and superannuated employees representing their brotherhood. All of the cars were draped in black crepe, and many carried signs with original inscriptions. A nice touch, we thought, was the name of the veteran motorman in charge of each car, carried on a sign on the front dash. All in all, gentlemen, it was very well carried out under the direction of Mr. W.K. Bangs, Director of Safety and Claims for the Ottawa Transportation Commission.

It was a far cry from June 24th, 1891, when the Hon. Mr. Ahearn's five-year-old son threw the switch which placed the electric cars in operation for the first time. We rather regretted the omission of the names of Ahearn and Soper from the procession itself, but many Ottawans, pursuing the latter-day fad of chasing an elusive will-o'-the-wisp called "modernization" (-- not, we hasten to add, necessarily synonymous with "progress"), will not forget the part which you both played in giving comfortable public transportation to Canadians everywhere. Nor were the members of our Association unconscious of this fact.

One of the passenger cars, No. 859, was reserved for the members of the Canadian Railroad Historical Association, and their friends, headed by Honourary President Donald F. Angus and his wife. Our President, Dr. R.V.V. Nicholls, was absent due to family illness. The delegates in No. 859 came, for the most part, from points outside Ottawa, such as Montreal, Quebec and many points in the eastern United States. One lone delegate even found his way from Toronto, in Upper Canada; not even a Torontonion, he, rather an expatriate "Austrylian".

As the procession reached Holland Junction, resistor grids smoking from the slow pace, the cars returned to Cobourg Barn. Car 859 separated from the returning cars, to take our members on the official last trip over the Britannia line. It was too bad to see this line go, in operation, as you will undoubtedly recall, since May 24th, 1900, in the reign of Her Late Majesty Queen Victoria, when the Ottawa Electric Railway opened street railway service to the once-popular park.

When No. 859 returned to Cobourg Barn, the last car to carry passengers in Ottawa, the power was shut off on passenger service for the last time. The horse car was hauled away to its storage place, not by horses, but rather unceremoniously but not unkindly, by a motor truck. You will be pleased to know that No. 859 will be preserved by our Association, to take its place beside No. 696, already acquired by us. At least six of the other cars will remain, while two sweepers have been sold to the Cornwall Street Railway, Light & Power Company.

Someone has said that there is a place for everything, and the place for most streetcars today is apparently in museums. So be it. As custodians of history, we will look after the durable remains of the Ottawa Electric Railway, in a manner befitting one of Canada's pioneer electric railway systems.

Very respectfully,

THE CANADIAN RAILROAD HISTORICAL ASSOC'N DELEGATION,
PRESENT AT OTTAWA, SATURDAY, MAY SECOND, A.D. 1959.

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