



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

The regular June monthly meeting will be held at the Projection Room of the Canadian National Railways, 884 St. James Street West, Montreal, on Wednesday, June 10th, 1959 at 8:15 PM. It is hoped to arrange a programme of 16mm sound moving pictures for that occasion, when we will be the guests of our member, Mr. Lorne C. Perry and the C.N.R. Members are invited to attend, and, as usual, a cordial welcome will be extended to guests.

Association News

UNIVERSITY GRADUATION FOR FOUR MEMBERS

The month of May saw four members of the Association receive their Bachelor's degrees. FREDERICK FORBES ANGUS, graduating from McGill University with the degree of Bachelor of Electrical Engineering. Mr. Angus is the son of the Association's Honourary President. CLIFFORD STEPHEN CHEASLEY, also graduating from McGill University with the degree of Bachelor of Arts, intends to continue his studies in the field of Law. CHARLES WILLIAM KENNETH HEARD, another graduate of McGill University, degree of Bachelor of Arts with Second Class Honours in Economics and Political Science, will continue toward his Master's degree. Mr. Heard is Recording Secretary of the Association. WILLIAM LEONARD PHAROAH, graduating from Sir George Williams' College, with the degree of Bachelor of Commerce, has already joined Canadian National Railways on a permanent basis. Mr. Pharoah is the Association's Corresponding Secretary.

The Editor and his Committee offer their sincere congratulations. It would appear that the Association's future is in good hands.

As a matter of interest our President, Dr. R.V.V. Nicholls, himself a Professor of Chemistry at McGill University, was Marshal of the Convocation at that ceremony which took place at McGill on Friday, May 29th, at which the three McGill University degrees were granted.

The Executive Committee is considering a midsummer activity in the form of an "At Home" afternoon tea on the car "Saskatchewan", sometime during the month of July. The car, a gift to the Association by the Canadian Pacific Railway, is presently stored at the plant of the Dominion Bridge Company at Lachine, Que. This will afford the membership in general a chance to inspect what many consider to be our most impressive possession. Details will be mailed separately early in July.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

Established 1932.
Incorporated 1941.

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

Editor: Omer S.A. Lavallee,
Deputy Editor: F.A. Kemp,
Asst. Editor: W.L. Pharoah,
Publisher: John Saunders,
Committee: Anthony Clegg,
Lorne Perry.

News Report No. 101,
June 1959

MEMBERSHIP

In view of the planned extension of our activities into the museum field, presently under active negotiation, the President wishes to enlarge the Regular Membership within the Montreal area, and has invited the members to seek out friends who may have interests in this field, and who may thus be suitable prospects for admission into the Association.

A special invitation is extended to those of our readers who may reside in the Montreal area, but who have not yet become Regular Members of the Association. Regular Membership fee is \$3.00 per year, and attendance at two consecutive meetings, one to be introduced and proposed, the second to be admitted, is normally required.

Once our Museum Project is under way, there will be many interesting and gratifying tasks which the members will be able to undertake to make the project interesting and successful. Those interested are cordially invited to contact any member of the Executive, or any member of the Association, or write to our post office box for details.

Railway Division

Our twelfth rolling stock acquisition, Ottawa Transportation Commission car No.859, was made during the month of May, following complete abandonment of all rail service in the city of Ottawa, by the former Ottawa Electric Railway, on April 30th, 1959. No.859 was the car which carried the members in the final procession on May 2nd, 1959, and which afterwards made the last passenger trip to Britannia and return. This car was purchased from Baker Brothers & Company Limited for the sum of \$176.25, through the cooperation of the President of that firm, Mr. E.M. Glatt. The price was the same price that the scrap firm paid the OTC on a tender bid for the cars.

Through the cooperation of the Ottawa Transportation Commission, No.859 has been held at Cobourg Barn pending arrangements to move it to Montreal in the near future. Also stored at Sobourg are other items intended for preservation including car No.854, grinder No.6, sand car No.423, and sweeper No. A-2. All other items, including passenger and work equipment, are being dismantled at time of writing by Boulevard Demolishers of Hull, Quebec. Tower Car No.25 was sold by the OTC to the Branford Electric Railway Association of Short Beach, Conn., USA, and has already been moved to that museum property.

No. 859 was selected prior to abandonment because of its good mechanical condition. It is coincidental that the number will duplicate MTC No.859, presently in semi-dismantled state in Montreal Youville shops, but being held as a long-term restoration project by the Railway Division. Our other Ottawa Car, No.696, is still stored in the property of the Canada Cement Company at Hull. This will also be moved to Montreal before the winter.

System Reorganization of Operating Department, by Canadian Pacific

A system reorganization of the administration of its Operating Department is being undertaken by the Canadian Pacific Railway. The principal effect of this

reorganization will be the complete elimination of offices at the District level, and the disappearance of the position of General Superintendent.

The present organization of the C.P.R.'s Operating Department dates from shortly after World War II, and replaced a former arrangement whereby the rail system was divided into Eastern and Western Lines. Presently, Canadian Pacific has three Regions, with headquarters in Toronto, Winnipeg and Vancouver for Eastern, Prairie and Pacific Regions respectively. The Eastern Region includes four Districts, New Brunswick, Quebec, Ontario and Algoma, and subsidiary Dominion Atlantic Railway, Quebec Central Railway, Grand River Railway, Lake Erie & Northern Railway and the Bay of Fundy and Great Lakes steamer services. Prairie Region includes Manitoba, Saskatchewan and Alberta Districts, while the Pacific Region embraces the British Columbia District rail services, the Esquimalt & Nanaimo Railway, the British Columbia Coast Service and the British Columbia Lake & River Service.

The new reorganization will see the Eastern Region cut in two, into a new Atlantic and an Eastern Region; the present Prairie Region will shrink to include Manitoba and Saskatchewan only, while an enlarged Pacific Region will take in the Alberta District. Certain rail subdivisions will change administration in the Montreal area and in southern Saskatchewan, while the headquarters of the Brownville Division, now at Brownville Junction, Maine, will move to Saint John, N.B.

The complete text of the President's circular giving effect to this change is given as follows:

" Canadian Pacific Railway Company,
Office of the President.

Montreal, May 20, 1959.

Effective July 1st, 1959, re-organization of administration of the Operating Department will take place. The present eight districts which merge into three Regions will be replaced by four Regions, reporting to System headquarters and exercising supervision over the Operating Divisions and Subsidiaries. The headquarters and jurisdiction of each of the four Regions will be as follows:

ATLANTIC REGION
Headquarters-MONTREAL

Brownville Division (with headquarters at Saint John)
Woodstock Division
Farnham Division
Montreal Terminals Division
Laurentian Division (including the M&O Subdivision from Hurdman East and the Winchester Subdivision from Grovehill to Vaudreuil)
Dominion Atlantic Railway
Bay of Fundy Steamship Service
Quebec Central Railway

EASTERN REGION
Headquarters-TORONTO

Smiths Falls Division (excluding the M&O Subdivision from Hurdman East and the Winchester Subdivision from Grovehill to Vaudreuil.
Trenton Division
London Division
Bruce Division
Toronto Terminals Division
Sudbury Division
Schreiber Division
Canadian Pacific Electric Lines
Great Lakes Steamships

(continued page 71)

Fourth instalment of...

The Story of Tunnels

...by Omer S. Lavallée

THE CONNAUGHT TUNNEL

The longest railway tunnel in Canada is Canadian Pacific Railway's Connaught Tunnel under Mount Sir Donald in the Selkirk Range of the Canadian Rocky Mountains.

One of the conditions of the entry of British Columbia into the Canadian Confederation in 1871, was the construction of a transcontinental railway to connect that province with its sister provinces on the eastern Canadian seaboard. As the Seventies passed by without any appreciable attempt on the part of the Ottawa government, the infant province's threats of secession grew louder and louder and prompted the formation of the Canadian Pacific Railway, by private capital, in 1881.

The story of the Canadian Pacific Railway is too well known to be retold here, but as it was essential that the line be completed within as short a time as possible, little attention was given to extensive tunnelling and the line was, to put it mildly, "draped" over the Rocky Mountains. After the line had established itself and had its future prosperity assured by the development of the Pacific coast, the attention of the Company was brought to bear on the important subject of grade reduction and realignment. Two of the sections of line to be affected by this decision, and of which I am sure you have all heard, were the 4% grade, the "Big Hill", down the valley of the Kicking Horse River from Hector to Field B. C., and the precipitous and avalanche-ridden route over Rogers Pass, at the summit of the Selkirks. Let us take the latter first.

The Selkirk Range which confronted the builders of the C.P.R. presented itself even more formidably than had the Rocky Mountain summit at Hector. The line, located up the Beaver River was, and still is, one of the most inspiring railway trips to be made in Canada. Just west of Cedar Creek is a very high bridge spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be obtained. For this reason, it is known as "Surprise" Creek. Another bridge on this line, originally fabricated of timber and 270 feet high, is at Stoney Creek. The original railway was built from the Beaver River, up Bear Creek, over Rogers Pass, 4,300 feet above sea level, and down the west slope in a series of reverse curves and loops, by way of Glacier Creek, Ross Creek and the Illecillewaet River. The plague of this line was the avalanche, and for purposes of protection, there was an aggregate of four-and-a-half miles of snowshed on the line over the pass.

To give some idea of the magnitude and force of snow slides, it is worth mentioning that some of the slides have been known to exceed a million tons, travelling down the mountainside at a speed of a mile a minute! Even the uninitiated will agree that this state of affairs could hardly be left to remain on a main line railway and, shortly after the turn of the century, steps, in the form of a projected five mile tunnel, were taken to remedy the situation.

Although the Company fully realized the immenseness of the undertaking, they were in a hurry, and one of the stipulations of the contract, as a consequence, was the completion of the tunnel within three-and-a-half years. The construction of the Selkirk Tunnel (as it

was originally known) was characterized by the use of a small pioneer bore of service tunnel, similar to that used in the Simplon project, at a distance of about 50 feet from the centre line of the projected main tunnel. At intervals of about 1,500 feet, cross headings were cut to the line of the main tunnel and thus, instead of but two working faces, there were quite a number upon which the workmen were employed at all times.

Through use of this plan, the contractors were enabled to finish the work about one year ahead of time, and they received a substantial bonus for doing so. Construction was commenced in September 1913 and the pioneer bores were drilled for two miles from each end of the tunnel on a line fifty feet to the north of the centre line of the main tunnel on the eastern section, and fifty feet south of the centre line of the main tunnel from the western end.

The present summit, near the west portal of the Connaught, is at an elevation of 3,791 feet. To the observer, it would seem that this 26,517-foot (5 miles, 39 yards) tunnel was a rather expensive effort to bring the summit only 539 feet lower, particularly in view of the fact that the ruling grade was not reduced. However, the old line was shortened by four-and-a-half miles and the snowsheds previously mentioned were dispensed with. In addition to this, the old line's demise carried with it some 2,600 degrees of curvature, the equivalent of more than seven complete circles. The old line also contained several very large bridges, among them a steel arch of 338-foot span, and a viaduct 140 feet high. It may also be observed that snow conditions are extreme, averaging more than 400 inches annually.

Good ventilation for the Connaught Tunnel was most essential and it was secured by the installation at the west portal of two large centrifugal blower fans, each driven by a 500 horsepower diesel engine and each capable of delivering over 100,000 cubic feet of free air per minute.

The first train through the Connaught, other than work trains, was on December 6th, 1916. It was Extra 3869 West, engineer Rutherford, conductor Cormier, with 14 loads, 20 empties and the official car "Champlain"; 918 tons exclusive of the official car which was occupied by D. C. Coleman, at that time Assistant General Manager. The train entered the east portal at 21:01K and left the west portal at 21:49K, requiring 48 minutes to make the passage. This train could not make complete passage west by the new main line, as the old main line was still in place west of Glacier station, blocking it. The portion of the old line in the way of the new alignment was removed on December 9th, and the first train, No. 1, the "Imperial Limited" with engine 569 and twelve cars, and engine 3846 assisting, passed east portal at 14:19K and west portal 16 minutes later. In 1920, steps were taken to have the tunnel completely lined and this work was finished in 1925.

THE C. P. R. SPIRAL TUNNELS

We turn now to the other interesting section of the improvement program on the C.P.R. main line, the 4% grade which was threaded tortuously and cautiously by trains descending from the Continental Divide to Field, B. C., in the gorge of the Kicking Horse River. The ascent of this grade constituted as much of a problem as the descent, trains on occasion requiring four locomotives regularly. The special train for the accomodation of the Duke and Duchess of Cornwall and York

in 1901, consisting of ten cars, was pulled by five locomotives. For the security of descending trains, safety tracks were provided at intervals and the switches were normally set for these tracks. The switch-tender stationed at each of these switches would not throw the rails in line for the main line unless he received a whistle signal from the train engineer. This signal was to indicate that the train was under control and that it was in order to permit its passage down the grade. In spite of these precautions, the line became notorious for runaways and, as one veteran engineer put it, if a train got out of control on the higher section of the hill, it wouldn't stop until it was in Field yard or upside down in the Kicking Horse, safety-tracks or no safety-tracks.

Upon surveying the scene for means of improvement, it became obvious to those in charge of the relocations that the distance between the Divide and Field would not permit a longer and less precipitous grade than the existing 4.5%.

It was at this time that the bold suggestion was made to lengthen the main line by four miles by means of the construction of two spiral tunnels. In this way, the grade would be reduced from 4.5% to 2.2% compensated. The Spiral Tunnels were completed in 1908.

The Upper tunnel, or tunnel No. 1, is 3,255 feet in length and turns through 291° of curvature as it descends 54 feet. The Lower tunnel (Tunnel No. 2) is 2,922 feet in length and turns through 217° while dropping fifty feet. Both tunnels are on an actual grade of 1.6% which is equivalent to the compensated 2.2% of the whole line. The upper tunnel lies under Cathedral Mountain, and the lower under Mount Ogden. The new line requires only 36% of the motive power employed on the old line. Hector Station, at the top of the spirals, is 5,219 feet above sea level and Field, at the foot of the incline, is at an altitude of 4,501 feet.

THE BROCKVILLE TUNNEL

A little closer to Montrealers, by virtue of its claim to be Canada's pioneer, the tunnel under the town of Brockville, Ontario deserves not to be neglected. (For a fuller account of this tunnel, C.F. News Report, July-August 1958 - Ed.) This tunnel, which is about a third of a mile in length, runs under the city proper, on the Canadian Pacific Railway spur to the wharf. This bore was built by the Brockville and Ottawa Railway and was opened for service on the last day of December, 1860. The tunnel is equipped with doors to keep out the frost in the winter time, though they are left open during the summer. Though it has been claimed that the Brockville tunnel is the only one in the world with doors, the author knows of at least one other so equipped, that at Wolfe's Cove, Quebec City, which is on the CPR line from Cadorna to the ocean docks. This tunnel is a little over a mile in length.

THE MOUNT ROYAL TUNNEL

In the heart of Montreal, lies the south end of the Mount Royal Tunnel which is familiar to a considerable number of Montreal working people as the point of "exodus" from downtown every evening to the same degree as it is their means of entry each morning.

Proposed as early as the first decade of the present century, surveying work for the construction of a 16,315-foot tunnel under

Mount Royal began in earnest late in 1911. This was under the direction of the Canadian Northern Montreal Tunnel & Terminal Company which was incorporated by letters patent on the 12th of August, 1911, to build a tunnel and accompanying terminals, etc., for the Canadian Northern Railway System at Montreal. Excavation began at the west portal in June 1912 and at the east portal shortly after. First to be constructed was a small pilot tunnel and this bore was completed a year-and-a-half later, the headings meeting on December 10, 1913. Work immediately proceeded to widen the tunnel to its present specifications, 22' x 30' and this was finished in February 1916. There is a partial lining throughout and this was carried out by December of the same year; after electrical equipment had been installed, the first electrically-propelled train ran through the tunnel on the 22nd of April, 1917. Use of the tunnel was approved by the Board of Railway Commissioners on October 4, 1918 and the first regular passenger train passed through the bore on the following October 22nd.

When the tunnel was being constructed, it should be observed that the centre lines of the headings met within less than an inch. From the outset, six Canadian General Electric locomotives were used, and these were later supplemented by two multiple unit cars which have since been scrapped; they were cars 15903 and 15904. After the Tunnel Terminal at the Montreal end was enlarged and preparation made to construct the present Central Station terminal, this equipment was supplemented by nine English Electric Co. electric locomotives obtained from the Montreal Harbour Commission. All of this equipment operated on a 2400-volt direct current.

Owing to this unconventional voltage, replacement parts for the locomotive motors were quite difficult to obtain and the use of the locomotives was, for a time, supplemented by diesel-electric switching locomotives. In 1951 and 1952, three additional electric engines and eighteen multiple-unit electric cars were added to the service and the use of the diesel-electric engines were practically dispensed with.

The Mount Royal tunnel is double-tracked throughout and, in general, the tracks are laid in a single tunnel, but, there are twin tubes at each end for a short distance. The bore is perfectly straight except for a slight curve about an eighth of a mile inside the east portal, between that point and Grotto, where crossovers are located to facilitate the handling of trains in and out of the terminal. (Presently, work is in progress to eliminate the twin tubes at the tunnel's east end and, at the same time, to eliminate Grotto by moving the crossovers to a point outside the tunnel mouth. - Ed.)

CONCLUSION

In a survey of tunnelling such as the foregoing, it is of course impossible to give ample justice to the whole subject. After completing the paper, the author noted, among many other tunnelling works, that he had neglected to mention the Apennine Tunnel in Italy which has replaced the Saint-Gotthard Tunnel as the second longest in use, the American Cascade Tunnel and other Rocky Mountain tunnels, the world famous Jungfrau Railway tunnel in Switzerland, the highest in the world, and, possibly of most interest, our Canadian St. Clair tunnel between Sarnia and Port Huron.

I have also refrained from entering into the subject of underground rapid transit, as that is a field in itself. To sum up, I hope

that this account will be of interest and use. Unlike other branches of engineering, such as bridges and buildings, where the works of designers and builders live on to impress the public, there is no single visual impression to be gained from a tunnel, indeed, it is seldom even possible to see both portals at once. Consequently, we must rely on written accounts for our impressions, and it is in an attempt to outline the methods and progress in this particular field, that this paper has been written.

OSAL. 1949.

THE EXCURSION TO BANCROFT
SUNDAY, MAY 10TH, 1959

IN ACCORD WITH THE POLICY of its Trip Committee, the Association likes to take advantage of its special train movements on excursions to explore the railway byways, rather than the main lines. We have always found that our passengers seem to prefer the secondary lines, where photographic possibilities abound, as evidenced amply by the thousands of photographs which our passengers have taken on CRHA trips in the course of the ten years in which such trips have been sponsored.

Such an excursion was the one held over Canadian National lines on Sunday, May 10th, 1959, from Belleville to Bancroft, Ontario and return, largely over lines of the former Central Ontario Railway. This was the first steam trip ever undertaken by the Association which did not originate in Montreal. In this way, we were relying upon the support of our many members and friends who reside outside of our headquarters city to make the trip a success, and it must be said that they responded admirably. Upwards of 170 passengers participated, along with several "official motorcadgers", who generously and voluntarily paid a partial fare to avoid the stigma which has come to be attached to non-supporting participants. The trip was arranged by the Trip Committee consisting of William D. McKeown and A.S. Walbridge.

The Association cooperated with the Upper Canada Railway Society of Toronto, to the extent that the UCRS provided the lunch counter car service in the train. This car was manned by those UCRS members who are also members of the Ontario Electric Railway Historical Association of Rockwood, Ontario. The lunch counter car did a satisfactory business, we are pleased to say, in spite of alternative eating facilities at Bancroft, where the train laid over for an hour.

The train consisted of six cars; a baggage car, three passenger coaches, a lunch counter car and another coach, in that order. The motive power was provided by two locomotives, emulating our very successful excursion of March, 1958. The engines used on this occasion were Canadian National Railways No. 90, a 2-6-0 and No. 2649, a 2-8-0. As is usual on our trips, the National system's Belleville Division officials spared no effort to give us a clean and resplendent train.

The train started from Belleville sharp on time at 7:45 AM, and the passengers, provided as usual with a printed leaflet explaining the territory through which our excursion was being operated, prepared themselves for the 198-mile round trip. The first photo stop was at Foxboro where the train made a "run-past" over a bridge for the benefit of action photographers. Quite a long wait ensued at Anson Junction, due to a report that some other passengers were on their

Excursion to Bancroft (cont'd)

way from Belleville by automobile. There was a stop at Marmora, where our engines took water, and several others between stations on the way north, where our route took us through Eldorado, Bannockburn, Gilmour and Detlor. Most of these were "run-past" stops, and judging from the first results of photographs which we have examined, the trouble which the Committee took to select the photo stops on a pilot trip earlier this spring on the regular mixed train, was well worth the trouble.

Northward, the train stopped only briefly at Bancroft, then proceeded 2.8 miles north to the wye with the former Irondale, Bancroft & Ottawa Railway, at York River. Here the train was turned, and it then returned to Bancroft for the layover.

On the southward journey, stops were made at Sparrow Lake, Ormsby Junction, Marmora and Anson. From Anson, our route deviated from the northbound trip in that the train followed the Moira River and Trent Canal into Trenton. The town wye in Trenton was used to turn the train which returned to Trenton Junction, thence along the main Toronto-Montreal line to Belleville. The CNR train No.6 following closely behind, no time was lost.

The run from Belleville to Anson had been over the Grand Junction Railway section of the Midland Railway of Canada, that from Anson to York River and return to Trenton over the former Central Ontario Railway, while the portion from Trenton Junction to Belleville was over the former Grand Trunk Railway. All of these lines are now incorporated in Canadian National Railways.

It should be noted that among the participants in our trip was a crew from the National Film Board of Canada, under the direction of Mr. T.D. Macartney-Filgate; this crew was making a documentary 16 mm film for television release on the subject of the steam locomotive. Our passengers came from the Montreal and Toronto areas, and we had many friends from the United States. Representing Canadian National Railways were Messrs, J.A. Lomas, Assistant Superintendent, and L.N. Gilchrist, City Passenger Agent, both of Belleville. The train was in charge of Conductor Doran, while the other members of the crew included Trainmen Doyle and Stichomb, enginemen Guest and McQuaid on No.90, and Mortimer and Bridger on No.2649. The man most responsible for the arrangements, through whom the Association dealt with the Canadian National, our very good friend Mr. Jules G. Leduc, Special Passenger Representative in Montreal, unfortunately, was not present.

Following the arrival at Belleville, the passengers dispersed rather quickly, either by the two evening trains, eastbound and westbound, or by automobile, to meet again on our Fall Foliage weekend which will be held this year on Saturday and Sunday, October 3rd and 4th. See you then !!

PHOTOGRAPHS WANTED: Those of our readers who attended the Bancroft field trip over Canadian National Railways, are invited to send prints of what they consider to be their better photographs, to be included in the Archives of the Association as a permanent record. The pictures should be identified with location and name of photographer. Any size pictures will be very welcome for this purpose. Thank you.

CPR Reorganization (continued from page 64)

PRAIRIE REGION

Headquarters-WINNIPEG

Fort William Terminals Division
 Kenora Division
 Winnipeg Terminals Division
 Portage Division
 Brandon Division
 Regina Division
 Moose Jaw Division (including
 the Altawan and Notukeu
 Subdivisions)
 Saskatoon Division

PACIFIC REGION

Headquarters-VANCOUVER

Medicine Hat Division
 Lethbridge Division (excluding the
 Altawan and Notukeu Subdivisions)
 Calgary Division
 Edmonton Division
 Revelstoke Division
 Vancouver Division
 Kootenay Division
 Kettle Valley Division
 Esquimalt & Nanaimo Railway
 B.C. Lake & River Service
 B.C. Coast Steamship Service.

(Signed) " N.R. Crump "

President.

"

Division Superintendents will report direct to Regional General Managers. Administrative offices will thus be removed from North Bay, Ont., Moose Jaw, Sask., and Calgary, Alta., as well as at Brownville Jct., Maine.

The Operating Department reorganization is not expected to have much effect on the organization of other departments.

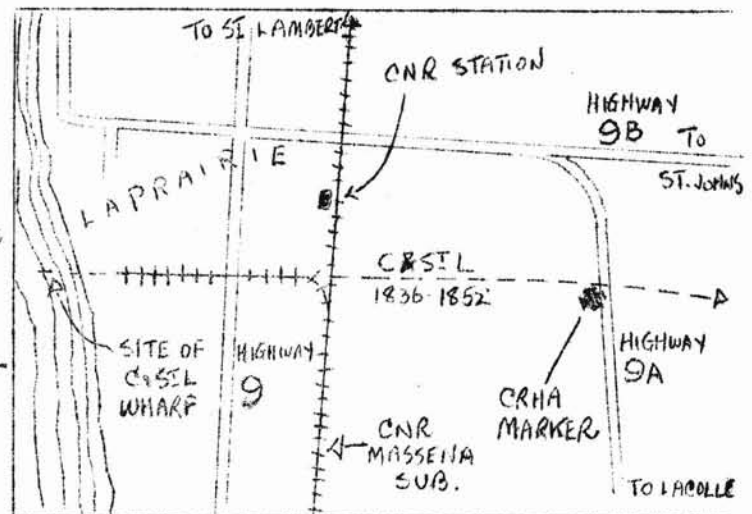
oo00o0o00oo

THE ASSOCIATION'S
 HISTORIC SITE MARKER

SOME TWENTY THREE YEARS AGO, the Association erected a historic site marker near the town of Laprairie, on the opposite shore of the Saint Lawrence River from Montreal.

The marker, erected beside Highway 9a, the old Lacolle Road, about $1\frac{1}{2}$ miles from Laprairie (see map), marks a crossing of the roadbed of Canada's first railway, the Champlain & Saint Lawrence Rail Road, which was opened between Laprairie and St. Johns, Que. on July 21st, 1836. The track was abandoned about 1852, after the terminus of the line had been moved to Moffat's Island, or South Montreal, as it was then called, but the roadbed is still clearly to be seen some 107 years after the removal of the rails.

The marker itself consists of a piece of railway rail set upright in a concrete base, with a cast-iron plate bolted to the top bearing an inscription. After twenty-three years, the marker is now somewhat rusted though physically in good condition. A coat of paint would go a long way toward helping to preserve it and make it, as well, more conspicuous and presentable.



The inscription appearing on the marker is as follows:

CHAMPLAIN and SAINT LAWRENCE RAIL ROAD	
ICI UNE TRAVERSE DU PREMIER CHEMIN DE FER AU CANADA	CROSSING HERE OF THE FIRST RAILROAD IN CANADA
1836	1836
ERECTED BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION JOHN LOYE, PRESIDENT.	

For the benefit of those who would like to see the marker when passing in the neighbourhood of Laprairie, we show herewith a small sketch map of its location; the map is not to scale.

Another C&StL monument, though a stone one, exists at St. Johns, Que. on the site of the old railway wharf on the Richelieu River. This one was erected in 1936 by Canadian National Railways.

00000

-

o00o000o00o

-

ooo00

"THE RAILWAY STATIONS OF TORONTO" (p.51 of May issue)

A CORRECTION.

The third paragraph of the story on Toronto's station^s, appearing on page 51, May issue of the News Report, contained an unfortunate transposition of information. St. Clair station exists today, while it is that at Davenport which was torn down in 1925. The statement should read: "..... stations were located at an early date at Parkdale and Davenport. The present CNR station at Parkdale is a later structure, while that at Davenport survived until about 1925, when it was replaced by the station at St. Clair Ave."

"CHEMIN DE FER DE LA BONNE SAINTE-ANNE"

Electric Railway History

A 16-page, photo-offset, bilingual history of the former Montmorency Division of the Quebec Railway, Light & Power Company. This publication, with over forty photographs, all-time equipment roster, diagrams and maps, is now available from the Association, Box 22, Station B, Montreal 2, Canada, at 50¢ per copy. Please enclose 5¢ in addition for handling and mailing. Groups wishing to order this publication in quantity, may do so for the price of \$20.00 for 50 copies. You are urged to obtain your copy now; when present supplies are exhausted, this will not be reprinted.

NOTES AND NEWS

e No.4, an O-4-OST locomotive belonging to the Singer Manufacturing Company and used by that Company at its plant at St. Johns, Que. has been sold to a scrap dealer in Iberville, Que., and was moved there at the beginning of May.

e During the month of May, all regular services on the Dominion Atlantic

Railway were dieselized. At the end of the month, one steam locomotive was in service at Windsor, N.S. It is anticipated that three steam locomotives will be retained, out of service, at Kentville, for emergency use.

- e Effective midnight, May 31st, 1959 and until the autumn, Canadian National Railways Central Region services will be completely dieselized. Steam locomotives are still stored at many terminals for use in emergency, but under normal circumstances, all regular and extra trains will be hauled by diesel locomotives.
- e Canadian Pacific Railway engine No.29, 4-4-0 "A" class steam locomotive regularly assigned for service on the Minto Subdivision between Chipman and Norton, New Brunswick, has been taken to McAdam for repainting and fitting with artificial diamond stack to take part in a civic anniversary at Caribou, Maine, on July 1st, 1959. Caribou is 19.5 miles from Aroostook, NB, on the Aroostook Sub., which extends into Maine as far as Presque Isle. No.29 will be under steam at the observance, following which it will be returned to Chipman for further service. One of the other two 4-4-0 engines working with No.29, engine No.144, is expected to be removed from service permanently in November, when major repairs come due. Nos.29 and 144 were both built by the Canadian Pacific Railway at Montreal in 1887 and 1886, respectively. The third engine, No.136, built by Rogers in 1883, holds the record for longevity of service by a steam locomotive in Canada, having been in continuous operation for seventy-six years.
- e The President of Canadian National Railways, Mr. Donald Gordon, recently advised the Railway Committee of the House of Commons that the National system expects to have its dieselization programme completed by the end of 1960, at which time approximately \$480,000,000. will have been spent on this type of motive power.
- e The Board of Transport Commissioners for Canada instructed Canadian railways on May 7th, to place reflective paint markings on the sides of boxcars for a twenty-month trial period. The Board order applies to all new boxcars purchased between May 1st, 1959 and December 31, 1960, plus an equal number of present boxcars. Eighty percent of the cost will be borne by the Government's grade crossing fund, while the balance will be met by the railways. The cost is estimated to amount to about \$8.00 per car. Suitable designs will be submitted.
- e Canadian National Railways has introduced a new innovation in sleeping car travel on its "Super-Continental" travelling between Montreal and Toronto, and Vancouver. The new accomodation is a tourist class roomette car, and it will be marshalled next to a tourist lounge car in each transcontinental train. Enclosed tourist class space is thus offered at substantially lower prices to the traveller.
- e Effective May 18th, Canadian Pacific discontinued mixed train service over the following Manitoba District lines: Glenboro Subdivision from Winnipeg to Souris; LaRiviere Subdivision from Winnipeg to LaRiviere; Carman Subdivision from Elm Creek to Plum Coulee; Gretna Subdivision from Rosenfeld to Gretna; Estevan Subdivision from Souris to Estevan; Arcola Subdivision from Souris to Arcola.

TROLLEY TRIPS IN MONTREAL: Two trolley trips will be run over the Cartierville, No.17 route of the Montreal Transportation Commission, which is to be discontinued on Sunday, June 28th. The first trip will be Sunday, June 7th, the other on the 27th or 28th.