



NEWS REPORT NO.103

SEPTEMBER 1959

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

1949

TENTH ANNIVERSARY ISSUE

1959

Notice of Meeting

The September Meeting of the Canadian Railroad Historical Association will be held in Room 202, Transportation Building, 159 Craig Street West, on Wednesday, September 9th, 1959, at 8:15 PM.

This is a business meeting, and reports will be made by the members of the Board of Directors, as well as by the various Committee Chairmen.

Following the business, another of our popular auctions of railway material and literature will take place, and those having material of an auctionable type to offer are requested to bring it along to the meeting for this purpose. As usual, guests will be welcome.

Association News

The Association has had a particularly busy summer, culminating in the preparations for, and the observance of, the cessation of tramway service in the City of Montreal, which took place on Sunday, August 30th, and in which the Association played an important part. As a result of all this, the proposed reception for the general membership at the car "Saskatchewan", which was planned as a midsummer activity, has had to be postponed until September, of which more anon. The Museum Committee continued its activities toward securing a permanent site for the Association, and the President, Dr. R.V.V. Nicholls, will have a report for the membership at the September meeting.

The Trip Committee have been working ceaselessly on publicity for the Annual Fall Foliage weekend, which this year is scheduled for the weekend of October 3rd and 4th, and promises to be comparable, in quality to others which we have sponsored. There are also some plans afoot for other railway excursions, possibly during the fall and winter months, but these have not yet been developed in detail. It is expected, however, that details will be released with the October News Report. In the interim, the membership should have received circulars concerning the October 3-4 trips by separate mailing a short while ago, and as usual, we ask you to make reservations early. At time of writing, one third of the necessary number of passengers had applied for tickets, so that this one promises to break all attendance records. If you did not receive a circular and application form, write to the Trip Committee, C.R.H.A., Box 22, Station B, Montreal 2, Canada.

The Railway Division marked the summer by purchasing British Columbia Electric Railway interurban car No.1311 from Mr. Ernie Plant of Vancouver, B.C. Mr. Plant had obtained and preserved the car when BCE service ceased in 1957, storing it at Squamish, B.C., on the Pacific

Great Eastern Railway, and with the cooperation of that railway, but recently decided to dispose of it to one of the preservation societies. The Car, No.1311, is a fifty-six foot wooden, arch-roof interurban car, built by the British Columbia Electric Railway in 1913. It weighs some forty-two tons, and outweighs any other electric railway equipment preserved by the Association. This car ran on the interurban lines out of Vancouver, serving New Westminster and the Fraser Valley. Only one other BCER interurban is preserved in Canada, No.1223, which was kept by the Municipality of Burnaby, near Central Park between Vancouver and New Westminster. At least two BCER cars are preserved in the United States. Incidentally, a Fund has been set up similar to that established for the Ottawa cars. Mr. William McKeown is the Chairman of the Fund, which is designed to reimburse the Association for its outlay in connection with the purchase of the car. Donations, large or small, should be sent to Mr. McKeown at 7440, Durocher Avenue, Montreal 15; as usual, all donations will be acknowledged.

EDWARD ALLAN TOOHEY

The Editorial Committee records with sorrow, the accidental death, on August 12th, 1959, of Edward Allan Toohey, age 29 years, in a traffic accident at Cape Town, Union of South Africa, where he had been living for the past few years. Allan was a member of our Association until his departure for England in August 1954, and he was Editor of the News Report from its inception in September 1949, until December 1951.

On behalf of the Officers and Members of the Canadian Railroad Historical Association, we tender our sincere sympathy to his mother and father, Mr. & Mrs. E. Toohey, and to his sister, Ruth, who survive him, in Montreal.

R. I. P.

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SOUVENIR OF MONTREAL'S STREETCARS

The Association has, in the course of preparation, a souvenir history of the trolley car in Montreal called "Streetcars of Montreal, 1892-1959". This consists of a photo-offset brochure, containing twelve excellent photographs depicting the development of the streetcar in Montreal, with a multi-paged mimeographed insert containing a brief history of the MSR-MTC-CTM, and a summarized roster of passenger equipment.

It will be available about September 20th, and can be had, postpaid, for 50¢ per copy, from the Editorial Committee, Box 22, Station B, Montreal 2, Canada. Envelopes containing orders should be marked "MTC Brochure".

Our supply of copies of the Quebec Railway Light & Power Co. illustrated history "Chemin de Fer de la Bonne Sainte Anne", in English and French, is dwindling rapidly. Few still available at 50¢ per copy.

by Omer S.A. Lavallee

LA FIN D'UNE EPOQUE --
THE END OF AN ERA

thus read the inscription, in French and in English, on the doors of a ceremonial arch in Franchere Street, Montreal, as they were slowly closed by Arthur Duperron, Chairman & General Manager, Montreal Transportation Commission, and His Worship, Senator Sarto Fournier, Mayor of Montreal, following the passage of Montreal Transportation Commission car No.3517, the last streetcar to be purchased by the Commission, in 1944. No.3517 was the last streetcar to operate in the city streets of Montreal, thus ending the sixty-seven year history of electric trolleys in the metropolis of Canada, and ninety-eight years of street railways in Montreal.

No. 3517, a PCC car, was the last in a parade of historical transportation vehicles, which the Commission assembled as a fitting commemoration to mark the complete changeover to bus operation. Fifteen historic vehicles, three busses, two inspectors' radio cars and a trouble truck made up the procession, which left Mount Royal car barn at 2:30 PM on Sunday, August 30th, 1959. The procession proceeded west on Mount Royal, south on Papineau to Craig, around the loop, north on Papineau and east on Rosemont Blvd., to the loop at 26th Avenue, then back along the Boulevard to Papineau, south on that street to Mount Royal, and back to the carhouse. The return was made about 4:45 PM.

Just ahead of No.3517 was car No.350, "Rocket", which, just 24,449 days before, on September 21st, 1892, made transit history in Montreal by being the first electric car ever to operate in the city. The "Rocket" was retired in 1914, but was spared destruction at that time in view of its historic significance. The little car was last completely reconditioned in 1956, at the time of the farewell pageant to the St.Catherine street trolley lines. In the parade, an honoured guest, was Mr. James B. Smith of Rapide Blanc, Que., who, in 1892, at the age of 17, was a member of the Royal Electric Company's technical crew which accompanied the "Rocket" on its epochal first run around the MSR's Belt Line. The occasion remains very clear in Mr. Smith's memory.

Two of the vehicles in the parade were from the Association's collection -- one being No.274, a single truck passenger car built in 1892, which was the first full-scale rolling stock acquisition ever made by the Association, back in July, 1950. No.274 is the only Montreal transit vehicle in existence which has never belonged to the Transportation Commission; at the time of its donation to the CRHA in 1950, Montreal's transit was still in the hands of the Montreal Tramways Company. The other CRHA car was No.8, our popular single-truck open-bench summer electric car, which carried the members of the Executive and the Railway Division of the Association. No.8 was obtained in 1957 and formerly ran in Ontario, though its participation in the parade was as a representative of several hundred Montreal open cars, none of which, unfortunately, have been preserved. This car was rebuilt completely by CRHA in 1958 and since rebuilding has never quite been devoid of temperament. On a trip to Lachine in August 1958, hotbox trouble developed; true to form, shortly after leaving Mount Royal carhouse in the procession, No.8's hand brakes refused to function and it was necessary to reverse the car to keep it in control on the hills. By contrast, sixty-seven year old No.274, just behind No.8 in the parade, behaved very well.

Crowds of Montrealers estimated at some 250,000 turned out to see the streetcars for the last time. These thousands who had often heaped

abuse on the streetcars, verbally and in the newspapers, gave them a polite and respectful ovation as they went by. Past differences had been forgotten; the streetcars had served Montreal well, and with their disappearance vanishes, as well, a part of the character of the city.

Cameras were in evidence everywhere -- literally thousands of pictures were taken -- thus assuring that the parade is an event which will not soon be forgotten by the people of Montreal.

The order of the cars, and the names of the platform staff who had them in charge, are as follows:

Car	Route signs	Crew	Years of Service
Observation #1		Motorman Presseault (#151) Conductor W. Prevost (#204)	43 42
Observation #2		Motorman E. Constantineau (#1569) Conductor L. Nantais (#1350)	43 36
Car #2222	St. Catherine 3	Motorman Lefebvre (#927) Conductor R. Joly (#766)	42 42
Car #1959	Rosemont 54	Operator St. Onge (#3981)	42
Car #1339	Mount Royal 7	Motorman M. Roy (#594) Conductor R. Turcot (#1324)	42 46
Car #1317	Ontario 5	Motorman F. Turner (#745) Conductor R. Gagnon (#836)	42 42
Car #997	Delorimier	Motorman P. Brunet (#1603) Conductor N. Cloutier (#593)	42 42
Observation #3		Motorman Morin (#105) Conductor A. Vinet (#312)	42 41
Birney #200	St. Michel	Operator R. Blais (#1297)	43
Open Car #8		Motorman A. Palardy (#1633) Conductor N. Landry (#5138)	40 42
Car #274	Notre Dame	Motorman J.A. Yelle (#823) Conductor E. Theriault (#3074)	38 42
"Rocket" (#350)	St. Catherine	Motorman V. Cusson (#5118) Conductor C. Foucault (#214)	37 41
PCC #3517	Papineau 45	Operator Desrosiers (#1363)	46

Between car #274 and the "Rocket", Montréal City Passenger Railway winter sleigh #20 and horse-drawn omnibus #20, were handled on motor floats supplied by Sicotte Motor Transports Limited. Following PCC No. 3517, three autobusses, a General Motors, a Mack and a Can-Car, followed, driven respectively by chauffeurs Beaudoin (#5027), Capponi (#3033) and Vermette (#5285), each of whom has 42 years service, dating back to the pre-bus period. The parade was preceded and followed by Inspectors' radio cars, and an emergency truck.

The platform staff were all attired in period costume. Observation car No.3 was filled with passengers dressed in period costume embracing the period during which the street railway served Montreal. This, in particular, was a most effective display.

The members of the Executive and Railway Division of the Association together with the officers of other museum groups visiting Montreal for the parade, rode in the Association's car No.8. An unexpected passenger at one point was Mr. J.A. Beatty, of the Canadian Pacific's Passenger Department, who is well known to the members for the handling of certain of our special trains over the C.P.R. Another appropriate passenger was Mr. Theo. Bonenfant, MTC Instructor, who was one of the crew of Instruction Car #1054 in August, 1948, when the Association made the first trolley charter over MTC lines by a rail enthusiasts' organization.

Other members of the Association and guests rode in car #997. One prominent (but unnamed !) member of the Executive evidently preferred the company of the Mayor and City Councillors in one of the observation cars, to that of his associates in No.8; All other members of the Executive, plus the Honourary President and the Honourary Legal Counsel, rode the open car.

As the procession prepared to leave the 26th Avenue loop in Rosemont for the return to Mount Royal, the rain started and shortly developed into a complete downpour. The crewmen in the open observation cars were soaked, as was the motorman, Mr. Palardy, of No.8, and Bill McKeown of the Railway Division and your reporter, who remained on the front platform with him to lend assistance with the defective brakes.

No.8 passed through the ceremonial arch in Franchere Street at precisely 4:44 PM, and, as the cars stood, dripping, in Franchere Street, one of our American visitors remarked that we had witnessed the end of the days of wooden cars and iron men, to which Mr. Palardy, Bill McKeown and I, soaked to the skin, uttered a thankful "Amen".

NO.8 CARRIES CREPE

Some of the passengers and observers asked why No.8 carried a formal black drape over the front dash. The official mourning sign was added as a sentimental gesture by the Railway Division, as an official mourning carried on behalf of the cars which were not in the historical collections, and which have been, or will be, scrapped.

The cloth itself is of some historic significance, having been carried by the Association's OTC car #859, when Ottawa trams bowed out in May of this year.

LAST MTC TROLLEY EXCURSION

The Association marked the end of more than eleven years of trolley charter trips on Sunday, August 9th, when seventeen members covered the Paineau and Rosemont routes in MTC one-man car No.1976. These charters started in August 1948, and nearly fifty of them had been held up to the cessation of service.

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REMEMBER THE FALL FOLIAGE WEEKEND, OCTOBER 3 - 4, 1959. STEAM AS USUAL !

STEAM STILL SURVIVES ON VANCOUVER ISLAND.

still exist and are in use on Vancouver Island at the many lumber mills and logging operations which have survived, with rail facilities, as your Editor found out on his recent trip to the Pacific Coast. The last ten years have seen a radical decimation in railway logging operations, in favour of truck logging, but two bona-fide logging railways still exist, and there are several mill-switching railways employing geared steam locomotives.

Inaccessibility and lack of time prevented a visit to the largest Vancouver Island logging railway, that of Canadian Forest Products at Englewood, at the north end of the Island. This is a system which possesses quite a number of steam locomotives, including geared engines, and Canada's only articulated, a 2-6-6-2 tender engine which came, second-hand, from the United States. Incidentally, the only other articulated engines ever to operate in Canada were Canadian Pacific's six 0-6-6-0 engines of the 1950/5750 class, which were rebuilt about forty years ago into 2-10-0 types. The Canadian Forest Products railway also uses an unknown number of geared diesel locomotives, being diesel engines mounted on the frames of former geared steam locomotives.

COMOX LOGGING & RAILWAY COMPANY

This is the only other proper logging railway operation, besides that at Englewood, and is the only one readily accessible to the visitor. The railway extends from Ladysmith, about fourteen miles south of Nanaimo, on the east coast, and after crossing the Esquimalt & Nanaimo Railway about one mile west of Ladysmith, parallels it for a couple of miles, then turns inland up the Nanaimo River to the Nanaimo Lakes camp, some twenty-odd miles inland. Two or three trains make round trips each weekday. Previous observations indicate that these trains include up to about two dozen logging rack cars, which are brought down to the bay at Ladysmith, then unloaded into the water and towed away in rafts.

From Ladysmith to the crossing of the Nanaimo River, the CL&RCo. uses the former roadbed of the Wellington Colliery Company's railway to Extension colliery, behind Nanaimo. The present CL&RCo. line was put in sometime just previous to, or shortly after the beginning of, World War II.

Six steam locomotives, and one diesel, were observed at Ladysmith on June 25th, 1959, as follows:

Locomotive	Type	Builder	Year	Remarks
2	2-6-2T	Baldwin		
7	"	"		Said to be ex-Pacific Great Eastern #2.
11	2-8-2	" (#57409)		
12	2-truck Shay	Lima (#3311)	6/1927	
16	2-8-2-	Baldwin (#61159)		
18	2-8-2T	" (#60942)		
107	B ₀	Plymouth		Two-axle diesel.

Engines 11 and 16 are used regularly in the main line haul, while No.107 switches the facilities at Ladysmith, where the shop is located. The other engines are used intermittently, but the Shay does not appear to have seen service for some time. The yard of Comox at Ladysmith is situated just opposite the E&N station.

On a previous visit in 1953, No.16 was observed as a 2-8-2T with tender, but since that time the saddle tank has been cut down to two small portions, one on each side of the boiler, which are weighted as ballast for adhesion.

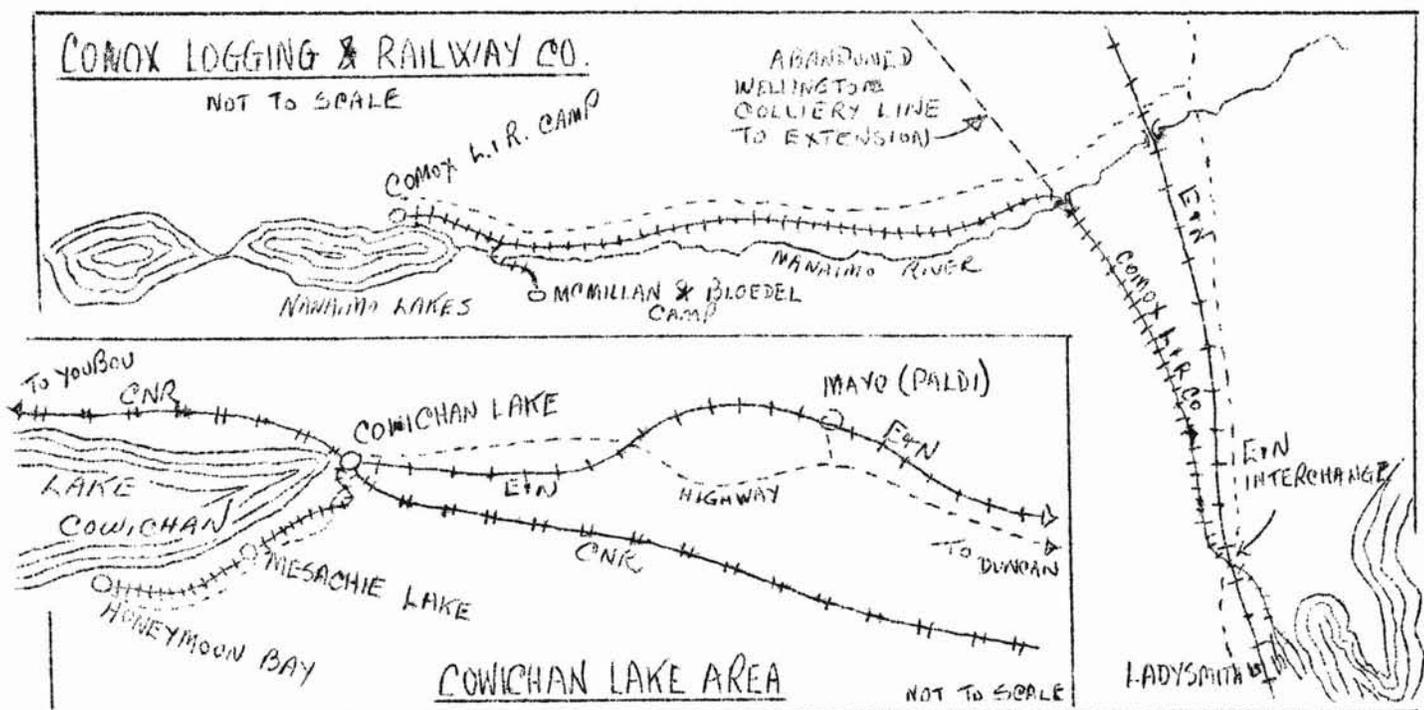
McMILLAN & BLOEDEL - Nanaimo Lakes camp.

This is another line haul operation over the tracks of the Comox Logging & Railway Company, from a point near the Nanaimo Lakes, down to the Esquimalt & Nanaimo Railway interchange with the CL&R Co. near Ladysmith. At this point, cars of logs are turned over to the E&N, who take them to the mill at Chemainus.

One engine, a 2-6-2 tender engine built originally by the Montreal Locomotive Company for Cathels & Sorenson, is used on the operation over the Comox Logging & Railway Co., and is kept at the Nanaimo Lakes camp. At the Chemainus mill, there are two McMillan & Bloedel 2-8-2Ts.

WESTERN FOREST INDUSTRIES, Honeymoon Bay, Cowichan Lake.

From connections with the Esquimalt & Nanaimo, and Canadian National Railways at Cowichan Lake, a rail connection extends around the south shore of the lake through Mesachie Lake to Honeymoon Bay, about five miles. The W.F.I. company have two engines at Honeymoon Bay, one is a three-axle (C_o) diesel, while the other, No.5, is a three-truck Shay, built by Lima (#3320), in 1927. The diesel is regularly used, while the Shay stands by as a spare. Products of the mill at Honeymoon Bay are operated along the interchange line through Mesachie Lake to Lake Cowichan, thence distributed by E&N or CNR.



HILLCREST LUMBER COMPANY - Mesachie Lake, Cowichan Lake.

An active lumber mill at Mesachie Lake owned by the Hillcrest Lumber Company, it is served by two Climax-gearred engines, Nos.9 and 10. No.9 is said to be the oldest existing Climax-gearred engine; it is of the two-truck type, while No. 10 is of the three-truck variety.

These engines haul mill products along the same interchange track as Western Forest Industries, for about two miles into Lake Cowichan. From this point, Esquimalt & Nanaimo Railway line hauls the lumber to Osborne Bay, where it is turned over to the Osborne Bay Wharf Company, a subsidiary of the Hillcrest Lumber Company. Hillcrest uses the same line as Western Forest Industries, between Mesachie Lake and Lake Cowichan.

OSBORNE BAY WHARF COMPANY - Osborne Bay.

This is the outer operation of the Hillcrest Lumber Company, mentioned above, and its function is to switch cars of lumber and sawdust for loading into ships.

Motive power consists of No.1, a tiny 35-ton two-truck Shay, which is, by all odds, one of the most interesting sights on Vancouver Island. A balloon stack and wooden cab lend to the quaintness of this little machine, which can be seen in operation two or three times a week, when ships put in at Osborne Bay.

MAYO LUMBER COMPANY, Mayo (Paldi), B.C.

Paldi, or Mayo, as it is known on the Esquimalt & Nanaimo, is situated about ten miles east of Lake Cowichan on the E&N, or about half way along the Duncan-Lake Cowichan highway, about one mile north on a side road. It was formerly the site of a logging railway operation by the Mayo Lumber Company, but thought the rail operation has ceased to exist, the Company has put its No.3, a two-truck balloon-stacked Shay geared engine on a permanent concrete base for preservation.

The engine was just put in place in June, and is in quite good condition, well worth a visit by anyone travelling in the Lake Cowichan area to see the operating engines.

CANADIAN COLLIERIES LIMITED, Union Bay.

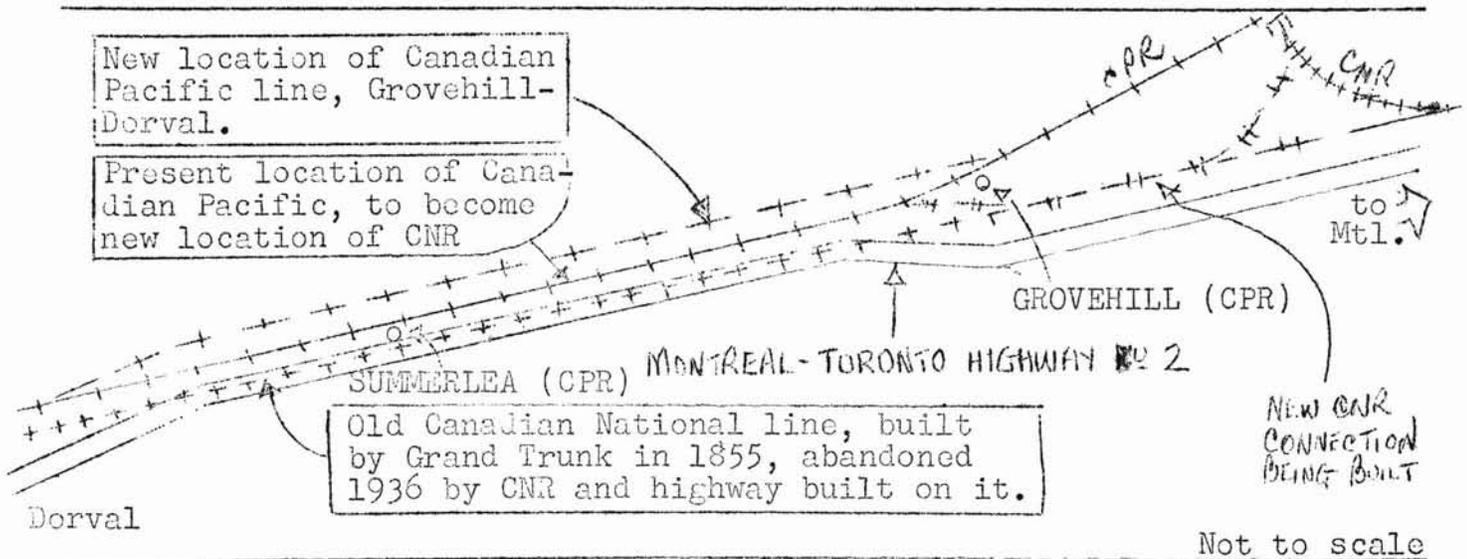
This operation was not visited, but according to members of the fraternity on Vancouver Island, two steam engines are used to switch cars for loading into ships. The engines are reported to be a 2-6-0T with tender, and a 4-6-0 tender engine.

There are other locomotives preserved around the Island, notably another McMillan & Bloedel Shay at Port Alberni, and the Wellington Colliery engine "Wellington" in Piper Park, Nanaimo.

From what your Editor was able to observe, all of the operating engines described in these notes were not scheduled definitely for replacement at any given time, and it is quite possible that all of it will still be in operation next year. So, if you have plans to visit the Pacific Coast in 1960, do not pass up Vancouver Island by any means !!

NOTES AND NEWS

- e During the month of August, rearrangement of Canadian National Railways' Montreal Central Station facilities, due to the erection of the buildings which will form "Place Ville Marie" around the station area, saw the elimination of the operating point known as "Grotto". Grotto was a "scissors" crossover located 1800 feet inside the 3¼-mile Mount Royal Tunnel from the Montreal end marked the point where double track became officially two single tracks for inbound trains. Grotto crossovers have been replaced by a new crossover situated right at the tunnel mouth. Work is now beginning to realign the tracks leading from the tunnel mouth to the platforms. This is presently located in the open air, but will all eventually be covered when "Place Ville Marie" is completed within the next few years.
- e Grading is well under way on the relocation of Canadian Pacific tracks between Grovehill and Dorval on Montreal's suburban lakeshore. Canadian Pacific's Winchester Subdivision is being relocated north of its present position; when CPR has been moved to the new embankment, along with the commuter stations of Grovehill and Summerlea, Canadian National will take over the Canadian Pacific's former line as a new entry from Dorval into CNR's new Cote de Liesse hump yard. Canadian National is thus reestablishing a line which was abandoned in the 1930's, the original Grand Trunk line from Montreal to Toronto, whose roadbed was taken over about fifteen years ago for the main Montreal-Toronto highway. Once the new line is in operation, the present main line through the City of Lachine will be abandoned to through traffic. The map below explains the changes being made.



Not to scale

- e On September 10th, Canadian Pacific Railway took delivery of its 1000th diesel locomotive, a 1000-horsepower road switcher of class DS-10c, built by the Montreal Locomotive works, road number 8023. This event, according to an official press release issued by the railway, brings closer, complete dieselization of the 17,000-mile system, the target date for which is set for 1961. Canadian Pacific acquired its first diesel-electric switcher, No.7000, in 1938. Not until 1943 was a policy of diesel acquisition started, however, when the company purchased 1000-hp switchers Nos.7010 and 7011. No.7000 was subsequently sold to the Marathon Canadian pulp mill at Marathon, Ontario, where it is said to be still in service.

- e The Cartier-Manicouagan Railway Company, which is presently under construction from Port Cartier, near Shelter Bay on the north shore of the St. Lawrence, to iron ore deposits near Mount Reid, Que., a distance of 200 miles, will be extended immediately another 100 miles inland to Mount Wright, Que. In addition to the 300-mile railway, the owners, Cartier Mining Company, are building two townsites, an ore concentrator and shipping installations, and hydro-electric generating plants. This announcement was made recently by the late Premier Maurice Duplessis of Quebec; the railway and its operation will be similar to the Quebec North Shore & Labrador Railway, which is situated in the same area and is owned by the Iron Ore Company of Canada.
- e Among the railway passenger fatalities which the autumn schedule changes will witness will include the Canadian Pacific's mixed train running daily between Ottawa and Waltham, over the former Pontiac Pacific Junction Railway. Engine 424, which will be used on our fall foliage excursions, is in regular operation on this line. Another expected service cessation will be Canadian National's tri-weekly Dartmouth to Upper Musquodoboit, N.S. branch, for which application has already been made to the Board of Transport Commissioners for Canada.
- e Canadian National is to establish a new coastal vessel terminal at Corner Brook, Newfoundland; site of the new facility is said to be in the area just adjacent to the new railway yards which the CNR has built at this point for its 42-inch gauge Newfoundland system.
- e A press report states that Pacific Great Eastern Railway is now in the public telegraph business. Bright orange and green PGE message forms have recently put in an appearance in communities along the line. PGE claims its a natural adjunct to the freight and passenger business. Canadian National Telegraphs handles the wires coming into Vancouver.
- e First traffic statistics for the Saint Lawrence Seaway were issued recently, and indicated that the new waterway's cargo shipments from the time of its opening late in April to the end of June totalled some 5,500,000 tons. This was a 45% increase in cargo tonnage over the corresponding period last year through the old St. Lawrence canal system.
- e Vancouver, whose transit experts have committed it to expressways rather than rapid transit systems within the foreseeable future, may get a rail subway under Burrard Inlet. A proposal has been put forward for a three-mile, double-track, electrified system, costing more than \$70 million, which would connect the north shore communities, at the PGE North Vancouver station, with downtown Vancouver.

CALGARY PRESERVES A CPR
"SELKIRK" TYPE.

On Sunday morning, August 9th, 1959, a Canadian Pacific 2-10-4 type steam locomotive of the storied "Selkirk" type, was moved from the Canadian Pacific yards in Calgary

to Mewata Park, where it will be placed on a permanent base as a perpetual memorial to some of the most impressive locomotives ever to have operated in Canada. The engine concerned is No. 5934, second-to-last steam locomotive built for the CPR in 1949, which was purchased by citizens of Calgary by public subscription through a "5900 Club" organized by the Calgary "Herald". The 350-ton locomotive is a member of the largest railway locomotive class to operate in the British Commonwealth; they were used on the CPR's mountain section between Calgary and Revelstoke, B.C.