

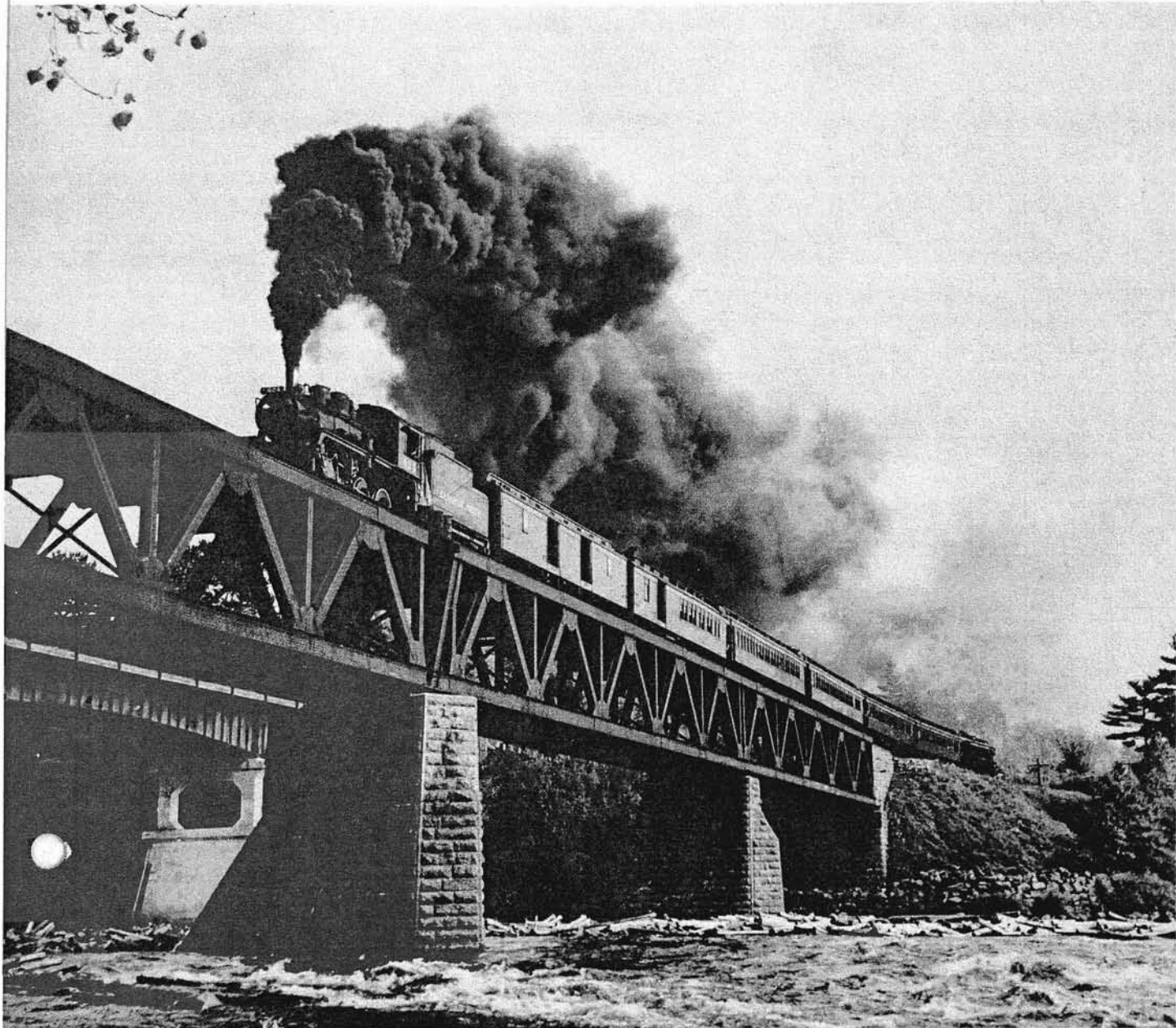


**CANADIAN RAILROAD HISTORICAL ASSOCIATION  
INCORPORATED.**

NEWS REPORT NO. 104

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

OCTOBER 1959



Notice of Meeting

The regular monthly October meeting of the Canadian Railroad Historical Association will be held in Room 202, Montreal Transportation Commission Building, 159 Craig Street West, Montreal, on Wednesday, October 14th, 1959. The program will include a selection of colour slides taken by several of the members on their summer vacations. Nominations for new memberships and voting on previous nominations will also take place. As usual, guests are cordially invited to attend.

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Association News

Probably the biggest news of the month is the release of details pertaining to our "late autumn" excursion, and the fact that Canadian Pacific's 4-4-0 "A" Class Engine 144 is to haul the two trips planned. This is somewhat of a triumph for the Association's Trip Committee; special arrangements at Executive level had to be conducted in the railway company, and we are especially indebted to Mr. G.H. Baillie, Vice-President, Operations, for his interest in our affairs which led the Company to permit us to take No.144 on its last trips before retirement, after seventy-three years of service. Following the November 21st and 22nd excursions, the engine will be retired from Canadian Pacific service, leaving its two companions, Nos. 29 and 136 to continue on, for an undetermined period, on the Minto Subdivision in New Brunswick. No.144 is not destined for the scrap pile, we are happy to relate. It will join several other engines which are presently being held by the Canadian Pacific for inclusion in the Association's planned museum project, in the Montreal area. A number of engines are being held by Canadian National, also.

Engine No.144 has had a long and honourable career with the Canadian Pacific. It is the oldest Canadian Pacific engine still in service which was built by the Company, and it also holds a record of longevity in regular operation for a Canadian-built engine. No.144 was first put together at the DeLorimier Avenue locomotive shops of the Canadian Pacific Railway at Montreal, in 1886. Designed under the Locomotive Superintendency of Francis R.F. Brown, and of typically clean and functional design, it was the thirtieth engine built by the Company. The first road number it carried was 351. As built originally, No.351 had a straight stack with ornamental copper cap and flat valves. It was renumbered 230 in 1905 and 144 in 1912. Over the years, the little engine has been rebuilt extensively, but parts of the original machine still remain to preserve the continuity.

We have been successful in arranging to have some of the wooden cars which were used on the Fall Foliage excursions, but since the size of the train is strictly limited, and seating accordingly at a premium, we are urging all those interested to reserve early, as there is little doubt that the maximum will be reached long before the date of the excursion. It will be particularly noted that the Trip Committee will not accept any passengers at the station on the days on which the excursion is operated. By insisting upon prior reservation, we are thus ensuring that those whom we are unable to accommodate can be so advised in good time. We repeat, RIGHT NOW IS NOT TOO EARLY TO RESERVE FOR THE 144 TRIPS

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CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

Founded 1932  
Incorporated 1941

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Montreal 2, Canada.

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October 1959.

Editor: Omer S.A. Lavallee  
Asst. Editor: William Pharoah  
Publisher: Jno. Saunders,  
Committee: A. Clegg,  
Lorne C. Perry

Museum Project

At the September meeting, the President, Dr. R.V.V. Nicholls, announced the failure of our negotiations for Canadian National's Turcot Roundhouse, which the Association had proposed to acquire as a museum, when Canadian National facilities are removed from that point. In a letter to the President, the Vice-President of the C.N.R. pointed out that plans for this area were still not formalized and therefore the question as to whether the Association might eventually be permitted to purchase the building remained somewhat problematical. In view of this situation, the Museum Committee dropped consideration of this site.

However, as an indication of the interest which attends our project in circles outside of the Association, one of the Montreal island municipalities offered, of its own accord, to consider allowing the Association to acquire a 15-acre site within its limits, for the purpose of establishing a museum. This offer came shortly after the abandonment of the Turcot proposal; the land area would be much larger than that at Turcot, but all buildings would have to be erected by the Association to suit its needs. The Museum Committee considers that in any consideration of a permanent museum building, wherever situated, the form of a roundhouse would be most suitable for our display needs, at least as far as the steam locomotives are concerned. It is hoped to have some additional news about the new site at the October meeting and details will be given to our readers in the next issue.

U.S. Steam Locomotives  
on Display

A most useful publication came across the Editorial desk recently. It is a publication of the Association of American Railroads; Transportation Building, Washington, D.C., U.S.A., entitled "Steam Locomotives on Display in the United States". The 18-page 8½x11" brochure lists some 350 steam locomotives, presently preserved or on display in the United States, leaving one with the conclusion that there is not much danger of the steam locomotive, as a historical artifact, passing from the scene. Spot checking indicates that the work contains certain minor omissions, but all in all, it is a most valuable publication, and the A.A.R. is to be commended for undertaking its compilation. As its name implies, it does not include engines preserved in Canada.

No. 144 TRIP - NOVEMBER 21/22, 1959

Attached to this issue of the News Report is a circular giving details of these two late fall trips. As space is strictly limited, and only persons reserving in advance will be accommodated, it is suggested that members send in their applications early. Application coupon, as usual, is attached to the circular.



THE TORONTO BELT LINE  
AND ITS ENGINES

by Lorne Perry

IN 1892, THE GRAND TRUNK RAILWAY motive power department instructed its Pointe St. Charles Shops in Montreal to construct five tank locomotives to power trains on the GTR's newly-acquired Toronto Belt Line.

They were to have a 4-4-2 wheel arrangement, 63-inch driving wheels and 17 by 22 inch cylinders. As built, they developed 12,867 pounds of starting tractive effort; in appearance they resembled the hundreds of standard Grand Trunk 4-4-0s with the addition of a "bustle". They underwent several rebuildings in their lifetime, some more than others. One lasted until 1934 when it was scrapped at Val Royal yard in Montreal.

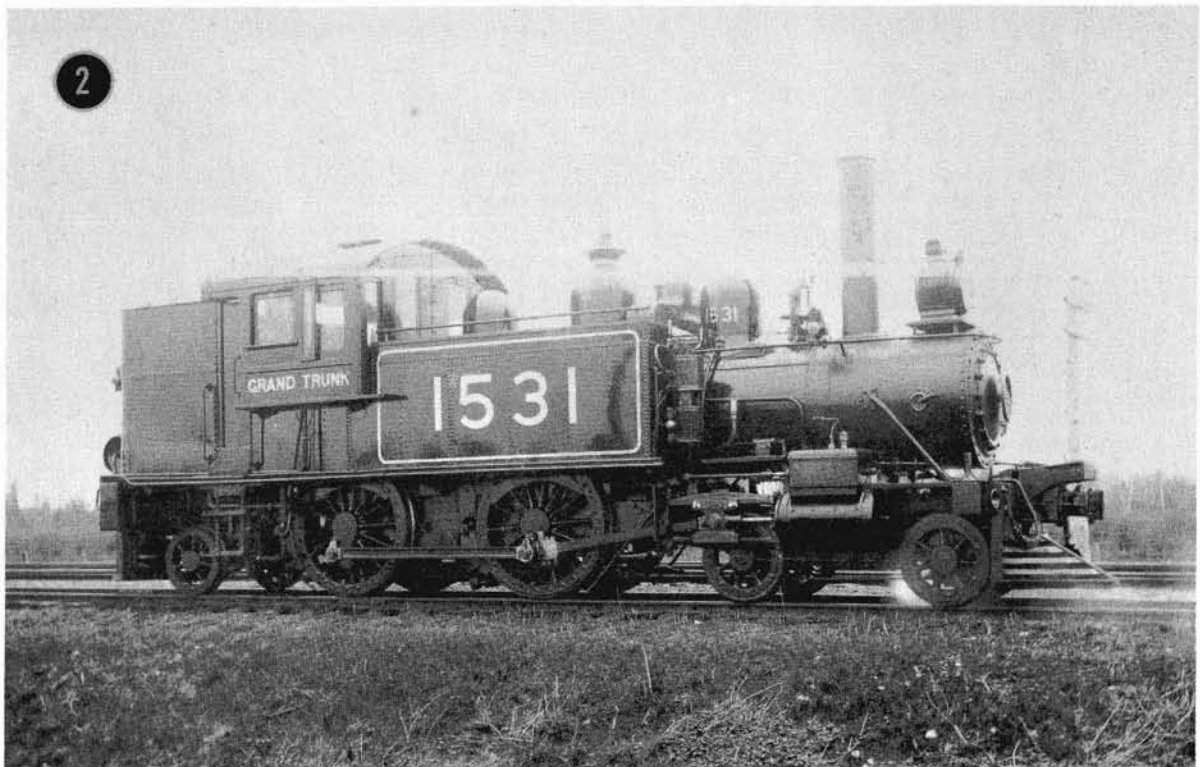
The Toronto Belt Line Railway was a venture begun at just the wrong time. The late 1880's were boom times and in the Toronto of 1889, real estate promoters were predicting that Toronto would soon grow 'way beyond the 150,000 population of that day. They forecast great development in north, west and east Toronto, and they were successful in selling much of the land in those areas both to home-owners and speculators.

The Toronto Street Railway, employing horse-cars, was nearing the end of its 30-year franchise and was unwilling to spend vast sums to electrify or extend the lines. The demand for transportation to the outlying areas led a group of ambitious promoters to incorporate the Toronto Belt Line Railway, capitalized at \$250,000 and in addition \$650,000 of a 4 per cent first mortgage bond issue was provided for. The line was to follow the course of a series of ravines outside the city limits, up the Don Valley, crossing Yonge Street some miles north of the existing town boundary, and then down the Humber Valley. The Humber and Don lines were to be connected by a section along the waterfront, making a twenty-mile circle.

The railway was built by the Toronto Belt Line Railway Company, but did not run until the Grand Trunk leased it in the summer of 1892. The Belt Line locomotives were built, special passenger cars were provided and operation began on July 30, 1892. On that day, the Toronto "Mail" said:

" The equipment of the road is very complete, handsome new observation cars having been specially built for the passenger traffic. These have fine large plate glass windows, cane spring seats which are placed longitudinally in the cars, and spacious passages. The seats are divided by a small arm into separate compartments for each person, thus effectively preventing crowding by stout or unselfish persons. Altogether, one can scarcely spend an hour in a more delightful way than by taking a whirl around the city, when farms of waxing grain and pastures with grazing cattle pass each other in mingled succession. "

With such editorializing, it is hard to understand why the railway was not swamped with traffic, but the project was too ambitious for its time. No one felt like paying the operating bills while waiting for patrons to settle along the route.



The fare was not exorbitant: 25 cents for adults and 10 cents for children to make the complete loop of twenty miles. From Union Station to Queen Street East cost two cents; four cents to Rosedale and eight cents to North Yonge Street. From Union Station to Parkdale cost two cents, to Swansea four cents and Lambton eight cents.

In 1893, the Grand Trunk reduced the number of trains on the loop. Finally, in announcing timetable changes effective 12:01 AM, November 19th, 1894, the Grand Trunk said "Belt Line, Humber and Yonge Street Loops: all passenger service withdrawn."

The railway's collapse effectively squashed the real estate boom. One Toronto loaning company had nine hundred houses come back into its hands under first mortgage loans. Property assessments along the route of the Railway fell from \$150,000,000 in 1891 to \$117,000,000 in 1896. The trackage lay idle for years but some of it is now used for freight switching, particularly the northern section.

As for the Belt Line locomotives: they were operated in branch line services by the Grand Trunk along with six earlier 4-4-2T locomotives, one of which was built in 1872 by Rhode Island and the others by the Grand Trunk in 1883. The Belt Line locomotives were originally numbered 39 to 43; in 1905 becoming 206 to 210 on the GTR roster. Still later they were renumbered 271 to 275 and rebuilt to replace the wooden cabs with steel and enlarge the side tanks. Some of them came down to Montreal to work on the Lakeshore commuter trains where they remained until the GTR 4-6-4T locomotives were built in 1915. In 1912, the 4-4-2Ts were again renumbered, this time becoming 1531 to 1535 in the X-9-a series. The new six-coupled locomotives were 1540 to 1545 in the X-10-a series.

Shortly thereafter, 1534 and 1535 were scrapped. 1535 had been further rebuilt around 1906 and equipped with a saddle tank. The other three locomotives were kept for light assignments until the Canadian National took over. They were then given their final renumbering to 42, 43 and 44.

Number forty-two was scrapped in March 1925, No.43 stayed around until 1934 and No.44 was sold to the Thousand Islands Railway in 1927 for \$3,000. plus cost of repairs, \$3,700. Towards the end they looked decrepit and untidy, but after all, rebuilding does not usually improve the appearance of a locomotive. The locomotive designer makes a pleasing, consistent design for his new locomotive, and later tampering usually spoils it.

It is perhaps unfortunate that it cannot be said that these interesting locomotives sparked a Toronto boom. To the contrary, they finished it. However, when they couldn't make a go of things in Toronto, they came down to Montreal and helped build up the Lakeshore area.

The diagram of the Grand Trunk 1892 4-4-2T type locomotives which accompanies this article was specially prepared for the News Report by the author, Mr. Lorne C. Perry

GRAND  
TRUNK  
RAILWAY

# G.T.R. Tank Engine

Built by Grand Trunk Railway of Canada,  
Montreal, Canada.

Year: 1892

Wheel Arrangement: 4-4-2T

Driving Wheels: 63" diameter.

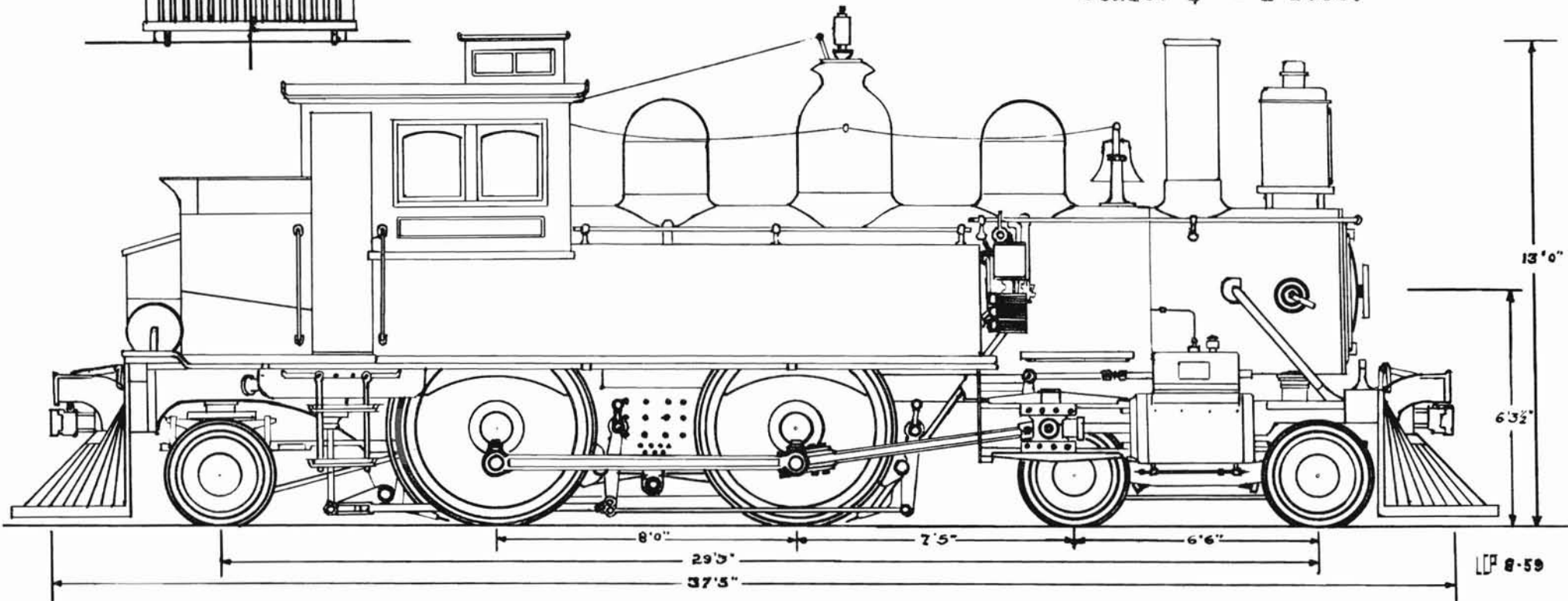
Cylinders: 17 x 22"

Boiler Pressure: 150 lbs. per in.<sup>2</sup>

Tractive Effort

(starting): 12,867 pounds.

Scale:  $\frac{1}{4}$ " - 1 foot.





A visit to the museum project of the Ontario Electric Railway Historical Association near Rockwood, Ontario .....

### HALTON COUNTY RADIAL RAILWAY

A PROJECT WHICH HAS AROUSED INTEREST in the Toronto area, but which has been carried on quietly, though quite successfully near Rockwood, Ontario, about fifty miles northwest of Toronto, is the trolley museum project of the Ontario Electric Railway Historical Association. The President of the Association, Mr. John Freyseng, is also an associate member of the C.R.H.A., while other C.R.H.A. associates, including Messrs. John M. Mills, Robert Sandusky, Jack Knowles, Ronald Cooper, Thos. F. McIlwraith Jr., and Brian Coleman, act as officers and members of the O.E.R.H.A. whose project, when in operation, will be known as the Halton County Radial Railway.

The Association owns a half-mile section of right-of-way of the former Toronto Suburban Railway, which extended formerly from Toronto to Guelph, via Rockwood, and which was abandoned about twenty-five years ago. The right-of-way extends through pretty wooded land, in the valley of Blue Springs Creek, and though only a few hundred feet of track now exist, the half-mile line, when restored, will run through as pretty a landscape as any trolley museum possesses, particularly in the autumn when the maples carry their many-coloured hues. The Association is not subsidized in any way, and it depends entirely upon the resources of its members. Hence, while progress has not been swift, improvements have gone on continuously, always within the financial and labour resources of the membership.

Rolling stock at the property includes a Toronto Railway double-truck wooden car, No.1326 (the only existing so-called "TR" car of a type once familiar to Torontonians), a single-truck wooden passenger car, TTC #2210, but now restored to its former appearance as Toronto Civic Railway #55, and a Montreal & Southern Counties double-truck combination car, No.107. The former two cars are of Toronto gauge (4'10-7/8") while the M&SC car is standard gauge, though it is hoped to convert it to Toronto gauge ultimately.

The Ontario Electric Railway Historical Association was formed in January 1954 when the property was acquired. The two Toronto cars were acquired in June of that year, and were moved to Rockwood on June 24th, 1954. In May, 1956, the Montreal & Southern Counties car was moved to Rockwood, going to the CNR station by flat car from Montreal, thence to the museum on a float; the two Toronto cars had travelled all the way to the location by float.

In the five years that have elapsed since the first cars arrived, the members have cleared about five hundred feet of the right-of-way, graded much of it a short distance in from the access road for a two-track carhouse, and erected the frame of the carhouse. A tool shed has also been built in which supplies are stored. The property is under the vigilance of neighbouring landowners who have cooperated in every way, and as a result, incursions by unwelcome visitors have been happily few.

On the 20th of September, the Editor, who with several other Montrealers is a member of the Association, spent a pleasant day helping the regular staff with a stint of tracklaying, and movement of car 1326 into the uncompleted carhouse for protection against the elements. It takes but a short time to become acquainted with the use of tracklaying tools, but the exercise and experience are exhilarating, and the result of a day's heavy physical labour most gratifying. From time to time, other CRHA-OERHA members from Montreal visit the property and give our Ontario associates a hand.



The attendance usually averages half a dozen persons, but the Directors say that work can be found for additional hands if any of our other readers in the Toronto-Guelph area are interested in offering their help; we heartily commend this project as a worthy enterprise. The dues are moderate, and those interested are invited to write to one of the Directors of the Association, preferably Mr. Robert J. Sandusky, R.R. #6, Brampton, Ontario, or Mr. John M. Mills, 61 Kingsway Crescent, Toronto 18, Ontario, and arrangements can be made to visit the property on a working day, accompanied by a member.

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CANADIAN PACIFIC BUSINESS CAR NO.1  
ON FALL FOLIAGE SPECIAL

The Sunday excursion of our Fall Foliage weekend, which is described elsewhere in this issue, was marked by a train consisting of engine 424 and seven cars, one more car than on the day previous. The addition was Canadian Pacific Railway official car No.1, brought along at the request of the Association's Trip Committee by Mr. W.J. Presley, Superintendent of the CPR Laurentian Division, over which our train operated on the Sunday trip. No.1 is assigned to Mr. Presley.

Unfortunately, arrangements for the inclusion of No.1 in the consist were made after the publicity sheet for the trip was prepared, and the significance of the car was circulated by word of mouth only. For the record, it may be said that this 45-foot car may hold the longevity record for a railway car still operating on this continent. It is certainly the oldest piece of rolling stock still in regular use in Canada, and its story is an interesting one. Incidentally, the number "1" is a numerical coincidence. CPR business car numbers bear no relationship whatever to the cars to which they are assigned.

We have no precise information as to the year in which the car, which is now CPR No.1, came into being; neither do we know certainly who the builder was, but many indications point to the well-known works of James Crossen at Cobourg, Ontario. The car was originally No.9, an official car then as now, belonging to the St.Lawrence & Ottawa Railway Company, whose line, taken over in 1882 by the Canadian Pacific Railway, was originally opened in December 1854 between Ottawa and Prescott, Ont. For twenty-one years thereafter, this was Ottawa's first and only rail connection with the rest of Canada. The original company "went under" financially, in the early Sixties, and after several years without operation, it was reorganized, just after Confederation, in 1867. At this time, much new rolling stock and motive power was purchased to replace the original equipment, and it seems likely that official car No.9, along with another official car, No.10, was among this new equipment in 1867 and 1868. On the other hand, both cars may have been built as late as 1875, but readers may draw their own conclusions by a note in the CPR records of 1882 which shows that the second official car, St.L&O #10, was old enough to have been rebuilt by Crossen in 1882.

At all events, the career of No.9 on the St.Lawrence & Ottawa, was one which saw the car used as frequently by Canadian political figures as by officials of the road. It does not take much imagination, sitting in No.1's lounge, almost to hear the vituperative spleen of an angry Sir John A. Macdonald, the caustic sarcasm of an equally politically-disturbed George Brown, or the practical advisory tones of an Alexander T. Galt.

How many of the Fathers of Confederation have hailed the voters of Manotick or Kemptville from the back platform, pounding home, point by point, the political dogma of the National Policy? No.1 must have travelled many times behind the legendary engine "Lucy Dalton", St.L. & O. locomotive No.9, in its perambulations between Ottawa and Prescott.

When the Canadian Pacific was formed in 1881, it was essentially a western railway, and its expansion in the east was made by virtue of the acquisition of small roads like the St.Lawrence & Ottawa. So, on October 5th, 1882, St.Lawrence & Ottawa car No.9 was turned over to the Canadian Pacific Railway. It was immediately assigned the number 77, but in March 1886, after it had been discovered that the other St.L. & O. official car, No.10, had also been given the same number, No.9 was renumbered from 77 to 78, while it was in the shops being rebuilt. It is probable that during this rebuilding, the car lost its original "board and batten" side sheathing in favour of the more conventional wood tongue-and-groove finish.

In March 1894, No.78 became No.14, and in May 1907, when a uniform numbering system was established for official cars, the car became No.1; it has carried this designation ever since. Like all CPR wooden cars, No.1 was originally finished in varnished natural wood, and was one of the last cars on the system to be painted conventional Tuscan Red, in the early Thirties.

While the interior of the car has been obviously rearranged from time to time as far as partitions are concerned, the panelling on the inside of the outer walls of the car apparently dates back to the time of building, and other panelling, on doors and inside the clerestory, is of similar age, being decorated with geometrical designs grooved into the wood.

Until the recent system reorganization of the Canadian Pacific Railway, No.1 was assigned at Woodstock, New Brunswick for the use of the Superintendent there. Recently, however, it was brought to Montreal and assigned to the Laurentian Division to replace business car No.8, which has now gone to Angus Shops, apparently for good. No.1 is still in very good condition, and it is to be hoped that it may be preserved when its days of usefulness with the Canadian Pacific are over.

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#### FUTURE MEETINGS:

A meeting of the Executive Committee will take place on Tuesday, November 3rd, 1959, at 8:15 PM at the home of the Recording Secretary, Mr. C.W.K. Heard, Apartment 36, 3563 University Street, Montreal. At the last meeting of the Executive, it was decided that in future, members of the Executive would be informed of Executive meetings by means of the News Report. The Officers of the Association are asked to make every effort to be present.

In the event that the November News Report is delayed, as has that for September and October, the members are advised that the November regular meeting of the Association will take place in Room 202, Montreal Transportation Commission Building, 159 Craig Street West, on Wednesday November 11th, 1959, at 8:15 PM. It is hoped to have a speaker for this meeting. It is hoped to have the News Report out in time for the meeting, but if it is delayed through unforeseen circumstances, NO FURTHER NOTICE OF THE NOVEMBER MEETING WILL BE SENT.

RAILWAY FILM ON TELEVISION

The railway film presentation of the National Film Board of Canada entitled "The End of the Line", telling an interesting story of the steam locomotive in our times, and in which the Association's spring excursion from Belleville to Bancroft will form some of the pictorial content, will be shown over the Canadian Broadcasting Corporation's English-language television network on Sunday, November 1st, 1959. Viewers in Montreal and Toronto will see it on stations CBMT and CBLT respectively at 5:30 PM, E.S.T. Viewers in other parts of Canada should check with their local CBC television stations.

This is the first time that activities of our Association have been filmed professionally for public presentation on television, though a number of excellent NFB films on rail topics have appeared in the past.

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PHOTOGRAPHS IN THIS ISSUE:

COVER: Our cover pictures this month are topical, having been taken on the Sunday excursion of our Fall Foliage weekend. The lower photograph, a product of the camera composition talent of our Paul McGee, shows CRHA special headed by Canadian Pacific engine 424, crossing the Riviere Rouge (Red River) west of Calumet, Que., on the north shore of the Ottawa River. The upper cover photograph was made a few miles further on at a road crossing near Pointe-au-Chene (Oak Point), by the Editor, and shows the same train making its way through the fertile farmlands of the Ottawa valley, with car No.1 bringing up the rear.

INSERT: The inserted photograph sheet illustrates Lorne Perry's article on the GTR Belt Line Tank Engines. The upper pictures shows GTR #1532 of this series taken about 1915 when the 1540 class (now CNR X-10 class 45 series) were new. The comparison in size is an interesting one. The lower picture is a closeup of No.1531 around 1912. It will be noted that, in both these pictures, the engines do not have the same appearance as <sup>when</sup> they were originally built, as shown in the diagram which also accompanies the article, nor as they finally ended their years as CNR engines of the 40 class.

FALL FOLIAGE 1959
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IN MANY WAYS, our 1959 trips will go down in history. For one thing, and following a trend of several years' duration, our attendance records were broken once again.

About two hundred and fifty passengers travelled with us from Montreal to St. Guillaume and back, riding in some antique Canadian Pacific wooden coaches specially resurrected from Angus for the occasion. Some of the cars showed signs of desuetude, but this was the equipment for which the Association had asked, and which the Company, with considerable difficulty, provided. The train consisted of a baggage car, a combination baggage-passenger car, and four wooden passenger cars of the 1500 series, all



built between 1907 and 1912. The engine and baggage car were nicely cleaned and painted, and the rest of the train had been completely cleaned. No.424, in particular, was resplendent, and our thanks go to the mechanical staff at St.Luc for making it so. Glen Yard also did a good job on the coaches, which were comfortable and easy-riding despite their age and obsolescence. The better cars in the consist are to be held specially for our November 21/22 trips, as the Trip Committee feels that there could be nothing less appropriate behind No.144 than CPR standard steel coaches, however utilitarian, mechanically sound or more comfortable they may be.

Canadian Pacific passenger representative on the train was Mr. Jack A. Beatty, who has now, we hope, become a permanent fixture on our trips inasmuch as he is now an Associate Member of the Association.

The Trip Committee and its associated services worked very hard, though on the Saturday trip, there was some malfunction in the Lunch Service whose responsibility is that of Mr. C.W.K. Heard, and as a result, the threads of gastronomic commerce were taken up ably by our

#### PRESIDENT, SELLING SOFT DRINKS AND SANDWICHES

through the train, accompanied, equally ably, by his two daughters and niece. The Trip Committee and Lunch Service is very indebted to Dr. Nicholls and family for their invaluable help in this way. The Trip Committee consisted of its four regular members, Messrs. Bill McKeown, Steve Walbridge, Jack Marjoribanks, Jr., and Omer Lavallee, supplemented by Lorne Perry, Colin Hatcher, Bill Pharoah, Stephen Cheasley and John Saunders. Other members helped in various ways. Possibly the most industrious of all was the little group at the home of Margaret and Jack Marjoribanks, who made over six hundred tasty sandwiches; at the end of the trip, all except a dozen or so sandwiches had gone, while the last of twenty-six cases of soft drinks had been consumed long before Ottawa was reached on the second day. Through the courtesy of one of our passengers, two bushels of Mackintosh apples freshly picked from the orchards at Abbotsford were made available for sale in the train.

After leaving Windsor Station on Saturday, October 3rd, passenger stops were made at Westmount and Montreal West; then there were picture stops at Adirondack Junction, Delson, National and St. Johns. Upon arrival at Farnham, the train was joined by D10 class engine 946, which doubleheaded No.424 from Farnham to St. Guillaume and return. The trip was accompanied by Mr. A.S. Lavalliere, Division Master Mechanic at Farnham, who is well known to many of our members, as he was on our 1956 trip to Sutton as well. After No.424 returned from getting a fresh supply of coal and water, we were away for St. Guillaume along the old line of the Lake Champlain & Saint Lawrence Junction Railway Company, which was opened as a 42-inch gauge line in October 1879. The trip through the

#### PLEASANT PASTURE LAND

of the Eastern Townships was enjoyed by all. Due to the factor of available light for photographs, the train now heading directly away from the sun, it was decided to proceed non-stop to St. Guillaume, except for a water stop at St. R. 'ie Jct. Here, water was needed and since the CPR has use of the Canadian National engine facilities there, the whole train was taken around on the CNR interchange for water. A Canadian National diesel, spotted under the standpipe spout (?), suffered the indignity of being

#### PUSHED OUT OF THE WAY

by Nos.424 and 946. This was watched with considerable interest by the passengers. For the benefit of our CNR friends who may be reading this, we didn't harm the diesel; the air was carefully pumped up and brakes released before moving. The water stop consumed more time than had been allowed so that, upon arrival at St. Guillaume, no time was lost in turning the engines, baggage car and combination car (the wye is not long enough for the whole train) and we were ready for the southward jaunt. Incidentally, the station

and wye at St. Guillaume are located on the old line of the Richelieu, Drummond & Arthabasca Railway, later the South Eastern Railway, from Sorel to Drummondville, which was abandoned about sixty-five years ago.

Southward-bound, moving picture runs were made at St. Prime, at a road crossing near St. Hugues, south of St. Hyacinthe and at St. Pie. We were still behind schedule, however, and return to Montreal was made rather late, leaving engine 946 at Farnham.

The Sunday excursion was made with the same train, engine 424, baggage car, combination car and four coaches, plus

#### OFFICIAL CAR NO. 1

whose story is told elsewhere in this issue. Accompanying the movement was Mr. W.J. Presley, Superintendent, Laurentian Division, to whom car No. 1 is assigned, and Mr. H.W. Allmand, Master Mechanic.

Train No. 163 was allowed to pass us at Park Avenue, and a picture stop was made at Ste. Therese. No. 132 met us at Lachute where an automobile, parked foul of the passing track, was removed bodily by the members. We went on to Staynerville where the train was backed up on the west leg of the wye for the Brownsburg spur. No. 131 passed us here, and after that, the Lachute Subdivision belonged to the CRHA. Work orders in hand, we proceeded to have two moving picture runs near Calumet, and another at the Little Nation River bridge near Thurso. The two runs near Calumet are the subjects of our picture-cover this month. There were also still stops at Ste. Therese and at Montebello, and at a point between Thurso and Buckingham Jct. where No. 424 tied up for about twenty minutes with a clogged smokebox netting. After opening the smokebox and shovelling out a quantity of cinders to free the draft once more, we continued on to Hull. A few minutes delay here getting the staff sufficed to bring us into Ottawa just as No. 1 arrived from Montreal, and consequently our engine had to await the departure of "The Canadian" before following it back over the bridge to Ottawa West for servicing.

As a consequence, this delayed our departure on the return trip until 4:45 PM, a half-hour late. An excellent run was made to Montreal behind No. 424, meeting No. 235 at Caledonia Springs and stopping at Vankleek Hill for water and at Dorval, Montreal West and Westmount for passengers. Arrival in Windsor Station occurred at 7:45 PM, three hours for a 111.4-mile run with four stops and several slacks. All in all, an excellent performance for No. 424 with its seven-car train.

This concluded a most interesting weekend. As usual, our passengers came from distant parts to participate. Probably the record was a gentleman from Atlanta, Georgia, with many others coming from the middle western United States. Quite a contingent of confreres from Toronto came along, including practically 100% representation by the Ontario Electric Railway Historical Association, which group's activities are noticed elsewhere in this month's News Report. We had our usual group of guests from Montreal, including both enthusiasts, and those who just like a nice train ride, and incidentally, we picked up several new members in the process.

Hope to see you all on November 21st and 22nd !

#### NOTES AND NEWS

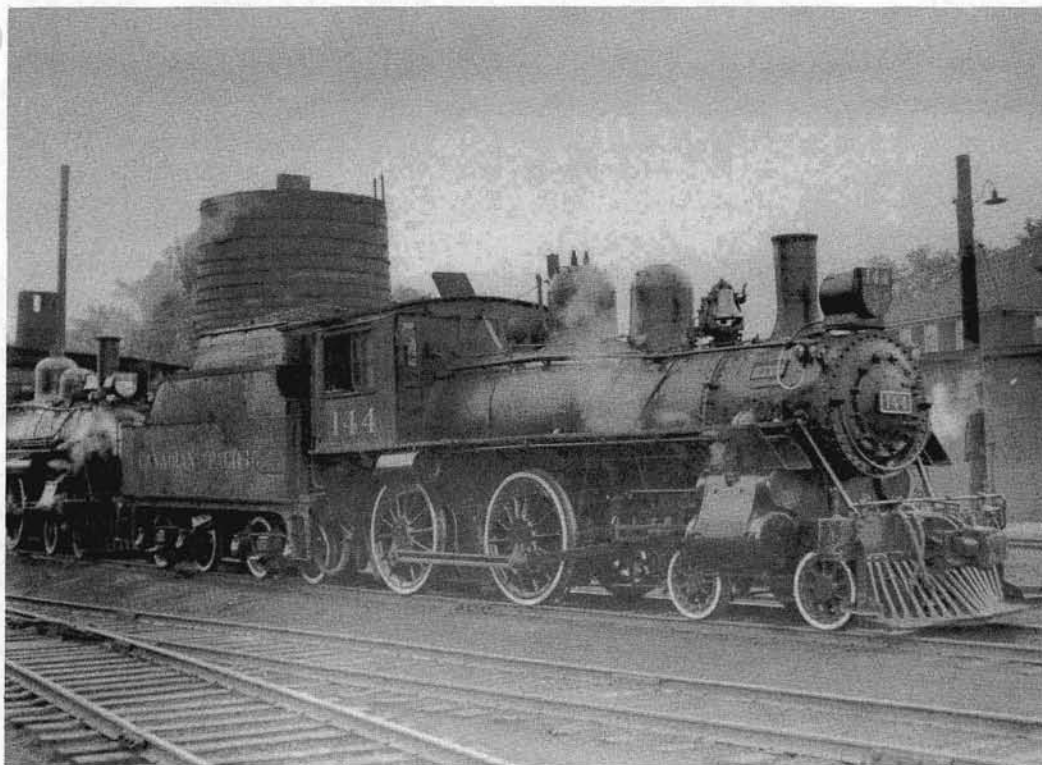
Effective September 27th, Canadian Pacific cancelled Trains 5 and 6, Toronto-Vancouver, and 9 and 10, Montreal-Sudbury, the latter connecting with Nos. 5 and 6. These trains were used to carry express between the two principal eastern cities and Vancouver. It is expected that the traffic formerly handled on this service will be taken up by the "Dominion" (Trains 3, 4, 7 and 8). Further changes are planned

at the fall change-of-time weekend, Sunday, October 25th. At this time, due to a move by the Boston & Maine Railroad to discontinue its overnight train service between Boston and Wells River, Vermont, the Canadian Pacific will cancel trains 29 and 30, the corresponding service between Montreal and Wells River. This will bring to a close the overnight Montreal-Boston service whose trains, named the "Redwing", have been in operation for seventy years. It is our understanding that the day "Alouette" service remains unaffected. CPR has applied to the Board of Transport Commissioners for Canada to remove trains 41 and 42, operating between Winnipeg and Edmonton, known as the "Great West". This slow service largely parallels the main line of Canadian National Railways across the prairies, and this is cited as one of the reasons behind the application. During September, CPR discontinued its mixed train running between Ottawa and Waltham, Que.

- e Anticipated Canadian National service changes include, besides those listed last month, the removal of passenger service between Montreal and Granby, Que. This is the service which replaced the electric interurban cars of the Montreal & Southern Counties Railways in March, 1952. CNR is also to abandon its cross-country service between Bridgewater and Middleton, NS, known locally as the "Blueberry Express". Other CN service changes involves the rerouting of the Continental Limited between Saskatoon and Edmonton via North Battleford, Lloydminster, Vermilion, Vegreville and Fort Saskatchewan. All these changes are expected to take place effective October 25th.
- e CNR subsidiary Duluth Winnipeg & Pacific Railway has applied to the Minnesota State Railroad and Warehouse Commission to discontinue two trains between Duluth and Rainier, Minn.
- e Pennsylvania Railroad is considering a long-term lease of sixty-six electric locomotives of 4400 horsepower each from General Electric Co. at a total value of about \$32,000,000. The new engines, scheduled for delivery within the next three years, are intended to replace 90 locomotives 25 years old on freight runs in service between New York, Washington and Harrisburg, Pa.
- e Canadian National has placed orders for \$3,675,000 of new equipment, which will include nine 1200 HP diesel road switchers to be delivered by General Motors Diesel Limited in February and March, 1960, also 100 50-ton flat cars being built by Marine Industries Limited, and 15 steam generator cars from National Steel Car Corporation.
- e A recent attempt by the Lehigh Valley Railroad to use its own coaches rather than rented Canadian National ones, in its Toronto-New York train service, has backfired. Speaking at an ICC hearing on a petition by the LVRR to raise passenger rates up to 60%, the line's Vice-President admitted that "there were so many complaints from passengers, we had to return to Canadian National coaches".
- e It is reported that the City of London is again interested in selling the municipally-owned London & Port Stanley Railway to Canadian National Railways, and that the matter will be placed before London voters in December.
- e It is understood that the Swedish Wenner-Gren interests, who were promoting a monorail system linking north-central British Columbia, with Alaska and the Yukon, have abandoned their plans in favour of a conventional railway, upon which a start is to be made next year.



# CPR NO. 144 TO OPERATE NEXT EXCURSION



**In service  
since 1886,  
Canadian-built  
4-4-0 makes  
its final run  
in November  
for CRHA**

This locomotive is one of the last 4-4-0 types on the continent operating in public railway service, and holds the longevity record for a Canadian-built steam engine: 73 years.

No. 144 will provide the motive power for wooden passenger cars averaging fifty years old -- the last such train ever to operate on Canadian Pacific.

Saturday, November 21st, 1959:

"Mystery Tour" leaving Windsor Station, Montreal, at approximately 8:45 a.m. EST for a trip around Montreal, visiting places of railway historical interest. Lunch stop. Return not later than 5:00 p.m. EST.

Sunday, November 22nd, 1959:

Montreal to Cornwall, leaving Windsor Station, Montreal, at approximately 9:00 a.m. EST for an excursion to Cornwall, Ontario, in the St. Lawrence Seaway Valley. The trip will include double-track main line to DeBeaujeu, then over quiet rural branch line to Cornwall.

PHOTO STOPS WILL BE A FEATURE OF BOTH THESE TRIPS

Due to age and size of Engine No. 144, accomodation on these trains will be strictly limited. Reservations must be made in advance. Space assignments will be confirmed by the Association.

FARES:            Each trip: \$6.00                      Both trips: \$11.00  
                    Children under 5: FREE                Children 5 to 12: Half Fare

IMPORTANT: U.S. visitors are respectfully requested to remit in CANADIAN funds at par in Montreal.  
NO UNCONFIRMED PASSENGERS WILL BE ACCEPTED AT THE STATION AT DEPARTURE TIME.