



NEWS REPORT NO.105

NOVEMBER 1959

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

The regular monthly meeting of the Association will be held in Room 202, Montreal Transportation Commission building, 159 Craig Street West, at 8:15 PM, on Wednesday, November 11th, 1959. Mr. Lavallee will show a programme of colour slides taken on his summer trip to the Yukon and to Vancouver Island. Members are invited to attend and bring guests, as usual.

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Association News

Matters with regard to securing a site on the Island of Montreal for the museum, have now progressed to the extent that the Museum Committee are considering tentative designs for buildings and the amount and size of facilities which will be required to house our owned and planned exhibits. There are many problems incidental to the acquisition of a site, not the least of which is sensible planning to make the best use of the space available. In our particular field, we must plan our museum track layout, for example, in such a way as to permit the largest units being moved to any part of the museum property, so that the exhibits may be rearranged from time to time, and future additions housed adequately. Provision must also be made for the admission of the public, automobile parking for visitors, etc. In time, it is hoped to prepare a model of a planned museum arrangement so that the public at large may be graphically acquainted with the ambitious project which we have in mind to fittingly preserve and exhibit the transportation artifacts of our times.

Thanks to the profit made on the Fall Foliage weekend, the Association was finally able to arrange to have its two Ottawa streetcars moved to Montreal. The move was performed by Sicotte Transports Limited, and No.859 of the OTC is now stored in Youville Shop of the Montreal Transportation Commission, while No.696, somewhat the worse for outside storage since last February, will be kept in the yard of Canadian Allis-Chalmers Limited at Lachine. The Railway Division is undertaking a "crash programme" of boarding up No. 696's broken glass windows to keep out the snow and rain, for the winter.

TRIP COMMITTEE: Members are reminded once again of the two special trips out of Montreal on Saturday and Sunday, November 21st and 22nd, using Canadian Pacific 4-4-0 type engine 144. Circular was attached to the October News Report, and tickets can be obtained from the Passenger Agent, Mr. Steve Walbridge, at our post office box number. Saturday's trip will be around Montreal, while Sunday's will take us to Cornwall, Ontario. Tickets, \$6.00 each, \$11.00 for both trips.

**CANADIAN RAILROAD HISTORICAL
ASSOCIATION**

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**CANADIAN PACIFIC "A" CLASS 4-4-0
LOCOMOTIVES FINALLY END REGULAR
SERVICE IN NEW BRUNSWICK**

The month of October saw the Canadian Pacific assign diesel-hydraulic locomotive No.18, class HS-5-a, formerly used as a switcher at Britt, Ontario, to hauling the well-known mixed train service, trains 559 and 560, between Chipman and Norton, New Brunswick, on the CPR's Minto Subdivision. At time of writing, the exact date of No.18's first trip, replacing the three well-known 4-4-0 type engines, is not known to the Editorial Committee.

Engine 144, whose service with the Company will end officially late in November, has been brought to Montreal preparatory to making its last runs for

our Association on Saturday and Sunday, November 21st and 22nd, 1959. This weekend programme will also mark the end of No.144's seventy-three years of service for the Canadian Pacific Railway Company. The engine is presently at St.Luc being readied for these events.

Engines 29 and 136, which have still some time to run before expiry, are being retained at Chipman in standby service for the diesel, and for operation of snowplows in winter. No.29 was built in 1887, and No.136 in 1883.

For many years, the Norton to Chipman section of the Minto Subdivision has been the private preserve of these three engines, and their retention in that service has been dictated by severe weight restrictions which, until the advent of CPR's Kingston-built diesel-hydraulic engines of the 11 series, even precluded the lightest CPR diesels. For many years, the engines had been on borrowed time, however, and one of the most surprising developments to railway enthusiasts was the complete overhaul each of the engines received at Angus Shops, between 1954 and 1956. The age of the locomotives was such that three were required to protect a service requiring only one locomotive, and each of the engines took its turn in service, No.29 being slightly less powerful than the other two by reason of its 70-inch drivers (as against 63" for Nos.136 and 144). With the retirement of No.144, the Canadian Pacific decided to take the step which had been obvious for some years, and move one of its diesel-hydraulic engines to Chipman.

With the change of time, October 25th, the service has been reversed, with the train originating at Chipman in the morning at 7:00 AM, Atlantic Standard Time, arriving Norton at 9:20 AM, leaving Norton again at 9:40 AM, and returning to Chipman at 12:05 PM. Schedule has been quickened to two hours and 20/25 minutes, versus two hours and 30/50 minutes respectively, on the expiring schedule.

REMEMBER, NO.144's LAST TRIPS ARE ON NOVEMBER 21/22
OUT OF MONTREAL. RESERVE NOW FOR A MEMORABLE EVENT
IN THE HISTORY OF THE ASSOCIATION. ★ ★ ★

<p>BROCKVILLE & OTTAWA RAILWAY CENTENARY</p>
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ONE OF THE MORE IMPORTANT centenaries occurring in 1959, and one which, so far as we know, has not been observed officially in any of the communities concerned, is that of the opening of the initial sections of

the former Brockville & Ottawa Railway Company.

The Brockville & Ottawa was incorporated and built to link Brockville, on the main line of the Grand Trunk Railway of Canada, with the valley of the Ottawa River, the principal outward traffic being logs and lumber which had been floated down the river from the upper country, while the inward traffic consisted of supplies and manufactured goods for the settlers of this section of eastern Ontario.

The first section of the line, from Brockville to Perth, 39.1 miles by way of Bellemy's, Jasper's and Smith's Falls, was opened on February 17th, 1859. This was the first railway into the present railway town of Smiths Falls. Later in the same year, on August 22nd, 1859, a branch was completed from Smiths Falls, through Carleton Place to Almonte, a further 23.9 miles. Ultimately, in 1867, the B. & O. Ry. reached Sand Point, on the Ottawa River; later, in 1875, the link between Carleton Place and Ottawa (Broad Street) was opened to traffic.

In later years, the name was changed to the Canada Central Railway and in 1881, the C.C.R. was one of the first railways to be acquired by the newly-organized Canadian Pacific Railway. The lines of the B&O/CCR now form part of the CPR's Brockville, Chalk River and Carleton Place Subdivisions of the Smiths Falls Division, and the Belleville Subdivision of the Trenton Division.

The Brockville & Ottawa was not the first link between the Ottawa and St. Lawrence valleys, however. The first such railway, the Ottawa & Prescott, was opened between those two towns in December 1854. The Ottawa & Prescott was standard gauge, however, while the Brockville & Ottawa emulated the practice of the connecting GTR at Brockville, and built to the 5'6" Provincial gauge. When the CPR took over the B&O in 1881, the completed line was standardized, but the broad-gauge locomotives and cars were used to continue construction of the CPR west of Mackey towards Callander, Ont., which was thus broad-gauge for some little time, before the broad-gauge equipment could be brought back to Carleton Place and changed over to standard. At this time, the gauge of the newly-constructed CPR west of Mackey was narrowed, also.

<p>OTHER 1959 CENTENARIES</p>

Two other centenaries which will be observed before the new year, are those of the opening of the Victoria Tubular Bridge, at Montreal, and the extension of

the Stanstead, Shefford and Chambly Railway to Granby.

The original Victoria Bridge was completed in 1859, and on December 16th, of that year, officially opened to Grand Trunk Railway traffic by the Department of Railways' engineer, Samuel Keefer. Later, in 1860, an official opening ceremony took place presided over by H.R.H. The Prince of Wales. December 31st of this year will mark the hundredth anniversary of the first train into Granby, Que., over the Stanstead, Shefford & Chambly Railway, whose route lay from Iberville to Granby through Farnham, and which was a subsidiary, then, of the Central Vermont.

YVES SAINT-PIERRE

The Editorial Committee regrets to announce the sudden death, on Tuesday, October 6th, 1959, of Yves Saint-Pierre, a member of the Association since 1954, and well-known and active in the trolley fraternity in the Association. Mr. Saint-Pierre was 44 years of age.

He is survived by his wife, Mme. Saint Pierre, and his daughter, Huguette, to whom we extend our deepest sympathy at this time, coupled with our regrets at the loss of a very valued member and friend.

R. I. P.

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The President's Car

AMONG THE STREETCARS from the Montreal transportation system which were retired as a result of the cessation of all rail service on Sunday, August 30, 1959, and which are being preserved other than in the official Historical Collection of the Montreal Transportation Commission, is car No. 1953, built by the Canadian Car & Foundry Company in 1928.

This car was acquired by purchase from the Montreal Transportation Commission by our Honorary President, Donald F. Angus, and is being kept at his country property near Montreal. The particular affection of the Angus family for No. 1953 stems from the fact that it operated for many years on the two routes serving Westmount Boulevard, Route 14 GUY-BEAVER HALL, and Route 47, ST. ANTOINE. The Honorary President's son, Fred Angus, has kept a meticulous log of the various cars he has taken riding to school, and this interesting record reveals that No. 1953 carried him something more than 250 times ---- more than any other MTC car.

If there had to be some justification to preserve an MTC car, this was certainly sufficient, and No. 1953, instead of suffering the fate of the scrap pile, was acquired by the Angus family for preservation. It is identical to No. 1959, which is being kept in the Historical Collection.

No. 1953 was moved to its present resting place on Thursday, August 27, by Sicotte Transports Limited. On Saturday, September 26th, members of the Executive and chairmen of various committees were guests of the Angus family, and a golden spike was driven into the last tie of the 39-foot length of rock-ballasted track on which No. 1953 rests. Among the guests present at this ceremony was Mr. Leonard Brook of the M.T.C., who has been most sympathetic and helpful in the Association's restoration projects.

CANADIAN NATIONAL'S
CHIBOUGAMAU-ST.FELICIEEN
LINE OPENS

SIX YEARS IN CONSTRUCTION, the second link in Canadian National's new rail network connecting the former National-Transcontinental Railway and Quebec & Lake St. John Railway with the mining community of Chibougamau, Que., was

opened at 8:30 AM on Wednesday, October 28th, when President Donald Gordon of the C.N.R. operated the first train into St. Felicien, Que., from Chibougamau.

Chibougamau's first connection by rail with the outside world was opened in 1957, when the 217.4-mile railway was completed from Barraute on the NTR line, through Beattyville and Miquelon. Since that time, the population of copper-concentrate producing Chibougamau has grown to 4,000. The line cost some \$34,500,800, and its construction was subsidized by the Federal Government as a developmental programme. In his remarks at the official ceremonies, Mr. Gordon counseled the people of northern Quebec that, as they had worked hard to obtain construction of these rail links, they should now use them and justify the optimistic forecasts of railway traffic potential which the Chibougamau railway's advocates had made.

In the official party riding the first train, in addition to Mr. Gordon, was federal Minister of Transport George Hees, and provincial (Quebec) roads minister Antonio Talbot. The first train was greeted upon its arrival from Chibougamau by the Mayor of St. Felicien, and the railway was blessed by the Roman Catholic auxiliary bishop of Chicoutimi, the Most Rev. Marius Pare.

The new railway runs through rugged forested country; sixteen rivers and streams had to be spanned with a total length of bridging of 2,872 feet. Longest bridge on the subdivision is a 400-foot structure across the Cran River, 30 miles north of St. Felicien.

One of the advantages of the railway is that it puts Chibougamau and its extensive neighbouring natural resources within 225 miles of a deep-water port, Port Alfred on the Saguenay River near Chicoutimi.

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Notes and News

- e The Dominion Steel & Coal Corporation has made application to the Board of Transport Commissioners for Canada, to abandon the Cumberland Railway & Coal Company, which operates from Springhill to Springhill Jct., N.S. Closing of the mines following last year's mining disaster has rendered the railway useless for the time being. The Town Council of Springhill, while in accord with the CR&CCo.'s wish to suspend service, will seek to have the rails left in position for connection with the federal prison farm which is to be built there and other industry which Springhill is encouraging to fill the breach with the closure of the mines. Presumably, CNR would be expected to operate the branch.
- e Canadian National is paying the duty on Central Vermont locomotives stored at St. Albans and is moving them into Canada for scrapping. A number of 2-8-0s have been noted en route to London, Ontario, but a considerable number of engines remains at St. Albans, including one 2-10-4, No. 707, and a 4-8-2, also some Grand Trunk motive power.

<p>FINAL LIST OF M.T.C. RAIL EQUIPMENT</p>
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For the benefit of those of our members who keep equipment records, the following is a list of rail equipment on the property of the Montreal Transportation Commission as of September 30th, 1959. All cars listed are stored at Youville Shops, with the exception of

Cranes W-1, W-2 and Tower Car No.2, which are stored at St. Henri garage. All equipment other than that listed has subsequently been destroyed.

(1) HISTORICAL COLLECTION OWNED BY M.T.C.

1 - Observation Car	1339 - D.T. Passenger Car
2 - " "	1801 - " "
3 - " "	1959 - " "
7 - Omnibus	2222 - " "
20 - Sleigh	3517 - " " (PCC) Car
200 - S.T. Birney Car	51 - S.T. Sweeper
350 - " "Rocket"	859 - D.T. Passenger Car
997 - D.T. Passenger Car	3200 - " Tool Car
1046 - " Suburban "	3151 - " Flat Car
1317 - " Passenger Car	W63 - S.T. Rail Grinder

(2) HISTORICAL COLLECTION OWNED BY CANADIAN RAILROAD HISTORICAL ASSN.

8 - S.T. Open Car	104 (M&SC) D.T. Suburban Car
274 - " Closed Car	611 (M&SC) " Interurban Car

(3) VEHICLES HELD AS SOLD, OR FOR SALE TO PROSPECTIVE BUYERS

(a) - Purchased by Connecticut Valley Elec. Railway Hist. Society

2005 - D.T. D.E. Passenger Car
2056 - " " "
W1 - " Crane

(b) - Cars which New England Electric Railway Historical Society wish to purchase

957 - D.T. Passenger Car	2052 - D.T. D.E. Passenger Car.
1403 - " " "	2652 - " Passenger Car
2001 - " D.E. "	

(4) CARS HELD FOR POSSIBLE SALE, OR SALE OF PARTS

1966 - D.T. Passenger Car	2010 - D.T. D.E. Passenger Car
1968 - " " "	3500 to
1972 - " " "	3516 - D.T. Passenger (PCC) Cars.
1998 - " " "	

HELD

(5) MISCELLANEOUS SERVICE EQUIPMENT^V FOR POSSIBLE SALE, OR TO BE DESTROYED.

1 - Tower Car	3014 - Rail Trailer
2 - " "	3021 - Tool Car
5 - Rotary Flow	3022 - Flat Car
1176 - Brine Car	3023 - " "
1177 - Training Car	3017 - Stores Car
1178 - Brine Car	3015 - Pole Trailer
3013 - Rail Trailer	3051 - Snow Plow

3053 -	Snow Plow	3096 -	Snow Plow
3054 -	"	3097 -	"
3055 -	"	3102 -	Rail Trailer
3056 -	"	3150 -	Snow Plow
3057 -	"	3153 -	Flat Car
3067 -	Dump Car	5001 -	Locomotive
3082 -	"	5002 -	"
3089 -	Rail Trailer	W2 -	Crane
		W3 -	"

Since the foregoing list was issued, some changes have come about, as follows:

Rotary 5 in list 5 is now under inquiry for purchase by the Branford Electric Railway Association.

Car 1177 in list 5 is now under inquiry for purchase by the New England Electric Railway Historical Society, in addition to cars in list 3 (b).

Car 2001 in list 3 (b) is also under inquiry for purchase by the City of Dorval, Que. A local newspaper report indicates that the city is considering its purchase for exhibition in a Dorval park, at a cost of \$651.50.

Add to list 2, Ottawa Transportation Commission car 859 which was delivered to Youville Shops on Friday, October 30th, 1959.

Added Feature for
Cornwall Trip

After the advance publicity for the November 21/22 excursions with CPR No.144 was issued, negotiations were initiated with the management of the Cornwall Street Railway, Light & Power Company, for a tour over its lines

during the stopover of the steam trip in Cornwall. The street railway has very kindly complied with our request, and arrangements are now being made in detail for a 1½-hour tour, using an electric locomotive and two gondola cars, and making a comprehensive tour of the CSR's growing trackage around Cornwall.

No extra fare will be levied for those who choose to go on this side-trip, but we will pass our farebox among you for contributions to the Fund to replenish the Association's treasury for its disbursements on behalf of the purchase of British Columbia Electric Railway car 1311, and to establish an additional fund to bring this car to Montreal next spring. Our passengers are usually generous in such matters, and all contributions will be gratefully received.

Many of our members will not know that Canada's first trolley preservation project by an enthusiasts' group was founded at Cornwall in 1949 to preserve CSR passenger Car No.29. This group was given every encouragement and cooperation by the Cornwall Street Railway's management, who have always been sympathetic in matters historical. No.29 was given back to the CSR when the group disbanded in 1952, but still serves the CSR as a line car.

During the course of the trip, it is hoped to visit Courtauld's (Canada) Limited locomotive No.7, an electric engine built by the Montreal Street Railway in 1899 or 1900, and now the oldest electric engine in Canada. This item has been promised to our Association for the museum when it is retired.
