



crha

P.O. BOX 22.



News

STATION "B"

Report

MONTREAL 2. QUEBEC

NUMBER 113

JULY-AUGUST 1960



Once upon a time, main line logging trains were as picturesque as their backwoods counterparts, as witness this picture of two Esquimalt & Nanaimo timber trains meeting somewhere on Vancouver Island about twenty-five years ago, the loaded train headed by Canadian Pacific M-1-a class 2-8-0 No.3206.

As is customary during the months of July and August, no regular meetings of the Association are held.

SENATOR HUGESSEN ELECTED BATONNIER OF
 THE BAR OF MONTREAL

The Editorial Committee learns with much pleasure that Senator A. K. Hugessen, Q.C., one of the Association's members, was recently elected, by acclamation, Batonnier of the Bar of Montreal.

For the benefit of the uninitiated, the Batonnier is the equivalent of Chairman or presiding officer of the Bar of Montreal, comprising all the lawyers entitled to practise law in the District of Montreal.

This is a very great honour, indeed, for our distinguished member and one in which the Association takes much pride and satisfaction. The Editorial Committee feels sure that it expresses the sentiment of the membership in general in complimenting Batonnier Hugessen most heartily on his new distinction and in wishing him a happy and successful term of office.

Association News

The Membership Committee held a most successful reception for the Montreal members and subscribers and their families and friends on board the official car "Saskatchewan", at Lachine, on Saturday, June 18th.

A special invitation was prepared and sent to those residing in the vicinity of Montreal who are associated with CRHA, and a turnout of between seventy and eighty persons made the occasion a most enjoyable one. Handling the arrangements for the Membership Committee was its newest member and also a newcomer to our group, Mr. Michael Taylor, who was assisted by the Committee Chairman Mr. Stephen Chéasley and the other committeemen of this very active adjunct of CRHA activities. One of the highlights of the reception was the presentation by the President to Mr. W.G. Cole, our senior member, of a complimentary pass, No. 1, entitling him to travel on Association excursions at the society's expense. The Editorial

Committee joins with the membership in expressing the hope that Mr. Cole will remain in good health and continue to attend and to enjoy our excursions for many years to come.

Presentation of No.1165

Canadian National Railways engine 1165, which many readers will recall was the leading engine of the double-headed excursion in March, 1958, between Montreal, Lacolle, Coteau, Hawkesbury and Montreal, after having been held for two-and-a-half years at Turcot Roundhouse, at Montreal, will be officially presented to the Association at Turcot on Tuesday, July 21, 1960. The date selected is the 124th anniversary of the opening of Canada's first railway, one of the most important dates in the CRHA calendar.

No. 1165 is one of the last saturated, flat-valve engines in Canada; it was built by Montreal Locomotive Works in 1912 for the

contracting firm of O'Brien, Mac-Dougall and O'Gorman, then engaged in building the National Transcontinental Railway. When this work was finished, the engine was purchased by Canadian Government Railways, and renumbered 4529 in the CGR "Miscellaneous" series of small engines, mostly obtained from the contractos. After absorption of the Government Railways into Canadian National Railways in 1918, No. 4529 became CNR #1009, class F-1-b. It was finally renumbered 1165 a few years ago to avoid duplication of numbers with new diesel-electric engines.

No. 1165 is a 4-6-0 with 51" driving wheels; during its last years in service, it was in regular use hauling miners' local trains in the "suburban" service which once served New Glasgow, Nova Scotia, running to Thorburn, Sunny Brae, Pictou Landing and Pictou. At this time, the engine was assigned to Stellarton roundhouse.

Early in 1958, No. 1165 was included in a series of serviceable engines sent from Moncton to Montreal and upon its arrival in Montreal, it was spotted by the CRHA "intelligence service" and promptly earmarked for an excursion.

The trip was held on March 30th, 1958, and was one of our more successful outings. The diminutive 1165 quite "stole the scene" from H-6-g 4-6-0 #1391, which was the second engine, and a request for its preservation was lodged immediately with Canadian National Railways. This proved to be No. 1165's only major use out of Montreal. It was placed in the roundhouse where it has remained for almost two-and-a-half years; Early this year, CNR donated it to CRHA, when it was added to our prototype rolling stock inventory as no. 14. The official presentation is expected to give an opportunity to publicize the Association's museum project.

Rolling Stock for Cartier Railway

The Cartier Railway, of the Quebec-Cartier Mining Company, which is in the course of construction between Shelter Bay and Gagnon, Que., approximately 200 miles long, is in the course of acquiring passenger equipment for use on the railway which is expected to be completed this fall, or early in the spring of 1961.

During the month of June, Canadian Pacific Railway sold seven first class cars to the Cartier Railway; they were overhauled and repainted at Angus Shops in the colours adopted for passenger equipment by the new company; dark blue, with black roofs and underframes, gold lettering. The mining company's symbol is painted at each end on each side with the car number in the middle of the side. Equipment includes two sleeping cars, three tourist sleeping cars and two cafe-parlour cars. Old and new numbers and names are as follows:

<u>C.P.R.</u>	<u>Cartier Ry.</u>	<u>C.P.R.</u>	<u>Cartier Ry</u>
Tourist GENEVA	#831	Sleeping SUTHERLAND	#833
" GUY	836	Cafe-Parlour 6574	834
" GARDEN	830	" 6575	835
Sleeping SUMMERLEA	832		

Several Bessemer & Lake Erie RR passenger coaches, consigned to the Cartier Railway, were noted in Turcot Yard, Montreal, in June. Cars sent to Shelter Bay also include Jordan spreaders, a water car (QCM #1) and a new steam generator car, Cartier Ry. #899, built by General Motors Diesel Limited at London.

During the month of June, Canadian Pacific Railway also sold a number of passenger cars to the Ontario Hydro-Electric Power Commission for use on the railway of the Spruce Falls Power & Paper Company, between Kapuskasing and Smoky Falls, Ont., where there is a power development project under way. The cars include mail & express cars 3556 and 3557 and first class coach 1405, (all steel cars); steel sheathed coach 1488, and wooden first class coaches nos. 1595 and 1596. The two mail cars and the two 1400 series cars were shipped from Angus Shops on June 24th; the two 1500 class cars were shipped from Toronto.

Canadian Pacific is also converting parlour cars 6753 to 6756 into buffet-parlour cars, equipping them with pantries. They are being re-numbered 6615 to 6618.

WILLIAM HARLOW MINER

While the News Report was in the course of preparation, we learned, with regret, of the death of Mr. William H. Miner, industrialist and philanthropist of Granby, Que., and one of the most prominent citizens of the eastern townships. One of the late Mr. Miner's three children is Mrs. R.V.V. Nicholls, wife of the President of our Association. Mr. Miner, in his 81st year, was a valued member and friend of our Association.

To Dr. and Mrs. Nicholls and the other members of Mr. Miner's family, we extend our sincere condolences and deep sympathy.

R. I. P.

CPR 136 SOLD

During the month of July, Canadian Pacific Railway A-2 class 4-4-0 engine #136 was sold for preservation as a historical relic to a private individual in Toronto. The engine has been in storage at Lambton roundhouse in Toronto since being used on a special railway trip last May 1st. It is understood that it will be kept at Lambton for the time being until a suitable location for preservation is found by the owner.

No. 136 was built by the Rogers works in Paterson, N.J., in 1882, and becomes the second of the three 4-4-0 type engines which the Canadian Pacific used until recently in New Brunswick, to be preserved officially, No. 144 having been donated to this Association last November. The remaining engine, No. 29, has also been promised to our Association by the railway company, and the Trip Committee is presently investigating the possibility of having an excursion with this engine, before it becomes due for internal inspection and general repair this fall.

OoOooOooOoO

CIRCULARS HAVE BEEN SENT to all readers for the "End of Steam on CNR" excursions, Labour Day weekend, Sept. 3-4; Reserve now!

STEAM LOCOMOTIVES ARE STILL
IN OPERATION IN THE MARITIMES

THE SYDNEY & LOUISBURG still has a lot of steam engines left, although there are now two diesel units. I have not seen either of them, but one of them is apparently new and the other is supposed to have come from the Pacific Great Eastern -- I presume that it is one of the GE 60-ton units. This one was used on the Glace Bay-Louisburg mixed, on July 18th and 19th, trains 3 and 4. Coal is still moving in large quantities; apparently all mines are still operating. The following engines were seen working:

0-6-0: Nos. 31, 32, 81.
2-6-0: No. 82
0-8-0: Nos. 87, 89, 90, 91, 93, 94, 95.
2-8-2: Nos. 73, 76, 77, 101, 105.

Several others were in the shop at Sydney Pier and in the roundhouse at Glace Bay. The engines do not seem to be in as good condition as formerly, and some of them are really decrepit -- notably No. 77, used as a switcher at No. 20 colliery, Glace Bay. A particularly interesting operation is that of No. 82, a 2-6-0 which switches the Ealedonia colliery, on top of a hill about half a mile from the main line and served by a spur which also serves another small colliery and a large steam power plant.

On the Old Sydney Collieries railway at Sydney Mines, the turntable is being lengthened to permit the large 0-8-0 engines to be turned. No. 25^{*} is kept outside and is used when required to switch the North Sydney Pier. No. 26 is still in serviceable condition but is inside and will be unavailable

*- No. 25, a 2-4-0 tender engine, has been promised to the Association for the museum project.

..... His annual tour brings
Forster Kemp to Nova Scotia
and Cape Breton.

until the turntable is finished. No. 27 is being robbed of parts to keep the others in repair. No. 17 is still in the same spot where she was used for heating. The old relics in the yard are becoming fewer in number, and more broken-down from disuse. There have been more additions to the trackage and much of the swampy land has been filled in with mine tailings.

At Broughton, there is reported to be an 0-6-0 (ex OSC No. 11) and, according to an S&L engineman she has no air and must be stopped by "horsing over" the reverse lever.

The Acadia Coal Company at Stellarton has two 0-6-0 switchers and they were both in operation on July 19th. The Drummond Colliery also has two at Westville, NS but uses only one at a time. They were not out when I went by.

I passed through from New Glasgow to Oxford Jct. over the "short line" with car 15822. This must be the last "oil-electric" car on the Canadian National, but has a Cummins engine replacing its original Beardmore. A BTC hearing was held two weeks ago on an application to remove the service, but judgement was reserved, as it was on the Fredericton-Newcastle application last week. All express and mail on the "short line" is now handled by truck. Much rail is being replaced on the line and the stuff being taken out would make good museum rail -- too far away, though. There are still two stub switches in Oxford, NS, yard, but none in the main line.

At Springhill Junction, Cumberland Railway No. 53 was steaming. This line still runs every day. At Macan, Maritime Railway No. 9, 2-6-0, brought two loads of coal up and loaded l.c.l. freight into

the van. There are spots for steam, then: Maccan, Springhill Jct. (at CNR No.59's time), Westville, Stellarton, Sydney Mines, the S&L and at Broughton.

Many people are not aware of the fact that there is an electric railway in the Sydney steel mill. It is just around the blast furnace and down to the ore pier. The locomotives are carriers, but switch ore cars and coal hoppers as well.

F.A.K.

CANADIAN RAILROAD HISTORICAL ASS'N

News Report No. 113
July-August 1960

Editorial Address:

Box 22, Station "B", Montreal 2.
Editor: Omer S.A. Lavallee
Publisher: John Saunders
Committee: Anthony Clegg
David Henderson
Paul McGee
Lorne Perry
William Pharoah

LAST RUNS OF TWO PASSENGER TRAIN SERVICES IN THE MONTREAL AREA.

St. Maurice Valley Railway Company. A number of members of the Association from Montreal and from Trois Rivieres made the last run on train No. 606, which consisted of diesel road switcher 8439, baggage car 4656, and passenger cars 1355 and 987.

The train was in charge of Conductor E. Pothier who was making his last run prior to retirement. Upon arrival at Trois Rivieres, a delegation was on hand to greet him and to make a retirement presentation. The engineman was W. Sigman.

The famed Montreal lakeshore suburban operation of the Canadian National Railways, which had dwindled in recent years to a rather perfunctory rush-hour only service between Montreal, Central Station, Dominion, Convent, Lachine, and Dorval, came to an end on June 30th, 1960. The last train outbound from Montreal was No.231, pulled by 1200 h.p. GMDL road switcher No. 1031. Upon arrival at Dorval, due to CN train #2, the "Super Continental" being late, trains 230 and 232 were consolidated, and units 1031 and 1032, with ten passenger cars, made the return trip to Montreal. This service was once handled by 4-6-4T Ferney-type engines and extended all the way to Vaudreuil, Que. As the last run was being made, two of the former steam locomotives Nos. 46 and 49, were still stored dead in Turcot roundhouse, not having been in use for more than a year.

EVER SEE A DIESEL SHAY ??

If you haven't, you'll want a copy of the newest publication of the British Columbia Railway Historical Association, formerly the Vancouver Island Railway Historical Association. This bulletin, No.2, reproduced in mimeograph and illustrated in offset with a map and all-time roster of the Nimpkish Valley Railway of Canadian Forest Products, Ltd., who operate the longest timber railway in Canada. CFP has other interesting things, too, including a 2-6-6-2 tender engine. Bulletin sells for \$1.00, Canadian Funds, and can be obtained from the B.C.R.H.A., 587 McKenzie Avenue, Victoria, B.C.

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O B S E R V A T I O N S

A department of news and comment,
conducted by Anthony Clegg.

- PASSENGER TARIFFS on Canadian railways are in for yet another increase. This will mean that patrons of the railways' dwindling passenger services will be hit by the third increase in fares within the past three or four months. During the spring, low cost weekend fares under a certain minimum mileage were abolished; on June 1st, a new, increased scale of rates for train travel was put into effect, and on July 5th, the Board of Transport Commissioners approved the railways' application for a hike in the basic rate from 4.4¢ per mile to 5.0¢ per mile

The Board of Transport Commissioners held hearings in Fredericton on July 15th on the Canadian National's application to abandon its Fredericton-Newcastle passenger service. Application by the same company for authority to discontinue the New Glasgow-Pictou-Oxford Junction service was held on July 6th. In both cases, judgment was reserved.

Respecting the Fredericton-Newcastle proposal, numerous objections to the abandonment of this service in the Nashwaak and Miramichi valleys were voiced, some characterizing it as "a traditional part of the central New Brunswick picture since the 1880s". A suggestion was made that, instead of abandoning the service, the railway should extend it to Oromocto, the large new military town which has grown up on the CNR's valley line without obtaining any train passenger service from the railway.

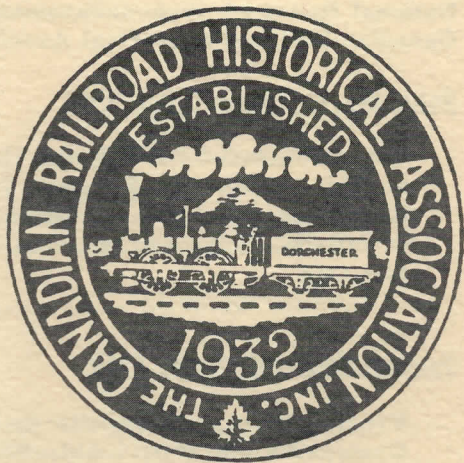
The Maine Public Utilities Commission ordered daily-except-Sunday summer passenger service on the Maine portion of the Canadian National Railways, but the Commission permitted the elimination of passenger trains from September through June. The PUC staff said that it is understood that the same decision will be rendered by the corresponding Commissions in New Hampshire and Vermont. The CNR line to Portland passes through all three states. CNR asked permission to abandon all but summer weekend service on its Grand Trunk line between Portland and Montreal. The Commission said that there is substantial evidence of use of trains in summer, not only on weekends, but during the week also.

- A series of improvements in train schedules resulting from a survey of passenger services in south-western Ontario were introduced by CNR on June 26th. The schedules of the Inter-City Limited and the Maple Leaf running between Toronto, London and Chicago, and the London-Windsor-Detroit section of the Inter-City Limited, were altered. The fast evening train, No.16, between Windsor, London and Toronto, was re-routed from London via Stratford. Extra sleeping accommodation will be provided from London to points east to enable residents in the Stratford-Kitchener-Guelph area, bound for Montreal, to board sleeping cars at their departure points. A fast morning passenger train between Montreal and Toronto, the Lakeshore Express, also has been added for the summer months, as in previous years, operating from June 24th to September 5th.
- CNR passenger service between Lindsay and Haliburton will be discontinued in October. Announcement that the three-times-weekly run would end was made after a meeting between railway officials and local

businessmen. CNR said that the move is strictly economic. A survey last August, a peak rail-travel month, showed a total of 28 passengers used the train. In March, a low-traffic month, only three passengers made use of the service.

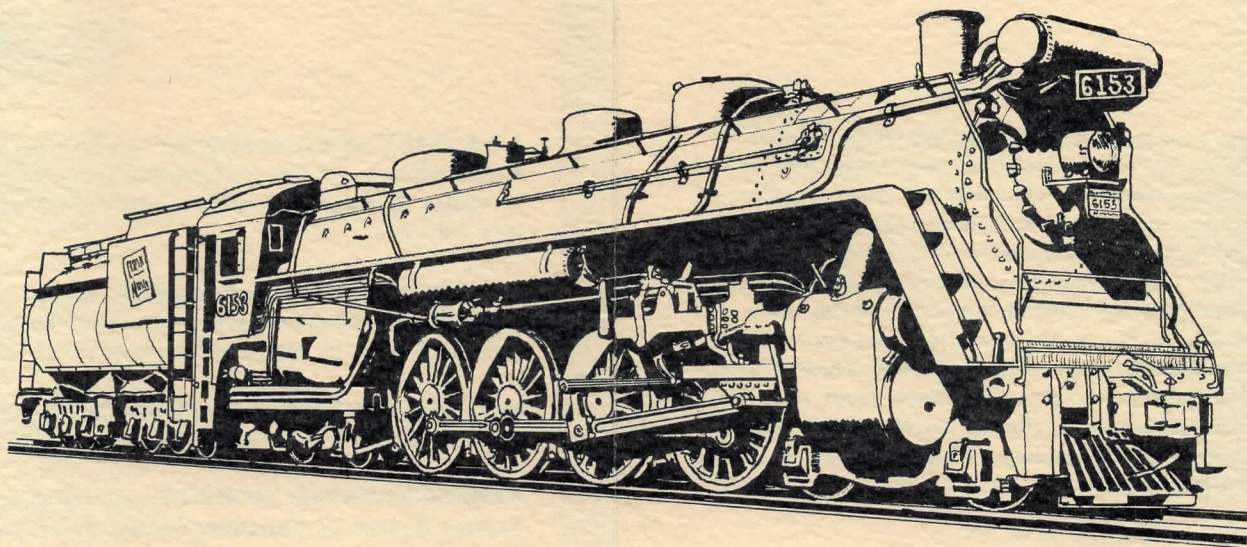
- e R.S. Pitt, manager of CNR Nova Scotian Hotel, said railway sleeping cars are being used to accommodate the overflow from the Halifax hotel during peak periods. He explained that conventions had been booked into the city long before the plasterers' strike and resultant three-month interruption in construction of a \$4,000,000 extension to the Nova Scotian. He said that CNR sleeping cars were pressed into service when all the city's motels, hotels and boarding houses were filled up.
- e A press report indicates that the Milwaukee Road is purchasing forty new-double-deck passenger cars for its suburban service, at a cost of some seven million dollars.
- e The National Capital Commission have now about completed a preliminary topographical survey for the location of the new \$5,000,000 Union Station, in the Hurdman's Bridge area, just off the Queensway. The designing engineers for the new station are Parkin Associates of Toronto. Both major railways have named special representatives to collaborate in the design of the station and facilities, Messrs. G.N. Allen and G.D. Pogue, representing Canadian National and Canadian Pacific, respectively. The new Union Station will be designed, it is reported to handle a projected ultimate population of 700,000 in the Ottawa-Hull metropolitan area.
- e The House of Commons has approved an \$87,000,000 Canadian National railway yard in the Toronto area, utilizing hump design, and incorporating television, radar and the most advanced electronic apparatus to handle cars in a congested area. The yard would take about four years to build, and the cost includes the provision of access lines from east and west into the new yard. The yard, expected to handle some 6,000 freight cars daily, will be in the Thornhill area of Greater Toronto.
- e Canada's newest railway, the Pacific Northern Railway, in British Columbia, plans to apply for land reserves in anticipation of construction of branch lines from the projected 700-mile main line, to coast port areas and natural resources sites. Reserves to port areas would include the valleys of the Skeena, Stikine and Taku rivers, also the port of Stewart, B.C. Another branch would lead into the Groundhog coal reserve north of Hazelton, BC -- several into the Omineca mining region and at least two into the Cassiar asbestos mining area. Evidence that the railway plans to build into Yukon Territory is apparent from the PNR preliminary application to the BC Government, which says that the railway would have two "locomotive operating headquarters" -- Summit Lake, near Prince George, where the PNR would connect with the PGE, and Whitehorse, YT. The memorandum of association filed with the B.C. Government establishing the railway company, lists the following five subscribers, who agree to take shares totalling \$10,000 each in the Pacific Northern Railway Company: Karl B. Strid, of Sweden; A. Douglas McKee, of Toronto; Henry B. Norris, representing A.V. Roe Canada Ltd., Montreal; Hugh G. McHaffie, of Associated Electrical Industries of Canada Ltd., Toronto, and G.S. Clark of Vancouver.

- e During the week of July 18th, Montreal Transportation Commission started to dismantle the double-track steel trestle over the Canadian Pacific Railway at Decarie Blvd., Montreal. The trestle carried the Cartierville No.17 streetcar route of the MTC over the CPR tracks at that point until MTC rail service on route 17 ended in June 1959.
- e The topic of the Chignecto Canal is up again. The Federal Government announced on June 22nd that it would share the cost with the government of New Brunswick of a feasibility study on the value of such a canal, which would materially reduce water mileage from the Bay of Fundy and Port of Saint John, to Gulf of St. Lawrence, St. Lawrence River and Great Lakes ports. At one time, a multi-track marine railway was proposed for Chignecto, the narrow isthmus which connects Nova Scotia to mainland Canada.
- e Canadian National Railways opened a new station at Sudbury, Ontario, at the spot which used to be known as Sudbury Junction, on June 27th. Since January 1960, the station site has been within the Sudbury city limits. Another new CNR station is to be built for Windsor, Ontario, to replace the existing 100-year old, former Great Western station, on the waterfront. Ending three years of negotiations between city officials and the CNR, the announcement went on to say that the new Windsor station will be situated just west of the new CNR express office at Walkerville, three miles from downtown Windsor.
- e July 14th, the Prime Minister tabled, in the House of Commons, the report of the three-man Royal Commission which was set up to examine alternate routes for the proposed 400-mile railway from Edmonton to Pine Point, N.W.T. It was something new in the way of Royal Commission reports: each of the three members reported differently. Mr. Justice Manning, chairman, maintains that the railway isn't needed now. However, if it was to be built, he favoured the western route from Grimshaw through the Peace River Block. Commissioner Anderson-Thompson is in favour of the immediate construction of the western route, but Commissioner Gairner feels that the eastern route from Waterways should be the one followed by the railway. Arguments in favour of the western route point up that it would cost less and serve settlements already in existence; protagonists of the eastern proposal feel that it would open up mining development of greater potential value than the agricultural and forestry development along the Grimshaw line. Matters are further complicated by ornithologists of the Audubon Society of Canada who are concerned that the new railway, if it follows the eastern route from Waterways, may disturb the only known nesting ground of the "whooper crane" in northern Canada; the bird is in danger of extinction, only 39 being known to exist at last count. The ornithologists could muster support in the United States under a Canada-US Wildlife Convention, which was invoked several years ago by Canadians when the US Air Force sought to disturb "whooper" nesting grounds at Aransas Wildlife Refuge on the Texas coast. The weight of evidence is thus in favour of the western, Grimshaw route.
- e Board of Transport Commissioners will hold a hearing in Granby, Que., on July 26th, on CNR application to discontinue all passenger service between Montreal, Granby and Waterloo, a 61-mile section.
- e Canadian Pacific has now received two 1000 HP MLW road switchers of the 8000 series, totalling seven out of an order for 15. The last two diesel-hydraulics of an order of five, have been received from Kingston



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The
End
of
Steam
on
CNR





STEAM locomotive service on Canadian National Railways will end forever on Labour Day weekend, 1960, with two excursions out of Montreal, Canada.

Under the sponsorship of the Canadian Railroad Historical Association, Canadian National Railways locomotive No. 6153 is being brought out of retirement for two days only, before being scrapped.

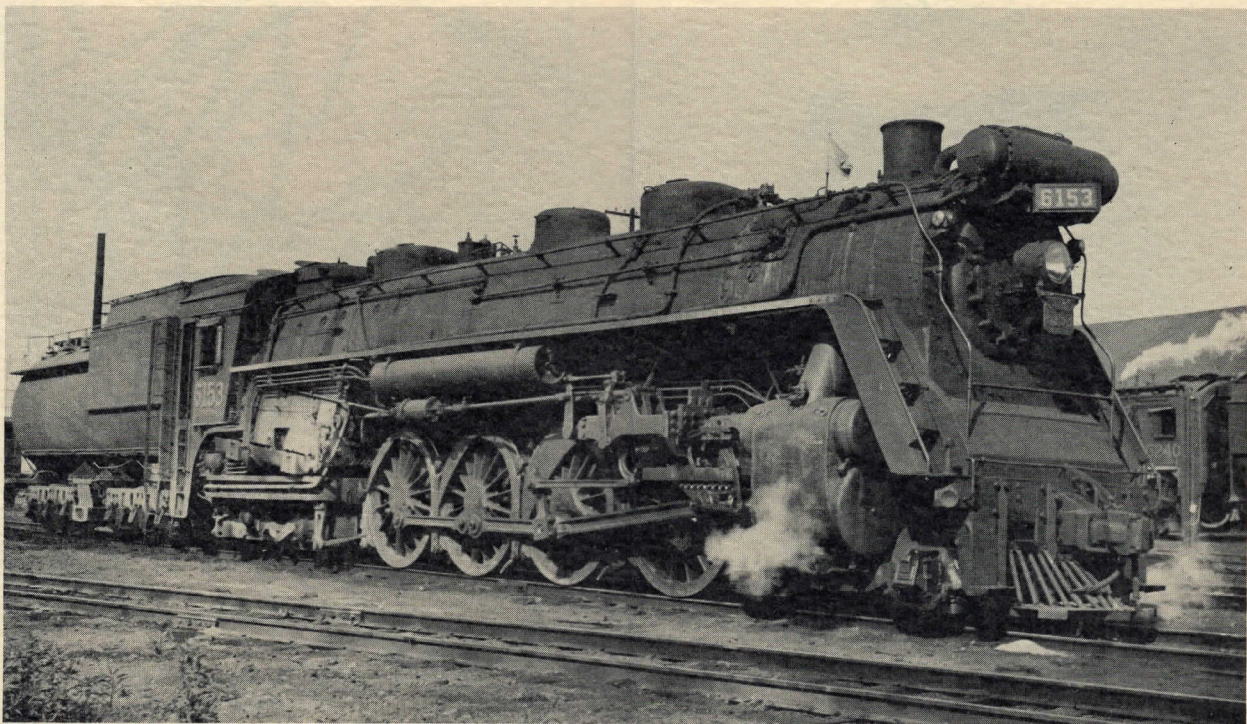
It will haul trains from

Montreal to Joliette, Que.,
and return,
Saturday, September 3rd, 1960,

and from

Montreal to Ottawa, Ontario
and return,
Sunday, September 4th, 1960.

The Sunday excursion to Ottawa will be the final operation of a steam locomotive on Canadian National Railways.



One HUNDRED and twenty-four years ago, on July 21st, 1836, the first steam locomotive to operate in Canada paced its way at fifteen miles per hour from Laprairie to St. John's. Time favoured the railway and the "iron horse" with which it is so intimately identified. Engines grew larger and swifter, and with this emergence of motive power force, the rails of Canada's railways spread from sea to sea, from the international boundary to the sub-arctic. More recently, a new mechanical innovation, the diesel locomotive, made its appearance, and in a short period has completely vanquished the steam locomotive from its position of eminence. On Labour Day weekend, 1960, the last run of a steam locomotive on Canadian National Railways will take place, breaking the thread of continuity with Canada's first railway finally and irrevocably. Canadian National Railways locomotive No. 6153, one of the familiar 4-8-4 types, will have the distinction of making this historical run. Following the two excursions, No. 6153 will be scrapped.

The Excursions

To mark the final operation of a steam locomotive on Canadian National Railways, two excursions are being sponsored out of Montreal by the Canadian Railroad Historical Association:

Saturday, September 3rd, 1960

From Montreal to Joliette, Que., and return, leaving Central Station at 8:35 AM, Eastern Standard Time, returning to Montreal about 5:30 PM, EST. Approximately two hours will be allowed for lunch and photographs at Joliette. Picture stops and moving picture runs will be a feature of this trip.

FARE \$6.50 per person.

Sunday, September 4th, 1960

From Canada's metropolis to its capital -- Montreal to Ottawa, leaving Central Station at 7:15 AM, EST, returning to Montreal about 5:30 PM, EST. Approximately two hours allowed for turnaround in Ottawa. The return trip will be made to Turcot Roundhouse in Montreal, where No. 6153 will be uncoupled and put away in the roundhouse for the last time. A diesel locomotive will pull the train into Central Station.

FARE \$7.50 per person.



AS A PART of the ceremony at Turcot Roundhouse, it is hoped to arrange a display out-of-doors of the locomotives which are a part of the Canadian National's famed Museum Train. These include a Portland 4-4-0, a GTR 0-6-0T, a 2-6-0, and possibly others.

RESERVATIONS should be made as far in advance as possible, particularly in view of the fact that extensive local publicity is planned, for the first time on a CRHA trip, and a large influx of attendance by the general public is expected.

HALF FARES will be available for children aged five to eleven inclusive; children under five, and accompanied by an adult, travel free.

WHEN ORDERING TICKETS, the Association would appreciate it if postal money orders drawn in Canadian funds, are used for money remittances.

