



crha



News Report

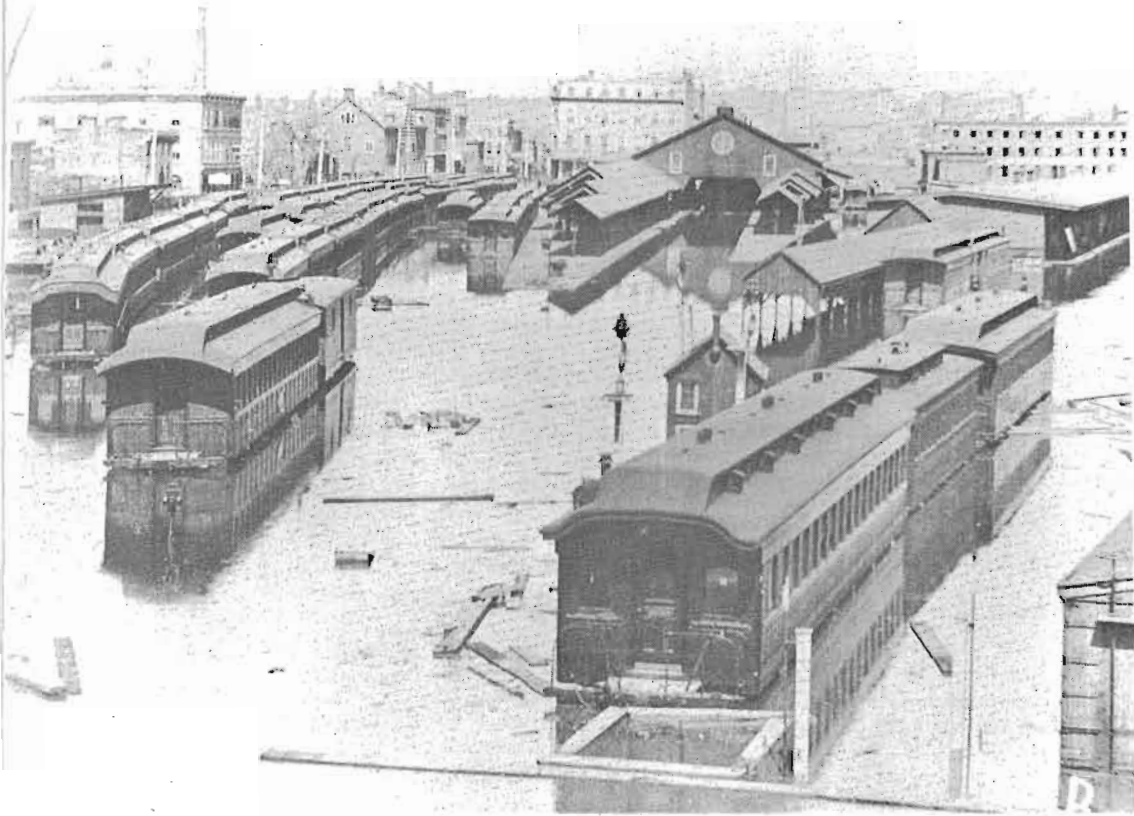
P.O. BOX 22,

STATION "B"

MONTREAL 2, QUEBEC

NEWS REPORT NO. 121

APRIL 1961



THE FLOOD OF 1886 - just seventy-five years ago - was one of the worst on record in the City of Montreal. The waters covered the approach tracks and yard of the Grand Trunk Railway's Bonaventure Station to a depth of several feet, stopping train traffic and marooning passenger cars in a large "Lagoon".

Association News

At the March 8th meeting, the following persons were elected to regular membership in the Association:

Mr. Gilles Doyon
Mr. Elliott Durnford
Mr. J.E. Langlois
Mr. John Sanders
Mr. E.A. Sprenger

At the same meeting, the following junior member was elected:

Mr. Keith Smith

The following persons were introduced, for the first time, for later election to membership in CRHA:

Mr. A.E. Bremer
Mr. Yvon R. Cormier

The Chairman of the Membership Committee, Mr. Stephen Cheasley, has asked that members give at least six weeks' notice of any change of address, so that the "News Report" may be diverted to new places of residence. The Association's staff is a completely voluntary one and all administrative work must therefore be done in the members' leisure time. This excuse must also serve for any little inconsistencies or oversights which may occur from time to time; as in all organizations of our type, the work burden is being carried by a very small group of dedicated and conscientious persons.

THE MARCH MEETING

There may have been a few unenlightened souls who did not attend the March meeting, at which Mr. Jack Beatty held forth on the trials and tribulations of a railway passenger agent. If there are, they have our sympathy,

since they missed a most memorable contribution to CRHA entertainment. Mr. Beatty possesses that happy expertise at the recounting of experiences which holds the attention of his audience; his facile turn of phrase evokes memory of a fellow Calgarian of another era, "Eye Opener Bob" Edwards. It didn't come out in his talk, but Jack Beatty used to drive a streetcar in Calgary. We all hope that he will give a "return engagement" in the not-too-distant future, and draw again from his seemingly inexhaustible fund of wit and anecdote.

THE MUSEUM FUND

The Association acknowledges, with thanks, the undernoted donations to the Museum Fund:

Mr. W. Williams	\$ 10.00
Banque Canadienne Nationale	500.00
Dow Brewery Limited.....	500.00
Mr. Elliott Durnford	5.00
The Provincial Bank of Canada	100.00
Toronto-Dominion Bank	500.00
Canadian Bronze Company,	<u>200.00</u>
 TOTAL.....	 \$1815.00
Previously acknowledged...	<u>4035.00</u>

GRAND TOTAL..... \$5850.00

The readers are cordially invited to lend their support to the Museum Project by making contributions. Receipts will be issued for all contributions, which are deductible from Canadian taxable incomes.

Cheques or money orders for the Museum Fund should be made payable to the Canadian Railroad Historical Association, and sent to Mr. A.S. Walbridge, Treasurer, CRHA, Box 22, Station "B", Montreal 2, Canada.

THE CANADIAN

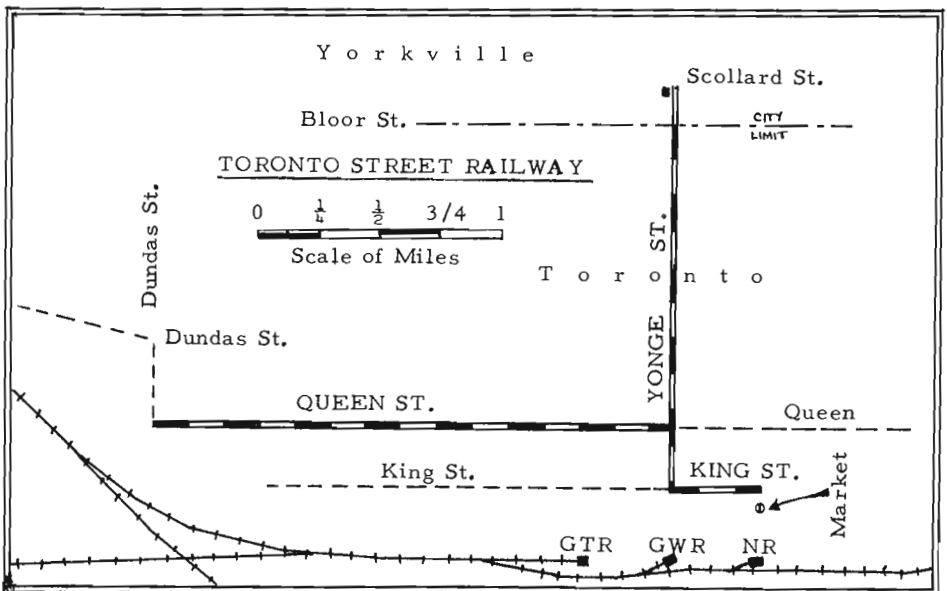
Street Railway Centenary

DURING THE COURSE of this year, 1961, there will occur the centenary anniversaries of Canada's first two street railway systems, those of Toronto and of Montreal. It is to be hoped that these important milestones will be observed in suitable fashion; we understand that the Upper Canada Railway Society has tentative plans to mark the Toronto centennial which occurs in September, while we in CRHA hope to cooperate with the Montreal Transportation Commission in a suitable commemoration of the Montreal anniversary, which falls in November.

While the story of the Toronto transportation system has appeared several times in print, notably in Mr. Louis Pursley's excellent book, and also in the TTC publication "Wheels of Progress", that of Montreal has

never been detailed. Though it is our intention to produce a specialized publication later in the year, we will, as a consequence, give a little more detail herein on the origin of public transportation in Montreal.

The street railways of Toronto and of Montreal have more in common than their year of origin. They were both built by the same street railway entrepreneur, Alexander Easton, who hailed from the United States. Though the system in Montreal was incorporated before the Toronto company, the latter employed the services of Mr. Easton first, with the result that the Toronto Street Railway was open and running on September 11th, 1861, some two-and-a-half months before the Montreal City Passenger Railway, which was officially inaugurated on November 26th, 1861.



TORONTO STREET RAILWAY

The Toronto Street Railway, which was incorporated on May 29th, 1861, had already received a franchise for thirty years, from the city of Toronto. Following its incorporation, a similar franchise was granted by the village of Yorkville, which adjoined Toronto on the north, the common boundary being Bloor Street. Mr. Easton became president of the Toronto system, and construction got under way at once, on the initial line, which extended from the stables, barns and offices of the

railway at the rear of the Yorkville Town Hall, down Yonge to King, thence east on King to St. Lawrence Market. Four cars were ordered from Philadelphia, U.S.A., and they were on hand for the official opening of the line, which came about on September 11th, 1861. This was Canada's first street railway line.

Seven days after the Toronto system went into operation, Mr. Easton travelled to Montreal to start construction in that city.

MONTREAL CITY PASSENGER RAILWAY

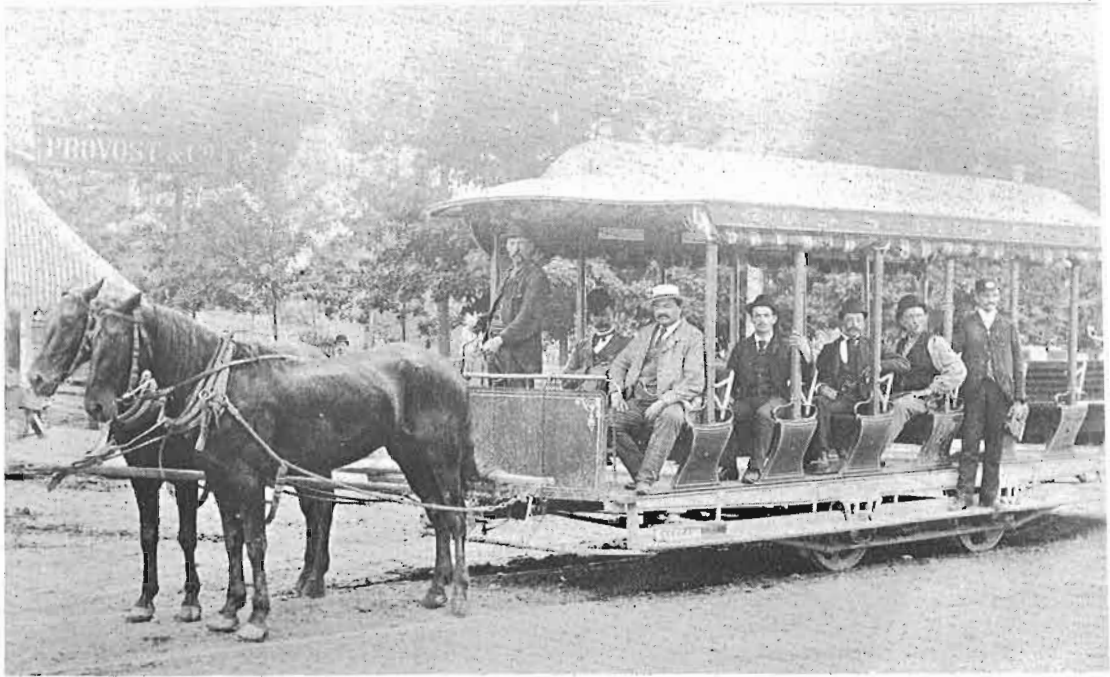
In the latter part of 1859, the City Council of Montreal received three applications for permission to operate a horse-powered railway in the city. The two first applications came from private individuals, Theodore Adams of Harrisburg, Pa., and William Parker of Montreal. Five weeks later, on December 8th, a further application was made by the Montreal & Champlain Railroad Company, which operated a steam railway extending from Montreal to Plattsburg, N.Y., and another from St. Lambert to Rouses Point. In January, 1860, the Municipal Council voted in favour of awarding the franchise to the latter company, which was subsequently embodied in Montreal By-Law No. 265. It took the Directors of the Montreal & Champlain Railroad more than a year to obtain the enabling legislation, but this was finally accomplished on May 18th, 1861, when the Legislature of the Province of Quebec passed the act (24 Victoria, cap. 24) incorporating the Montreal City Passenger Railway Company. The Company was capitalized at \$300,000, and was enabled to exercise its powers once one-third of this amount was subscribed and 20% of

this portion paid up. The terms for operation of a street railway were liberal, except that the Company was specifically forbidden to employ steam for this purpose.

Formal organization took place on August 9th, 1861, when William Molson, John Ostell, William Dow, Johnston Thompson and William Macdonald were elected Directors of the MC PR. On August 17th, the contract for construction was awarded to Alexander Easton, then employed in building the Toronto system.

Easton set to work on September 18th, and met with little difficulty, except that the residents of Great St. James Street (as it was then known) were opposed at first to the laying of rails in this still-partly-residential street. Further, a plan to build a loop line in the west end of the city, by way of St. Antoine, Canning and St. Joseph (now Notre Dame St. West) streets, was frustrated by failure to obtain permission from the Montreal & Champlain Railroad to cross its tracks at Canning Street.

Late in November, the rails were laid from McGill Street to the barns at Harbour Street, along what is now

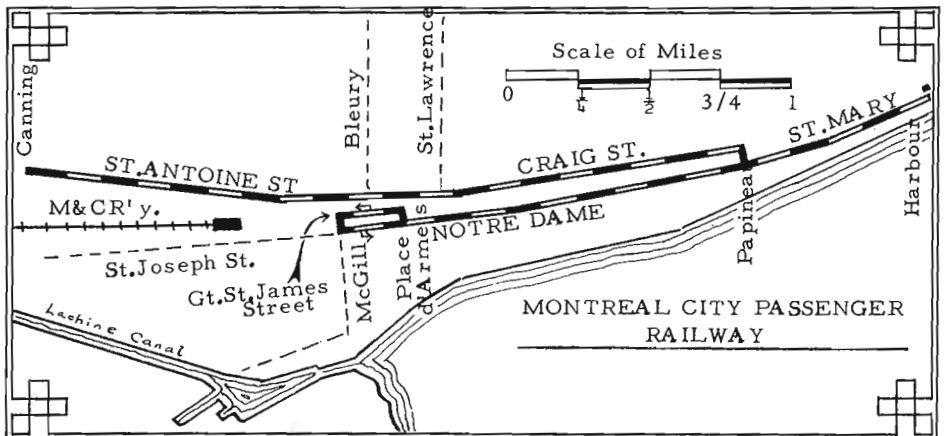


Notre Dame. The line was single-tracked with passing sidings, except that the cars looped by going west on St. James from Place d'Armes, south on McGill, then east on Notre Dame.

The official opening took place on Tuesday, November 26th, 1861. The account which follows, which appeared in the Montreal "Gazette" for November 27th, was crowded from the front page by news of the internal war in the United States; this was the time of the "Trent" affair, when the British Empire very nearly entered the war on the side of the Confederacy, and the expectancy that Canada would become involved and so be forced to de-

fend its frontier for the second time in half a century, against the United States, was sufficient to claim journalistic priority.

".....At noon the four cars, now in the city, were drawn from the Royal Horse Bazaar to the track on Great St. James Street opposite the Post Office, and thence drawn to the Place d'Armes. At two o'clock, Mr. Morland, the President, and the Directors of the Company, and a number of friends proceeded over the track to the east end of the line. The cars were each drawn by two horses and although the streets were very much crowded by sleighs and carts, suffered but lit-



THE COVER PHOTOGRAPH

Before the days of powerful ice-breaking ships, which the Harbour of Montreal depends upon today to keep the river free of ice during the spring run-off, the spring flood in the lower sections of Canada's largest city was an ordeal faced annually by the inhabitants. This flooding was caused by the damming of the waters of the St. Lawrence River below the city by ice, with the result that the combined flow of the St. Lawrence and Ottawa rivers caused the water behind the ice dam to rise rapidly. Only when the lower town had been put under five or six feet of water, would the head force of the dammed river push the ice aside, the flood would abate, and the inhabitants would return to their damp and muddy dwellings. Many kept row-boats especially for this emergency period, which occurred with varying severity, and sometimes, in a mild winter, did not happen at all.

One of the worst floods on record took place in the spring of 1886, just seventy-five years ago. The flooded area stretched far inland, as far as Chaboillez Square and the Bonaventure Station of the Grand Trunk Railway of Canada, where passenger cars stood like islands in a miniature lake which was normally the station yard. Our cover photograph, which was made by the renowned Montreal photographer, William Notman, shows the yard looking toward the station from Mountain Street. The varying sizes and styles of the passenger cars is particularly interesting, some of them, such as the little deck-roofed car coupled between two larger ones in the foreground, dating back to the 1850s.

Shortly after, the Montreal flood wall was constructed along the harbour as a precaution against scenes such as this. Fortunately, it was never required, and the spring floods are now only a memory of older residents.

The Street Railway Centenary (cont'd)

tle, if any inconvenience, on the passage. At the corner of Saint Lambert Street, it is true, a few unwieldy hay carts had to verge a little upon the side walk...." The "Gazette" continued, "In about ten minutes, the cars had arrived at the toll gate, and the company were invited to inspect the fine stables which the Company have erected....." The first day of regular service, November 27th, saw the cars operate from 7:00 AM to 10:00 PM.

On December 6th, the Craig street route was inaugurated, extending from Papineau Square to Canning Street.

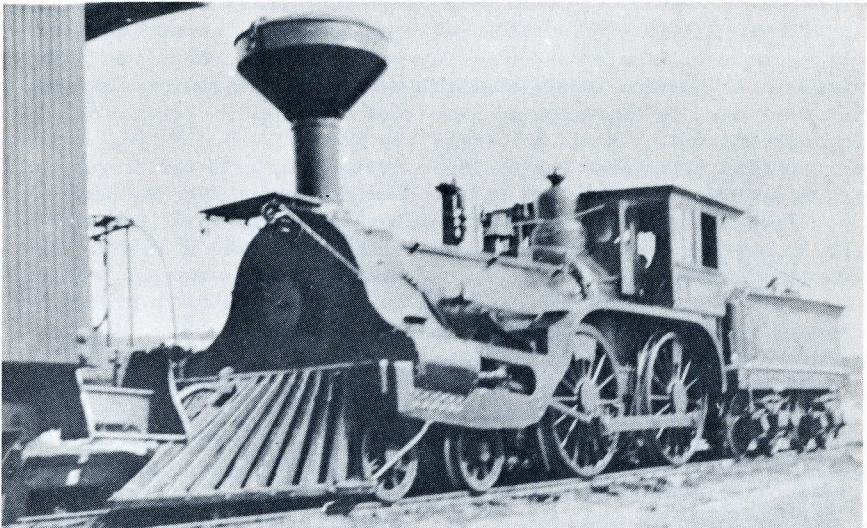
The introduction of urban transit to Montreal was marred, however, by the active opposition of the carters and cabmen, who threw rocks at the cars, and also placed obstructions in the track with the intent of causing derailments. On one occasion, Easton himself apprehended one of the miscreants and hauled him off to the Panet Street police station -- on board a Craig Street horse car!

The opposition died down eventually, but not before one of the agitators was imprisoned; according to the "Gazette" of December 10th, 1861: "As a warning to those who have by placing obstructions in the track and otherwise interfered with the running of the cars, we have to state that Hermidas Racette was yesterday committed to gaol by Mr. Coursol, on a charge of felony, the prisoner having placed a stone upon the track upon the approach of the cars."

The streetcars continued to run in Notre Dame street for more than ninety five years, until a rainy Sunday in June 1957, when CRHA's MSR car No. 274 became the last streetcar to operate on Notre Dame.



The "Ottawa" about 1905



AN INTERESTING PHOTOGRAPH has been sent in to the Association by Mr. A.J. McLaurin, of Cornwall, Ont. It illustrates the Birkenhead engine "Ottawa" on the Carillon & Grenville Railway, the 5' 6" gauge railway which operated as a portage line in connection with the steamer service on the Ottawa River, until its abandonment in 1910. The Carillon & Grenville and its quaint locomotives and cars were featured in a bulletin published by this Association, "The Last Broad Gauge", published on the centenary of the opening of the railway, which occurred in October 1854. The bulletin is unfortunately no longer in print.

No turntables were used, and the engines faced westward permanently. In the photograph which is reproduced herewith, and which Mr. McLaurin took himself more than fifty-five years ago, the "Ottawa" is seen with the train coupled at the pilot end, waiting to make its back-up trip to Carillon.

Mr. McLaurin writes that he left Ottawa on board the paddle-steamer "Empress" at 8:00 AM, arriving at Grenville about noon, where he took the photograph. The passengers, he writes, "were transferred in a horse-car to the train, which took them to Carillon, whence the steamer "Sovereign" took them to Montreal via the lock at Ste. Anne de Bellevue and the Lachine Rapids, arriving (Montreal) at 6:00 PM".

The engines had their names in large brass letters on the sides of their cabs. The headlights were removed as they travelled at mid-day in the summer months. Our correspondent also states that the coaches had slat seats.

In an early issue, we will publish a feature article about the "Birkenhead" engines, which were Canada's first distinctive locomotive type.

This month's diagram.....

(Notes by O.S.A. Lavallee)

CANADIAN PACIFIC T-2 CLASS SUBURBAN ENGINE

WHEN WE THINK of suburban tank engines, we usually think of Canadian National's X-10 class 4-6-4 engines which were used in the Montreal suburban service until a scant two years ago. In actual fact, these engines are not tank engines at all, but are rather of the "Forney" type in that the fuel supply is carried on the same frame as the locomotive.

In this respect, the X-10s differed from other Canadian National suburban engines, such as the 4-4-2Ts, one of which was illustrated in these pages some time ago, and the 0-6-0Ts, illustrated by No.247 in the Museum Train. All of these types were inherited by the CN from the Grand Trunk, where such locomotives met with a great deal of favour.

Since examples of the 4-6-4 and 0-6-0 GTR types exist, it is not likely that they will become unfamiliar to the Canadian rail hobbyist. Many other types, however, have gone by the way, and those of us who remember them tend to be classed as "old-timers" by the newer generation.

Among the examples which have now disappeared are the Canadian Pacific's T-2-a class 4-6-4T engines which were in use around Montreal until they were scrapped in 1934. The CPR had introduced such engines as early as 1893 when a very light 4-6-4T was built to operate between Montreal and Point Fortune, Que., in the embryonic days of the Montreal suburban service. This engine, No.624, was

really only a standard CPR Brown 4-6-0 design augmented with a four-wheel trailing truck and side tanks, but it was quite successful, so much so that in 1910, CPR Angus Shops undertook to build two larger and heavier machines for the same service, Nos. 1991 and 1992, following them up with a third unit in 1912. The other two were renumbered 5991 and 5992 in the year that the third one, No.5993, was built.

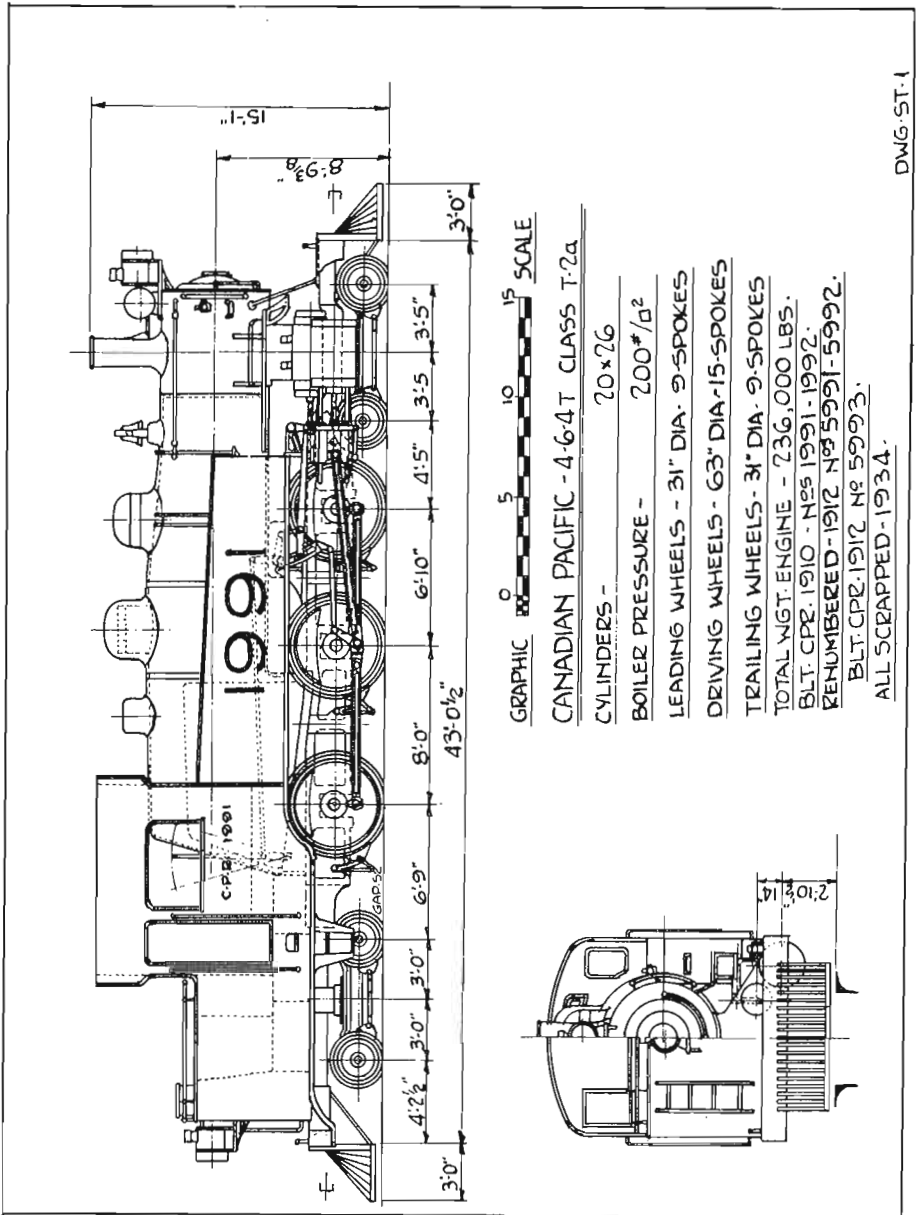
Unlike the GTR 4-6-4s, which were to follow in 1913, these CPR locomotives were true side-tank engines. They were employed for many years in the Montreal "Lakeshore" service, to Vaudreuil, Rigaud and to Point Fortune. As the trend to suburban living grew, however, and the trains became heavier, the T-2-a's were relegated to secondary services on branch lines.

No. 5991, spelled off occasionally by No.5993, worked the Montreal (Place Viger) to St. Eustache service, while the CPR still had service to that community by means of a branch from Ste. Therese, Que. No. 5992 was the "regular" on the St.Gabriel Subdivision, extending from Lanoraie, through Joliette, to St. Gabriel. One of the writer's earliest childhood memories is of this engine on the "push-and-pull" train (for that is what it was) on this branch. The engine pulled a baggage car and a coach, the latter's rear vestibule being fitted with a large wooden gate on which was mounted a standard locomotive head-

MLW ERECTING DRAWINGS - Beginning this month, we are offering full-size prints of Montreal Locomotive Works erecting drawings, for sale to members. See page 52 for details.

light, supplemented by an air whistle, which was in the charge of the rear-end brakeman when the train was backing up. Quick acceleration was the intended characteristic of the T-2s, and the train ran with equal facility in either direction.

This month, we are able to reproduce one of Mr. G.A. Parker's excellent scale drawings of a CPR tank engine of the T-2-a class, all of which were scrapped in 1934, when E class 4-6-0s and G-1 class 4-6-2s replaced them in their branch line duties.



DWG. ST. 1

Observations

- * During the months of January and February, Canadian Pacific's Glen Yard at Montreal took on an old time appearance, as palls of smoke and billows of steamy vapour rose into the air. Failure of stationery steam boilers in the yard, apparently brought about by settlement of the foundations, saw quite a number of steam locomotives fired up and sent from St. Luc Roundhouse to meet the emergency. In the coldest weather, as many as seven steam locomotives were connected to the heating lines in various parts of the yard. Several other engines were kept under steam in the roundhouse, ready for use when any of those in use had to move to replenish coal supplies. Each tender was provided with a hose, connected to the yard water supply. Engines used included 4-6-2 No. 2409, 4-6-4s Nos. 2816, 2819, 2827 and 2839, and 2-8-2s Nos. 5162, 5325, 5361, 5362, 5405 and 5411. They moved between St. Luc and Glen Yard under their own power.
- * It is reported that British Columbia Electric Company intends to sell its transit operations in Victoria, Vancouver, North Vancouver and New Westminster, and its subsidiary Pacific Stage Lines, if a suitable offer can be obtained. Its railway freight operations would be continued without effect.
- * Financially, 1960 was a poor year for Canadian railways. The House of Commons was informed in Ottawa on March 15th that Canadian National Railways suffered a record deficit of \$67,496,000 in 1960. This deficit will be met out of Government revenues as has been the case with deficits in other years. The previous record deficit was \$54,314,000 in 1938 and that of 1959 was \$43,588,000. The British Columbia provincial government voted a \$5,000,000 advance to the Pacific Great Eastern Railway; the government, owners and operators of the railway, were advised that the PGE had suffered a loss of \$2,900,000 in its 1960 operations. The advance received the support of the government opposition in view of the railway's value in developing northern British Columbia.
- * Canadian Pacific's new 27,300-ton passenger vessel "Empress of Canada" underwent sea trials between March 7th and March 12th, after leaving the fitting-out quay at the yard of Messrs. Vickers-Armstrong at Walker-on-Tyne, England. The ship sailed to Liverpool to prepare for her maiden transatlantic voyage, which will put her in Montreal on May 1st.
- * According to a recent decision of the Board of Transport Commissioners, Canadian National Railways may abandon approximately eighteen miles of line extending from Amaranth to Alonsa, Manitoba, at any time after June 1st, 1961.
- * Late in 1960, Canadian Pacific announced the sale of its British Columbia Coast Service vessels "Princess Elizabeth" and "Princess Joan" to certain Greek shipping interests.
- * Canadian National Railways will discontinue its Montreal-Granby passenger

service effective Monday, May 1st, 1961, in accordance with a decision on a CN application to abandon the service recently handed down by the Board of Transport Commissioners for Canada.

- * Canadian National Railways 4-8-4 class U-2-e steam locomotive No.6167 will be used on excursions out of Toronto a number of times during the coming spring and summer. Two of the excursions will be sponsored by the Upper Canada Railway Society, and others by various groups and individuals in the Toronto area. Further details on the UCRS trips may be had by writing to that Society at Box 122, Terminal "A", Toronto, Ontario.
- * Old Sydney Collieries steam locomotive No.25, a 2-4-0 tender engine built by Baldwin nearly sixty years ago, and hitherto used on the Dominion Steel & Coal Company's subsidiary railway between Sydney Mines and North Sydney, was recently moved to Stellarton, N.S., for use at a DOSCO subsidiary mine at that place, as a temporary replacement for two other engines presently out of service. Diminutive No.25, which has been promised to the Association for display in the museum when it is ultimately retired, was shipped, complete with four-wheeled tender, on one CNR flatcar, for the 175-mile run from the Sydneys to Stellarton. No.25 was built originally as a 2-4-4 tank engine, but was rebuilt later into its present condition.
- * Comox Logging & Railway Company, on Vancouver Island, are at present using a Baldwin diesel locomotive which apparently does all work; this engine has apparently resulted in the retirement of four steam locomotives. It was purchased from the United States Army in 1960.
- * A railway exhibit will form part of the historical display at the Crysler Memorial Park a few miles east of Morrisburg, Ontario, when the Park is opened officially in June of this year. The exhibit, consisting of ex-Canadian National Railways E-10 class 2-6-0, restored as Grand Trunk Railway No.1008, and a GTR passenger car, and the former Aultsville station of the GTR, later CN, will be only a small part of the Park area as a whole, which will include an impressive re-siting of the monument commemorating the Battle of Crysler's Farm in the War of 1812, and a complete Loyalist-period "Upper Canada Village". The railway station is placed beside a section of the CN Montreal-Toronto main line, which was abandoned and moved several miles inland as a result of the Seaway preparations several years ago. The track on which the engine and coach are placed, in front of the station, is an actual section of the main line track. Exhibits in the station will be of a railway nature, and will include station and locomotive models, and an all-time railway map of the "Seaway Valley", showing railways existing and abandoned, dates of opening and abandonment, corporate details of railway companies; old and new names of stations, and many other details. The operator's office in the station, whose interior is to be completely varnished in period manner, will contain all of the usual appurtenances of railway stations, including telegraph instruments, ticket cases, posters, copy press, and antique stove. The Park is the effort of the Ontario-St. Lawrence Development Commission, and represents many years of painstaking work on the part of the members of that body. The date, and other details, will be given in a forthcoming issue of this publications.

ERECTING DRAWINGS OF CNR 4-8-4 TYPE LOCOMOTIVES

Orders will be received from members and subscribers, up to May 15th, 1961, for blueprints or whiteprints, whichever preferred, of Canadian National Railways 4-8-4 types of classes U-2-c (Nos. 6140-6159) and U-2-e (Nos. 6165-6179). There are two prints in each set, both in 1½" scale, one side elevation and one containing sections and end elevations, of the engine only. All orders must be accompanied by remittances, and they will be held until the closing date, when the appropriate number of prints can be made and the tracings filed away again.

We have chosen this method to dispose of prints from the extensive collection of tracings of MLW steam locomotives, which were furnished to our Association several years ago. We are unable, until the museum has full-time staff, to handle detail orders for various drawings, so we have chosen this method of selecting and offering prints of certain drawings available for limited periods of time. If the response is encouraging, other selections will be made, possibly on a monthly basis, and other types of locomotives "featured" in this way.

Remember, we cannot accept any orders which are received later than May 15th, 1961, in Montreal.

o-o-o-o-o-o

CNR 4-8-4 Class U-2-c, side elevation	\$2.00
" " " ends and sections	2.00
" " U-2-e, side elevation	2.00
" " " ends and sections	2.00

(Prices include postage and handling charges)

These prices are for members and subscribers only, and only one print of each drawing will be sold to any one individual at this price. Those who are not members or subscribers may obtain them for \$2.50 per print. Orders, with remittances in Canadian funds, at par in Montreal, should be sent to "Blueprints", CRHA, P.O.Box 22, Station "B", Montreal 2, Canada.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT NO. 121

APRIL 1961

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