



crha News Report

P.O. BOX 22,

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 122

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MAY-JUNE 1961



MELVILLE JUNCTION, 2.8 miles south of Orangeville, Ontario, is the locale of this interesting photograph made about 75 years ago, showing the junction switch with its quaint high switchstand and an equally-quaint switchtender.

Toronto is 45 miles away via the old Toronto, Grey and Bruce line, to the left in the picture, while the same city could be gained in 53 miles, via the former Credit Valley Railway, to the right. The photograph was taken after both lines were acquired by Canadian Pacific.

CRHA MUSEUM FUND

The following donations to the CRHA Museum Fund are gratefully acknowledged:

Pirelli Cables Limited.....	\$ 500.00
Mr. Harry M. Vallas.....	5.00
Hon. George C. Marler.....	25.00
Mr. Robert Lesperance.....	5.00
Anonymous	5.00
Anonymous	5.00
Anonymous	5.00
Mr. William Weighill.....	5.00
Molson's Brewery Limited..	5000.00
Lachine Society for Local History	25.00
Mr. A.W. Leggett.....	5.00
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Mr. Raymond F. Corley.....	25.00
Vapor Car Heating (Canada) Limited	200.00
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Philippe Gendron, M.D.....	25.00
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Mr. Eldon Rathburn.....	10.00
Mr. J.P. Montagu.....	5.00
Commodore James Plomer, R.C.N.	10.00
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M. l'Abbe Paul Gendron.....	5.00
Mr. Derek Loder.....	2.00
Anonymous	50.00
Mr. Bryant H. Barbour.....	5.00
Mr. John Freyseng	5.00
Mr. Emile Roy	5.00
Mr. Robert S. Duncan.....	10.00
Mr. J.N. Easton.....	5.00
Mr. J.A. Mannix.....	5.00
Mr. William Clarke.....	10.00
Dominion Foundries & Steel, Limited.....	400.00
Carried forward.....	\$6,703.00

Brought forward.....	\$6,703.00
Mr. Gerald F. Fitzgerald...	10.00
British Columbia Electric Company Limited.....	100.00
Mr. Peter C. Allen.....	100.00
Anonymous.....	10.00
Guy Meilleur, M.D.,	6.00
Mr. Bill Williams (2nd donation).....	5.00
Mr. David J. Scott.....	5.00
Anonymous.....	5.00
TOTAL.....	\$6,944.00
Previously acknowledged...	5,850.00
GRAND TOTAL.....	\$12,794.00

ASSOCIATION NEWS

With the disappearance of the steam locomotive from regular use, it is not unnatural that associations such as ours should experience a corresponding decline in the number and variety of railway trips. That we are still fortunate enough to have the cooperation of Canadian National Railways to operate No. 6153, is exemplified by one of the circulars enclosed with this issue, giving details of a special trip from Montreal to Victoriaville, Que., to mark the 125th anniversary of the opening of the Champlain & Saint Lawrence Rail Road.

The other circular enclosed deals with a type of excursion new to CRHA; it is a planned transatlantic aircraft charter which the Association hopes to undertake in May and June of next year, primarily to afford members and their dependents an opportunity to visit the British Isles and/or the Continent, at low cost but utilizing the best facilities. That we have succeeded in obtaining such a commitment from British Overseas Airways Corporation, one of the most respected and reliable airlines in the world, is evidenced by the exceptionally low return fare of \$225 per person for an enjoyable trip which will take

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CANADIAN NATIONAL
STEAM LOCOMOTIVE DISPOSALS
DURING 1960

The fact that the year 1960 marked the official termination of the use of steam locomotives on Canadian National Railways is reflected in figures just released, which indicate that 399 steam locomotives were scrapped or disposed of during the year. On January 1st, 1960, CN possessed 976 locomotives; one year later, on January 1st, 1961, only 577 remained, of which one, No. 6167, a 4-8-4 of class U-2 remained for special use on railway enthusiasts' excursions. A further U-2, No. 6153, sold to our Association in September, is also scheduled for use in this way during 1961.

The list, reproduced below, is divided into engines scrapped or disposed of on the Atlantic, Central and Western Regions, and on the Grand Trunk Western system. Numbers followed by the letter "s" indicate that the unit was not scrapped by the CN system, but sold for scrapping by outside companies. The symbol "sb" means that the engine was converted into a stationary boiler. Those numbers followed by "h" indicate sold or donated to outside groups as historical exhibits, and details of these are given at the end of the list.

Atlantic Region - 26 locomotives

1121	3226	3347	5275	6161	8363
1129	3232	3358	6006	6162	
1139	3261	3364	6101	6177	
2518	3288	5260	6104	6183	
2637	3344	5261	6106	7504	

Central Region - 175 locomotives

49h	2627	4007	5600	6171	6238	7461
50	2631	4190h	5606	6172	6244	7464
90	2633	5031	5609	6175	6248	7469
1165h	2636	5073	5611	6178	6251	7509
1401	2644	5079	5701	6182	6252	7510
1402	2649	5086	5702h	6188	6253	8298
1520h	3199	5103	6007	6201	6255	8303
1522	3228	5126	6015h	6203	6257	8322
1530	3239h	5135	6019	6205	6262	8326
1531h	3272	5259	6021	6206	6263	8336
1532	3286	5266	6024	6208	6264	8343
1560	3338	5267	6076	6211	6301	8347
1564	3359	5272	6105	6213h	6305	8350
1565	3382	5289	6112	6219	6402	8352
1576	3422	5300	6119	6221	6404	8356
1586	3423	5548	6126	6224	7370	8364
2335	3429	5550h	6127	6225	7419	8367
2417	3456	5560	6131	6226	7435	8385
2468	3458	5565	6137	6228	7438	8393
2506	3461	5568	6145	6230	7441	8395
2521	3480	5575	6147	6231	7444	8398
2568	3496	5579	6148	6233	7446	8415
2601h	3503	5580	6153h	6234	7448	8443
2615	3509	5584	6158	6236	7449	8445
2616h	4059	5594	6160	6237	7460	8446

(continued on page 56)

Western Region - 152 locomotives

1158h	2477	3230	3548	4028	6047	7368s
1362	2500	3259	3555	4039	6049	7378
1389	2504	3265	3556	4703sb	6050	7401
1391	2507	3281	3558	4708sb	6051	7402
1535	2583	3284	3559	4712	6054	7414
1536	2588	3298	3569	4715sb	6055	7418s
1538	2600s	3300	3575	4721	6056	7420s
1546	2607	3312s	3577	5094	6057	8332s
1553	2690	3318	3579	5122	6061	8333s
2128	2705	3320	3586	5130	6064	8362
2129	2707	3323	3587	5133	6065	8383s
2135	2716	3329	3589	5149	6067	8384s
2142	2747h	3335	3597	5254	6072	8387
2144	2760	3336	4092@	5274	6074	8394s
2146	2761	3351	4094@	5301	6079	8397s
2149	2766	3357	4097@	5558	6138	8404
2153	2814	3384	4000	5614	6139	8407
2166	2815	3394	4006	5616	7333	8432s
2177	2816	3471	4019	5622	7334	8433s
2471	3207	3527	4023	6002	7336s	8434s
2472	3211	3528	4025	6010	7341	
2473	3224	3532	4027s	6017	7358	

@ - Not in numerical order. These engines grouped with 3000s as they are renumbered 2-8-2s.

Grand Trunk Western System - 46 locomotives

3409	6315s	6330s	7474	8318s	8370s	8377
3523s	6320	6331s	7482	8319	8371	8379s
3532s	6321s	6332s	7485	8325s	8372s	8380s
3715	6326s	6333s	7523s	8327s	8373s	8381
5629h	6327s	6334s	8305s	8328s	8374s	8421
5632h	6328s	6335s	8315s	8344s	8375s	
6313s		6409s	8316s	8346s	8376s	

Locomotives sold or donated for historical preservation.

49	- 4-6-4T	- Canadian Railroad Historical Association, Montreal.
1165	- 4-6-0	- " " " " "
1158	- "	- Western Development Museum, Saskatoon.
1520	- "	- Canadian Railroad Historical Association, Montreal.
1531	- "	- City of Barrie, Ontario.
2601	- 2-8-0	- Canadian Railroad Historical Association, Montreal.
2616	- "	- City of Haliburton, Ontario.
2747	- "	- City of Transcona, Manitoba.
3239	- 2-8-2	- Canadian Railroad Historical Association, Montreal.
4190	- 2-10-2	- " " " " "
5550	- 4-6-2	- " " " " "
5629	- "	- Railroad Club of Chicago, Ill. U.S.A.
5632	- "	- City of Durand, Mich., U.S.A.
5702	- 4-6-4	- Canadian Railroad Historical Association, Montreal.
6015	- 4-8-2	- " " " " "
6153	- 4-8-4	- " " " " "
6213	- "	- City of Toronto, Ontario.

- Information compiled by Mr. Anthony Clegg.

FAMOUS BRITISH LOCOMOTIVE TYPE TO BE INCLUDED IN MUSEUM

Ours: A Stroudley «Terrier»

In the middle of May, the Association was officially advised by British Railways that that body will donate an O-6-0 steam tank locomotive to the Canadian Rail Transportation Museum, a project of CRHA. The engine selected is one of the celebrated O-6-OTs of the former London, Brighton & South Coast Railway Company, designed by William Stroudley and built at Brighton between 1872 and 1880. Fifty of these very small engines comprised this class which, noted for their tenacity despite the small size, were promptly christened "Terriers".

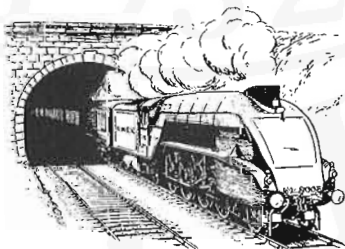
The name and reputation of the Brighton "Terrier" will be familiar to anyone who makes the least pretence at a knowledge of the genealogy of the steam locomotive. Considered by our contemporaries in the United Kingdom to be among the most powerful locomotives for their size in the world, the "Terriers" developed almost 8,000 pounds tractive effort for a locomotive with six 48" drivers, and having an overall length of about 26 feet, a height to top of stack of about 11 feet, and a maximum width of 8'6". For purposes of size comparison, those members who are familiar with our single truck open electric car, No.8 will be interested to know that this latest acquisition is slightly smaller than No. 8 in all

dimensions. The weight of the engine is less than 29 tons.

This is the third "Terrier" to be preserved. The original member of this class to achieve immortality is "Boxhill", carefully restored to its "Improved Engine Green" livery, actually a shade of saffron yellow. This engine is among the many to be officially preserved by British Railways. A second unit was sold last year to the Bluebell Railway Preservation Society.

The engine which is to be made available to us is still in operation on the Southern Region of British Railways, but will be released to CRHA in 1962.

The Association is deeply indebted to the Chairman of the British Transport Commission, General Sir Brian Robertson, for his interest and that of his colleagues in this project. The engine will afford an interesting comparison with the North American style locomotives which must necessarily predominate in our museum, and will illustrate graphically the different evolutionary lines along which the railway engines of Great Britain have developed. It will also afford a link between our museum and the land where the steam locomotive was born more than a century and a half ago.



Two Forgotten Pioneers of Canadian Railroading:

Mackenzie and Mann

by William E. Greening

FORTY OR FIFTY YEARS AGO in the dim and distant days before the beginning of the First World War, two of the most oft-repeated and familiar names in Canada - were those of Sir William Mackenzie and Sir Donald Mann. Their bold exploits and projects were a constant subject of discussion both among the public and in the press and their influence and reputation spread far beyond the boundaries of Canada. Today, they are almost forgotten, yet their memory should be preserved as they must be counted among the builders of modern, twentieth century Canada.

Both these men were typical products of the Ontario farm in the era just before Confederation. Sir William Mackenzie was born in the little town of Kirkfield about seventy miles north of Toronto near Balsam Lake. He started his career as a school teacher, then kept store and finally drifted into railroading as a contractor and builder for the old Grand Trunk. Sir Donald Mann was born four years later at Acton, west of Toronto. He went into the lumbering business as a young man and from there, the transition from lumbering to railroad contracting was an easy one as the railways were very large customers of the lumber companies at that time. During the era when these two men came to maturity, the whole vast Prairie region of Canada was being opened to settlement and exploitation and its full potentialities were beginning to be realized. Both men were full of energy and ambition and saw in the region of the Great Plains a broad field for their activities. Mann became a railroad contractor in Winnipeg in 1880 and constructed sections of the part of the Canadian Pacific trans-continental line which was in the process of completion between Winnipeg and Calgary. In 1885 he joined forces with Mackenzie to form the contracting firm of Mackenzie and Mann. Together they built many important lines in the West such as the Calgary and Edmonton, and the Qu'Appelle, Long Lake & Saskatchewan which linked Regina and Prince Albert. By the end of the decade, Mann had become so famous as a railroad builder that he was offered jobs for the supervision of the construction of lines in regions of the world as remote from Canada as Chile and China.

This was a very favourable era for new rail enterprise in western Canada. The whole thousand-mile-wide belt of the Great Plains was almost devoid of rail transportation facilities save for the main line of the C.P.R. which had been completed by 1885. Under the terms of its charter from the Canadian Government, the C.P.R. had been given a complete monopoly for twenty years of all new railroad building in the area of Manitoba and of the Northwest Territories which was south of its line and north of the international boundary. But the new settlers who were beginning to enter the Prairies from the East were very dissatisfied with this state of affairs. They felt that the C.P.R. was making them pay through the nose for the transportation of their grain to the Great Lakes and they were very anxious to get the C.P.R. monopoly removed by the introduction of new lines into the West whose competition would bring down the freight rates there. This sentiment found a strong backing in the Government of

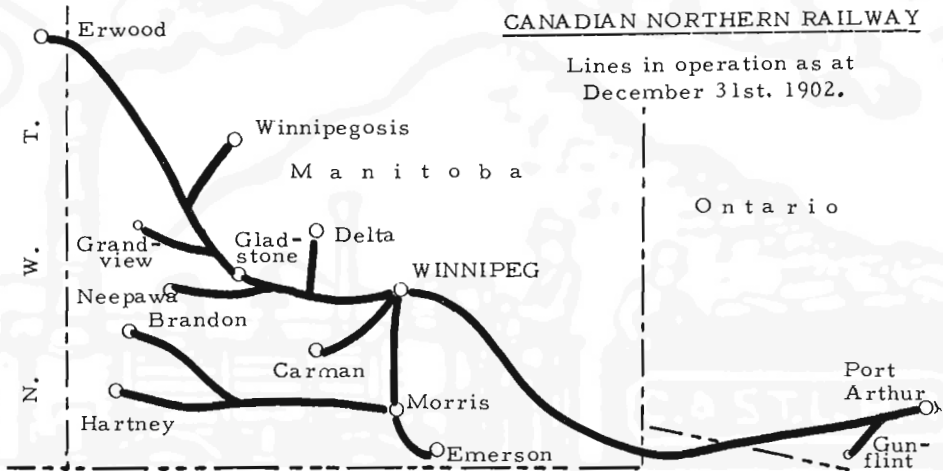
the Province of Manitoba. In 1887 it tried to get the Federal Government to remove the monopoly clause in the Canadian Pacific charter and when this move failed, it began to build its own line, the Red River Valley, against the strenuous opposition of the C. P. R. In 1888, the Manitoba Government gave the Northern Pacific, a U.S. transcontinental which ran from Minneapolis to the Pacific Coast, permission to extend its line northwards across the international boundary and the latter took over the Red River line. But the freight rates on the Prairies still failed to come down and the western farmers were still dissatisfied.

As further competition to the C.P.R. was apparently necessary in the West, Mackenzie and Mann saw their chance. In 1896 they decided to extend their activities from the field of railroad construction into that of railroad operation. In that year, they bought from the Manitoba Government, the charter of the Lake Manitoba Railway and Canal Co. which controlled a right-of-way about one hundred and twenty miles long from Gladstone in central Manitoba northwards to Lake Winnipegosis and they also bought another line which connected the City of Winnipeg with Lake Winnipeg and then they started to branch out into the Manitoba hinterland where the arrival of the railroad was greeted in each little community with great joy and expectation. This operation was not too difficult from the financial standpoint since both men were very skilful and persuasive in getting money for their projects, both from the Prairie governments and from the Federal Administration in Ottawa. Most politicians were very well disposed towards railroad schemes in Canada at this period because new lines were so vitally needed to fill up the great blank spaces on the map and for settlement and colonization purposes. In the middle of the 1890s, the long depression which had held the nation in its grip for over twenty years, at last came to an end; a mighty national boom began which was largely based upon the expansion of the new empire in the Prairies. Because of the vigorous new immigration policy which had been inaugurated by the Laurier Administration after 1896, great floods of new colonists poured into the Great Plains from the British Isles and from the countries of central and eastern Europe. "Give us new railways" was the cry everywhere across the West from Winnipeg to Edmonton. And by using such arguments, Mackenzie and Mann were able to get a large part of the construction of their new lines guaranteed by the Provincial and Federal Governments.

In 1900, the Mackenzie and Mann lines in Manitoba were consolidated into the Canadian Northern Railway Company and the pair managed to score a considerable victory over the C.P.R. The Manitoba Government had taken over the two hundred miles of Northern Pacific trackage in Manitoba and it now handed this over to the Canadian Northern on the condition that the latter would bring down its freight rates to levels lower than those which obtained in the C.P.R. Mackenzie and Mann made this move, the C.P.R. being eventually forced to follow suit to the great satisfaction of the wheat growers on the Great Plains. In the meantime, the Canadian Northern gradually pushed its lines southeastwards from Winnipeg through Fort Frances and Rainy River along the international boundary between Ontario and Minnesota until the Great Lakes were reached at Port Arthur in 1902. This was another source of rejoicing to the Prairie dwellers because the monopoly of the C.P.R. over freight transportation between the West and the Lakes was now ended.

During these same years, Mackenzie and Mann were also ex-

tending their lines from Winnipeg in an opposite direction northwards into a part of central Saskatchewan which was practically unpopulated and which lay far to the north of the existing limits of settlement. Here again, they ran into a stroke of luck. This whole section of the Prairies had long been shunned by colonists and thought to be hopeless for farming due to the severity of the climate. But, at this time, agricultural scientists had developed new species of fast-ripening and frost-resistant wheat such as "Marquis" and "Red Fife" which could be utilized here. Consequently, in the next decade, central Saskatchewan developed into one of the richest grain-producing areas in North America and the traffic along these new lines proved to be very profitable, especially in bringing in settlers and supplies. In 1905, the Canadian Northern, in the course of its westward advance, reached the youthful and fast-growing community of Edmonton in Alberta, and was completed.



In 1905, therefore, in less than ten years Mackenzie and Mann had done some remarkable things. They had constructed an important series of lines now well over 1,500 miles long, extending from the Great Lakes to the Rockies. This exploit alone would have been enough to put them in the same category as such railroad figures in the United States as James J. Hill, the creator of the Great Northern and the "Big Four" (Stanford, Huntington, Crocker and Hopkins) who carried the first United States transcontinental across the mountains of the Sierra Nevada into California. Most experts on railroading agreed that if they had stopped their operations at this stage, they would have met with complete financial success in the long run since the Canadian Northern lines on the Prairies had a sound future.

But the dreams and plans of these two empire builders had begun to take on grandiose proportions. Their ambitions steadily grew with the mileage of their lines and they gradually conceived the idea of making the Canadian Northern System as it stood in 1905, the basis of a new transcontinental line across Canada which would rival the C.P.R. as a vital link with the Canadian transportation system. This seemed like a natural move at the time; the population of Canada was growing so fast and economic expansion was so spectacular that the sky seemed to be the limit as far as the future of Canada was concerned. Economists, such as Stephen Leacock, and

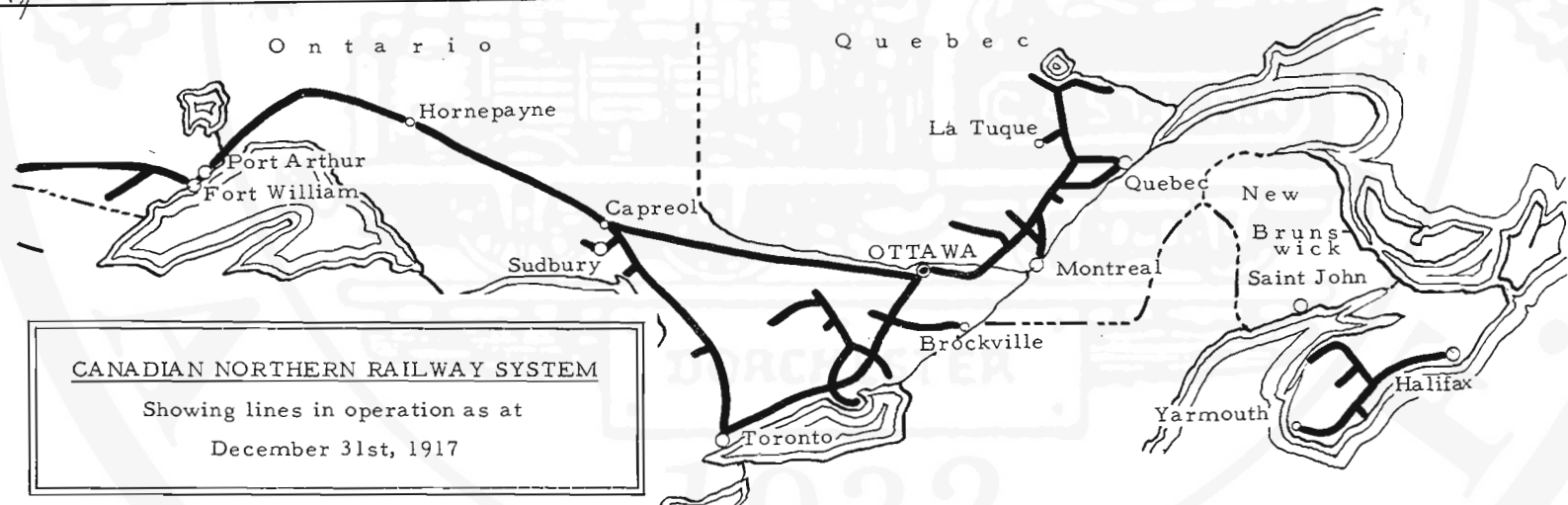
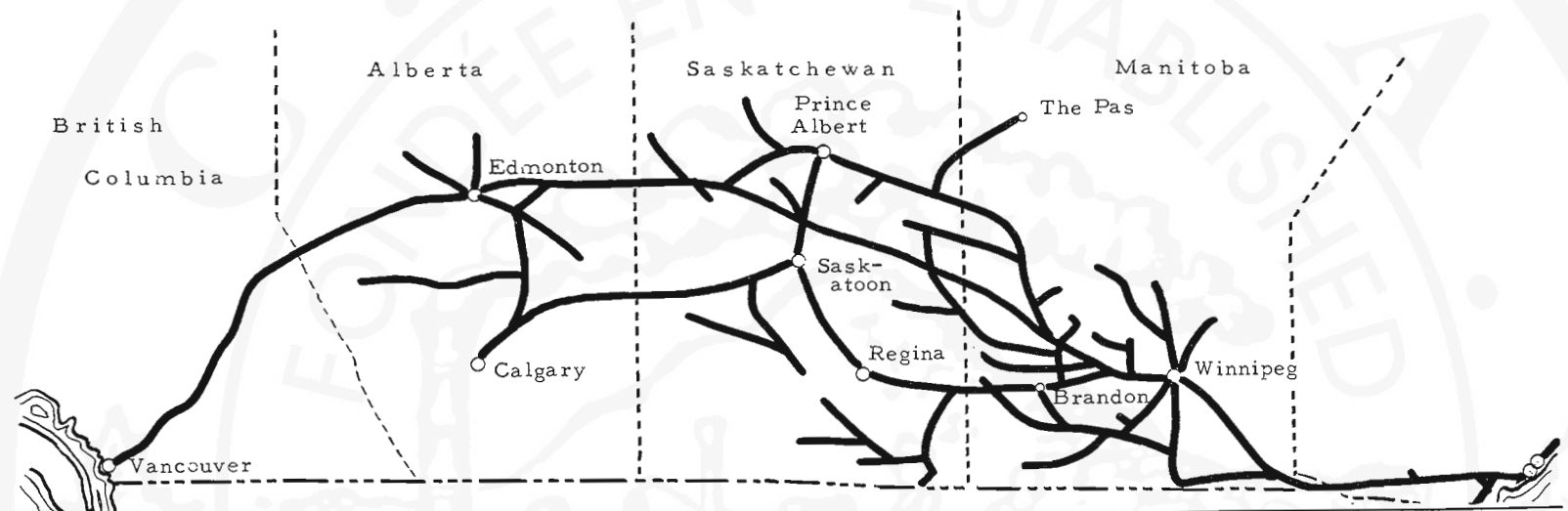
politicians who should have known better, were freely prophesying that Canada would have a population of well over one hundred million people by the Nineteen Twenties. It is no wonder under these circumstances, that many Canadians felt that there was room not only for two but for three or four competing transcontinentals across Canada.

The Laurier Administration in Ottawa was keenly interested in the plan of a new transcontinental and Mackenzie and Mann found little difficulty in getting the Cabinet there into a sympathetic and receptive mood towards their far-reaching projects; but another rival was now in the field. In 1900 the Grand Trunk was still confined to eastern Canada with a line running from Montreal westwards through Toronto to Chicago. Recently however, this road had come under the direction of a President whose ambition and vision equalled those of Mackenzie and Mann: Charles Melville Hayes who also had the ear of the Laurier Administration for another plan by which the Federal Government would subsidize a Grand Trunk transcontinental.

Mackenzie and Mann were willing to make some kind of compromise with the Grand Trunk by which the two roads would build a joint line between Port Arthur and the East, but Hayes and the Grand Trunk were determined to go their own way and apparently wanted to buy out the Canadian Northern. Finally the Laurier Government took the subsequent disastrous step of agreeing to give financial help to two new trans-Canada lines -- one built by the Canadian Northern and the other to be constructed jointly by the Grand Trunk and by the Government.

With this lavish aid from Ottawa, Mackenzie and Mann made further remarkable progress during the next few years. They had already secured a foothold in Eastern Canada by getting control of the Great Northern Railway of Canada which ran from Hawkesbury on the Ottawa River eastward through Joliette and Shawinigan Falls to Quebec city and with a branch line to Montreal, and they purchased some short lines in Nova Scotia. A line connecting Toronto and Sudbury was completed in 1908 and connecting extensions were projected from Sudbury to Ottawa and an entrance into the very heart of Montreal was planned with the boring of a tunnel under Mount Royal. Trackage was laid eastward from Port Arthur around the north end of Lake Nipigon through the Ontario wilderness in order to make connection with the Canadian Northern eastern lines near Sudbury. Going westwards from Edmonton towards Vancouver, at the other end of Canada, there was, of course, the difficult problem of getting a suitable route through the Rockies and the mountain ranges of British Columbia. Here, the Company chose the Yellowhead Pass near Jasper, which was far lower in altitude and easier from the construction standpoint than the Kicking Horse Pass, over which the C.P.R. main line had been laid to the south. Further mileage was built across the Prairies linking Prince Albert and Saskatoon with Calgary, which was reached in 1913.

But when Canada entered the First World War in 1914, the Canadian Northern at once ran into severe and unexpected difficulties. The total cost of the transcontinental and especially of the section along the canyon of the Fraser River in British Columbia en route to Vancouver, proved to be much higher than calculated. In addition, with the coming of the war, the two partners were unable to float further loans and issues of securities in the London money



CANADIAN NORTHERN RAILWAY SYSTEM
 Showing lines in operation as at
 December 31st, 1917

market which had been their chief source of financial support aside from the Canadian Government during the previous decade. And in 1914, the flood of immigration from Europe to Canada abruptly came to a stop and the boom in western Canadian farming and real estate was over for the time being. Much of the mileage of the Canadian Northern had been constructed in the expectation of future traffic and future benefits and these benefits now receded into the distant future. But such a vast project as this Transcontinental could not be left unfinished at this stage of the game in the middle of a world war. In 1915, the Port Arthur-Sudbury line and the lines across the Rockies from Edmonton to Vancouver were finally completed and Canada had a new transcontinental system extending from the St. Lawrence to British Columbia. But it was too late. The financial burdens created by the heavy interest payments on past Governmental loans and subsidies, were too heavy to be met and by 1916, the Canadian Northern was in a state of bankruptcy. When a final appeal was made to the Canadian Government for rescue in 1916, the latter finally decided that the only thing to do was to take over the whole far-reaching ten thousand mile system with all of its obligations. There is no need here to go into the story of how, after 1918, the Canadian Northern was combined with Canadian Government Rys., and later with the bankrupt Grand Trunk, to form the Canadian National.

Mackenzie and Mann had realized their goal of building a new Canadian transcontinental but they had bankrupted themselves in the process and they had lost control of the thousands of miles of line which had been raced to completion in record time across the Prairies and mountains and rock wilderness. Of course, they were cursed by many people in Canada at the time who had lost money in their varied enterprises and the taking over of the bankrupt Canadian Northern by the Canadian Government was to create heavy future loads for the Canadian taxpayer in the shape of the Canadian National debt. But one should not be too severe in judging their exploits at this distance of time. Undoubtedly they bit off a good deal more than they could chew when they planned their transcontinental, but they were, to a large extent, the victims of the boom psychology which was shared by many Canadians in the first years of this century, and they were far from being the only sinners in this respect.

Undoubtedly their achievement was an amazing one, and much that they accomplished was of solid and enduring value. When the lines forming the Canadian National were finally consolidated into one unified system after 1920, much of the Canadian Northern trackage, particularly in the Provinces of Quebec and Ontario was finally abandoned but the lines which were originally constructed by Mackenzie and Mann still form a substantial part of the present-day Canadian National network. The whole of the C.N.R. main transcontinental lines running westwards from Ottawa and Toronto to Longlac, north of Lake Superior, were originally part of the Canadian Northern. The same is true of the main line westward from Jasper to Vancouver. A large part of the Canadian National trackage on the Prairies and especially the important lines between Saskatoon and Calgary belong in the same category.

Canada, therefore, owes much to these men who were possessed of such vision and dynamism and who had such a vast faith in their nation's future. Among the great railroad builders of Canada, their place is no small or insignificant one.

STEAM LOCOMOTIVES IN OPERATION IN NOVA SCOTIA

ONE OF OUR SUBSCRIBERS, Mr. Charles Moore of Abington, Mass. has sent in some notes concerning operation of steam locomotives in Nova Scotia, which will be of interest to those planning summer vacation trips to that Province.

First of all, the Maritime Coal, Railway & Power Company, extending from Maccan to Joggins will cease operations on May 15. This railway still possesses two ex-CNR 2-6-0s, Nos. 9 and 10 formerly CNR 403 and 407 respectively. No.9 was reportedly in an accident with a snowplough and has suffered a considerable amount of damage, principally to the smokebox. No mention was made of No. 5, a 4-6-0, which we believe the line still owns.

At Stellarton, Old Sydney Collieries No.25, a 2-4-0 tender engine, which is eventually slated for inclusion in our Rail-

way Museum, is presently at work at Acadia Colliery, where it is on loan from the OSC operation at Sydney Mines. Its companions Nos.26 and 27 have been scrapped. At Sydney Mines, Mr. Moore found 0-8-0s Nos. 32 and 33 active and No. 30 having class 5 repairs. 2-6-0 No. 17 is reported to be under consideration for repairs and use at the Broughton mine, to replace an 0-6-0 which is in poor condition. No. 17 is presently used as a boiler in the enginehouse at Sydney Mines.

The Sydney & Louisburg Ry. is still running eight to ten steam locomotives daily. Active while our correspondent was at Sydney and Glace Bay were Nos. 85, 86, 88, 89, 90, 95, 104 and 105. Usable or under repair, engines 71, 91, 92, 93 and 94 were also noted. Engines 70 and 73 were scrapped during April. Engines 104 and 105 are in constant service between Glace Bay and Sydney. Mr. Moore reports that steam locomotives will continue to be used until more diesel locomotives are purchased.

GERMAN 0-4-0 PASSES THROUGH THE PORT OF MONTREAL

Of considerable interest to steam locomotive enthusiasts was the arrival at the Port of Montreal on May 12, 1961, of the diminutive German steam locomotive "Weimar", an 0-4-0 industrial tank engine. On May 17th, it was still outside shed No.29.

The "Weimar" was shipped from Rotterdam, Holland, per the M/S "Leapaul" of the Kirsten Lea Lines, represented in Montreal by Kerr Steamships Limited, and is consigned to the order of Jas. C. Valesh, of New Albin, Iowa, U.S.A. Kerr Steamships advise, however, that the little engine is destined to be conveyed to the Edaville Railroad museum by highway float.

The "Weimar" was built by the well-known German locomotive builders, Henschel & Sohn A.-G., at Kassel, in 1936, serial number 23036, and was apparently owned latterly by Grün & Bilfinger A.-G., of Mannheim. Of approximately 2-foot-gauge, or 60 cm., it weighs 7,300 kilos, or approximately eight tons. The wheels, manufactured by Krupp, are 25" in diameter; its characteristically high stack rises 3'2½" from its union with the smokebox. In excellent condition, the little engine is generally green in colour, with underframe and rods in dark red; its cab is open. The name "Weimar" appears in black on a white enamel name-plate. There is no owner's road number.

-- Leonard A. Seton.

Observations

- ★ The Board of Transport Commissioners for Canada has authorized Canadian National Railways to discontinue train service between Ottawa and Barrys Bay, Ontario, effective June 30th. The judgment was released on May 6th.
- ★ On May 15th, Canadian Pacific discontinued operation of its night train service between Montreal and Quebec, Que. Patronage on trains 157 and 158 had declined radically recently, and the decision was carried out despite protests and requests to reconsider the decision, made by the Provincial Legislature at Quebec. One request was made that the Company consider retaining the service, at least, from November 15th to May 15th each year, which is generally the period in which the legislature is in session, but the railway felt that it could not reconsider its decision on a service which was "manifestly non-profitable".
- ★ Some of our Montreal members travelled to Granby on the last passenger train to operate over the Granby Subdivision of Canadian National Railways, on Monday, May 1st. The removal of this train marked complete cessation of passenger service from the line which had once been the Montreal & Southern Counties (electric) Railway. Passenger Extra 1913 South ("No.706") ran from Montreal to Waterloo, Que., on that day, consisting of General Motors road switcher 1913 and two cars. The only special event along the way was a turnout of retired CNR and M&SC men at Granby, also reporters from the local press. The locomotive and cars were returned to Montreal on a wayfreight the following day.
- ★ In April, Canadian Pacific Railway placed orders for a total of 1,450 boxcars with three Canadian plants. The National Steel Car plant at Hamilton will build 700 50-ton boxcars, each of which will have a capacity of 3,900 cubic feet, and will measure 41'10" in length. Canadian Car Company at Montreal will build 450 similar units. The remaining 300 cars are insulated boxcars to be built at the Trenton, Nova Scotia plant of Dominion Steel & Coal Corporation, also known as the Eastern Car Company; value of the latter order is about \$4,250,000.
- ★ Viewing the pessimistic financial situation of many railways in North America, it is refreshing to notice a dispatch from the Republic of India stating that the government owned Indian State Railways have reported a \$41 million profit for the last fiscal year. The report also stated that passenger and freight traffic during the year was the highest in history, with the services having been used by 1,5 billion passengers and 145 million tons of freight!
- ★ According to recent releases, railway relocation in the Ottawa area under the National Capital Plan is expected to be completed by 1965, by which time both railways will be using a new \$5 million Union Station which is to be erected at Hurdman, adjacent to the Queensway. A recent amendment to the plan has been recommended to the Government, which would lower the Canadian Pacific's

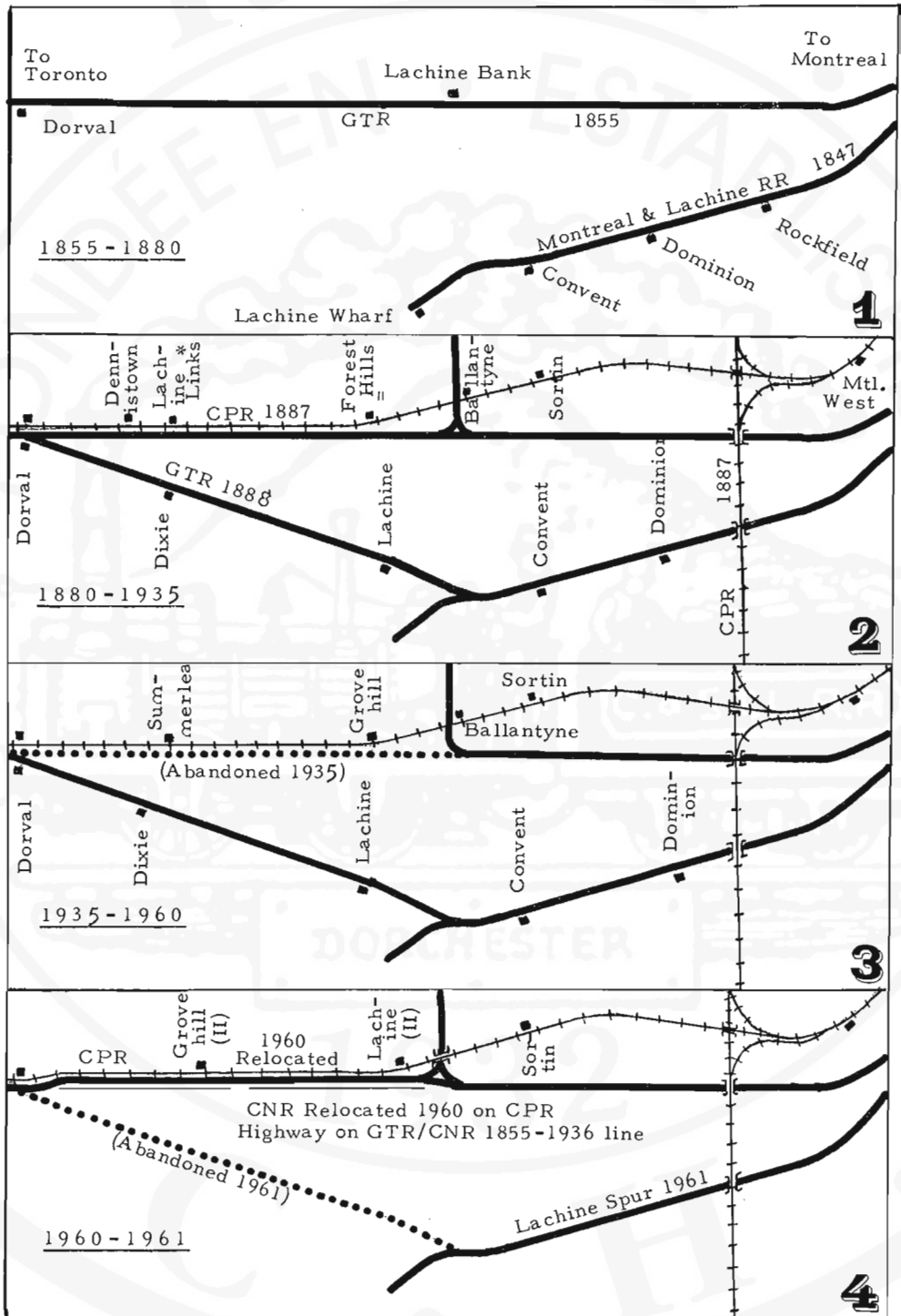
Prescott Subdivision for a mile and a quarter, between the bridge over the Rideau River and Gladstone Avenue, at an estimated cost of \$3,500,000. Finishing legal touches are now being put to the agreement between the N.C.C. and the Canadian National and Canadian Pacific systems, out of which will emerge the Ottawa Terminal Company to operate the future joint facility.

- ★ The weekend of May 20-22nd marked Canadian National's system headquarters move into its new 17-storey building on Lagachetiere Street in downtown Montreal. Movement of approximately 70,000 items of office equipment and supplies required the services of some 400 men and 45 moving vans. Buildings vacated included the former headquarters at 360 McGill Street, which was originally the head office of the Grand Trunk Railway of Canada. This building has now been sold to the Quebec provincial government.
- ★ Canadian Pacific Railway has sold Devil's Gap Lodge at Kenora, Ont., for an undisclosed sum, to Austin H. Ford of Calgary, Alta.
- ★ This month (May), the British railway guide, Bradshaw, ceases publication after 122 years of keeping the British public informed on the thousands of rail services at their disposal. While the British Transport Commission is considering issuing a comprehensive railway guide to replace Bradshaw, the BTC admits that it "won't be half so knowing" as the publication whose name has come to be a synonym, in the English language, for railway guides.

.....THE LAST TRAIN THROUGH LACHINE.....

At 12:01 AM, Eastern Standard Time, Sunday, June 4th, 1961, Canadian National Railways officially abandoned three miles of its main Montreal-Toronto line in the outskirts of Montreal, extending from the Lachine Wharf switch to Dorval station. At the same time, another 2½ miles of the same line extending from the west end of Turcot Yard to Lachine Wharf switch was reclassified as a single-track switching line; the Lachine Wharf spur is to be retained also, thus preserving, virtually intact, the original Montreal & Lachine Rail Road of 1847. Four stations existed along the line of railway affected, which has been replaced by a newly-constructed double-track main line running along the northern outskirts of Lachine, parallel to the Canadian Pacific's Winchester Subdivision. Two of the stations, Dominion and Convent, are situated on the reclassified line, while Lachine and Dixie stations are on the abandoned section. These stations last saw suburban service in July 1960. The last train to pass over the former Grand Trunk Railway line was a freight, Extra 3692 East, which passed Lachine station at 6:55 PM, in the wake of Train No. 2, the "Super Continental", which had passed only minutes before.

In bringing the new line into full use, Canadian National is actually reverting to a route which was in use until 1936, and then abandoned; this former railway extended from Dorval to Ballantyne and after abandonment, was taken over by the provincial government for use as a highway. Within the last five years, the proposals to build a new yard and terminal facility in the west end of the city have been carried out and to replace the tracks abandoned in 1936, Canadian National purchased the existing Canadian Pacific roadbed, moved the CPR to a new roadbed to the north, and restored the abandoned arrangement. Of course,



THE LAST TRAIN THROUGH LACHINE
(continued from page 66)

more favourable grade changes were incorporated in the new plans, the most important of which was the replacement of the former level crossing between the CPR and CNR at Ballantyne, with a grade separation, and some relocation was carried out at the eastern connection at Turcot West.

Four diagrams which accompany this description, on page 67, show graphically the changes which have come about in the 114 years since the Montreal & Lachine Rail Road was opened between those places in November 1847. A description and map of the new CNR Montreal Yard, will appear in a subsequent issue of the NR.

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ASSOCIATION NEWS
(continued from page 54)

only six hours in each direction in a Boeing 707 Rolls-Royce engine jet aircraft. Preliminary indications are that the 160 seats will be spoken for at an early date, and we would urge all members who entertain any possibility of coming along on the trip to make reservations at once. No financial commitment is required until October 1st, and reservations can be cancelled before that date at no cost.

NEWS REPORT DELAY

In order to bring the News Report back to the semblance of a schedule, the May and June issues have been combined this year, instead of July-August. Individual issues will be published for the two summer months.

LOCOMOTIVE DIAGRAMS

The response to the sale of locomotive diagrams as advertised in the last issue was most encouraging, and as a result, this feature will be continued in the future. Watch the July issue for the next offering of material.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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