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News Report

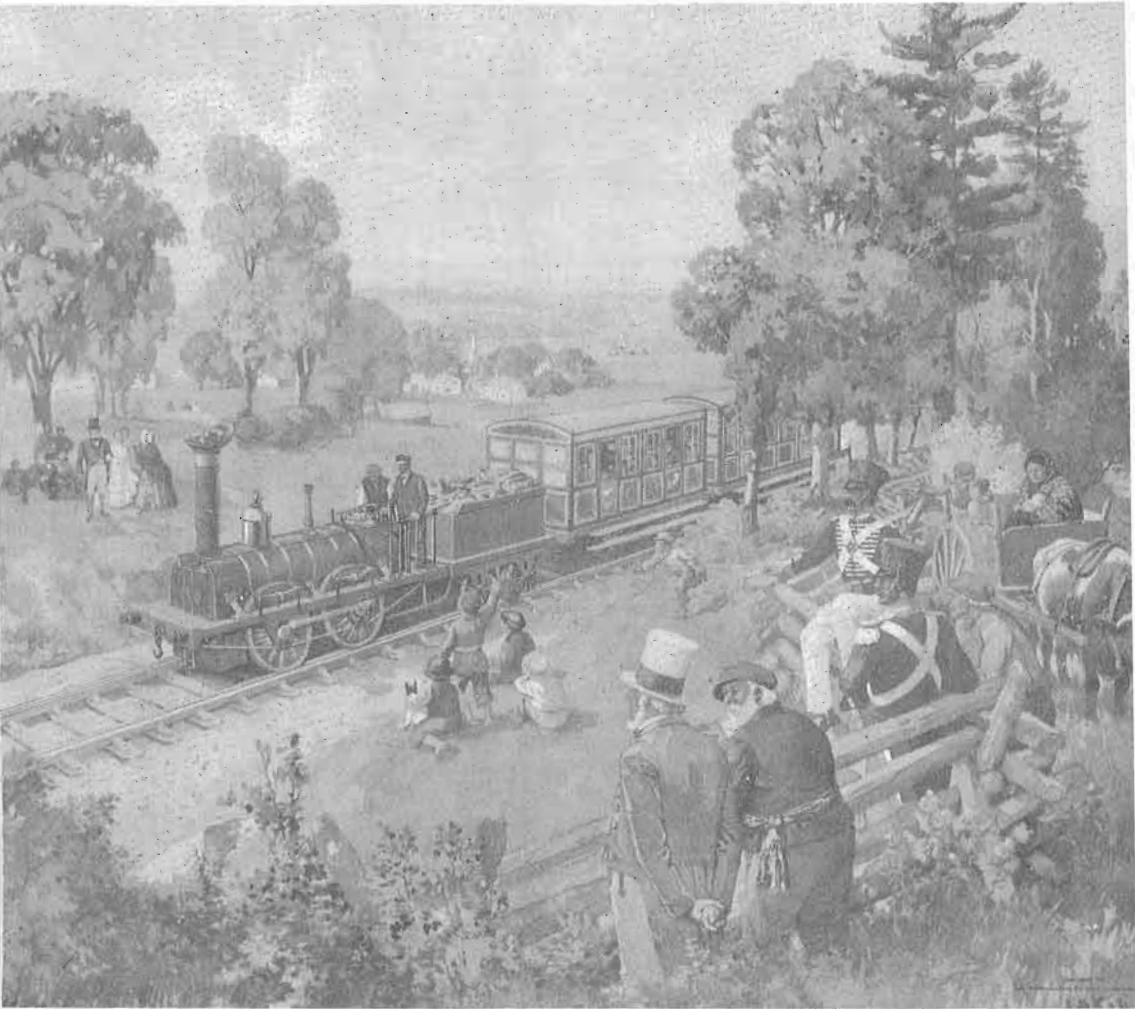
P.O. BOX 22.

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 123

JULY 1961



Opening of the Champlain & Saint Lawrence R.R., July 21st, 1836.

"There is the scene under the trees -- the train on its toy track of wood with strips of iron, its engine thirteen feet long, its two quaint cars like wooden playhouses, and all about it a sylvan scene of bright uniforms, gay crinolines, gentlemen in top hats, Lord Gosford, the Governor General, and off at fifteen miles an hour to St. Johns....."

-- Stephen Leacock.

The Museum

On July 19th, the Association formally signed the lease with Dominion Tar & Chemical Co. Ltd., and Canada Creosoting Company Limited, giving us twenty-five-year custody of about nine acres of land at Delson, Que., upon which our long-projected museum is to be erected.

The lease, which took effect on July 21st 1961, the 125th birthday of Canadian public railways, was signed for the Dominion Tar & Chemical Company Ltd., by its President, Mr. W.N. Hall, and Mr. S.A. Kerr, Secretary and Treasurer. For the Association, the signatories were our President, Dr. R.V.V. Nicholls, and the Secretary, Mr. W.L. Pharoah. On hand to witness the signing were Mr. H. R. Stenson, Vice-President and General Manager, and Mr. R.W. Ross, Comptroller, both of Canada Creosoting Company Limited, and Mr. O.S.A. Lavallee, Vice-President and Mr. Leonard A. Seton, Q.C., General Counsel of the Canadian Railroad Historical Association.

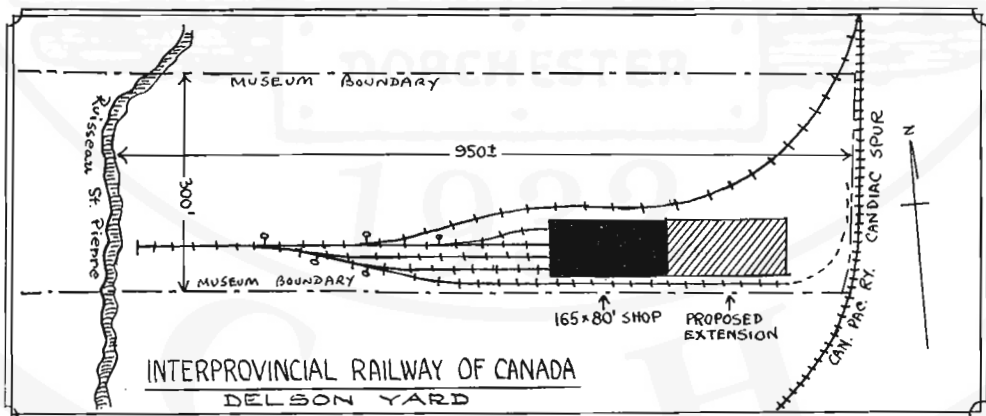
A number of other steps were undertaken consequent upon this signing which, incidentally provides for the renewal of the lease for a further period of twenty-one years, after expiry in twenty-five years, upon the

mutual consent of the parties thereto.

The following week, Mr. Frank Lewin, Chairman of the Building sub-Committee of the Museum Committee, signed a contract for the steel framing of our first building, which will be clothed in aluminum generously donated free of charge by the Aluminum Company of Canada, Limited. The initial shop building is to be 80 feet wide and 165 feet long, providing four tracks abreast which will afford 600 feet of track under cover. Provision is being made to extend this building as soon as additional financial resources are available to a finished length of 330 feet thus providing 1200 feet of shop track space, enclosed.

Negotiations are also under way with Canadian Pacific Railway to lay the track connection with its Candiatic spur, which will afford permanent connection to the Museum from the Canadian railway system. Delson is an official interchange point for Canadian Pacific, Canadian National and the Napierville Junction Railway, Canadian subsidiary of the Delaware & Hudson R.R.

The small sketch map reproduced below shows the property, and the relative position of the building being erected (black) and that proposed.



71 British engines to be kept

Probably the most impressive tidings to be released recently in railway historical circles is the news that British Railways intend to preserve no less than seventy-one prototype steam locomotives. This disclosure was made after recommendations made by a consultation committee to the British Transport Commission resulted in 27 locomotives, still in regular service, being selected for ultimate preservation in addition to forty-four units already kept for that purpose. The committee was made up in 1958 as a result of a meeting between General Sir Brian Robertson, Chairman of the British Transport Commission, and representatives of the principal railway and historical societies, and its purpose was to advise and assist the BTC's Curator of Historical Relics, to select railway equipment of historical interest.

If the announced plan has drawn any criticism at all, it is that some circles feel that it has not gone far enough; though seventy-one locomotives represent a considerable collection in anyone's terms, it is inevitable that sectional groups will have candidates to add to what is a rather formidable list considering that the motivating factor is purely historical and intellectual, rather than materialistic.

The British Transport Commission is to be applauded, in any event, for its forthright tackling of this project; our friends in the United Kingdom have rather more than the usual obligation to the railway industry in this field, since Britain was the birthplace of the steam locomotive, and will quite likely be its last resting-place as

well. That they have recognized this unique obligation to history will be evident from the list of the seventy-one engines, which is appended hereto. To the protagonists of other engines not fortunate enough to be included in the BTC scheme, we can only suggest that they undertake local preservation of such equipment.

Glancing down the list of the twenty-seven most recent "candidates", it is encouraging to note the inclusion of many of the famous names and types familiar to the enthusiast living in the first half of the Twentieth Century. There is "Mallard" for example, the famous LNER 4-6-2 which holds the world's official speed record for a steam locomotive, 126 m. p. h. The Great Western's "Castles" and "Kings" are represented, the latter by "King George V", the engine that crossed the Atlantic to attend the B&O "Fair of the Iron Horse" in 1927. There will be a Southern "King Arthur" and a "Lord Nelson" and a "West Country" or "Battle of Britain". The LMS engines will include a Stanier, "7P" 4-6-2 "City of Birmingham" but alas, no "Royal Scot" -- perhaps the most familiar British engine to North Americans.

It is fitting, too, that the selection should include the important contributions made by British Railways since amalgamation, and one views with pleasure, inclusion of No. 70000, "Britannia", a 4-6-2. Appropriately last on the list is perhaps the only locomotive ever to be committed to a museum from the moment it was outshopped -- the 2-10-0 No. 92220, "Evening Star" the last steam locomotive to be built for British Railways.

LOCOMOTIVES PRESERVED PRIOR TO 1948

<u>Year Built</u>	<u>Type</u>	<u>Locomotive</u>
1822	0-4-0	Hetton Colliery
1825	0-4-0	Stockton & Darlington Ry. LOCOMOTION
1837	2-2-2	Great Western Ry. NORTH STAR
1845	2-2-2	Grand Junction Ry. No. 45 COLUMBINE
1846	0-4-0	Furness Ry. No.3 COPPERNOB
1847	2-2-2	London & North Western Ry. No.173 CORNWALL
1857	0-4-OWT	Wantage Tramway No.5 SHANNON
1865	0-4-OT	London & North Western Ry. PET (narrow gauge)
1868	0-4-OT	South Devon Railway TINY (broad gauge)
1869	2-2-4T	North Eastern Ry. No.66 AEROLITE
1870	4-2-2	Great Northern Ry. no.1 (Stirling 8 Class)
1874	0-6-0	North Eastern Ry. No. 1275
1875	2-4-0	" " " No. 910 (901 Class)
1880	0-6-OT	London Brighton & South Coast Ry. #82 BOXHILL
1885	2-4-0	North Eastern Ry. No. 1463
1886	4-2-2	Caledonian Ry. No.123
1892	2-4-0	London & North Western Ry. #790 HARDWICKE
1893	4-4-0	North Eastern Ry. No.1621 (Class M.1)
1893	4-4-0	London & South Western Ry. No.563 (Class T.3)
1893	0-4-2T	S. & M. R. GAZELLE
1894	4-6-0	Highland Ry. No.103 ("Jones Goods")
1898	4-4-2	Great Northern Ry. No.990 HENRY OAKLEY
1899	4-2-2	Midland Ry. No.118 (115 Class)
1902	4-4-2	Great Northern Ry. No.251 (Class C.1)
1903	4-4-0	Great Western Ry. No.3440 CITY OF TRURO

LOCOMOTIVES PRESERVED IN 1951

1866	2-4-0	Midland Ry. No.158A (Class 1)
1907	4-6-0	Great Western Ry. No.4003 LODE STAR.

LOCOMOTIVES PRESERVED IN 1953

1866	4-4-0	Metropolitan Ry. No.23 ("A" Class)
1889	2-4-2T	Lancashire & Yorkshire Ry. No.1008 (Class K.2)
1895	2-4-0	Great Eastern Ry. No.490 (Class T.26)
1898	4-4-0	Highland Ry. BEN ALDER ("Small Ben" Class)
1901	4-4-0	South Eastern & Chatham Ry. No.737 (D Class)
1902	4-4-0	Midland Ry. No. 1000 (Class 4)
1903	2-8-0	Great Western Ry. (Class 28xx)
1909	4-4-2T	London Tilbury & Southend Ry. No.80 THUNDERSLEY
1911	2-8-0	London & North Eastern Ry. (Class 0.4)

LOCOMOTIVES PRESERVED SINCE 1953

1897	0-6-0	Great Western Ry. No.2516 (2301 Class)
1913	4-4-0	North British Ry. No.256 GLEN DOUGLAS
1920	4-4-0	Great North of Scotland Ry. No.49 GORDON HIGHLANDER ("F" Class)

LOCOMOTIVES DONATED SINCE 1953

1865	0-4-OT	London & North Western Ry. No.1439
1872	0-4-0	Metropolitan Ry. Tram Loco. No. 807
1882	0-4-2	London Brighton & South Coast Ry.#214 GLADSTONE
1885	0-6-4T	Mersey Ry. No.5 CECIL RAIKES

LOCOMOTIVES SCHEDULED FOR PRESERVATION

<u>Year Built</u>	<u>Type</u>	<u>Locomotive</u>
1874	2-4-OWT	London & South Western Ry. "3298" Class
1891	0-6-0	North Eastern Ry. No.1576 (C Class)
1897	0-4-4T	London & South Western Ry. (M.7 Class)
1899	4-4-OT	London & South Western Ry. (T.9 Class)
1904	0-6-OT	Great Eastern Ry. No.87 (P.57 Class)
1919	0-8-0	North Eastern Ry. (Class T.3)
1920	4-4-0	Great Central Ry. No.506 BUTLER HENDERSON
1921	0-8-0	London & North Western Ry. Class G2.
1923	4-6-0	Great Western Ry. No.4073 CAERPHILLY CASTLE
1924	0-6-0	London Midland & Scottish Ry. Class 4F.
1925	4-6-0	Southern Ry. "King Arthur" Class.
1926	4-6-0	Southern Ry. "Lord Nelson" Class.
1926	2-6-0	London Midland & Scottish Ry. Class 5
1927	4-6-0	Great Western Ry. No.6000 KING GEORGE V.
1930	4-4-0	Southern Ry. "Schools" Class.
1934	4-6-0	London Midland & Scottish Ry. Class 5.
1935	2-6-4T	London Midland & Scottish Ry. Class 4. (three cylinders)
1936	2-6-2	London & North Eastern Ry. Class V.2
1937	4-6-2	London Midland & Scottish Ry. No.6253 CITY OF BIRMINGHAM (Class 7P)
1938	4-6-2	London & North Eastern Ry. No.4468 MALLARD
1942	0-6-0	Southern Ry. Class Q.1
1945	4-6-2	Southern Ry. "West Country" or "Battle of Britain" Class.
1947	0-6-OPT	Great Western Ry. Class 94xx.
1951	4-6-2	British Railways No.70000 BRITANNIA (Class 7)
1954	4-6-2	British Railways No.71000 DUKE OF GLOUCESTER (Class 8)
1956	4-6-0	British Railways Class 5 (with Caprotti gear)
1960	2-10-0	British Railways No.92220 EVENING STAR.

Arrangements to store all of these locomotives have not been made, as yet, and in any event, it will be many years before some of those in the last group are released from service. According to British Railways Magazine, from which the foregoing information was taken, however, the Great Western Ry. 4-6-0 CAERPHILLY CASTLE is to go to the Science Museum, South Kensington, London, while the LMSR 4-6-2 CITY OF BIRMINGHAM is to go to the Museum of Science and Industry in Birmingham.

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NORMAN LOWE is Back in the Fold!!!!

If any of the members wondered how we obtained that excellent newspaper coverage of the July 22nd Excursion to Victoriaville -- wonder no more! By dint of a little arm-twisting (but not too much), the Chairman of the Publications Committee, Mr. Dave Henderson succeeded in convincing one of CRHA's longer-term members, Mr. J.Norman Lowe, to resume his activity as publicist, a post which he filled ably and well several years back. Norman will be handling liaison with press, radio and television outlets and will also act as information officer handling releases covering all phases of our activities. Members are therefore asked to channel any inquiries in this field to Mr.J.N. Lowe, Public Relations Officer, C.R.H.A., Box 22, Station "B", Montreal 2.

... and France keeps 19

Railway museums continue to be in the news. Our friends in France, apparently not to be outdone by the decisive action of the British Transport Commission in setting aside some seventy steam locomotives to be preserved for historical purposes, have decided to assemble nineteen steam locomotives, one railcar and some rolling stock, already officially preserved for historical reasons, in one central location at Chalon-sur-Saone. Hitherto, this equipment has been stored by the different regions of the Societe Nationale des Chemins de Fer Francaises, and the new move is thus a step toward the eventual establish-

ment of a national railway museum for France.

This action has been made possible by the release of certain covered and enclosed space at Chalon-sur-Saone; twelve of the locomotives and the railcar were moved to this location by April 15th last. In addition to this equipment, we understand that the SNCF intend to add two further 4-6-2s and a 2-8-0 from the former Northern Railway of France, also an SNCF 4-6-4 and a 2-10-0.

A list of the nineteen locomotives presently preserved follows:

S.N.C.F. No.	Original Railway and No.	Builder and date	Notes	Type
--	Paris-Rouen Ry. #33	Buddicom, 1843	(a)	2-2-2
--	Montereau-Troyes Ry. #5	Hallette, 1847	(b)	2-2-2
--	Paris-Strasbourg Ry. #80	J.F.Cail & Co., 1852	(c)	4-2-0
3-120 A 36	Etat #2029	Schneider, 1882		2-4-0
4-121 A 340	Paris-Orleans #340	Sharp-Stewart, 1883		2-4-2
--	Nord #701	Ste.Alsacienne, 1885		4-4-0
--	P-L-M # C 145	Ateliers d'Arles, 1900		4-4-0
2-221 A 30	Nord #2670	J.F.Cail & Co., 1904		4-4-2
5-030 A 1	P-L-M # 1423 (ex Paris-Lyon)	J.F.Cail & Co., 1854		0-6-0
4-230 B 614	Midi #1314	Ste. Alsacienne, 1902		4-6-0
3-230 C 531	Ouest #2731	Ste. des Batignolles, 1905		4-6-0
4-231 A 546	Paris-Orleans #4546	Alco, 1908		4-6-2
--	Nord # 3.1102	Schneider/La Chapelle, 1911		4-6-4
5-040 A 51	P-L-M #4052	Ateliers de Paris, 1874		0-8-0
5-040 B 9	P-L-M #3219	Schneider, 1893		0-8-0
4-140 A 908	Midi #4008	J.F. Cail & Co., 1904		2-8-0
1-241 A 1	Est # 41 001	Ateliers d'Epemay, 1925		4-8-2
5-150 A 65	Paris-Orleans #6065	Ste.Franco-Belge, 1913		2-10-0
4-032 AT 312	Midi #312	Kessler, 1856		0-6-4T

The railcar is Autorail No. XM 5005, formerly Est system #54 005, built by Michelin in 1936.

Note (a)- Locomotive named " St-Pierre"
 " (b)- " " " " Sezanne "
 " (c)- " " " " Le Continent "; this locomotive is a Crampton 4-2-0 and is maintained in running condition along with four contemporary passenger carriages, at the depot at Sezanne. It is much in demand for historical observances.



Montreal Transportation Commission

Of Centenaries and Subways

BUOYED UP BY REGULAR PROMISES from their city administrators that the long-talked-about rapid transit system is in the offing, Montrealers are meanwhile being reminded by special "1861-1961" signs (see cut) on the MTC's 2000-odd autobusses that this is the centenary year of transportation in the Canadian metropolis.

The MTC, under the energetic direction of its new Chairman and General Manager, has undertaken a regular programme of observances to mark the centenary of public transit, designed to bring before the public the indispensable part which the system has played in the development of the city. The Commission has called in a public relations consulting firm who have designed a simple but attractive theme-piece embodying the dates 1861 and 1961, and it is probable that other steps will be taken to mark the centenary, such as the issuing of special commemorative tickets in the autumn, when the 100th anniversary of the opening of the first route, will occur. It is also possible that the Commission will issue an official booklet outlining the history of transportation in Montreal.

The public observances began well with a reception and buffet-luncheon at Youville Shops on Thursday, May 13th. Marking the hundredth anniversary of the granting of the charter of the Montreal City Passenger Railway by the Legislature of the Province of Canada, the guests included His Worship Mayor Jean Drapeau, who read a proclamation marking the beginning of the transit centenary year. Several hundred invited guests participated, the reception being held in the former street railway repair shop on the Commission's property in north-end Montreal. The MTC Historical Collection and some cars owned by our Association were on display, with the principal units being arranged, facing the transfer-table pit, in chronological order, beginning with the "Rocket", Montreal's first electric car (1892) and ending with the PCC car (1944). The front platform of the "Rocket" was used as a platform from which the Mayor read his proclamation, and Brigadier Gauvreau extended greetings. The car was flanked on either side by a new bus bearing the number "100" on the route number curtain. The cars had not been moved since September, 1959 when the pageant marking the termination of rail service was held; some cars had to have their motor leads reconnected for the re-arrangement, which was carried out (without noticeable reluctance on his part) by Mr. Len Brook, who was the last officer to be in charge of Youville as a car repair shop.

Also on display, though not, strictly speaking, a part of the Montreal car collection, was the Association's open car No.8, which represented a type which was very popular and prolific in Montreal as in other North American cities, and it elicited much comment.

After the speeches, the guests were invited by Brigadier Gauvreau to partake of an excellent cold buffet, to which ample justice was done. It was contained on two long trestle-tables, and included in its bill-of-fare just about every salad and cold meat confection that could come to mind, doing credit to Montreal's reputation as a gastronomic and gourmet centre. At the Chairman's invitation, the guests were invited "for the first time in the hist-

....OF CENTENARIES AND SUBWAYS.... (cont'd)

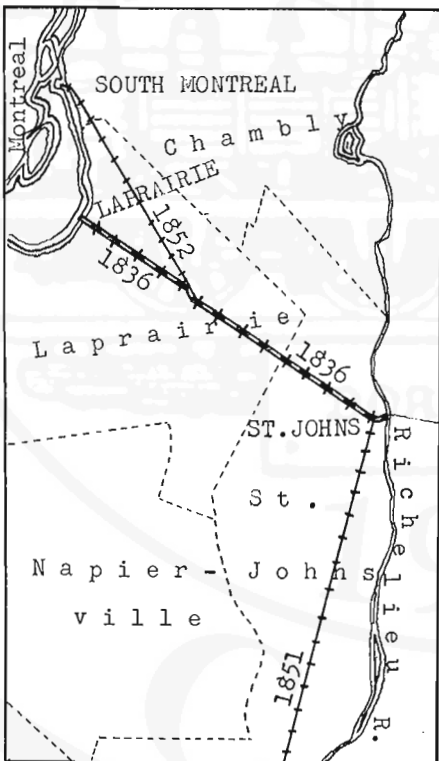
ory of Montreal transportation", to sit in a car or bus of their own choosing, and enjoy a meal with the compliments of the MTC.

Following the buffet, the guests were taken on a tour of the Cremazie Garage bus repair facilities, which are among the most advanced on the continent, and of which the MTC is justly proud.

The reception pronouncements were marked by the Mayor's admission that there is no more doubt that a subway is the only answer to the traffic congestion, a sentiment which Brigadier Gauvreau seconded strongly in his own remarks.

Early in June, the Chairman and other MTC officers left for a tour of the rapid transit lines in Europe. On June 21st, Mr. Lucien Saulnier, Chairman of the City of Montreal Executive Committee, told a group of businessmen that Montreal "will have a subway soon"; he said that planning board work on one of the two subway routes was "completely finished" and that it was "well advanced" on the other route. It is presumed that his statements referred to the "north-south" and "east-west" lines, respectively, and while no intimation was given as to the precise location of these routes, it is thought that there is little doubt that they will follow closely the routes recommended in the MTC 1953 Subway Report.

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CANADA'S FIRST RAILWAY LINKED
ST. LAWRENCE AND RICHELIEU.

Canals and waterways were still dominant in the economy of the Province of Canada, when the first public railway was opened just 125 years ago, on Thursday, July 21st, 1836. It extended, almost in a straight line, from Laprairie, opposite Montreal, for 14½ miles to St. Johns, on the Richelieu River.

Though the wood-and-strap-iron rails were replaced by iron ones sometime before 1849, the railway itself remained at its original length until August, 1851, when it was extended to Rouses Point, NY, and a connection with U.S. roads. In 1852, the Montreal end was diverted to a much closer terminus directly opposite Montreal, at Moffat's Island off St. Lambert. This terminal was called South Montreal.

.....the COVER PICTURE this month is of a painting done for the Confederation Life Association by J. D. Kelly, about 1945.

ONE HUNDRED AND TWENTY FIFTH ANNIVERSARY
OF PUBLIC RAILWAYS IN CANADA.



"ON THURSDAY, the Champlain and St. Lawrence Railroad was opened in a manner that reflected the greatest credit upon the Railroad Company, and that will not be soon forgotten by those who took part in the occasion....."

The Montreal Morning Courier, issue of Saturday, July 23rd, 1836, went on to describe, in glowing terms, the events of two days previously, events without precedent in the history of British North America marking, as they did, the dual occasion of the opening of the first public railway, and the operation of the first railway steam locomotive engine. The newspaper continues its account in the era's inimitable journalistic style:

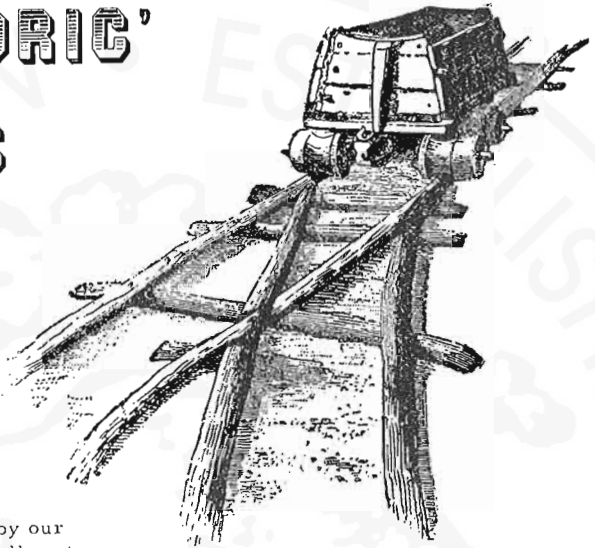
".....By twenty minutes to eleven o' clock, on the forenoon of Thursday last, a company of nearly 300 ladies and gentlemen, among whom were His Excellency, the Earl of GOSFORD, Sir GEORGE and Lady GIPPS, Sir CHARLES GREY, Mr. Secretary ELLIOTT, the Hon. PETER MCGILL the President of the Railroad Company, a number of members of the Provincial Legislature, the officers of the Garrison, and many other gentlemen of the town, found themselves in the Princess Victoria steamboat, under way for Laprairie, ploughing the waters of the St. Lawrence, with a beautiful sky overhead, and the excellent band of the 32nd Regiment on board....."

".....After landing at the Railroad Wharf, which runs out into the river a considerable way, the company proceeded to the cars which were inn waiting at the termination of the Railway to convey them to St. Johns. Before starting, the locomotive engine made two short trial trips with its tender, and as the accident which occurred lately to it had not been thoroughly repaired, it was deemed advisable to attach to it only two of the passenger cars, all of which are very comfortably fitted up and elegantly painted outside; while the other cars, with the rest of the Company, were drawn each by two horses. The locomotive with its complement soon shot far ahead of the other cars, which passed along the road just as fast as the nags, which were none of the fleetest, could drag them....."

".....The motion was easy, and elicited from many, comparisons far from favourable to the usual comforts of travelling by the stage road. In less than two hours from starting, all the company had arrived at St. Johns in good time, and in excellent mood for a cold collation at the Railway Station House, which was pleasantly cool, and decorated with green branches..."



'PREHISTORIC' RAILWAYS



An outline of the remarks made by our President, Dr. Robert V.V. Nicholls, at the June meeting of the Association.

The President of the Association chose a topical subject for the paper which he delivered at the June meeting, which was the final gathering of the general membership for the 1960-61 season. Dr. Nicholls' talk dealt with "Prehistoric Railways", by which title it is intended to separate those railways which existed in Canada prior to the opening of the first public railway in 1836. The advent of the 125th anniversary of the opening of the Champlain & Saint Lawrence Rail Road, which we will observe in July, tends to create the impression generally that this was the first railway in Canada. It is true that it was the first railway of any considerable length, if the word "Considerable" may be used in this case to designate a system only fourteen miles in length. It is equally true that it was the first railway to use a steam locomotive for traction, though not the first railway to use steam for propulsion. Hence, we may term the Champlain & Saint Lawrence as the "first steam - locomotive-operated public railway in British America",

That it was not, simply, "the first railway" was brought out in Dr. Nicholls' remarks, which were based on many years of research. Perhaps for the sake of clarification, these early lines might be designated as "rail-ways" (with equal emphasis on each word) since they approximated this literal description more closely than the highly-specialized product of industrial design which uses this term in our times.

Much research yet remains to be done on the first known rail-way in what is now Canada. It apparently existed at Mineral Rock, in the Mira River Valley of Cape Breton, during the French Regime. Dr. Nicholls assigns a tentative date of 1740 for this small line, which was used to carry coal from a primitive mine down to a landing stage, whence ships brought the coal to the fortress at Louisbourg. In recent years traces could still be found of the embankment on which the tramway was laid, but no information exists as to whether it was worked by animals,

men or by cable, or to what extent or over what period it existed. The Louisbourg papers have yet to be examined for references to this operation which could, quite possibly, have been the first rail-way in the western hemisphere.

The next examples, which are much more tangible, take the researcher forward to the 1820s. In the estimates of the Royal Engineers for 1822, there appears an appropriation of £695 for the purpose of building a rail-way up the escarpment of Cape Diamond at Quebec. The railway was indeed constructed in 1823, and took the form of an inclined plane, or "funicular", utilizing double-track on which functioned two small waggons, counterbalancing one another at each end of an endless rope. There was a "passing track" halfway up the 500-odd feet of rail-way, where the two cars passed one another. At first, the counterbalancing was aided by a capstan apparently propelled by horses, but a later account, in 1829 refers to a fire in the "steam-engine house" referring undoubtedly to a low-pressure stationary steam-engine. This inclined plane was an object of local interest, and it is referred to in contemporary descriptions of Quebec as late as 1833. Plans were prepared by the Royal Engineers, and copies of these plans exist today in the Public Archives. Watercolour sketches showing the manner in which the rail-way was carried over the street in the Lower Town also attest to the existence of this interesting early operation, whose life spanned at least ten years. The principal use to which it was put, was to carry the stone blocks up to the Citadel which was then under construction, and which remains one of the most prominent features of the Quebec landscape.

Dr. Nicholls then told the members about Mr. James George, who had come out from England in 1810 and who shortly became a successful merchant and public figure. George was also a founder of the St. Lawrence Association, who were advocates of improvement in interior communication, but one of his principal personal interests was in the possibilities of rail-ways; he obtained the third Canadian patent in 1823, covering an "improvement" in the construction of rail-ways, and

shortly thereafter, he obtained a grant of land near Kingsey, in the Eastern Townships, upon which he set up an experimental wooden railway of which we unfortunately lack details. Reference to this line, "in the woods, 120 miles from Quebec", was made in an editorial published in the Acadian Recorder, so that its fame was quite wide-spread.

Vague references exist to another construction tramway, which was used to carry stone blocks for use in constructing the Rideau Canal in the 1820s.

By the end of the third decade of the Nineteenth Century, railways had come into pretty general use in Britain; indeed, they were almost commonplace. It is not surprising then that the British-owned General Mining Association, whose activities in the coal-mining field in Nova Scotia started about this time, should turn to rail-ways as a means of transportation in this area. In the period 1829-1830, horse-powered coal tramways were established at Sydney and at Bridgeport, in Cape Breton, and at Stellarton, on the Nova Scotia mainland. The latter line remained to be extended in 1838 from the Albion Colliery to Dunbar Point, at which time it saw the introduction of three locomotives built by Timothy Hackworth in England and sent out by sailing ship. One of these three 0-6-0s, named "Samson", is still preserved at New Glasgow, the oldest remaining Canadian rolling stock relic.

Dr. Nicholls, in concluding also made reference to another obscure tram-way or rail-way, which was used to circumvent the falls at Grand Falls, New Brunswick, and he tentatively assigns the date of this operation as 1833.

Undoubtedly, many other "pre-historic railways" remain to be uncovered by assiduous research in newspaper files and in government reports; it is a fertile, but virtually untouched field and it is hoped that the initial exploratory work which has been done will inspire some latter-day researcher to carry our knowledge forward so that it may compare with the generous research which has marked the period following steam-locomotive-operated railway in 1836.



by Anthony Clegg.

NEW MONTREAL YARD

Last month, on June 4th, 1961, the Canadian National Railways placed in operation its new Montreal Yard - one of the most modern freight classification yards in North America. It is estimated that it will have cost in the neighbourhood of \$30 million when all construction bills are paid, and the network of individual yards and connecting trackage is believed to be the world's largest assembly yard for railway cars. It has a total capacity for 10,600 cars, excluding thoroughfares, through tracks and the Diesel Yard, and can classify a maximum of 5 cars per minute.

This vast complex of tracks and trains, which took some ten years to design and build, had its beginnings with the formulation of long-range plans in 1951. During the following four years, the National Railways purchased some 800 acres of land adjacent to the L'Assomption Subdivision and immediately west of the CPR's St. Luc Yard. The site, 3,300 feet wide by almost two miles in length, was between the single-track freight line, originally the Jacques Cartier Union Railway, and Cote de Liesse Road, one of the main highways west of Montreal.

It was not until 1956, however, that actual construction was commenced; but after that date, the area underwent a rapid and complete transformation. Where previously cows had grazed, automatic retarders sprung up - where horses had trotted behind riding stables, television, teletypes and talk-back speakers were installed.

Changes followed one another in rapid succession until late in 1960 when the yard and its ancillary facilities were ready for tests. During the latter part of that year and the early months of 1961, limited use was made of the new facilities, which were collectively named "Montreal Yard". During this practice period, difficulties of operation were ironed out, and most of the problems inherent in a new set-up were overcome. Problems inherent in a new set-up of such magnitude were overcome.

Full scale operations were transferred from Turcot on Sunday, June 4th last, and the National System's Montreal Yard is now in complete operation.

The design of the yard is unique in that it consists of a dual hump for main line classification, as well as a single hump for the remarshalling of locals and wayfreights. The two tracks on the main hump are side by side, and signals and switches are so arranged that two trains can be humped at the same time if necessary. There is an electronic scale on each of the two leads below the crest of this main hump: upon these scales, cars are weighed as they pass.

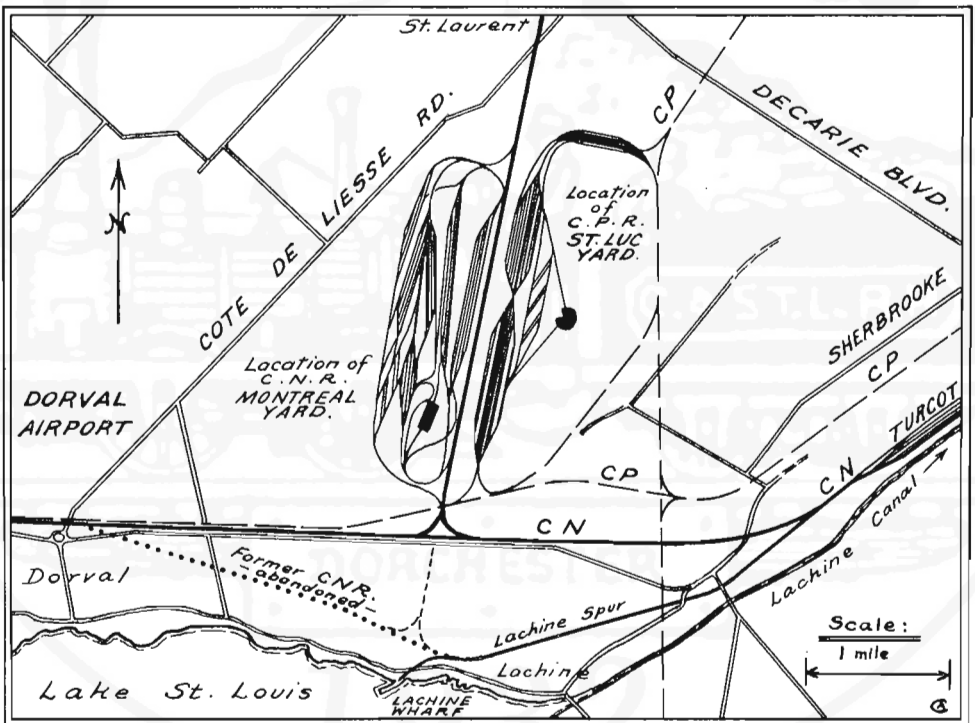
The accompanying "Plan A" of Montreal Yard shows the general layout of the yard and the relationship of the various sub

yards to each other and to the locomotive shop. summarized as follows:

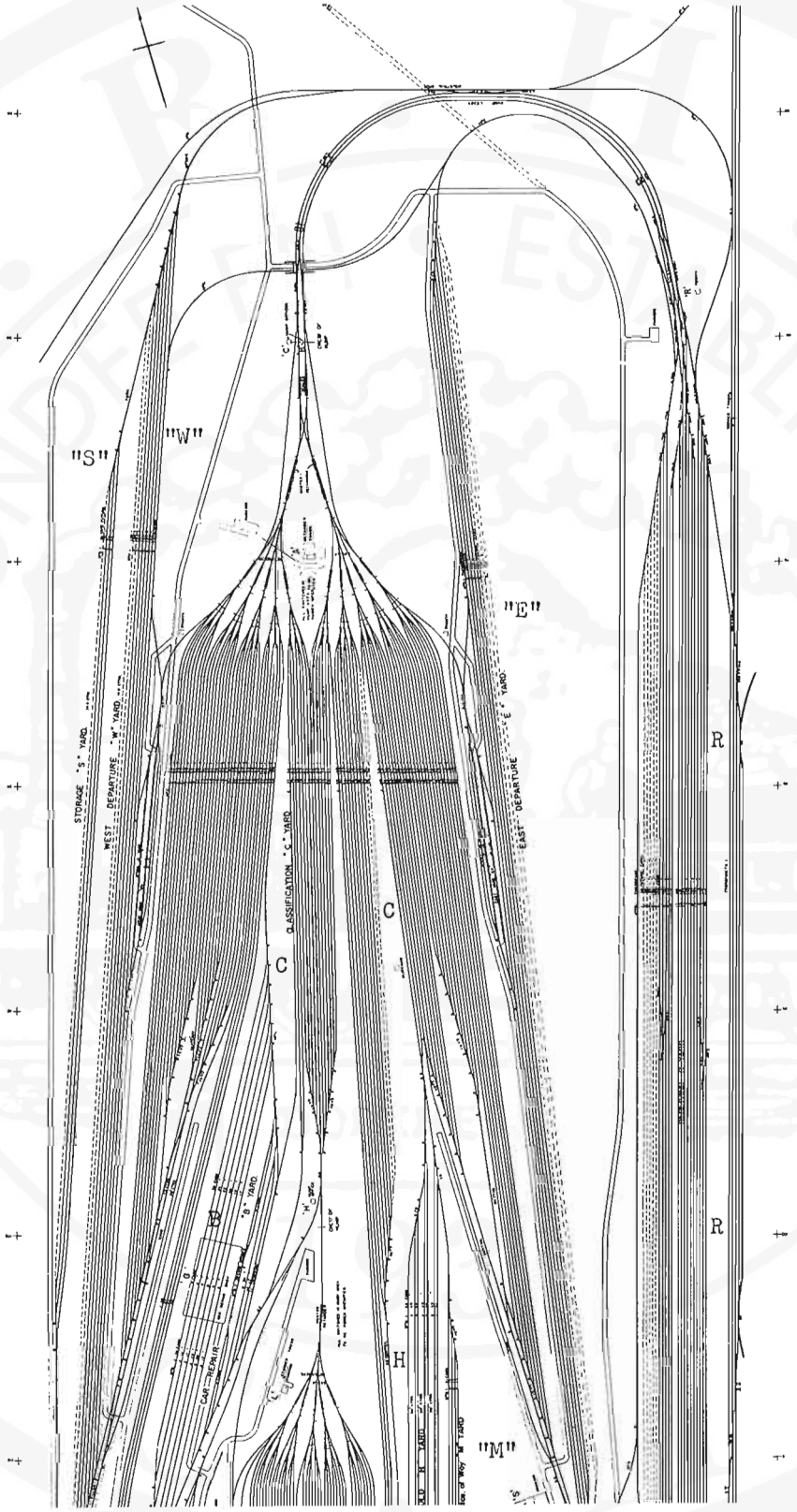
These may be

<u>Sub-yard Designation</u>		<u>Number of Tracks</u>	<u>Car Capacity</u>
R	Receiving yard	15	1,705
C	Main Classification yard	84	4,330
E	East departure yard	4	490
W	West departure yard	5	605
S	Storage yard	3	222
B	Repair yard	10	311
L	Local classification yard	40	1,686
H	Hotel yard (for customs, etc.)	7	334
M	Maintenance of way yard	4	64
A	Car cleaning yard	16	699
D	Diesel shop yard for locomotives		

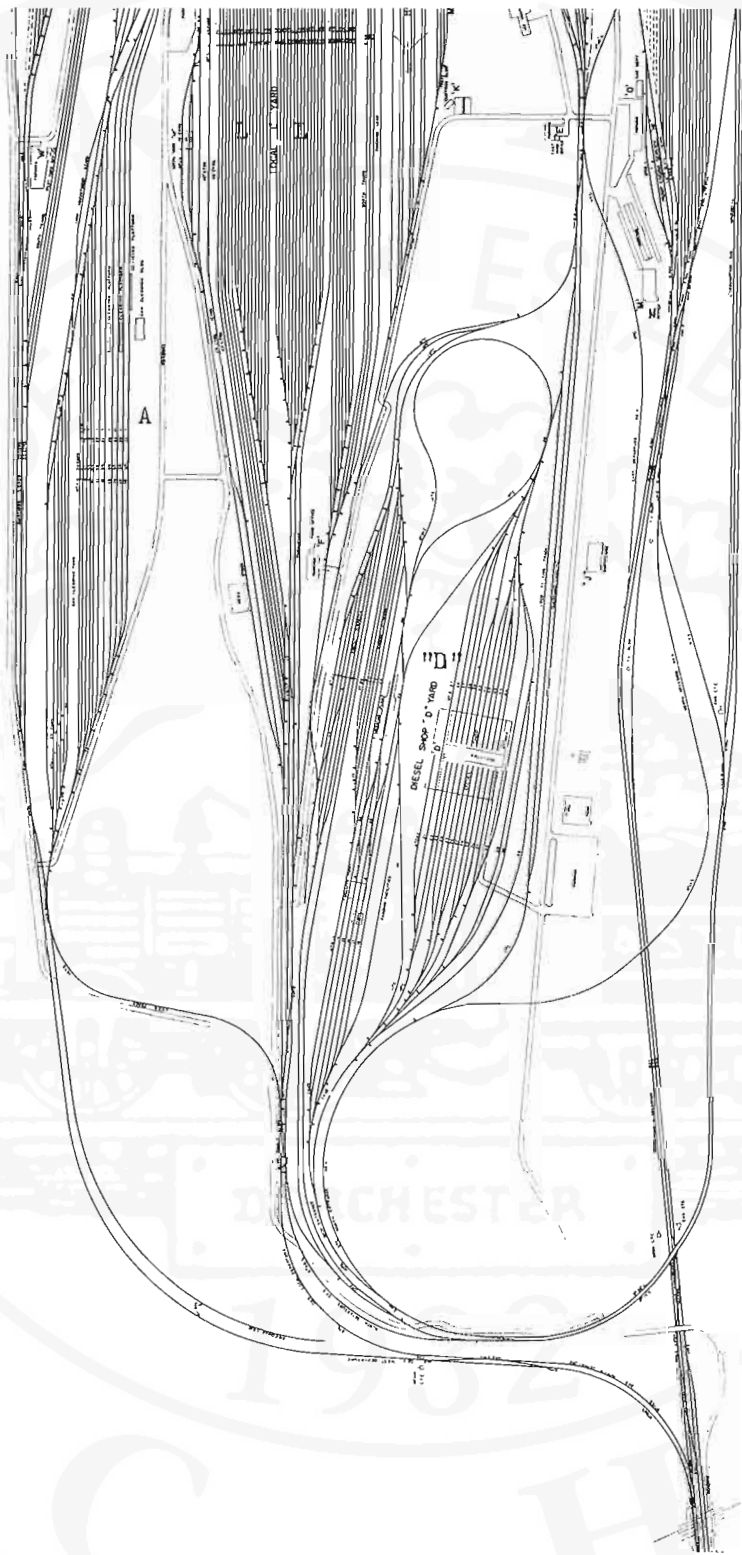
In addition, there are icing facilities adjacent to the departure yards and on the west side of "L" yard, along with stock pens at this latter point.



Traffic moves through the complete yard complex in one direction only. As a train approaches the Receiving Yard, T.V. cameras pick up car numbers and relay them to the main Yard Office, where they are recorded into a magnetic disc recorder. When the road engine has been cut off and cars inspected, the Yardmaster in Tower A informs the foreman and switchtenders of the sequence of the humping movements to be made. Cab signals in the specially-



CANADIAN NATIONAL RAILWAYS.
MONTREAL YARD.

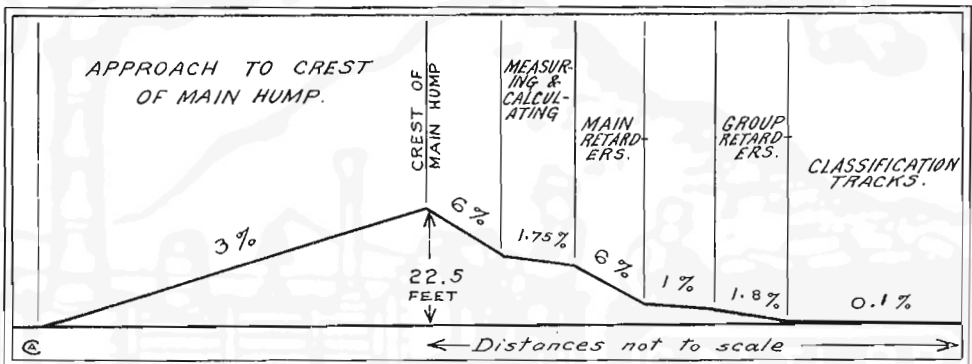


"A" - PLAN OF MONTREAL YARD - Sub-yards shown thus - R

equipped MLW diesels assigned to the hump duplicate the signals at the crest of each hump. Enginemen are thus aware of the indications displayed even when not in a direct line of vision. Indications displayed by these signals are as follows:

GREEN	-	Approach
YELLOW	-	Hump (2 m.p.h.)
RED	-	Stop
FLASHING RED	-	Back up

As the cars approach the crest of the hump, 22 feet in height, they are oiled automatically and pass over a detector which sets signals at "stop" if dragging equipment is detected. The hump foreman sets up the required routes for various cuts of cars as they approach the summit by pushing the correct buttons on the control console. Four such routes may be selected at any one time, the different routes being held and released progressively in sequence as the cuts proceed down the hump grade.



All cars pass over an electronic scale which, if weighing is required, measures their weight while in motion. Descending from the crest, cars are retarded automatically and pass onto one of the 84 classification tracks. A system of relays and electronic controls measures the weight, speed and friction of each cut and an analog computer correspondingly adjusts the retarder pressure to permit sufficient rolling distance and correct coupling speed. When necessary for an engine to go beyond the crest of the hump, the foreman and retarder operator can align switches and operate retarder controls manually.

Outbound cars are trimmed in the classification yards and complete trains are assembled in the departure yards using two-way radio communications. This radio system operates on five assigned frequencies and eventually will cover the entire Montreal Terminal Area. A talk-back network divided into 8 independent systems is also used in the yard areas. These consist of 277 talk-back speakers for the use of switchtenders and yardmasters.

When a train is ready to depart from one of the departure yards, the conductor makes use of one of these talk-back speakers to inform the yardmaster, who in turn arranges with the Centralized Traffic Control operator for the main line rights. The newly rebuilt line from Turcot to Dorval is equipped with a C.T.C. System which extends into the yard at the south end. See Map "B"

One feature of operations at the Montreal Yard is the absence of switch lights or lanterns. All switches other than power-operated switches have double targets painted with luminous paint - green showing one way, yellow the other. Overhead lighting is by mercury vapor floodlights of sufficient intensity to preclude the necessity of switch lamps and illuminates the working areas adequately for normal operations.

Locomotive facilities at Montreal Yard comprise a modern Diesel Shop with adjacent trackage for the receiving and despatching of diesel road units as well as the servicing of the yard units assigned to the yard.

Other buildings in the area include inspectors' and checkers' buildings, a Customs and Maintenance of Way building, and a Railway Y.M.C.A. building. This latter is a three-storey building located east of the diesel shop on the main road. It contains a cafeteria, recreation rooms, and rooms for enginemen and trainmen away from home, as well as other necessary facilities. Sufficient parking space is provided for use of employees working in the yard and a local bus service operates round the clock for the transportation of employees from one part of the 300-acre yard to another. The various buildings, yards and towers are interconnected by over ten miles of roadway, upon which a 25-m.p.h. speed limit is being enforced.

Accompanying exhibits are as follows:

- "A" Plan of Montreal Yard showing track layout, roadways and buildings.
- "B" Sketch of part of Island of Montreal showing location of Montreal Yard and approaches.
- "C" Schematic diagram of grade of main hump - Montreal Yard.

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KLONDYKE MINES RAILWAY ENGINES ON DISPLAY AT DAWSON CITY.

One of the products of the days following the Yukon gold rush of 1898 was the Klondyke Mines Railway, a three-foot-gauge common carrier which was built out of Dawson City about 1907 to a point about thirty five miles inland on the Stewart River. The railway functioned until about 1914, when it was closed for good. For many years the motive power and rolling stock lay rotting and decayed on

an island adjacent to Dawson City, including the railway's three interesting steam locomotives, which had been acquired from the White Pass & Yukon Route in 1907.

During the spring, as part of a programme to re-create the Klondyke atmosphere of Dawson City, the three engines were rescued from their nearly-inaccessible location, and brought into the City, where they are now on display in Minto Park.

Details of the engines are:

No.1	2-6-0	Brooks	1881	12x18"	36"	1907	ex WP&YR	#63
No.2	2-8-0	Baldwin	1895	15x18"	36"	"	"	#55
No.3	"	"	1899	11½x19x20"	38"	"	"	#57

The only Vauclain Compound engine preserved in Canada.

Notes & News

- * Canadian National Railways discontinued passenger service between Ottawa and Barrys Bay, Ont., on July 1st, following authorization by the Board of Transport Commissioners; service on the line in recent times had been provided by RDCs.
- * Canadian Pacific Railway is calling for tenders to dismantle the Reston Subdivision, Brandon Division, which is to be abandoned July 31st. The line, 122.4 miles long, extends from Reston, Man., to Wolseley, Sask. The dismantling job includes a sale to the contractor of 72 miles of 56-lb. rail and fastenings. Stations to be closed on this subdivision are Maryfield, Wawota, Kennedy and Windthorst, Sask. This branch was one of the many constructed during the first two decades of the Twentieth Century, as developmental railways to encourage immigration and farming. It was opened from Reston, Man., to Peebles, Sask., on December 19th, 1906, and extended from Peebles to Wolseley (on the main transcontinental line) on November 11th, 1908. Traffic in recent years had declined almost to nothing.
- * Also slated to be dismantled under an approval handed down by the Board of Transport Commissioners on July 19th, is the Canadian Pacific's Coquihalla Subdivision, in British Columbia. A short section will remain as a spur at the western end, connecting the main line at Odlum with the town of Hope, on the east bank of the Fraser River, and a CN connection there. The portion to be abandoned, 49.6 miles, lies between Brodie, B.C. and Hope, and was one of Canada's more spectacular railways from an engineering point of view. It was built during the first World War by the Kettle Valley Railway, under the direction of Andrew McCulloch, the KVR's famous Chief Engineer. In the 36 miles between Coquihalla, at the head of the Canyon, and Hope, the railway descends 3500 feet, on a steady 2.2% grade. It was replete with tunnels and trestles and the territory was completely devoid of settlement but for the railway employees. The line, once part of the southern CPR route through British Columbia, has actually been out of use since November 1959, when heavy rains washed out sections of the track. In its submission, the Canadian Pacific said that repairs would cost \$308,700 while the net salvage value of the track and structures, if abandoned, would be \$563,000. A story and description of the Coquihalla railway will be carried in a forthcoming issue of the News Report.
- * Canadian Pacific Railway, once the largest single employer in the North Bay (Ont.) area with a staff of about 500, reduced the number of employees to about 60, excluding running crews, when it closed its car shops there recently. The shops handled all major car repairs for the railway in the area.
- * A proposal to cut down the operations of the CNR's Moncton Shops and transfer the repairing of passenger equipment to Pointe St. Charles and Transcona, is meeting vigorous opposition from both railway union members and Maritime Provinces' M.P.s. Railway officials have claimed that the work can be done more efficiently at Montreal and in western Canada but this claim has been disputed by representatives of the 152 men employed in the Moncton car shop.

- * Canada's railways are to get \$50,000,000 in new federal help this year. The money is to be used to hold freight rates at their present level, and to cover the cost of the \$38,000,000-a-year wage settlement made last month by the railways to avert a nationwide rail strike. Of the \$50,000,000, the publicly-owned CNR would probably collect about \$27,000,000. The privately-owned CPR would likely get about \$20,000,000 while the remaining \$3,000,000 would be shared among a number of smaller railways. The new subsidy was disclosed in the Government's supplementary spending estimates. They total \$137,545,683 and push the Government programme of spending for the current fiscal year to a record \$6,873,865. Most of the items in the supplementary estimates are designed to meet the cost of Government policies already announced. However, the \$50 million for the railways was unexpected.
- * Strong protests against the use of diesel locomotives operating through the Town of Mount Royal, in the electrified CN Montreal suburban zone, were registered recently by the Council of that community. Mayor Reginald Dawson said an agreement between the CNR and the Town, dating back to 1917, states that only electric trains would operate through the Mount Royal Tunnel. This agreement was honoured until the 1940s, when wartime traffic increases and equipment shortages forced the intermittent use of diesels through the Tunnel. The accident between two diesels, on January 12th, 1946, with its numerous fatalities, resulted in all-electric operation being resumed. Of late, however, economy-minded policies have been allowing an ever-increasing number of diesel locomotives to operate through the tunnel, creating noise and pollution problems that the original agreement was designed to prevent.
- * Sunday morning, June 4th, 1961, Canadian National Railways inaugurated operations at its new \$30,000,000 hump yard west of Montreal. It is believed that the yard, equipped with a fully-electronic handling system, is the world's largest assembly yard for railway cars. A detailed account appears elsewhere in this issue.
- * Also on June 4th, at 12:01 AM E.S.T., the new CNR line between Turcot and Dorval was placed in service. The new route eliminates eight level crossings through Lachine and Ville St. Pierre, Que., and returns Montreal-Toronto trains to the original pre-1888 Grand Trunk route.
- * On July 18th, Canadian National Railways ordered rolling stock totalling some \$965,000 for delivery in September and October 1961. The order includes 40 70-ton steel covered hopper cars, 10 tank-type covered hopper cars, and 25 "double-hitch" highway trailer cars.
- * Canadian Pacific Railway's new Agincourt Yard began handling traffic on July 13th, though it is not expected to be in full operation until some time in 1964. The new yard, to cost \$17 million, will cover 485 acres. It will include 63 tracks, with a total track mileage of 90, and will handle some 3,000 cars per day. Such modern aids as closed-circuit television will be employed, allowing the new facility to replace existing yards at West Toronto, Lambton, Parkdale and Leaside in the greater Toronto area.

- * A project for the construction of an eight-mile railway into Stall Lake, Man., is being studied by CNR at the request of the Hudson Bay Mining & Smelting Company, according to reports in the Winnipeg "Tribune". Stall Lake is about seventy miles east of Flin Flon and not far distant from Chisel Lake which is serviced by a new CNR line, completed last year.

- * Steam Locomotives have been active in western Canada recently. On June 22nd, Manitoba Travel and Convention Association used CNR 4-8-2 No. 6043 on an excursion over the CNR main line between Winnipeg and Brandon, Man. This engine was used on the last-regularly-scheduled steam assignment from The Pas into Winnipeg in April, 1960. A reliable but unofficial source advises us that Canadian Pacific used a G-5 class 1200 series 4-6-2 on a weed-spraying train west of Winnipeg on the main line during June. Meanwhile, plans are being progressed by model railway groups in Edmonton to operate a steam-hauled train over the Canadian National between the Alberta capital and Jasper, sometime in the late summer or fall. Engine used would be one of the CNR 4-6-2s latterly leased to Northern Alberta Railways.

- * The new CNR System Headquarters in Montreal was officially opened by Miss Joan Milko and Mr. Adjutor Theriault, two representatives of the Headquarters' Staff, on June 2, 1961. Mr. Donald Gordon made the introductory speech, pointing out the need for such a building and briefly tracing its construction from plans to finished structure. The official party included the Board of Directors and employees representing various trades and services in the company.

- * The British Columbia Government will extend the construction deadline for the Pacific Northern Railway, provided the company agrees to stringent new conditions. The railway must either let firm contracts for clearing of the first 100 miles of its proposed railway to the Yukon by November 1st, or give a firm undertaking for construction of the railway to Takla Lake near the Yukon border by November 1st, and agree to start construction of this section not later than June 1st, 1962. If the second alternative is adopted, the company must make a deposit of \$200,000 which will be forfeited to the provincial government if construction does not begin on schedule. In addition, failure to start at the stipulated time will result in the complete cancellation of all applications by the company to the government.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT NO. 123

JULY 1961

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