



# crha News Report

P.O. BOX 22,

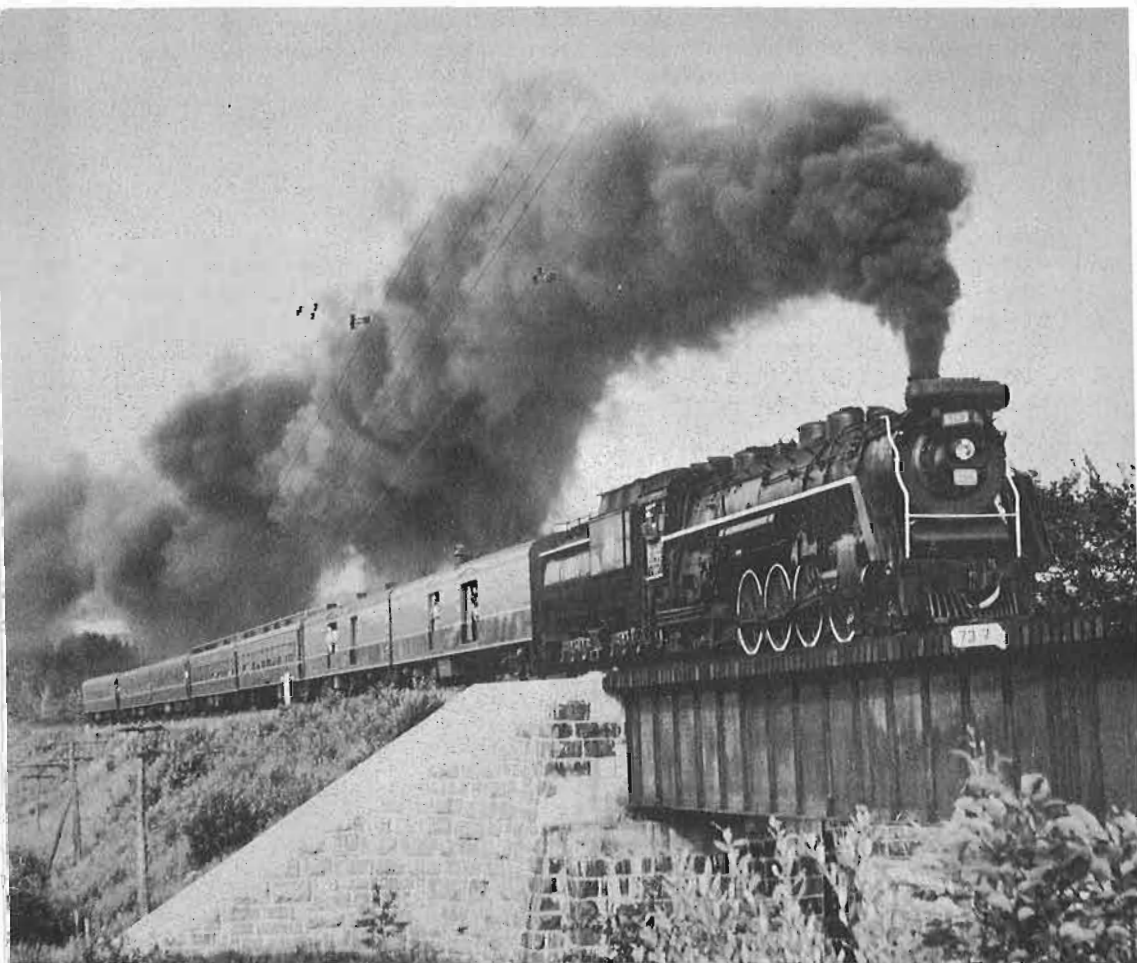
STATION "B"

MONTREAL 2, QUEBEC

NUMBER 124

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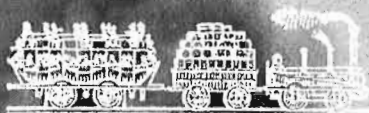
AUGUST 1961



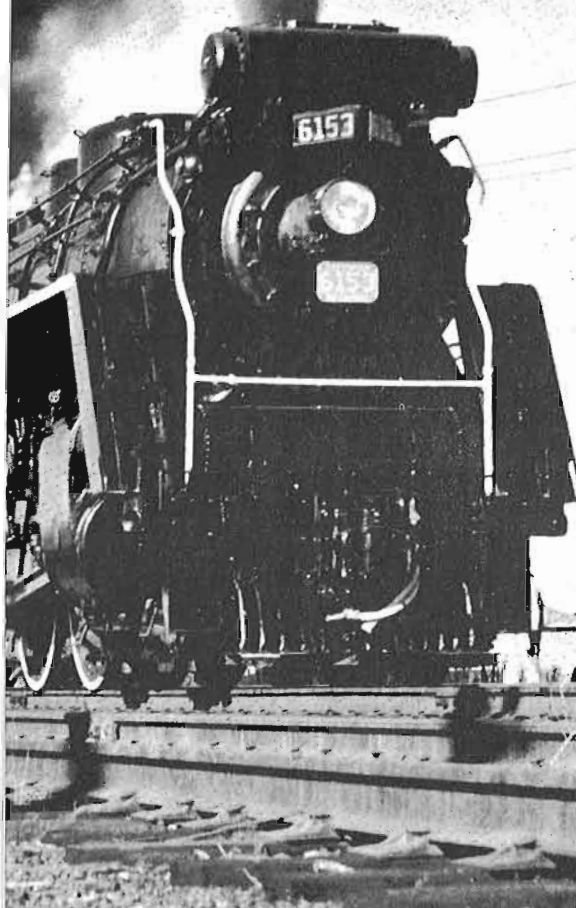
The rolling Eastern Townships countryside near Warwick, Que., is the locale for this photograph of Canadian National Railways class U-2-e 4-8-4 No. 6153 pulling the CRHA special train which marked the 125th birthday of Canadian public railways. The trip, held on July 22nd, 1961, attracted some 250 enthusiasts from Eastern Canada and the United States.

--Photo by Paul McGee.

JULY 22, 1961



**125 Years  
of Steam  
EXCURSION**



TWO HUNDRED AND FIFTY members and friends of the Association were present on the 125th Anniversary Excursion which was made from Montreal to Victoria-ville, Que., on Saturday, July 22nd, over Canadian National Railways. The train was pulled by Canadian National Railways locomotive No. 6153, 4-8-4 type built by Montreal Locomotive Works in 1929, which has been preserved for the Canadian Rail Transportation Museum. Operation of this engine was facilitated by the cooperation of Canadian National Railways regional officers.

The train consisted of two baggage cars, two non-airconditioned coaches (for "open-window" enthusiasts) and three air-conditioned cars. The front half of the first baggage car was reserved for the use of the sound-tape fraternity.

The train was positioned on one of the centre tracks at the CN Central Station in Montreal, so that No.6153 could be coupled on right at the station, instead of changing engines at Bridge Street, as was the practice in days of steam. The outward trip was made across the new Victoria Bridge diversion, the first time that a steam locomotive pulled a train over these spans.

The first moving picture run, at the Richelieu River bridge at Beloeil, was not up to our usual high-speed standards, as it was belatedly discovered that some minor repairs to the bridge imposed a slow order. Added to this, after the train had crossed the bridge, the draw span operator set the dwarf signals against us not knowing that we wished to back up, and it was necessary for the conductor to walk across the bridge to have the dwarf signals cleared.

MUSEUM FUND

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

Canadian Pittsburgh Industries Limited.....	\$ 50.00	Mr. W.R. Sayers.....	\$ 5.00
Mr. L. Beaudoin.....	10.00	Mr. T.I. Lumby.....	5.00
Mr. Kenneth Godwin.....	5.00	Mr. A.S. Walker.....	5.00
Mr. Ernest S. Turner.....	10.00	Mr. H.B. Parr.....	10.00
Mr. J.R. Way.....	5.00	Mr. Hugh Chambers.....	5.00
Mr. William E. Wagner.....	5.00	Dr. R. Vance Ward.....	100.00
Mr. L.A.W. Nicholson.....	15.00	Mr. J. Fullerton.....	5.00
Mr. Paul Renault.....	5.00	Mr. J.M. Roberts.....	10.00
Mr. J.E. Montgomery.....	5.00	Mr. B. Caplan.....	5.00
Mr. G.W. Horner.....	5.00	Mr. K.E. Hunt.....	10.00
Mr. George A. Matheson..	5.00	Mr. H.H. Heckman.....	10.00
Mr. Louis J.G. Buehler..	20.00	Mr. J.E. Gerald.....	5.00
Major E.P. Jaques.....	6.00	Mr. John J. Evers.....	5.00
Texaco (Canada) Limited.	500.00	Mr. J.A. Lafreniere....	5.00
Conrad N. Hilton Founda- tion .....	50.00	Mr. J.P. Dumas.....	5.00
Mr. William T. Stewart..	50.00	A.J. Campbell & Company Limited.....	25.00
Union Switch & Signal Company.....	100.00	MacLean-Fogg Lock Nut Company.....	25.00
Pyle-National (Canada) Limited.....	50.00	Mr. H. Hollins.....	10.00
The Montreal City & Dis- trict Savings Bank....	100.00	Mr. D. Guigue.....	15.00
Mr. Ted Holman.....	5.00	Mr. James J. Harris.....	10.00
Mr. Owen Moorhouse.....	10.00	Mr. John W. Clarke.....	5.00
Mr. Justice George S. Challies.....	5.00	Mr. N.J. McMillan.....	25.00
Mr. Donald R. McQueen..	5.00	Mr. H.P. McMillan.....	10.00
Mr. Foster M. Palmer....	10.00	Dr. G. Earle Wight.....	10.00
Mr. K. Thomas.....	5.00	Mr. J.E. Gauthier.....	10.00
Mr. A.J. Leopard.....	8.00	Mr. H.J. Sneath.....	10.00
Mr. V.H. Coley.....	5.00	Mr. Rene Seguin.....	5.00
Mr. W.H.D. Clark.....	25.00	Mr. Melville B. Andrews.	15.00
Anonymous.....	50.00	Mr. A.F. McLachlin.....	50.00
Dart Union Company of Canada Limited.....	100.00	Mr. James A. McDonald..	10.00
Mr. A. Dutton.....	5.00	Mr. W. Stirling.....	5.00
Mr. Douglas Page.....	5.00	Mr. R. Kennedy.....	5.00
Welding & Supplies Company Limited.....	5.00	Mr. E.C. Kirk.....	5.00
Mr. F.N. Wiggins.....	5.00	Anonymous.....	10.00
Mr. Edward J. McGrath...	5.00	Mr. Ernest Thomas.....	5.00
Mr. H.W. Paul.....	5.00	Mr. A.J. Bates.....	5.00
Mr. C.D. Kerr.....	5.00	Mr. R.H. Tivy.....	10.00
Mr. A.A. Gardiner.....	5.00	Capt. L. Outram.....	5.00
Mr. J.E. Armstrong.....	10.00	Mr. H.C. Grayston.....	25.00
Mr. C.S. Forbes.....	5.00	Mr. Robert G. Amm.....	5.00
Dr. Edward H. Bensley...	25.00	Anonymous.....	5.00
Mr. D.F. Purves.....	10.00	Mr. W.M. Price.....	5.00
Mr. Arthur deRepentigny.	5.00	Mr. R.A. Gordon.....	12.00
Mr. M.A. Metcalf.....	10.00	Mr. E.P. Kingsland.....	10.00
Crawley & McCracken Company Limited.....	50.00	Mr. P.L. Mathewson.....	10.00
Dr. E.D. McDonnell.....	10.00	Mr. George Gillings....	5.00
		Mr. Gilles Doyon.....	5.00
		Mr. Clarence A. Johnson..	10.00
		Mr. Frank E. Wolff.....	5.00
		Mr. J.M. Lalonde.....	5.00
		TOTAL .....	\$ 1,966.00
		Previously acknowledged:	12,494.00*
		*- Corrected.	
		GRAND TOTAL.....	\$14,460.00

# A Red Letter Day

For - Canada

## June 28, '86

WHEN THE

# CANADIAN PACIFIC

RAILWAY

# OPENS PACIFIC OCEAN

TO THE

TRAIN LEAVES DAILY:

Toronto,	- -	5.00 p.m.
		<small>17 0 CLOCK</small>
Montreal,	- -	8.00 "
		<small>20 0 CLOCK</small>
Ottawa,	- -	11.45 "
		<small>23.45 0 CLOCK</small>

EXCEPT SUNDAY

# OUR OWN LINE

FROM THE

# ATLANTIC TO THE PACIFIC

NO CUSTOMS NO DELAYS NO TRANSFERS  
LOW RATES QUICK TIME

For further particulars apply to any Agent of the Company or to

W. D. HUGHES

W. P. CALLAWAY

110 KING STREET WEST, TORONTO

## 75 Years of Transcontinental Service

OBSERVANCE of the one hundred and twenty-fifth anniversary of Canadian public railways, which occurred in July, tended to obscure another historical occasion of great importance in the railway history of our country. Due to an unfortunate coincidence of history, the first regular railway train to cross Canada from the Atlantic to the Pacific did so almost exactly fifty years after the opening of the first railway in Canada; consequently, the major anniversaries of the earlier event tend to conceal those of the later one, though the latter marked a direct achievement which has possibly never been equalled for audacity and magnitude, certainly in Canada.

Last November, the Association marked the 75th anniversary of the driving of the last spike completing the Canadian Pacific Railway from Montreal to Port Moody -- nearly three thousand miles from the Atlantic to the Pacific; the natural sequel to this event was the operation of the first regular train, whose seventy-fifth anniversary occurred between June 28th and July 4th of this year.

It was on Monday, June 28th, 1886, that the first regular run of the "Pacific Express" left Dalhousie Square Station in Montreal to begin its 139-hour run to Port Moody on Burrard Inlet; six nights and five-and-a-half days later, at noon on July 4, 1886, it pulled into the Pacific terminal, sharp on time.

## THE DEPARTURE

Seven cars comprised the first train as it prepared to leave Montreal that Monday night seventy-five years ago: baggage cars 319 and 386, colonist cars 142 and 148, first class coach 190, the sleeping car "Honolulu" and the dining car "Holyrood". Three more cars, combination mail and smoking 252, first class coach 185 and the sleeping car "Yokohama" were added to the first train as far as Carleton Place, these three vehicles forming the regular night train to Toronto, which in those times went by way of Lachute, Ottawa, Carleton Place, Smiths Falls and Peterboro.

On schedule at 8:00 PM, the 4-4-0 engine pulled its ten cars from Dalhousie Square Station, to the echoing thunder of a fifteen-gun salute from the Montreal Field Battery, and the acclaim of five thousand Montrealers, who lined the street, the station platforms and the terrace overlooking the station from Notre Dame Street. Many dignitaries were in the group, Mayor Beaugrand and twenty of his councilmen, the Anglican Dean, Members of Parliament and of the Legislature. Railway officials looked on, too, as history was made: W.C. Van Horne, William Whyte, Thos., G. Shaughnessy and George Olds, leading officers of the Canadian Pacific Railway who, typically, had excluded themselves from this first regular journey so that it might, in every sense, be as "ordinary" a trip as possible. Indeed, in the names of the persons on board, there were few who had as yet attained any particular fame; some were individuals from whom the world would some day hear more, such as George Ham, representative of the Winnipeg Free Press, later to become the CPR's first publicity agent. A passenger to Ottawa only was Mr. David Pottinger, general superintendent of the Intercolonial Railway, evidently bent on being

in the capital city for July 1st, which would mark the tenth anniversary of the completion of his own railway between the central provinces and Halifax. There was a priest who was one of Louis Riel's confessors and Senator Cochrane, bound for his ranch in Alberta. There was a small group of lesser CPR dignitaries as well, enroute to take up various positions on the newly-established Pacific Division out of Port Moody. Of interest to us in this group was Mr. W.F. Salsbury, who was going through to Port Moody to take up the post of CPR Local Treasurer in the western terminal town. Mr. Salsbury's graphic description of the first train's progress across Canada in the form of letters written home to his wife and children in Montreal, afford us a very graphic picture of life on board the ancestor of the "Canadian" and the "Dominion".

## TORONTO SECTION

Three hours previously, at 5:00 PM, a connecting train had left Toronto for Carleton Place, including a combination car, a coach and the sleeping car "Peterboro" which would run in the "Pacific Express" only as far as North Bay. The departure from Toronto was in marked contrast to the festivity in Montreal: "There was no demonstration of any kind," lamented the "Globe", "and probably not many of those who saw the train knew that it was the first passenger train carrying passengers over the Canadian Pacific Railway from Toronto to British Columbia."

## \$3000.SILVER SERVICE

As the train climbed the grade to Mile End, then set out on its journey up the Ottawa River through Lachute and Montebello, the reporter from the Montreal "Gazette" sat composing his prose for the next day's edition; it lacked nothing in enthusiasm: "When

## A SENSIBLE ROAD

# THE CANADIAN PACIFIC RAILWAY

IS the Most Substantial and Perfectly Built Railway on the Continent of America, and superbly equipped with the finest rolling stock modern skill can produce. Coaches, Dining and Sleeping Cars are triumphs of luxurious elegance, and excel in Stability and Beauty of Finish any in the world.

**TOURISTS** will find the New Route through Canada from the Atlantic to the Pacific unapproached for magnificence and variety of scenery by any other line of travel. The rugged wildness of the North Shore of Lake Superior, the Picturesque Lake of the Woods region, the Billowy Prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirks and Gold Range, and the wondrous Beauty of the Pacific Coast, are traversed by The Great Dustless Route. Being entirely controlled and managed by one Company, the **CANADIAN PACIFIC RAILWAY** offers special advantages to transcontinental travellers that cannot be given by any other line. It is the Best, the Safest and Fastest Route from Ocean to Ocean. The Company have spared no expense in providing for the wants and comfort of their patrons, as their line of Dining Cars and Mountain Hotels will at all times testify, being supplied with all that the most fastidious can desire. Through the Mountains Observation Cars are run in the Tourist Season.

the history of the Dominion comes to be written in the future, the 28th of June, 1886, will be recorded as a remarkable day in the progress of Canada....when the first through train left....on its long pilgrimage.....through the fertile prairies, the woods primeval and the noble mountains of the broad Dominion to..... the western coast." He enthused over the luxurious fittings of the sleeping and dining cars, the silver service in the latter alone being valued at \$3,000. "The woodwork throughout is of solid mahogany, elaborately carved, and the body of the interior is of satinwood, exquisitely inlaid with mother-of-pearl and brass figures. The ventilators are of colored venetian glass of beautiful opalescent hues; the windows are hung with heavy curtains, and the floor is covered with Turkey carpets of finest manufacture."

### THE CAPITAL

Fireworks and bonfires greeted the train on the way, and the arrival in Ottawa behind the single engine was slightly behind schedule. Leaving that city, two engines were attached, but just as the train left the station to continue its journey, one of the drawbars in the baggage cars broke, and it was necessary to put back into the station and transfer the baggage to another car. The departure from Ottawa was effected about 12:45 AM.

At Carleton Place, then known as Carleton Junction, the three Toronto cars were uncoupled, and the sleeping car "Peterboro" added. The dining car "Buckingham" was also placed in the train, possibly at Carleton Junction, to serve the meals on the first day out of Montreal, as far as Chapleau; thereafter, it functioned regularly between Missanabie and Mattawa. The dining car "Holyrood" which had been included in the train from Montreal, went as far as



North Bend, B.C., and thereafter functioned in the Fraser Canyon. The first few trains were used to take dining cars through to the various sections of the completed railway.

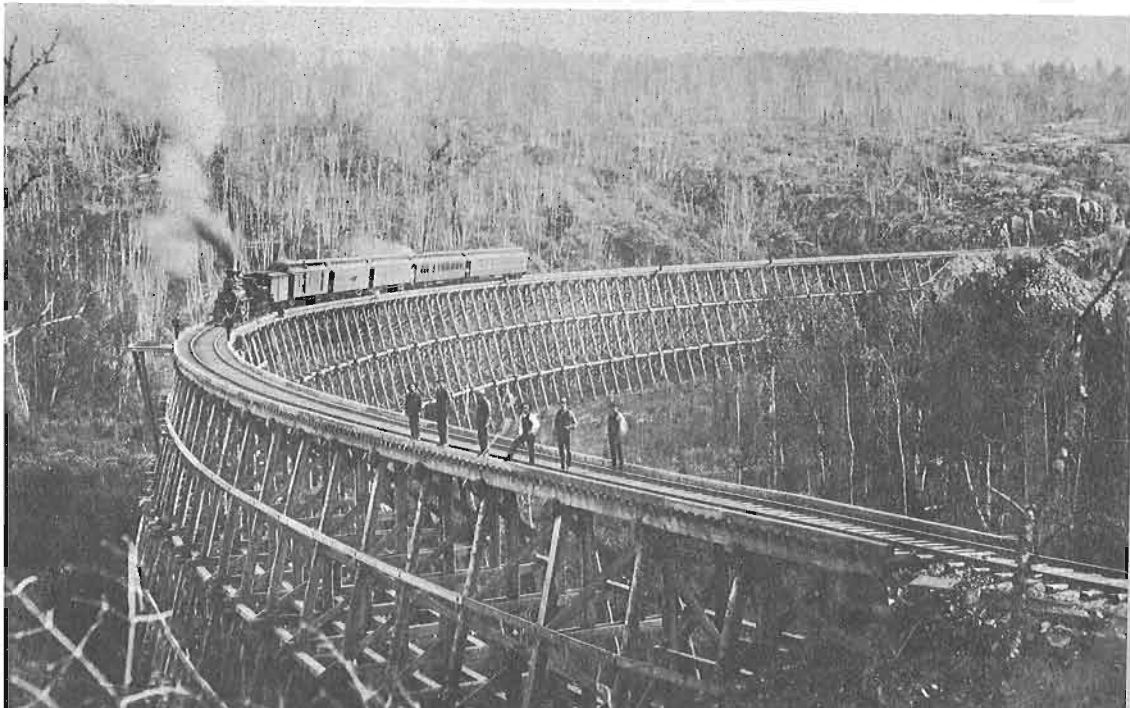
#### NORTH BAY -- A "GO-AHEAD" PLACE

Mattawa and North Bay put on proud displays, while the train was greeted at Sudbury with evergreens and arches bearing such inscriptions as "Vive la Confederation", "Labor Omnia Vincit", and "Finis Corona Opus".

"North Bay", said the correspondent of the Port Arthur newspaper, "is a go-ahead place having ten general stores and four or five hotels which can accommodate 200 guests, and two churches." Speaking of Mr. George Ham, the same writer said, ".....(he) is the most popular man on board. His bon mots and tales of his experiences in the Northwest keep us brim full of good humour."

Speaking of the North Shore of Lake Superior, Mr. Salsbury, in his letter to his wife, wrote: "It is very fine, and the magnitude of the work of building this railway can be fully appreciated....going over some of the trestles, we seemed to be veritably floating on the air. I had a good view of them all as I stood on the step of the car holding on by the hand rails all the morning and I am free to confess that looking down some of them made me brace my feet on the step and take a firmer grip of the hand rails to make sure I was there all right. This was especially so when crossing the horse shoe trestle shaped somewhat after its name....."

Mr. Salsbury continues: "The scenery along Jack Fish Bay and some distance west is very beautiful indeed. Rugged in the extreme on the shore, the cliffs rise in some places hundreds of feet above the track while the large



bold-shaped islands in the bay at some distance from the land coupled with the charming bays and placid clear water of the lake make the journey as far as Port Arthur worth undertaking to see that alone....." The arrival at Port Arthur was made at 15:10 Wednesday afternoon, just an hour behind schedule, some 43 hours and ten minutes out of Montreal.

At Fort William, the locomotives were changed just as they had been at every divisional point since leaving Montreal; No.33, a Dubs 4-4-0 built in 1882, splendidly decorated with evergreen boughs, crowns and flags, was placed at the head of the train for the run to Rat Portage (Kenora).

#### "BULL'S EYE" OF THE DOMINION

"We were still a little late leaving Port Arthur, but had a good run over the Thunder Bay Branch during the night and arrived at Winnipeg punctually at 9 o'clock Thursday morning - July 1st - Dominion Day." Continued Mr. Salsbury, "At Winnipeg, the people were en fete in commemoration of the day and they had evidently made our reception a part of their programme. The military had been called out and received us with a salvo of artillery as we pulled into the depot. They also went through several evolutions in front of the station and the Mayor and Corporation were in attendance with an address of congratulation to the Company." The salvo was fired by the Winnipeg Field Battery, following it up with a feu-de-joie.

The Winnipeg Free Press eulogized Canada's nineteenth birthday: ".....Canada is just going out of her teens. Today the first through train on the CPR will arrive in Winnipeg, rushing on its course of thousands of miles from the ocean in the east to the ocean in the west. Winnipeg is, in the words of Lord

Dufferin, the "bull's eye" of the Dominion, the centre of Confederation, and on this anniversary we receive a train from the remote East of Canada and despatch it onwards to the extreme West Coast....." "We have all natural advantages, but above and beyond these, we have a people thrifty but generous, modest but brave, intelligent but not "smart", polite but not obsequious, industrious but not as Chinese, democratic but not socialistic, religious but quietly so -- in fact a people who among nations have struck the happy mean".

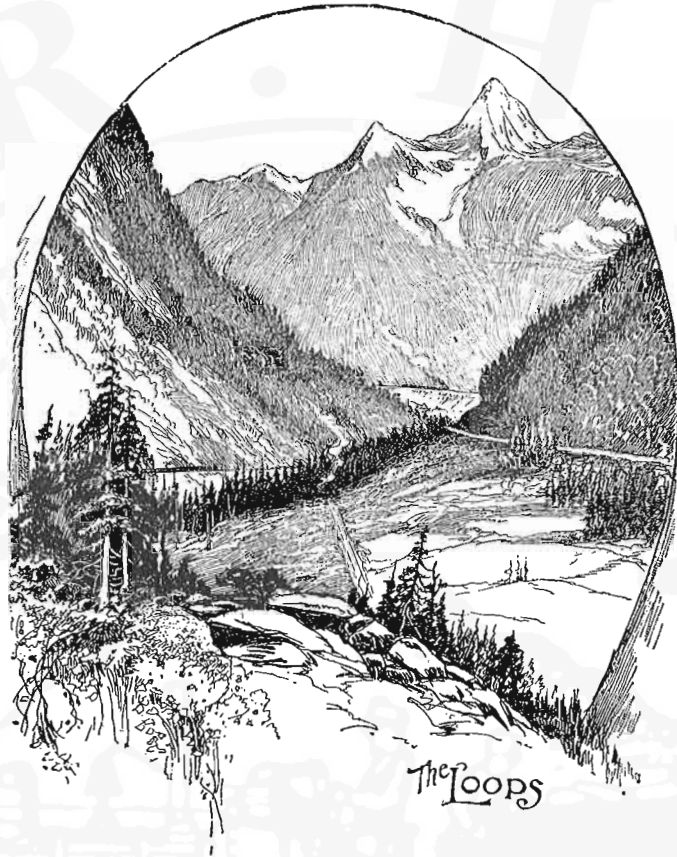
#### CHIEF CROWFOOT

Continuing Mr. Salsbury's account, "We.....left (Winnipeg) about half an hour late entering the prairie district immediately. The country now was entirely new to me and I took especial interest in it. It presented one vast field of intense green, a rarified atmosphere, which enabled you to see clearly for almost any distance, the sunshine and the brightest of blue skies made the scene very enjoyable indeed. Crops (mostly wheat) abounded all over and looked as healthy as any grumbling farmer could well wish for and for many miles out of Winnipeg were the fullest evidences of success and contentment."

"At Brandon, our car ("Honolulu") was also a special object of interest and I dare say a hundred or more people passed through it - in fact, I may say we were treated with this kind consideration at almost every place we stopped during daylight. Modesty, I presume, forbade them disturbing us during the night".

About ten miles from Broadview, the train was stopped owing to a locomotive failure, and while the passengers were waiting for a replacement, they got up foot races on the prairie for small money prizes. Mr.Salsbury relates that the prizes were distributed in the dining





The Loops

car, and "altogether we had a jolly break in our ride across the plains."

At Crowfoot, in what is now Alberta, the train was met by Crowfoot himself, the paramount chief of the Blackfoot Indians, and the passengers read an address specially composed for the occasion, which was translated into the Indian dialect by an interpreter. Mr. Salsbury wrote, "He is a good looking old Indian - I say old, but it would be impossible to guess his age - complexion copper-colored, sharp featured, bold prominent nose, something roman in type - stands about 6 feet high - jet black hair and bright eyes...." After the address, ".....the old fellow took it all in and expressed his "Ughs" of satisfaction as it proceeded - but his character came out when the address invited him to join us for the remainder of the trip (thank goodness he did not accept or he would soon have had the car to himself) he replied by asking us how

much we would give him if he went. That settled the business.... Verily the red man is noble."

#### THE ROCKIES

At Calgary, where the train arrived late in the evening of July 2nd, the fifth day out of Montreal, a colourful crowd had assembled to see the "Pacific Express". Mounties in red coats, Indians in many-hued blankets, and settlers and their wives milled about, silhouetted eerily against bonfires and fireworks. As the train pulled out of Calgary at midnight, the band struck up "God Save the Queen" and the passengers retired as they expected to be in the Mountains the following morning and were eager to be up early to enjoy the climax of the trip to the full.

Those who have travelled through the "Canadian Pacific" Rockies will appreciate Mr. Salsbury's description



of his first sight of the Rocky Mountains. "I woke about 4 o'clock or rather earlier, as the day had only well broken when I turned on my pillow to look out of the car window to see where we were. I shall never forget the impression the sight made upon me, huge weird looking piles of rock appeared frowning down upon us, making one feel as if he were in another presence. I rose immediately and.....adjourned to the rear end of the car where I could see everything as we passed."

"I can't begin to give a description of all I saw - it would take a much mightier pen than mine to do so. We were then running in the Valley of the Bow River with the boiling torrent immediately to one side of us and snow capped mountains of great height on either hand. ....We passed on up the valley occasionally making a stoppage at some place, all the time getting higher, the Peaks, thousands of feet in height, covered with snow at the top being all around us. I was so struck by the grandeur of the scenery that I was in a perfect maze nearly all the time. After a while we reached Mount Stephen, the summit of the Rockies -- a tunnel has been made through this Mountain at one side, -- and then we began to descend. ....The engine, a specially heavy one for the purpose, was reversed, that is its machinery was set to work against itself and we crept down at a snail's pace the brakes being put on every few yards to check the speed. ....Almost as soon as we left Donald, we continued to rise again for the summit of the second range of mountains. ....Suddenly we crossed a gorge of enormous depth over a bridge - and if the trestles on the Lake Superior Division looked high, this one and others which followed looked ten times higher; though in reality they were only twice as high, the highest being 297 feet from the bottom of the pier to the top of the rail....."





THE GREAT GLACIER, SELKIRK RANGE, ON THE CANADIAN PACIFIC RAILWAY.

The Connaught Tunnel was still thirty years in the future, and the train made its way up over the summit of Rogers Pass on the shoulder of Mount Macdonald. Descending on the west side into the valley of the Illecillewaet, the train paused at the Glacier House, then continued on down through the loops which brought the line down to its present alignment near Ross Peak siding.

Revelstoke was reached at 16:00, and a little more than two hours later, the train passed Craigellachie where the last spike had been driven only eight months before. The arrival at Kamloops was made at 23:00, right on time.

Early in the morning of July 4th, at North Bend, the last steam locomotive change was made, and engine 371 assumed the head of the train for the final six-hour run into Port Moody.

#### PORT MOODY

The Pacific terminal was reached exactly on time at 12:00 Noon, and the arrival was greeted by the Mayors of Port Moody, Vancouver and Victoria.

In the speechmaking which followed the arrival, the contending interests of the several towns of Port Moody, Vancouver and Victoria to be the ultimate western terminal of the Canadian Pacific Railway, were fully represented. Though this railway was extended into Vancouver in May, 1887, this was undoubtedly Port Moody's day and with the town must remain the honour of being the first Pacific Coast terminal of the transcontinental railway.

In summing up his 3,000-mile rail journey, Mr. Salsbury confided to his wife that "I must say I had a most pleasant experience throughout the trip across the Continent and everyone should take it who can." The concluding phrase holds as true today as it did three-quarters of a century ago to the passengers of the "Honolulu" who were the first to journey to the Pacific by what was known as the "all-Red Route" in those pre-bolshevist days, at the behest of such Van Horne-inspired publicity slogans as:

"WISE MEN OF THE EAST --  
GO WEST BY THE C.P.R."



ROSS PEAK

ALBERT CANON

MOUNT CARROL  
and Station,  
ROGERS PASS.

## Vicinal Museum for Belgium

FOLLOWING the news, which we carried, in our last issue, of the preservation of certain typical steam locomotives by the federal railways systems of Great Britain and France, tidings now come from Belgium to the effect that the state-owned "interurban" light railway system, the Societe Nationale des Chemins de Fer Vicinaux, is at last to undertake a tramway museum in a disused carhouse five or six miles from Brussels.

Electric street railway systems still exist in several major Belgian cities, including the capital. The SNCV at one time boasted a network of metre-gauge light railways which covered the Kingdom like a mesh, upon which operation was carried on by electric cars, gasoline and diesel cars, steam trams and small tank engines. Despite the fact that, between 1940 and 1960, more than 2,000 miles of the "Vicinal" have been abandoned, and that there is no longer any operation in the Provinces of Namur, Luxembourg and East Flanders, and only a 40-mile coast electric

line in West Flanders, a considerable system still exists, reminiscent, somewhat, of the era of the interurban in its prime in Ohio or Indiana.

Under the initiative of M. Hoens, Director General of the S.N.C.V., the administrative council of the system has now set aside the carhouse facility, which is, by the way, beside one of the remaining electric lines, in which retired equipment will be repaired, restored and exhibited. The building and the exhibits will remain the property of the S.N.C.V., but the operation and maintenance of the museum will be undertaken by a non-profit organization, "Amutra", "Association pour le Musee du Tramway", which is now in the course of formation.

Apparently, some 35 vehicles, built between 1890 and 1935, representing the evolution of steam, electric and diesel traction on the "Vicinal" are already set aside for the museum, which is scheduled to be open to the public shortly after Easter, 1962.



TRANSATLANTIC 1962 - A few seats are still available at a bargain fare of only \$225.00 return, on the Association's flight from Montreal to London on May 26, 1962, returning to Montreal on June 16, 1962. Do as you will during your three-week vacation overseas -- we provide deluxe transportation by jet aircraft. For further information on this offer which is open to all CRHA members and subscribers, and their dependents, write the CRHA Trip Host and Hostess:

Mr. and Mrs. John W. Saunders, 403 Mortlake Avenue, St. Lambert, Que., Canada.  
Phone: ORchard 1-9632.

## Notes & News

- \* Abandonments are currently much in the news. Dominion Atlantic Railway has been authorized to abandon most of its Kingsport Subdivision, and all of the Weston Subdivision in Nova Scotia, totalling 25.8 miles. Canadian Pacific Railway has been authorized to abandon its line from Lindsay, Ont., to Bobcaygeon, Ont., and this will take place effective 12:01 AM September 15th, 1961.
- \* Applications for abandonment of two more lines have been made by the Canadian Pacific Railway. The subdivisions affected are the Snowflake Subdivision, extending from Wood Bay to Windygates, Manitoba, 31.9 miles, and the connecting Fallison Subdivision, which extends from Snowflake, on the Snowflake Subdivision, to Fallison, Man., 9.7 miles. It has also been reported that Canadian Pacific Railway has applied to abandon that section of its Kingston Subdivision between mile 14.4 (Calabogie, Ont.) to mile 42.3 (Snow Road, Ont.). This will have the effect of cutting a sizeable portion out of the presently-intact former Kingston & Pembroke Railway Company.
- \* Canadian National Railways has made an application to the Board of Transport Commissioners to discontinue passenger service between Toronto and Belleville via Peterborough, Ont, owing to declining patronage.
- \* The National System announced on August 8th that it would build a new \$700,000 administration building in the city of Quebec, which is to be the first unit of a long-term building plan in that city.
- \* Canadian National Railways have ordered 150 steel box cars from Canadian Car Company Limited to be delivered in October and November, 1961.
- \* A Toronto firm of architects has been retained to draw up plans for the new Queensway Union Station, in the Hurdman's Bridge area of Ottawa, as part of the National Capital Plan. Construction of this station, envisaged for 1965, will mean the complete removal of railway lines from the present Union Station on Confederation Square, and the conversion of that building to other uses. Operation of the new station will be under the jurisdiction of a jointly-owned (CN and CP) terminal company, the Ottawa Railway Terminal Company. Other steps foreseen as part of this project, which is the second stage in the railway relocation programme, are the abandonment by Canadian Pacific Railway of 19 miles of existing trackage, transfer of the CPR freight shed facilities at Broad Street to the Walkley Yard area, and the elimination of 72 out of the 111 railway level crossings in the National Capital area.
- \* A revolution in railway ticketing has been initiated by Canadian National Railways; effective October 1st, more than 200 separate ticket forms of various shapes, sizes, colours and uses will disappear, to be replaced by nine new consolidated forms, which will help CN handle ticketing of passengers faster and more effectively, make ticket collection easier, and simplify the ticket accounting aspect because of the fewer forms involved.
- \* Discussions going on between CNR and two development companies at Moncton, NB, may result in the new terminal project there being enlarged from the presently-contemplated 10.4 acres to 24.4 acres, by relocating trackage.



After a stop at St. Hyacinthe, where we obtained additional train order protection, and a brief pause at St. Rosalie Jct., where the passengers photographed half-a-dozen steam locomotives in dead storage there, we went on to Upton where the train crew, after a careful understanding with Mr. Bill McKeown, who was acting as the liaison with the crew, backed the train up  $1\frac{1}{2}$  miles, for a high-speed photo run. The engineman performed notably as the train came through the station at 80 miles per hour! One intrepid photographer who had climbed the train order signal to obtain a high vantage point, was covered in soot and cinders, but he did not seem to be too unhappy!. Another similar run was made at South Durham, and the train pulled into Richmond, where water was supplied by the local fire department.

A non-stop run was made from Richmond to Warwick, Que., where a special stop was made to allow the Mayor and civic offic-

ials of Victoriaville to embark on the train; this town celebrates its centenary this year, and arrangements had been made to give our train and its passengers a civic welcome.

Upon arrival at Victoriaville, the train was met by several hundred citizens accompanied by town bands. The Mayor read an address of welcome, which was responded to by our President, Dr. Nicholls, in English, and by Mr. Leonard A. Seton, Q.C., in French. The official party, which also included our Honorary President, Mr. Donald F. Angus, then made their way to the City Hall adjacent to the station, for the ceremony of signing the Golden Book.

In the interval, the train was turned, and the engine coaled by the local coal merchant, using a truck and a pneumatic hoist which, fully extended, did not quite reach the top of No. 6153's coal bunker. Several stalwart coal men then essayed





to lift each 300-pound box of coal several more inches, then tip it into the tender. This was a rather improbable way of coaling a locomotive, and after an hour, when it was decided that the minimum necessary amount of coal had been loaded, the coal men were dismissed and the train departed for Montreal.

Leaving Richmond a little late, we nonetheless contrived to return to Montreal some fifteen minutes ahead of schedule, by taking advantage of extra time which had been inserted for just such a contingency beforehand. On the return trip, four moving picture runs were made, south of Warwick, near Danville and at the St. Francis bridge just west of Richmond. All of these were "bridge" sites. The last run of all was made on a hill near South Durham. At Richmond on the return trip, the engine took water again with the help of the fire department.

Those present concluded,

as they left Central Station rather reluctantly, that this, indeed, had been another splendid trip, after the tradition which we have worked so hard to establish in the past eleven years.

One factor alleviated matters, however. This was a telegram addressed to all passengers printed on the CN's spanking new red-and-white Telecommunications blank, from J. Norman Lowe, Public Relations Officer of our Association, advising them that arrangements had been made to hold another excursion with No. 6153 on Sunday, October 8th, at which time we will repeat the 1958 fall trip from Montreal to Garneau and return.

The trip was ably handled for Canadian National Passenger Services by Mr. Rene Bourgeois, and we are also indebted to Mr. K.E. Hunt and his mechanical staff, and Mr. R.E. McKague and the transportation group, for their cooperation and assistance.

# MONTREAL PARK & ISLAND RY

## STEEL CARS

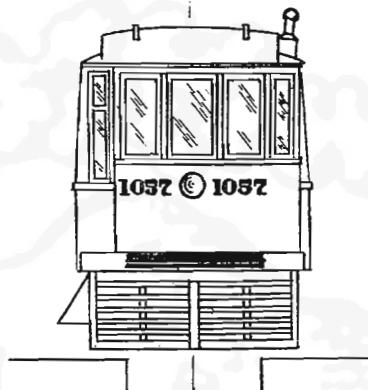
Nos. 1051, 1053, 1055 built by Ottawa Car Manufacturing Co., 1911.

Nos. 1057, 1059 built by Preston Car & Coach Co., 1911.

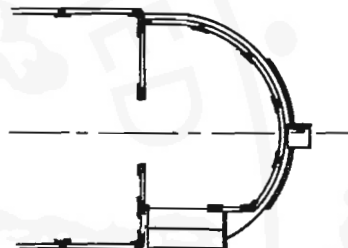
No. 1051 completely rebuilt to wood body car in 1924. Others scrapped in 1923.

Length 49'7 $\frac{1}{2}$ "  
Width 8'5"  
Height 12'1"  
Weight 49,050 lbs.  
Seats 49

Cars identical except for roof detail at each end. (See inset)



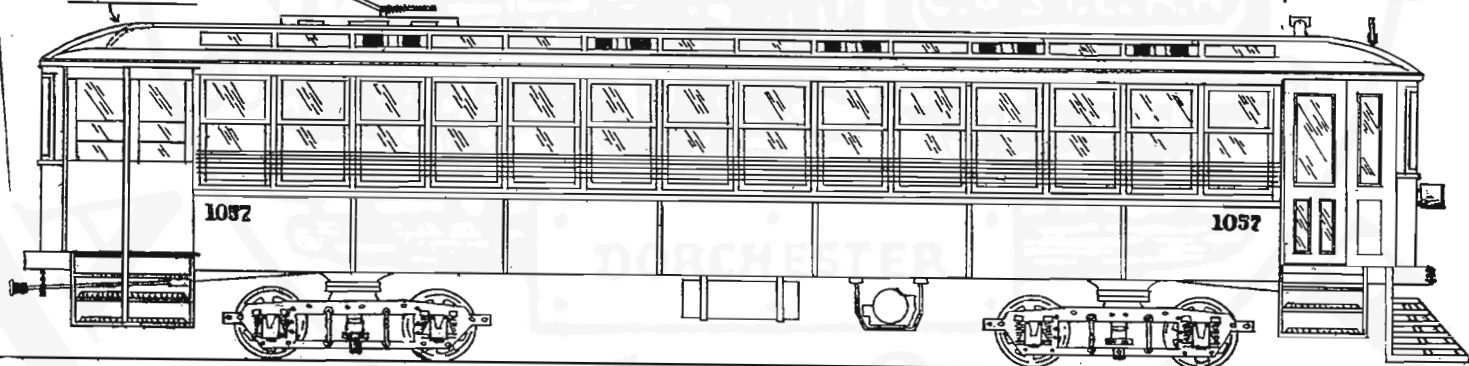
PLAN OF PLATFORM



ROOF DETAIL - CARS 1051-3-5



ROOF DETAIL - CARS 1057-9



1 2 3 4 5 10  
SCALE OF FEET

## Locomotive Notes

Another Canadian National Railways steam locomotive will join the ranks of those in operation to handle rail enthusiasts' excursions, when 4-6-2 No.5114 is steamed up late

in October to pull a special excursion train from Edmonton to Camrose, Alta. Saturday, October 28th, 1961, is the date set aside for this event, which is being sponsored by Northern Alberta Model Railroaders, with the advice and assistance of some of our members in the Alberta capital. No.5114 is one of the engines used in recent years on loan to Northern Alberta Railways, which are jointly owned and operated by Canadian National and Canadian Pacific systems. Those of our readers who reside in western Canada, or who may be travelling in that area at the time of the excursion, are urged to support what promises to be an interesting trip -- possibly the first enthusiasts' excursion to be operated in Alberta. Tickets are \$9.50 for adults and \$5.25 for children, and they may be obtained from Mr. G.D. Kilburn, 13439 135th Street, Edmonton.

Another Canadian National locomotive which has seen some operation recently, albeit not in Canada, is X-10-a class 4-6-4F No.47, which was sold several years ago to the Edaville Railroad museum at South Carver, Mass., and which was reactivated by that body to operate out of Bellows Falls, New Hampshire, under an arrangement with the Boston & Maine Railroad. Complications developed, apparently, and the engine was next sent to operate on the Concord & Claremont Railroad between Bradford and Sunapee, N.H., pulling several wooden ex-B&M suburban passenger cars. In the latter part of August, however, the operation of this locomotive was suspended, at least temporarily, by the authorities, owing to alleged non-compliance with government regulations. It has not been learned whether it has resumed operation, subsequently.

Canadian National Railways 4-6-2 No.5270 has been acquired by the city of Moncton, New Brunswick, as a historical exhibit, and it has been placed on display in the Natural Park near that city.

The Mattagami Railway, which operates from Smooth Rock to Smooth Rock Falls, Ontario, connecting with Canadian National Railways (NTR), still keeps a small 2-6-0 steam locomotive, No.10<sup>0</sup>, on standby for a small diesel.

There is still one Shay-g geared locomotive operating occasionally in eastern Canada; it is a three-truck machine, No.70 of the Abitibi Power & Paper Co. at Iroquois Falls, Ontario. One of our members calling in at the shops during August was told that No.70 had recently undergone class 1 repairs and, like the Mattagami Railway engine, is used as a standby for a diesel locomotive.

During September, Canadian National H-6 class 4-6-0 No.1521 was sold to Mr. Andrew McLean of Don Mills, Ontario, presumably for historical purposes. No. 1521 will be remembered by those who were passengers on the CRHA July 22nd excursion, as one of the locomotives stored unserviceable at St. Rosalie Jct., Que. It is equipped with a Belpaire firebox.

The Manitoba Paper Company at Pine Falls, Man., a subsidiary of Abitibi, is reportedly still using its 2-6-0, No.30, for switching services around the paper mill. This engine was built in 1922 for the Abitibi Railway & Navigation Company by the Montreal Locomotive Works. A pair of rather sparse smoke deflectors added later give this engine a rather strange appearance.

## LOCOMOTIVE NOTES (continued)

During the month of August, Canadian National Railways sold the third X-10-a class 4-6-4 suburban engine, to be preserved for historical purposes, when No. 46 was purchased by Mr. H.J. O'Connell, a Montreal contractor who has hitherto been noted for his antique automobile collection. Evidently No.46 was in line at Turcot Yard for scrapping when it was rescued by Mr. O'Connell. The locomotive was subsequently moved to the owner's construction yard at Dorval. No.47 a sister engine has been preserved by the Edaville Railroad museum, while No. 49 has been acquired by CRHA for the Canadian Rail Transportation Museum.

In order to accelerate its steam-locomotive scrapping programme, Canadian National Railways, in midsummer, ceased sending steam locomotives to London, Ontario, to be disposed of, and began scrapping engines at Turcot Yard. At time of writing, this activity is in full swing, with quite a large number of engines yet to go. For those who have a craze for preservation, any of the engines can probably be obtained for prices ranging from \$5,000 to \$10,000 cash.

Following the closing of Turcot Roundhouse, it was used as a short-term storage facility for the equipment of CN's Museum Train, as well as eleven steam locomotives which were being preserved, ten of them by CRHA. In short order, vandals broke into the unguarded building, and it was deemed advisable to move the equipment out of Turcot. Accordingly, the Museum Train has now been moved to Joffre Yard, near Charny, in the Quebec area. CRHA's ten locomotives, plus No.6218, which is being held, it is rumoured, pending the possible establishment of a federal technological museum at Ottawa, have been moved to more protected facilities at Pointe St. Charles.

The colliery at Westville, Nova Scotia, near Stellarton, can be counted among those industries which still employ steam locomotives in regular service for plant switching. The company possesses a former Canadian National Railways 0-6-0 tender switching locomotive, also another 0-6-0 purchased second-hand in the USA, and converted into a 2-6-2.

## CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association.

EDITORIAL ADDRESS: P.O. Box 22, Station "B", Montreal 2, Canada.

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