

# crha News Report

P.O. BOX 22,

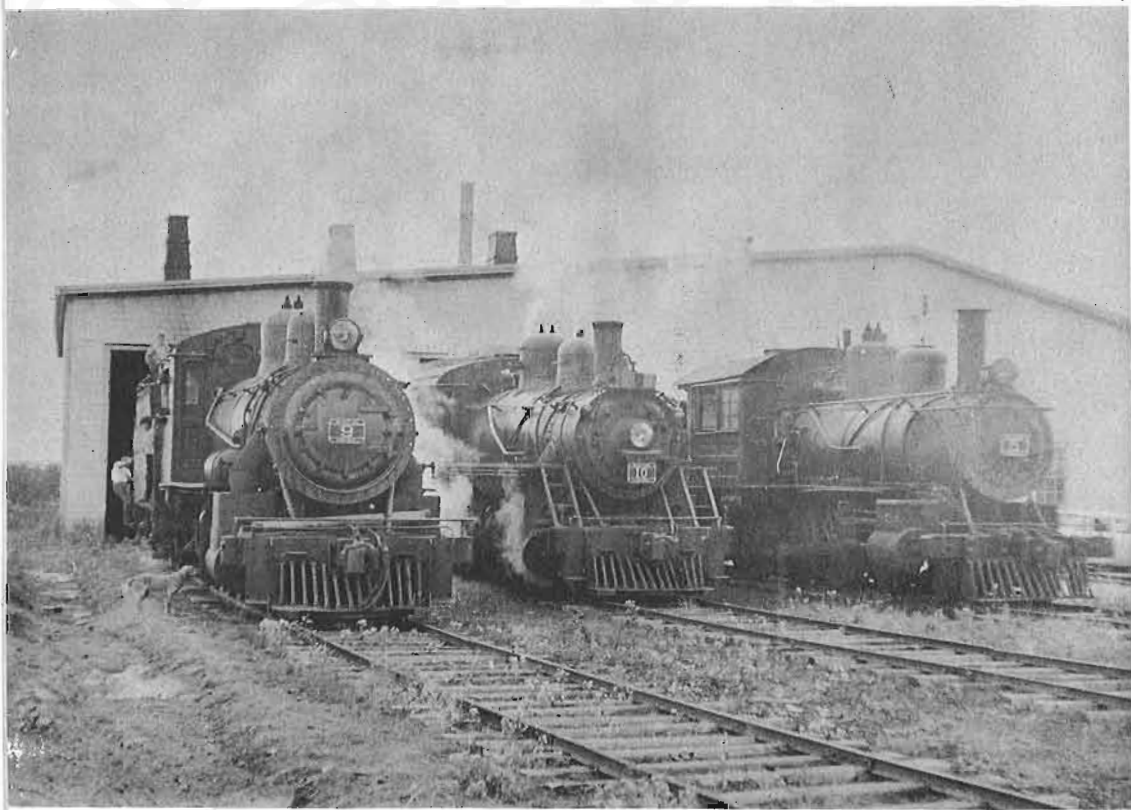
STATION "B"

MONTREAL 2, QUEBEC

NUMBER 126

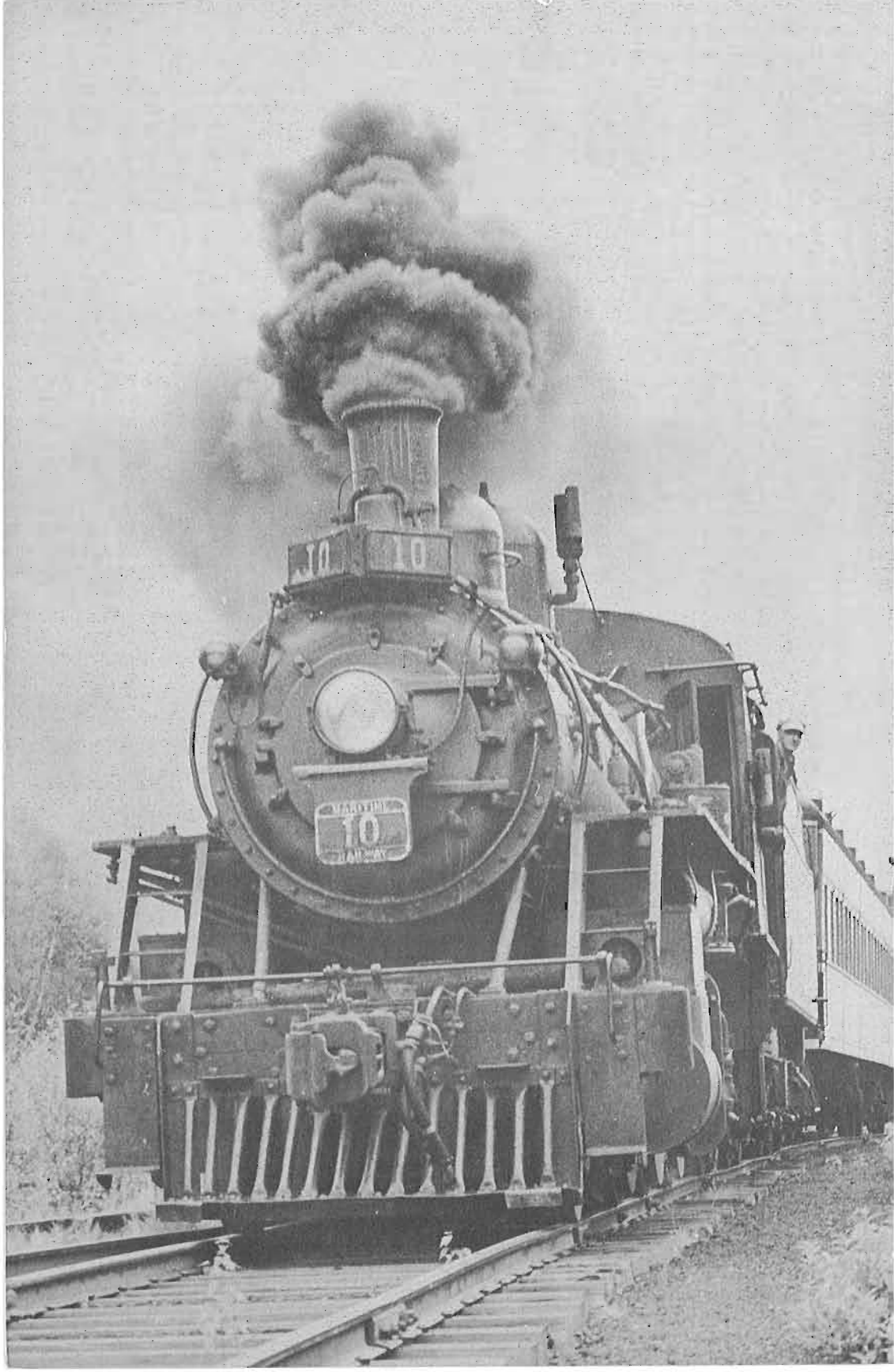
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OCTOBER 1961



LAST DAY LINEUP --- Saturday, September 23rd, 1961 marked the last run over the "Joggins Railway", the Maritime Coal, Railway & Power Company's rail link between Maccan and Joggins, N.S. The steam locomotive was "king" to the end, and this photo shows the whole roster, Nos. 9, 10 and 5, lined up for a final photograph at the Joggins enginehouse.

Photo by A.S. Walbridge



## CRHA Runs Last Train on "Joggins" Railway

Number Ten was under a full head of steam when the "official party" arrived from Moncton and Montreal at the engine house of the Maritime Coal, Railway & Power Company Limited, in Joggins, Nova Scotia. To it was to go the honour of hauling the last train over "The Joggins Railway" on that cloudy, but pleasant, September day.

On an adjacent track, Number 9 stood ready steamed up in case its services might be needed; the shop crew had worked all night to replace a boiler tube so that it would fulfill Mr. MacPherson's promise to have two engines ready. No. 9 sported an oversized smokebox door, recently acquired, after an accident, from a Cumberland Railway locomotive. As it transpired, it had little to do during the day, other than to pull No. 5 out for inspection and to give innumerable children rides up and down the yard.

After a brief parley between the visitors and officials of the Railway, and with only the caboose for a load, No. 10 chuffed quietly off for the 12-mile run to Maccan, where the revenue passengers were to be picked up. While awaiting the arrival of the Maritime Express (from Montreal) and The Scotian (from Halifax) at the junction, our special train wye'd a steel coach, loaned for the occasion by the C.N.R., was added to the consist. The proceedings were observed with close attention by the President, Dr. Norman Avard, and other officials of the Railway, by newspaper and television reporters and by a

crowd of townspeople. Then the half-hundred passengers clambered on board and "the last train" pulled out of town at 12 m.p.h. A brief shower of rain fell as if to mark the solemn occasion.

Across the fields about a half mile from the junction, the line crosses the Maccan River on a modern, steel bridge. Here, the first "run past" took place with photographers lining the top of the dyke beside the tidal river. Soon after, the train passed the spur leading to a power plant, until last Spring owned by the Railway and Coal Company. It appears likely that the line from Maccan to the powerhouse will be retained, when, in the near future, the rest of the rail to Joggins is removed. Farms gave way to woods and No. 10 began to pull in earnest as the train pulled up over the height of land. In times past, the grade and snow forced crews to "double the hill". Today, Top Hill Siding and Hardscrabble Hill were passed without difficulty, though the track master followed closely after the train on a sectionman's car, by way of precaution. Two "runs-past" were staged at picturesque woods road crossings; here the trees and brush came so close to the line that they brushed against the train.

Approaching River Hebert, the train passed abandoned coal mines and spurs leading to the workings, crossed the steel truss bridge (which formerly carried the CNR mainline over the Missiguash River at the N.S.-N.B. border) and stopped at the crowded

station platform. The entire population of the town seemed to be on hand to view the "run-past" over the bridge, and the engineer made the most of the occasion with his whistle. An additional passenger joined the party at River Hebert, 90-year-young George Latta. As a boy, he had climbed aboard the first train and ridden free. Still erect and spry, he was to ride free again today, as guest of the Association.

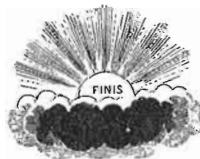
Once again we were on our way across fields beginning to tarnish with the harvest and through woods flecked with autumn colours. Finally, around the bend, the workings of the Bayview Mine and the waters of Chignecto Bay came in sight, and the first half of the excursion came to an end at Joggins Station. In a matter of minutes, the passengers had lost themselves among the crowds of villagers, hurrying to look at (and to photograph) the other locomotives, the engine house, the disused combination car, the station, the office building, the stub switches, the site of the inclined plane, etc., etc. Eventually, pangs of hunger forced even the most enthusiastic to pause and have lunch, scattered in small groups around the yard.

At this time, it being mid-afternoon, Dr. Avard bade the group goodbye and returned by motor to his home in Amherst. Our warm thanks and best wishes went with him. Now the operation of "wyeing" the train, with-out moving the passenger car over the wye, and still having the train in the same sequence (locomotive, coach and caboose)

began. It presented quite a problem to the amateur railroaders present. However, it was accomplished by the crew without undue delay and No. 10 was serviced for the return trip to Maccan. During these maneuvers, the opportunity presented itself to photograph Nos. 5, 9 and 10 in line abreast. This memorable picture is reproduced on our cover.

The hour-long journey to Maccan was made with but one brief stop at River Hebert. Did Mr. Latta get off? ...Not he! Obviously, he intended to get his "money's worth" this time, too. Especially dramatic (and poignant) was the view from the back of the caboose of two gleaming threads of steel unwinding under the wheels and streaming off toward the setting sun. Crowds watched from every crossing, and every house as the special train wrote "FINIS" to seventy-four years of service to the people of Nova Scotia, and by means of the coal it hauled, to Canada and to the world. And so, without incident, the CNR mainline was reached once again.

One solemn duty remained to be performed by the train crew and the trip officials, to put the engine and caboose to bed for the last time. One final time, the journey to Joggins was made and this time, fittingly, the train was empty. Few witnessed the closing scene of a historic drama as, under a clear sky illuminated by a full moon, the No. 10 approached the engine house, dropped the caboose, and backed into its stall. The doors were closed -- hands shaken -- goodbyes said -- friends departed their several ways.



MOTIVE POWER

- No. 5      4-6-0      Pittsburgh Locomotive Works, 1898  
Built originally for the Pittsburgh & Lake  
Erie RR. Bought 1920 after service at  
Cochrane, Ontario.
- No. 9      2-6-0      Montreal Locomotive Works, 1910  
Built originally for the International Railway  
of New Brunswick (No.6); later Canadian Gov-  
ernment Railways No.1155, then Canadian Nat-  
ional Railways No.402. Bought by Mar.Ry. 1940
- No. 10     2-6-0      Montreal Locomotive Works, 1910.  
Built originally for Temiscouata Ry. (No.1)  
Later Canadian Government Railways No.4537,  
then Canadian National Railways No.407.  
Bought by Mar. Ry. in 1951.

MANAGEMENT AND STAFF

President:      Dr. Norman T. Avard, Amherst, N.S.  
General Manager: Mr. Percy A. MacPherson, Joggins, N.S.  
Accountant:    Mr. Chester B. Mills, Joggins, N.S.

TRAIN AND SHOP CREW

Conductor:    Mr. Herbert A. Hood  
Engineman:    Mr. Hance LeBlanc  
Fireman:      Mr. Harry Melton  
Brakeman:     Mr. Austin Brown  
Machinist:    Mr. Henry Burke  
Cleaner:      Mr. Arnold Mills

TRIP ORGANIZERS

Messrs. Bob Tivy, Howard Easton and Tom Barnes, all of Moncton, NB

CRHA MEMBERS IN ATTENDANCE (in addition to trip organizers)

Dr. Robert Nicholls, Messrs. Steve Walbridge, Ernest Modler, Albert  
H. Modler, Forster Kemp, John Welsh, Bob Burns, Bob Sandusky, John  
R. Stevens, Frank Binns, Commodore James Plomer, Mr. Fred Stephens.

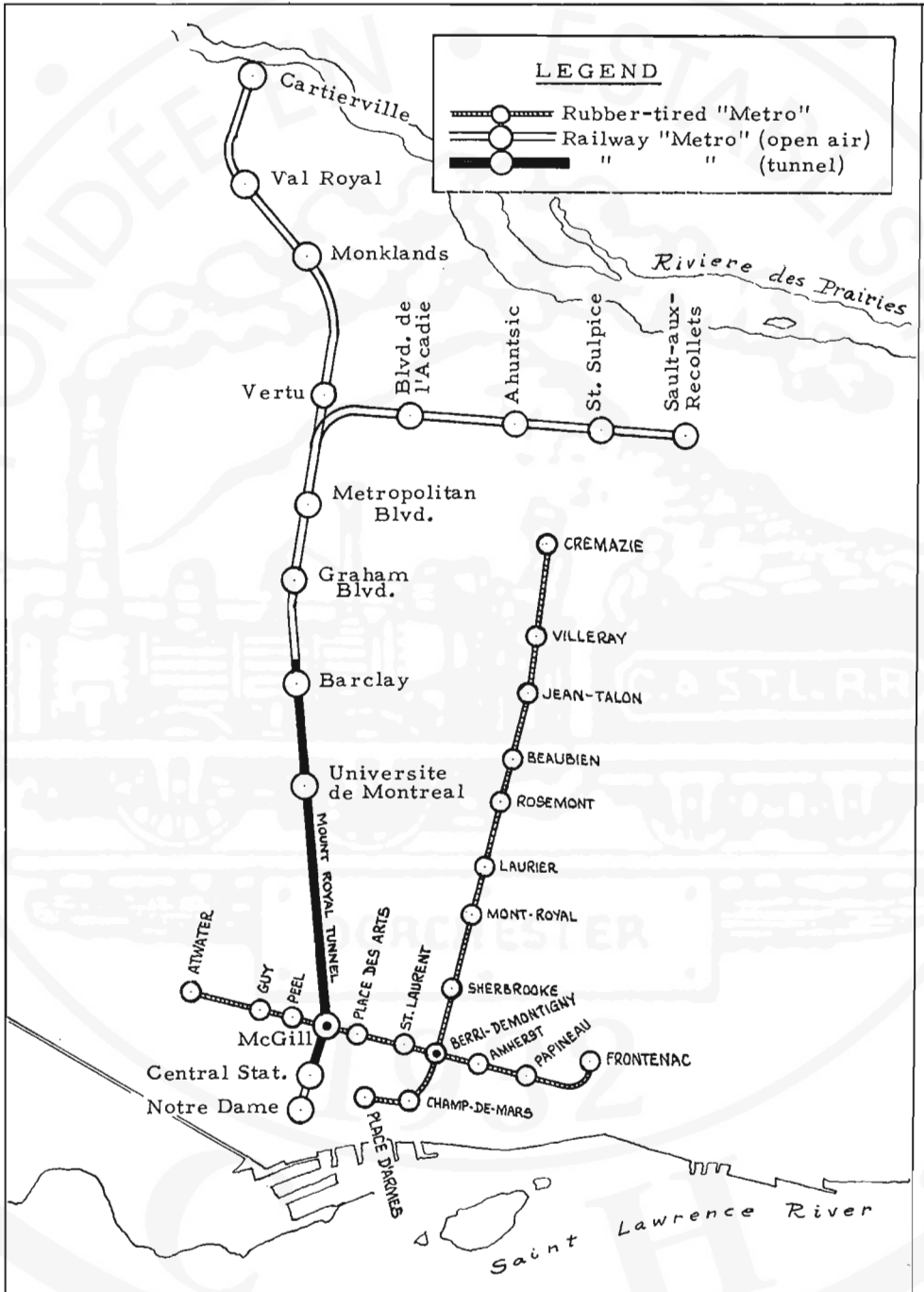
*Canada Coal and Railway Company,  
Limited.*

*Pass Mr. Guy Jorns S. J.P. Agt.*

*Great Northern Ry of Canada*

No. 179

UNTIL 31<sup>ST</sup> DEC.  
**1901**  
UNLESS OTHERWISE ORDERED.  
*Robert Aulhouse*  
General Manager.



# Métro Montréal

On Friday, October 20th, the city administration of Montreal unveiled its plans for a rapid transit system to the public. At a special meeting of the city council, presided over by the Mayor, Mr. Jean Drapeau, the council, and the public, were briefed on a proposal to operate a 20.6-mile rapid transit network in the city. The proposal will be voted upon at a council meeting which is to be held on October 30th.

Nearly a year of planning by the civic administration was thus made public, a year in which the City of Montreal had taken upon itself the responsibility to plan and construct the needed rapid-transit system, which upon completion will be turned over to the Montreal Transportation Commission for operation. The price tag which the Mayor has placed on the project is \$150,000,000 consisting of \$125,000,000 for the subway structure itself, which the City will find, reportedly without increase in municipal taxation, and \$25,000,000 for the rolling stock, which is expected to be provided by the Montreal Transportation Commission.

The 20.6-mile system will be divided technologically into two systems, consisting of a 10.6-mile conventional railway rapid transit system, largely using existing Canadian National Railways lines through the Mount Royal Tunnel, and a 9.0-mile rubber-tired small-section subway, copied from the existing Line 11 of the Regie Autonome des Transports Parisiens, with which the Mayor and his associates are greatly impressed.

The routes to be followed by the 20.6-mile system are as follows:

## LINE "A" (Rubber-tired trains)

From Youville Shops to Craig Terminus, following an underground route on

a line roughly between St. Denis and Berri Streets, to Craig, then west along that street to the Terminus. Stations will be located at Cremazie, Villeray, Jean Talon, Beaubien, Rosemont Blvd., Laurier, Mount Royal, Sherbrooke, de Montigny, Champ de Mars and Place d'Armes (Craig Terminus).

## LINE "B" (Rubber-tired trains)

From Atwater Terminus to Frontenac Street, on an underground line via St. Luke, Burnside, Ontario and de Montigny Streets, to Frontenac Street. Stations will be located at Atwater, Guy, Peel, McGill College, Place des Arts, St. Laurent, Berri (Junction with Line "A"), Amherst, Papineau and Frontenac.

## LINE "C" (Railway trains)

From a point between Notre Dame and Craig Street to Cartierville and to Sault aux Recollets, via the Mount Royal Tunnel and utilizing existing Canadian National railway lines. Stations will be located at Craig, Central Station, McGill College (junction with Line "B"), University of Montreal, Barclay, Graham Boulevard, Metropolitan Boulevard, Verdu, Monklands, Val Royal and Cartierville. The Sault-aux-Recollets branch will diverge just north of Metropolitan Boulevard Station, with stations at de l'Acadie, St. Laurent, Ahuntsic, St. Sulpice and Sault aux Recollets (Papineau).

It is estimated that it will take four years to construct and place this system in operation. While work will proceed concurrently on all phases, beginning next spring, it is possible that some portions -- possibly the railway route on CN lines, will be in operation before the rest of the system.

The rubber-tired system will require 28 trains of nine cars each, or 252 cars. Needs of the rail system have

Saturday's Forecast:

**Cloudy, Cooler**

Low tonight 50. High tomorrow 60  
(For Weather Report See Page 2)

# The Montreal Star

**FINAL EDITION**

93rd Year, No. 257

54 Pages

MONTREAL, FRIDAY, NOVEMBER 3, 1961

Tomorrow sun rises 6:37 a.m. Sets 4:38 p.m.

PRICE FIVE CENTS

# Council Approves Subway Loan

## \$132 Million Credits Voted For Two Lines Construction, Rolling Stock Covered in Money By-law

By GERARD DERY

Montreal's subway took another step forward towards the start of work and eventual reality early today when City Council passed a loan by-law and voted the credits for the first two stages.

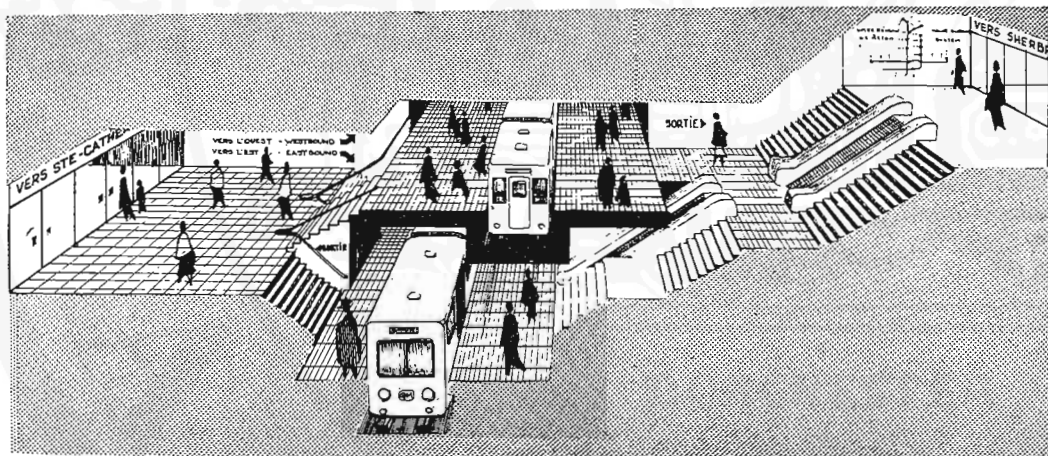
The action came at 2 a.m. after the administration had been thoroughly quizzed over costs and technical points of the proposed St. Catherine and St. Denis lines.

The portion to be based on the Canadian National Railway tunnel under Mount Royal and the lines that run through it was left in abeyance until the City of Montreal can obtain from the provincial legislature the power it needs to deal with that part of the project.

Council passed the by-law authorizing the city to borrow the money by 64 votes to one, with one councillor absent. The second by-law, appropriating the money for the administration, passed by 61 votes to four.

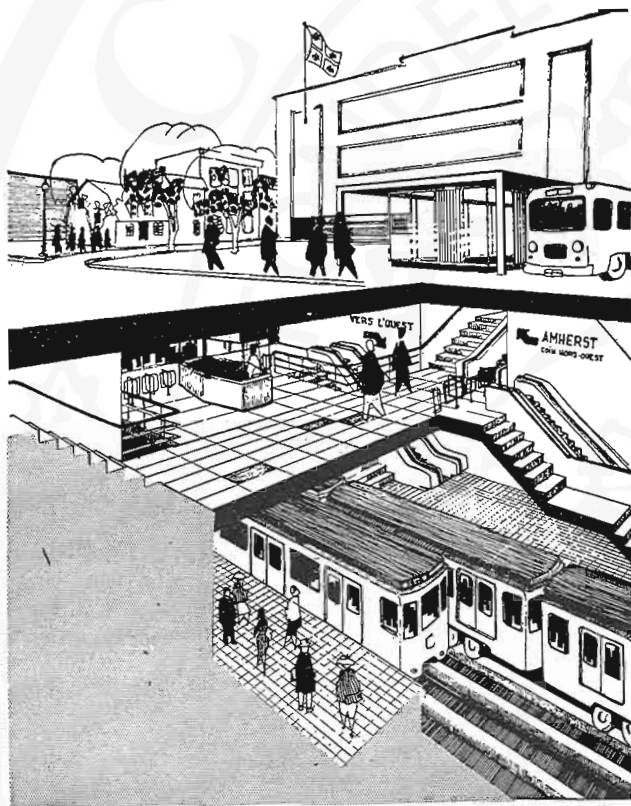
'St. Catherine Line'

The administ



An artist's conception of the subway station to be built at the intersection of Burnside and McGill College.





Cutaway drawing of street-level entrance and subway station at Amherst street.



### The Age Of Miracles

This cartoon, drawn by John Collins of the Montreal "Gazette", casts Montreal's Mayor Drapeau in the role of a magician. Subways have been advocated in Montreal since before the dawn of the century.

not yet been assessed. The 252 cars will cost approximately \$21,000,000.

The Line "A", running from Youville Shops, downtown, will reportedly be a deep-level tube, crossing under Line "A" at deMontigny Street. Line "B" will consist largely of cut-and-cover and be located close to the surface. Illustrations of some of the stations indicate that the two tracks will be built one above the other, evidently in an attempt to keep the width of the subway within the width of the street under which it will be located.

The authorities will also provide large parking areas at the outer suburban stations, and combined parking fees and fares will encourage motorists to travel downtown on the rapid transit system, rather than take their automobiles into the business area. Feeder autobus lines will connect the rapid transit system to suburban areas, and it is planned that the rapid transit fare will be the same as that obtaining, at the time of opening, on the MTC bus system as a whole.

What's it to be called? This can be a problem in a bilingual city; the administration has therefore decided that, like Paris and Moscow, Montreal's system will be a "Metro" -- a word coined originally in Paris more than half a century ago to refer to the Chemin de Fer Metropolitain de Paris whose lines form part of the R.A.T.P. system today in the French capital.

CANADIAN PACIFIC ELECTRIC LINES DIESELIZED IN OCTOBER.

Early in October, Canadian Pacific Railway converted its subsidiary electric railway operations, the Grand River Railway Company and the Lake Erie & Northern Railway Company, to diesel-electric operation. The combined lines, operated as a single system, extend from Waterloo, Ont., to Port Dover, with a branch from Preston to Hespeler. The headquarters of the system are at Preston. Motive power was provided by ten 1500-volt D.C. electric

Reportedly, Montreal will become the 29th city in the world with a subway, but at 20.6 miles, it will be the eighth longest system; in point of population of the largest cities in the world, Montreal ranks only 43rd.

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ROLLING STOCK

Details of rolling stock for the rubber-tired portion only, have been given; the trains are to consist of three-car sets, with the two outer units being powered while the center car is a trailer. The motor cars are reported to be 57 feet long, while the trailer car will be 52 feet in length. Width of the cars, at a little over eight feet, will make them among the smallest rapid transit cars on the continent. However, the civic administration have economy in mind in selecting smaller cars, with their consequent smaller tunnel, and claim that a saving of 25% in the cost will be realized by the adoption of this system. The equipment on the CNR lines, unlike that of the rubber-tired routes, will be selected by the MTC, and it is probable that the cars will be at least ten feet in width, and will conform to the latest North American practice in length, in capacity and in design. While the lines of the CNR which are to be used on this segment, are presently equipped with overhead catenary, newspaper reports have it that third rail will be used. The rubber-tired system will presumably be required to use third- and fourth-rail.

locomotives, which have now been replaced by CPR diesels. One of the contributing causes was the necessity of relocating a section of the main line between Preston and Kitchener.

The original Galt & Preston Railway was opened between those towns in 1894, and in 1896 extended to Hespeler. In 1903, the line was completed to Berlin (Kitchener). The sections from Galt to Port Dover were opened during 1916.

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# THE MUSEUM

September and October saw a great deal of physical work performed at the museum site, bidding well for our planned limited opening to the public in the summer of next year.

ian Engineers. This bridge will form the public entrance to the facilities and will, in time, accomodate a streetcar track for the single-truck cars which will take visitors into the museum.

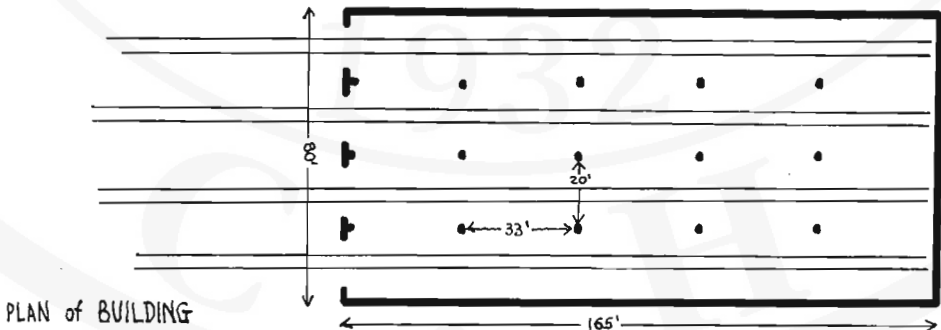
During September, the footings for the first building were poured under the supervision of our member Mr. Frank Lewin. This foundation consists of thirty concrete piles placed in five rows twenty feet apart. Each pile is thirty-three feet from the next one in each row, permitting construction of a building with four twenty-foot bays, each 165 feet long.

Concurrently, a number of the members worked on Thanksgiving Day, and on Saturdays the 14th and 21st clearing brush and cutting down trees to make way for a seven-foot-high chain link fence, which is being erected by the Frost Fence division of the Steel Company of Canada. A good portion of this fence is being donated to the museum by Stelco. This fence will surround the existing property and will serve to provide a locked-off area where material can be left safe from intruders. One twenty-four foot opening is being left in the fence for the interchange track with the Canadian Pacific Candiac spur, and another eighteen-foot opening will serve for the public and streetcar entrance at the southwest corner of the property. These openings will be closed with double gates opening inward.

After the concrete had been given time to set, steelwork was commenced in the week of October 16th-20th on the building frame, and it was completed in the ensuing week. Four doors, each giving a free opening fifteen feet wide and seventeen feet high, will be located at the west end of the structure. A wall will be placed at the east end, which will be removed when the extension is erected probably next spring.

Besides our President, Dr. Nicholls, who is an unflinching attendant at the property when there is work to be done, others have included Messrs. Walbridge, Murphy, Fred Angus, Lavallee, McGee, Commodore Plomer, Hay, Henry, Chivers, Cheasley, Loiselle and Halfyard.

Through the cooperation of the Quebec Hydro-Electric Power Commission, and the Provincial Government, the Association is to be provided with a seventy-foot Bailey bridge, which will be erected in the spring by the reserve unit of the Royal Canadian



PLAN of BUILDING



## from **ELEGANCE** to Utility

NEXT TIME you see a railway boarding car made out of an old passenger car, have a good look at it -- at least if it's a Canadian Pacific 411000 series car.

Recently, having occasion to compile a list of more interesting sleeping cars, parlour cars and dining cars which are still in existence as service equipment, we came up with a record of thirteen cars, dating back to a period between 1886 and 1908, which are still serving extra gangs, B&B crews and other maintenance staff. The car dating to 1886, TORONTO, is a sleeping car of a series which carried the names of cities and towns on CPR lines, while two sleeping cars of the Nineties are relics of the days when, to encourage traffic to the roman-

tic and mysterious Orient, Canadian Pacific bestowed names of Asiatic origin on certain classes of cars. SATSUMA and NAGOYA are still around, and YOKOHAMA, which ran for a short distance in the first train to cross from the Atlantic to the Pacific, was scrapped just a few years ago. HONOLULU, of the same class, the sleeping car which went all the way in the first train, to Port Moody, was scrapped years ago.

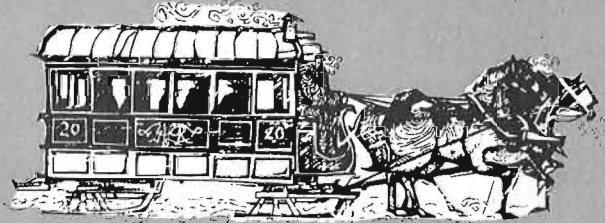
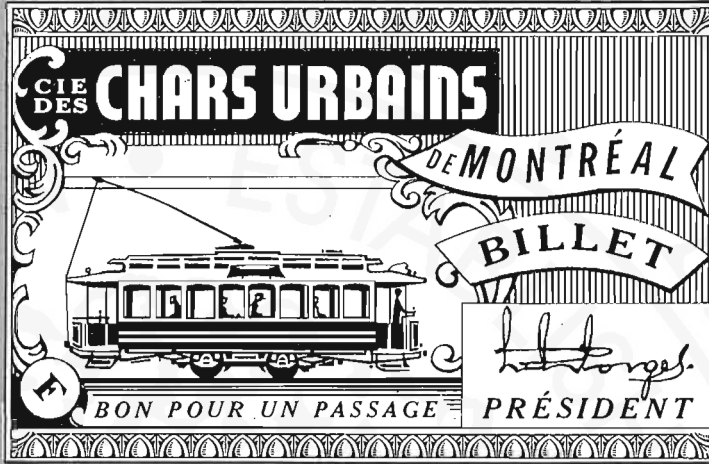
The list below gives details of the cars remaining, and it would be interesting to know if our readers spot any of them on the line. These cars have a very interesting past; that they were well-constructed is evidenced by their existence after fifty to seventy-five years of service.

<u>Year Built</u>	<u>Built As</u>	<u>Converted From</u>	<u>Converted To</u>
1886	TORONTO, sleeping car	Colonist 2722 (1936)	411037
1892	MACKINAC, " "	Buf.Parl.6608 (1939)	411402
"	NAGOYA, " "	" " 6604 (1940)	411442
1893	SATSUMA, " "	Colonist 2723 (1940)	411430
1890	LONDON, " "	Cafe Par.6500 (1940)	411443
1898	MIRAMAR, dining car	Parlour 6715 (1936)	411073
1899	LIEVRE, parlour car	" 6718 (1936)	411071
1906	MAGNETAWAN, " "	" 6705 (1943)	411448
"	MAGOG, " "	" 6703 (1950)	411528
1908	FARNHAM, sleeping car	same car (1940)	411452
"	FINCH, " "	" (1940)	411457
"	FRANKLIN, " "	" (1940)	411462
"	FROBISHER, " "	" (1940)	411464

**CENTENAIRE**



1861 - 1961  
**CENTENNIAL**





# MTC

## Centenary Observance

A ticket, depicting a streetcar, but issued by an all-bus transit system, was one of the unique features of "Urban Transit Centennial Week", observed between September 17th and September 24th by the Montreal Transportation Commission. The ticket, specially commemorating the centenary year of public transportation in the city, carried the MTC monogram, centennial dates, and the signature of Brig. Guy Gauvreau the MTC's present Chairman and General Manager, on one side, while the reverse was a replica of one of the first tickets issued after electrification of the rail system was introduced, in 1892. It depicts a broadside drawing of a single-truck electric car, and also carries the signature of Louis J. Forget, the President of the Montreal Street Railway at that time. At time of writing (October 17th), these tickets were still on sale on all MTC busses and by ticket outlets.

The MTC introduced a number of new services and facilities to the public during the week, including new express bus services, automatic ticket vending machines, new transit stop signs which will carry a schematic diagram of the route of which the sign forms a part, infra-red shelter heaters for winter use in MTC bus shelters, and also new shelter designs for transit stops in exposed locations. The Commission also announced that bus routes would be named as well as numbered, this latter step marking a return to the practice prevailing until shortly before rail ser-

vice ceased in 1959.

Of most interest to rail amateurs, however, was a public exhibition of twelve streetcars which were on display at Youville Shop, as part of an "open house" on Saturday and Sunday, September 23rd and 24th. This exhibition was visited by more than 10,000 Montrealers during the course of the two afternoons that it was open. The cars exhibited included ten owned by MTC, and two which are the property of CRHA. A list of the vehicles is given with this report.

During the same week, an exhibition of photographs, tickets and maps was shown in Eaton's department store, while the MTC itself displayed the two eighty-five-year old pieces of Montreal City Passenger Railway equipment, omnibus No. 7 and sleigh No. 20, at Phillips' Square, along with a modern autobus.

The Chairman and members of the Montreal Transportation Commission have every reason to be proud of the success of this important commemoration; the observance was organized under the direction of the MTC's director of public relations, Mr. Alphonse Saumier, with the cooperation of the heads of all departments. The MTC constables and guards handled the public politely and tactfully, with the result that the favourable public image which the Commission has endeavoured to create has been immeasurably strengthened.

### M.T.C. CENTENARY BOOKLET

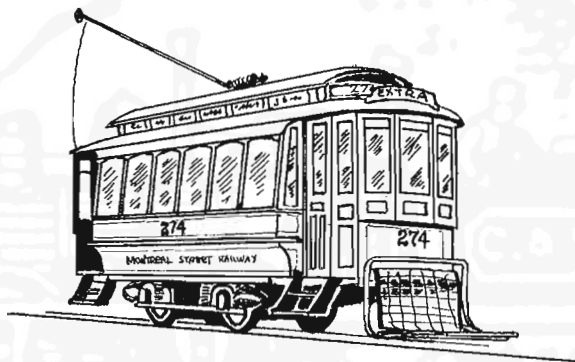
With this issue, members will receive, through the courtesy of Mr. Alphonse Saumier, director of public relations, Montreal Transportation Commission, a copy of the M.T.C. bilingual souvenir booklet, "Urban Transit in Montreal, 1861-1961". It contains texts in English and in French, each occupying twenty pages including cover, with nineteen illustrations. The centenary of the opening of Montreal's first street railway will occur during November, 1961.

## LIST OF HISTORICAL STREET RAILWAY EQUIPMENT ON DISPLAY

1	DT Observation Car	Montreal Street Ry. Shops, 1905
8	ST 10-bench Open Car	* Patterson & Corbin, St. Catharines, 1895
200	ST Birney Safety Car	J.G. Brill, Philadelphia, 1919
274	ST Closed Car	** Newburyport (Mass.) Car Mfg. Co., 1892
350	ST Closed Car "Rocket"	Brownell Car Mfg. Co., St. Louis, 1892
997	DT Closed 2-man Car	Ottawa Car Mfg. Co., Ottawa, 1910.
1046	DT Closed 2-man Car	MTC Youville Shops, 1924.
1339	DT Closed 2-man Car	Ottawa Car Mfg. Co., Ottawa, 1913.
1801	DT Closed 2-man Car	Canadian Car & Fdy. Co., Montreal, 1924
1959	DT Closed 1-man Car	Canadian Car & Fdy. Co., Montreal, 1928
2222	DT Closed 2-man Car	Canadian Car & Fdy. Co., Montreal, 1929
3517	DT Closed 1-man PCC Car	Canadian Car & Fdy. Co., Montreal, 1944

\* CRHA Collection. Not a Montreal car but representative of open car type.

\*\* " " This was the first piece of equipment to be preserved by CRHA, 1950.



## CANADIAN RAILROAD HISTORICAL ASSOCIATION

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