

Just A. Ferronut's February 1997

## Railway Archaeology

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With February hard upon us, I had better clean up a few tidbits passed my way last fall.

Doug Brown passed along a copy of Norm Mort's column from the *Montreal Gazette* carrying details on the question as to what happened to Montreal's four "Golden Chariots," from the days of rail-guided vehicles. The Montréal system had four of these open air streetcars built during the first quarter of the century.

It was pointed out that although Canada's climate was less conducive to open observation streetcars, they were far more popular in Canada than in the United States. In addition to Montréal's four, both Quebec City and Calgary also had open observation cars for summer use.

All four of the Montreal cars have been preserved at various museums. The second oldest car number 2, now resides in the Seashore Trolley Museum in Kennebunkport, Maine, while one of the newest, number 4, can be viewed at the Connecticut Electric Railway Association Museum, in Warehouse Point (near Hartford).

The oldest, number 1, along with number 3, have been included in the transit collection at the Canadian Railway Museum, in St. Constant, QC, which is open every summer.

Cars number 1 and 2 were built by the Montreal Street Railway Company in 1905 and 1906 respectively. The newer cars, numbers 3 and 4, were built by the Montreal Tramways Company in 1924. All four cars remained in continuous service until 1958 - with the exception of 1943-44. Car number 2 car took part in a "Farewell to Streetcars" Parade in Montreal on August 30<sup>th</sup>, 1959. After their removal from service in 1958, the observation cars were made available for private charter. Number 4 was sold to the Connecticut Museum in 1959, and the remainder changed hands in 1963.

Over their years of operations, the "Golden Chariots," the commonly used nomenclature for these stylish open rail cars, carried millions along the streets of Montreal. Their routes passed by St. Joseph Oratory and the Wax museum. During their latter years, a second more easterly route added in the late 1940s which passed by Lafontaine park and the old Delormier Downs baseball stadium at Delormier and Ontario streets.

The popularity of these site-seeing tours continued even after the abandonment of the Montreal streetcars, for the Montreal Transportation Commission inaugurated its Promenade tours using what were then the newest buses in the fleet in the early 1960s. Departing every 15 minutes from Dominion Square, the buses basically followed the Chariots' route, along with visits to Old Montreal and Ste. Helen's Island. One reader even reminded everyone of terrific value of these tours, as a \$1 (adult), 25¢ (child's) ticket allowed you to stop and take in any of the sights for as long as you liked with no extra charge for reboarding a Promenade bus.

Norm closed his column by a few comments on a book published last fall, entitled "Trolleycars," by F. Sullivan and Fred

Winkowski. Published by Motorbooks International, this softcover, 128 page book contains approximately 200 colour photographs from over 50 trolley cars systems from around the world.

The photography isn't confined to three quarter shots, as there are close-ups of the details that make so many of these streetcars/trolleys unique. After a brief introduction, there is a chapter on the pre-electric trolley era when the horse was still the source of power. The Trolley's heyday feature examples of the Peter Witt; pay-as-you-enter; centre entry cars; and a look at interurban trains - once considered the North American answer to covering distances by radial railroad.

A chapter on "special" trolleys such as funeral parlour, snowplough, tower, and freight cars, etc., is particularly fascinating as these cars were rarely seen or noticed by the contented passengers riding the rails. Specifications accompany every trolley described outlining livery, type, car number, (late, builder, length, weight, seats and tracks/wheels. There is also a section picturing trolley logos. Overall, a fascinating, informative book, and probably available at your local book store for under \$30.

### Montreal West Tower Preserved

Before we leave Montreal, a few comments from Jim Sandilands about the preservation of CP's Montreal West Tower (at the corner of Westminster and Sherbrooke).

Indications are that Montreal West bought the tower from CP for \$1 and will pay CP a \$500 dollar per year rental fee for the land.

The building needs extensive repairs, and since the Town is not prepared to fund the restoration, citizens, both private and corporate, have offered materials and labour towards the project. To help with raising funds for things like roof and window repairs, the community held an auction at the Montreal West Town Hall on February 12.

Montreal West is celebrating its Centennial year and the restoration of the tower is one of the centennial projects. When the work is completed, the exterior will have been restored to its original appearance, there will be a Town museum on the ground floor and the upstairs will serve as office space for *The Informer*, the local volunteer newspaper.

After some checking, it was concluded that the CPR had removed the interlocking equipment at an earlier date.

### Denis Taylor

Our station man from Cobourg is resting comfortably in the Northumberland County Hospital, Cobourg, after suffering a stroke back in mid-January.

Reports are that while Denis may have a substantial battle ahead of him to get everything back to normal, he is on his way.

To anyone so wishing to send him some moral support, cards can be sent to his home address: Mr. Denis A. Taylor, 130 Queen Street Unit 3C, Cobourg, Ontario K9A 1N2, as I am certain his wife will ensure Denis gets them.

## Books

Besides the above mentioned book "Trolleycars," there have been a number of other recently published ones brought to my attention, and are probably worth a few words to let you know about them.

The first book is one about the City of Winnipeg's second railway system, the Tramway – a standard-gauge short-line – built in 1907 to provide access to the Winnipeg River site of the City's first power station. This book is by Peter Lacey, who a couple of years ago, brought us "Muskeg Limited" – the story of the Greater Winnipeg Water District Railway.

Peter's new book is called "Tramway to the Pointe: the Winnipeg Hydro Tramway, 1907-1996". It's hard-cover, 116 pages, has 75 photos (a good variety of buildings, rolling stock and right-of-way shots, two maps, and some diagrams. It is broken into five chapters; the first covers the background events and the amazing politics prior to 1907 when the City finally committed to the project; the rest cover the construction (24 miles in two years!), the subsequent history, the rolling and floating stock, and a miscellany of items that add colour to the story or elucidate this or that incident. The rolling stock chapter includes nearly 10 pages on the Prairie Dog Central, and one of the best pictures is probably the one of famous engine No 3 and coach at Lac du Bonnet in 1959.

While this book is on the history of Winnipeg Hydro Tramway, it is probably a good mirror of many of the similar systems that were attempted with varying success across Canada.

The book sells for \$23.95, plus \$4.50 for shipping and handling and is available from Anvil Crafts, PO Box 233, St. Vital Station, Winnipeg, Manitoba R2M 4A5.

From the edge of the prairies in Winnipeg, we hop east to the rock, perhaps better known as Newfoundland for our next books. I recently made the comment, that while the Newfoundland Railway may not of ever made money, but a look at the number of books recently out on the subject, someone must think times have changed.

Clayton Cook of Trinity Loop fame, published his "Tales of the Rails – Volume II" the Newfoundland Railway 1881 – 1988 about a year ago. This book a 125 page soft-covered book contains a map of the island rail lines, along with a motive power roster, numerous photos and stories of the railway and its people. I obtained my copy last fall for \$23.45 total, I expect for anyone interested they are still available from Clayton at this Lethbridge, Newfoundland address.

Clayton has now announced another book "Tales of the Rails – Volume III" – a special souvenir edition. This new book which will be issued as a 130 page soft-covered book in the same 82 x 11 format of his previous book and is to cover the land and sea operations of the Newfoundland Railway between 1881 and its official abandonment in 1988. While his recent announcement is scanty on details, it will no doubt contain more stories that made the Newfoundland Railway the system that it was.

This Special Souvenir Edition, which is expected to be a limited run is available for \$19.95 plus \$3.50 shipping and handling (\$5.20 s & h, for USA destinations) from Clayton D. Cook Publishing, PO Box 88, Lethbridge, NF, Canada A0C 1V0.

Our other Newfoundland book is "Next Stop: Gaff Topsail" by Mont Lingard. It was brought to our attention by Bob Sandusky who also forwarded a local review done by Natasha Penney of R-B News.

The Grand Falls-Windsor resident has penned "Next Stop: Gaff Topsail," about the Newfoundland Railway, with

special emphasis on Mile 328, the summit of the Gaff Topsail in Central Newfoundland.

The book contains references to the Newfie Bullet, and the last train which ran September 30, 1988, as well as ghost stories and personal stories from several railroaders who relayed their stories to him and are printed in their own words. In addition to these things, he also take the readers on a train ride over the Topsail. Boarding the train at Bishop's Falls, the reader gets an explanation of all the stops and grades, as well as the barrens and the different elevations. The ride ends with the train pulling into Comer Brook.

Lingard explained that he was always fascinated by the rugged terrain, the harsh winter conditions, and the perseverance of generations of railroaders who made their homes on the isolated barrens year-round at Gaff Topsail. He was always amazed that at one time there were more than 45 people living at the Gaff Topsail, but in order to even to buy groceries, they had to get on a train and go down to Millertown Junction, or ride to Deer Lake.

One chapter briefly highlights the history of the railways in Newfoundland from the 1880s including the history of his own career which spanned more than 20 years.

Another chapter is dedicated to the final train in Newfoundland, with a section on the tearing up of railway tracks across the Island.

The author considers one of the highlights is the chapter describing through railroaders' own accounts, the feelings men experience when they are part of a train derailment.

To close, Lingard included a chapter on what life is like on the Gaff Topsail now that the trains are gone.

While not commenting as to whether the book has any maps or diagrams, the promotion does state that it has over 150 photographs never before published.

Again, for those interested in obtaining a copy of "Next Stop: Gaff Topsail", by Mont Lingard, it is available from Mont Lingard Publishing, 18 St. Catherine's Street, Grand Falls-Windsor, NF A2A 1V8. The cost of this 129 page, 82 x 11 book is \$18.95, including shipping and handling.

The last book on our list, is one that has been around for some months. It is also one that I have had some second thoughts about, since it is sort of the second run at the topic. The book is the re-issue of "In The Shadow of Giants: The Story of the Toronto, Hamilton and Buffalo Railway" by Norman Helm.

Many of you will remember his first book of the same title published back 1978. In the intervening 18 years, the TH&B has become history, and GO Transit has taken over their Hamilton station. This updated version does complete the final chapter of the TH&B, from 1977 when CP Rail acquired total control of the line, until it was finally integrated with the trans-continental parent in 1986.

This updated version also tracks the on-going dispersement of the TH&B's property and equipment. An entire chapter is devoted to the resurrection of the TH&B Hamilton station as that city's new GO Transit Centre. Various historic information missed the first time around has been included, as well as numerous photographs from the CP Archives and Go Transit.

The new version of "In The Shadow of Giants: The Story of the Toronto, Hamilton and Buffalo Railway" has been available at most railway shows over the past while, or can be ordered from Preston House Publishers, 260 Adelaide Street East, No. 80, Toronto, Ontario M5A 1N1.

**Station Houses, etc., in the News**

Tom Ronayne via Bob Sandusky has sent along advice that the St. John's Newfoundland City Council is still in negotiations about its acquisition of the former Terra Transport (nee Newfoundland Railway) station and the relocation of the rail equipment from Pippy and Bowring Parks. Details of this proposal was first carried in our August 1996 column.

With the present rate of fires in abandoned CN stations, one must wonder what the station bureaucrats in Ottawa are thinking. After an earlier try back on September 5, 1995, fire finally succeeded on Wednesday, February 19, 1997 in totally destroying the CN Rail St. Clair Avenue station in west end Toronto.

On the brighter side of stations, Forest City's "Tempo Jr." reports that the Caledonia Regional Chamber of Commerce is renovating the former CN Caledonia, Ontario station. This wood frame station at the junction of CN's former Dunnville (nee Buffalo, Brantford & Goderich) and Hagersville (nee Hamilton & Lake Erie) subdivisions, now all the Hagersville Subdivision, was built in 1913 and used until the early 1980's. As part of their restoration project, they are looking for any donations of photographs and artefacts.

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### **Information Network**

Item 72 (September-October 1996)

Grand Trunk anniversary

Reply from Doug Brown

Tom Box's and Art Clowes' items on the Grand Trunk anniversary reminded me of an earlier joint gathering of CRHA & UCRS members in Kingston on October 27, 1956 to celebrated the 100<sup>th</sup> anniversary of the opening of the Montreal – Toronto line.

The first trains over the single, five-foot-six-inch gauge line consumed 18 hours, be it by day or night, compared to the six and a quarter hours required in 1956 to travel between Montreal and Toronto over the double track four-foot-eight-and-one-half-inch lines, that has now in 1997 been further cut to four-hours.

Our 1956 celebration seen the Montreal fans arrive on westbound train No. 5 first, behind engine 6214. Their train was detained for about 10 minutes while a sign was placed on the front of the locomotive for photographers and news reporters. Eastbound train, No. 14 powered by Northern 6226 arrived with the Toronto fans. The two trains then made a ceremonial meet just west of the station, to mark the start of the second century of rail service. Remember this would have taken place at the old outer Kingston Station on the old GTR alignment. With this historic occasion recorded, the representatives of the two societies jointed a group of twenty seven guests and participated in a "Centennial Luncheon" of roast beef with all the trimmings at the LaSalle Hotel, Kingston. Those joining the head table included: Messrs. Ray F. Corley, UCRS, John Mills, UCRS, Omer Lavallée, CHRA, R. Douglas Brown, CRHA, and Robert Sandusky, UCRS. An informal note prevailed at the luncheon. Grace was asked by Mr. Corley, and Mr. Lavallée welcomed the guests, and made a short speech after the dinner, observing that the visit was significant not only because it commemorated the opening of the Montreal – Toronto rail line but also because the opening of the line marked the beginning of the era in which railways commenced to provide a comprehensive network in Canada rather than serving merely as feeders to navigation lines. Mr. Lavallée also noted that the Kingston locomotive works had produced its first engine, Grand Trunk 88, in October, 1856.

The assembled group of more than thirty individuals spent the October 1956 afternoon as guests of the Canadian Locomotive Company Limited, whose works comprised some thirteen acres in downtown Kingston. The group was reminded that it was just one hundred years since the first locomotive built by the predecessor company, the Ontario Foundry, was out-shopped. That engine was Grand Trunk Railway No. 88, a 4-4-0, with 66" drivers, 15 x 20" cylinders, and weighed 24 tons, two hundredweight. The tender tipped the scale at additional 14 tons, 10 hundredweight, making the total weight of engine and tender 38 tons, 12 hundredweight. There were six engines in that initial order, numbered consecutively from 88 to 93. In anticipation of the rails reaching Kingston, Nos. 88 to 91 had been completed in advance and turned over in October 1856. No. 92 was completed in November 1856, while No. 93 was out-shopped in February 1857.

This Kingston firm had been established in 1850 under the name of Tutton & Duncan, as a general machinery and engine works, on the site of the former Drummond shipyard. Later it was sold to Morton & Hinds, whose Ontario Foundry, as, it was then called, turned out the first railway locomotives. In 1865, the firm of Morton & Hinds was taken over by the Canadian Engine & Machinery Company, a firm whose capital originated largely in Montreal. In 1881 the company was reorganized as the Canadian Engine & Machinery Company, and in 1900, it was purchased by Honourable William Harty of Kingston, and other local people, as the Canadian Locomotive Company.

During the tour of the plant, the last three of the order of 20 "Trainmaster" (Nos. 8901-8920) for the Canadian Pacific were seen. A number of other diesel locomotives were seen in various stages of construction. The shop switcher was a modified standard gauge four-wheel diesel with buffers and hook-and-chain couplers that had been built for Arabia. This engine was one of an order built by the Canadian Locomotive Company's subsidiary, Davenport-Besler.

The later part of the afternoon was spent at the Canadian Pacific station as engine No. 437, a 4-6-0 arrived from Renfrew hauling train 612. After a brief period of sightseeing downtown, the enthusiasts returned to Toronto and Montreal aboard trains Nos. 6 and 15.

The Toronto gang reported that on their way east, two narrow gauge diesels for the Newfoundland lines were seen sitting on flat cars at Belleville.

How the railways have evolved in the 40 years since this celebration!

### **Information Network**

Item 78 (1996)

Question: Chapel Cars in Canada

From Doug Brown

While catching up on some reading, recently, I came across an article on the use of "Chapel Cars" on a number of railroads in the western United States.

This article identified 9 chapel cars that the American railroads freely hauled around their western lines to help tame the wild west and to spread religion. The Baptists had seven cars, while the Catholics and Episcopalians had one each.

These American chapel cars were a self contained units with one end partitioned off to serve as a robe room, office, and sleeping room. The main portion of these cars would hold from 70 to about 100 people and were equipped with chairs, organ, lectern

and altar, etc. The Pullman Palace Car Company built one 60-foot long car in 1890 for \$3,000. These cars were used for weddings, christenings/baptisms and funerals. These American cars lasted until World War I.

My basic question is “did Canada had any chapel cars?” First, I can see both enough similarities and differences to conclude both yes and no. In a couple of discussions since reading this article, one chap indicated that he thought the Anglican church may of used some cars in this capacity in the north, but not sure whether they were official or not. My second discussion concluded that probably a number of combination cars were used for church purposes.

So to all of our equipment experts, what do your records show?