

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

NOTICE OF MEETING:

The May meeting of the Canadian Railroad Historical Association will be held in the Transportation Building, 159 Craig Street West, Montreal, at 8 PM on Wednesday, May 13th, 1953. The building is just west of the MTC Craig Terminus. Facilities in this building have been offered to the Association for meeting purposes through the efforts of Mr. Binns, and all members are invited to attend this meeting in order to determine whether to hold meetings regularly, or to return to our former location. Entertainment will be provided by a showing of slides on railway subjects. Mr. Brown will give a talk on "The Pitfalls of Research".

OPENING OF CANADIAN NATIONAL RAILWAYS' MUSEUM TRAIN

On Friday, April 24th, the Canadian National Railways' Museum Train was officially opened for public display. The inauguration, featured by the presence of Mayor Camillien Houde of Montreal, who handed up the first train order to the engineman, and of M.A. Metcalf Vice President and Executive Assistant of the Canadian National System who represented President Donald Gordon and welcomed the guests, was attended by a number of officials of the railway and of interested outside organizations, as well as by representatives of the press. Our Association was represented by the President, Mr. Lavallee.

Following the brief train order ceremony which took place beside engine 674, stationed on track 16 at Montreal's Central Station, the guests were shown through the train after examining the two other historic steam locomotives, 4-4-0 No. 40 built by the Portland Works in 1872, and 0-6-0T No. 247, built at Pointe St. Charles shops in 1894. A very excellent restoration job has been done on the 0-6-0T locomotive, and all three engines were resplendent in new paint. Contrary to the report in last month's issue, the diesel-electric car, No. 15825 was not included in the train. Further examination of the car has disclosed its need for repairs so extensive that its restoration is problematical.

The Mayor of Montreal was shown through the train by the individual to whom all credit for the conception and realization of the Museum Train must go; we refer, of course, to Mr. A.L. Sauviat, Administrative Assistant to the Director of Public Relations, C.N.R.; on the mechanical side, Mr. Sauviat's chief aide was Mr. L. Palmer, Chief Inspector of Motive Power and Rolling Stock who supervised the actual restoration of the cars at the shop, and who made admirable use of the material he had at hand. Mr. Palmer's initial task was to travel the National System from coast to coast, making a list of over one hundred cars, each of which was a possible candidate for the Museum Train. Finally, the six cars presently used were selected and the whole restoration has been completed in the amazing time of about seven months. After the visit to the train, the party adjourned to the ICAO building, adjacent to Central Station, for refreshments.

On Sunday, an official inspection for the Canadian Railroad Historical Association was made by the President, Mr. Lavallee, the Vice President,

Mr. Kenneth Chivers, and the Treasurer, Mr. Anthony Clegg. For the benefit of those who have not had an opportunity to visit the train, there follows a description of the cars and of their contents, supplementing the history of each unit carried in last month's News Report. Of course, all who have not been able to attend the train's initial showing in Montreal are urged to do so when the opportunity presents itself. It is truly the greatest single contribution yet made to the cause of Canadian rail history.

Entering the Museum Train at what would normally be considered the "head end", Baggage Car #8029, the visitor enters a circular "porch" exhibiting, on the one side, several maps of Canada depicting its growth from the date of the first steam railway, in 1836, to the present day. Opposite, there is a "family tree" showing the genealogy of the Canadian National Railways, and a very impressive "tree" it is. This was compiled personally by Mr. Sauviat from Government records. The display area of the first car includes a large collection of non-documentary material, including switch and gas keys, trowels, badges, rail sections, spikes and buttons, and even a pair of handcuffs used on the Great Western Railway in the 1870's. To the suggestion that the "bracolets" were used to restrain disorderly passengers, someone replied that they were more likely used to discourage the conductors from making extensive forays into the cash fare receipts! Other items in this car include timetables, notices, rulebooks and photographs and quite a few passes, and the seals of the Champlain & Saint Lawrence Rail Road. The 1904 drawings of the engine "Dorchester" should be assessed for their artistic value only, as they erroneously depict an engine of the 2-4-2 wheel arrangement, subsequently proved by the artist, Mr. John Loye and other historians to be incorrect. This version was widely publicized and according to Mr. Loye, has a way of turning up at the most inopportune times to remind him of his early mistake.

Baggage car #8018, next in order, contains an interesting display of early telegraph instruments and station daters. The body of this car is devoted to documentary material again, in which waybills, instructions, hotel advertising, enlargements of tickets, bonds and coupons and photographs abound. At the end of the car, there are two small anterooms, one containing photographs of the several Presidents of the CNR and its major predecessor companies, the other devoted to historic old Bonaventure Station in Montreal, recently dismantled. The exhibit includes pictures and two of the original stained glass windows for which the station was well-known.

Combination car #7108 contains a good collection of baggage racks and bell cord hangers (ceiling straps) as well as lanterns, and many sections of obsolete types of rail. The baggage racks and ceiling straps include some of the items given the CNR by the Association, and it will be noted that exact duplicates of these fittings have been made and are installed in the three restored cars. A model of the CNSS ship "Lady Nelson" and photos and cuts of Victoria Bridge and of the various Royal Visits, and more travel folders and timetables comprise the main exhibit of this car. In a separate section at the rear, the original diesel engine of diesel-electric unit car #15820, accompanied by pictures of this famous car (which in 1925 made the record-breaking journey from Montreal to Vancouver in 67 hours travelling time) lie "enshrined". 15820's bell is there too, for all to see -- and ring! There is also a plaque commemorating the building of the CNR's first diesel-electric road engine, No. 9000.

Next in order is the 1859 coach, No. 59262. The exterior of this car differs from its companions in the inclusion of panelled sides, faithfully restored. While the other two restored cars are more impressive in certain respects, the restoration of the coach is faultless and it has been fitted with tasteful regard for historic accuracy, from the lamps, baggage racks (for carpet bags only!) and seats, to the louvred shades which can be lowered at each window. This car seats 48 passengers in 13 double seats on one side with stove, and 11 double seats, with stove and washroom, on the other. The illumination of these cars has been skilfully carried out by the installation of small electric light bulbs fitted into the lamp chimneys.

Dining car #4006 is an impressive car in which the air of graciousness of the old time dining car has been captured most effectively. Entering the car, the visitor passes the kitchen by means of a passageway. Here, exhibitors' license has been taken, by the admission of large windows from the passage into the compact kitchen and pantry, showing a bountiful display of copper kitchenware and crockery to delight the heart of a chef of long ago. Before entering the dining room proper, the buffet is passed. This cabinet encloses a gleaming display of "period" railway silverware and glassware, the latter including delicate wineglasses hung upside down, suspended in brackets on the under side of the shelves. The dining room is then entered. It is capable of accomodating 30 guests, in 5 pairs of tables seating four and two individuals, respectively. Each of the tables bears an assortment of dinnerware and cutlery from a constituent company. The first table exhibits utensils of the Intercolonial Railway; the second, that of the Grand Trunk Railway; the third, the Canadian Northern Railway, while the fourth table represents the Grand Trunk Pacific Railway. The fifth table is for the Newfoundland Railway and while the plates and silverware are of historic origin, similar items are still in use on the Newfoundland lines, and much of the meal service still used in that province still bears the inscription "Reid-Newfoundland Company". A glance at the menus on some of the tables will show that the cars belong to another age, not only in the chronological sense, but also in the economic one! - "Baked Lake Trout - - - .70¢".

Sleeping car #2541 completes the train. This car has sixteen sections. It is most impressively restored with a gilded ceiling, padded and buttoned wine coloured upholstery and flowered grey carpet. Into each section, a cuspidor has been placed, thoughtfully, testifying most graphically to the fact that milady was not secure from the ravages of chewing tobacco, even in the dignified and courtly precincts of the first-class sleeping car. The gilded end platform railings lend the final touch to this car of an ornate and decorated, but nonetheless dustgathering era.

When travelling over the system between display points, the train, limited to a speed of 15 miles per hour, will operate in this order: Engine #674, engine #40, engine #247, the six cars (beginning with the sleeping car) with baggage car #8400 as equipment car and "caboose", bringing up the rear. This car is painted in the yellow paint scheme of the Museum Train itself, but will not be included when the train is on display. It is used to store steps, ramps, etc. On display, it is planned to marshal the train as follows: Engine #40, the six cars (in correct order, beginning with the baggage cars) engine #247, and engine #674 pushing.

There is not much else in the way of description which can be given.

We can only urge our readers to visit the train when the opportunity arises and we know that they will revisit it again and again. While on display in Montreal Central Station, from Friday, April 24th, to Wednesday, April 29th, 63,400 people viewed this remarkable exhibit. It is planned to vary the exhibits from time to time.

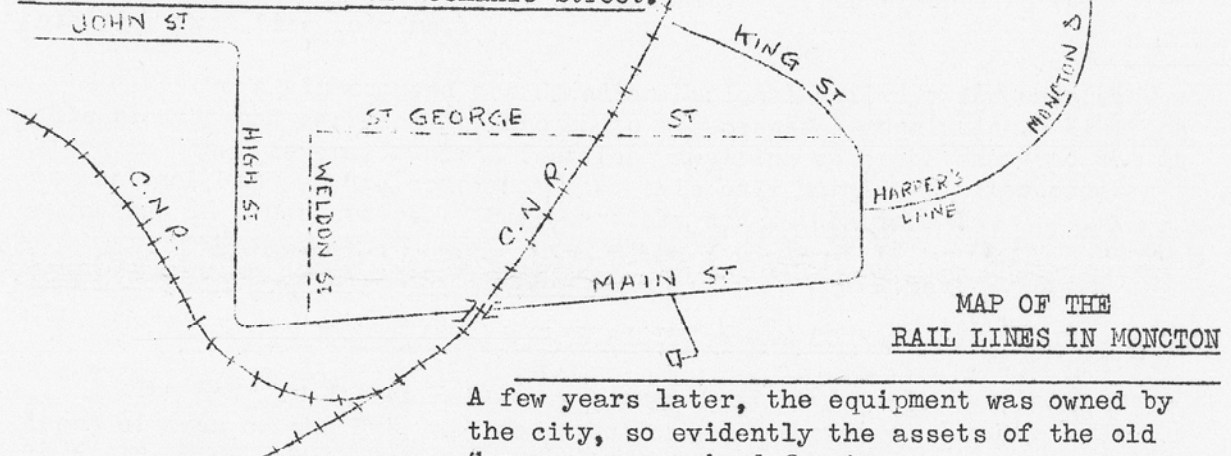
May we again commend the Canadian National Railways for embarking on this project and carrying it through to a successful conclusion. Visitors stood in lines several hundred feet long awaiting an opportunity to see it in Montreal, and we are confident that this only heralds similar popular successes in other cities. Our heartiest congratulations!

STREET RAILWAYS OF EASTERN CANADA - V

Robert R. Brown

MONCTON TRAMWAYS ELECTRICITY & GAS COMPANY LIMITED

The Moncton Street Railway was organized by John L. Harris, a prominent citizen of the Hub, and construction was started on January 16th, 1896. Regular service commenced on August 10th, 1896, over a belt line on Main, Weldon, St. George and King streets. The town was much too small for a street railway; distances were not great and most people preferred to walk. Even as late as 1930, there were Monctonians who boasted foolishly that they had never been on a streetcar. To try to promote traffic, Harris carried in his pocket a supply of cards, bearing slogans such as "Ride the streetcars and save time" and as he walked along the street, he would hand a card to everyone he met. However, all efforts were fruitless and in 1901 service was discontinued. Trolley wires were removed but the track was left down and covered with mud -- yes, mud -- and the rolling stock was stored in the carbarn on Mechanic Street.



A few years later, the equipment was owned by the city, so evidently the assets of the old Company were seized for taxes.

On March 26th, 1911, the city granted a franchise to the Moncton Tramways, Electricity & Gas Co; the various public utilities owned by the town were leased to the new company and one of the requirements was the restoration of the street car service. Most of the old belt line was abandoned and the new line ran from the new shops of the Intercolonial Railway (CNR) via John, High, Main and King streets to the corner of Botsford Street. Regular service recommenced in November, 1911.

In 1913, a branch was built from King Street down Harper Lane and then on the track of the Moncton & Buctouche Railway across the marsh to Humphrey's Mills. This line was never profitable and was discontinued shortly after the outbreak of World War I. On Christmas Day, 1919, fire destroyed the carbarn, the snow sweeper and one car.

Sometime about 1928, a motorman went to the office and made some suggestions to improve the service but apparently, he was told rather abruptly, to mind his own business. He angrily announced that he would put the street railway out of business and he did just that. He organized a bus service which gradually took away all the traffic and on December 31st, 1931, the street railway was abandoned.

There is very little information about the rolling stock, and authorities disagree.

- 1 Snow sweeper bought in 1896 and burned in 1919.
- 1 Maguire-Cummings sweeper bought in 1920 but probably older and second-hand. Sold in 1932 to Nova Scotia Light & Power Co. of Halifax where it became No.8. It was scrapped in 1949.
- 2-3-4-5 Single truck, double end, closed passenger cars built probably by Rhodes Curry & Co. of Amherst, NS and bought in 1896. No.4 was burned in 1919 but the others survived until about 1927.
- 6-7 Birneys bought in 1923 but probably second hand. Sold in 1932 to the Nova Scotia Light & Power Co. Halifax, but being in very poor condition they were dismantled immediately and only the usable parts salvaged.

Some old timers claim that the original cars were number 1 to 4, and that there were three Birneys, numbered 5-6-7 which may be correct. Cars were painted dark red.

IMPORTANT

Recently, our well-known fellow member and associate, Norman Lowe, suffered a considerable loss through thieves breaking into his apartment when there was no one home. Among the stolen articles were several hundred of Mr. Lowe's Kodachrome slides of railway subjects, with which he has entertained the Association on a number of occasions. With the thought that the malefactors might attempt to dispose of the slides to Association members or others known to be interested in railways, the members are asked to report to Mr. Lowe, EL.5842, 4895 Walkley Avenue, or Mr. Lavallee, TA.8822, 6959 De l'Epee Avenue, if they are approached by any person having slides of railway subjects for sale. They are also asked to display an interest if such a contact is made, so that the thieves may be apprehended.

MISCELLANEOUS

The once-fine electric railway facilities in Vancouver, BC and surrounding districts have now all but disappeared. Three street car lines, GRANDVIEW #1, MAIN #3 and HASTINGS EAST #14 are the only remnants (at February 1953) of the BCER tram system, while direct interurban service between Vancouver and Marpole is now also a thing of the past. The Burnaby Lake line to Sapperton, the Central Park line to New Westminster, and those

parts of the Vancouver & Lulu Island line between Westminster and Marpole, and Marpole and Steveston are still in operation, although passenger service on the first-named is expected to be discontinued in the near future. V&LI runs are also scheduled for early abandonment.

One of the towns which was almost hit drastically by the ever-widening abandonment of railway passenger services is the municipality of Stanbridge, Que. which on April 25th last had been scheduled to lose both Canadian Pacific and Central Vermont services simultaneously. The Canadian Pacific Railway announced its intention of withdrawing the daily mixed train service between St. Guillaume, Que. via St. Hyacinthe, Farnham and Bedford to Stanbridge, and the Central Vermont was to have made the final passenger run over the line between St. Johns, Que. and St. Albans, via Stanbridge, St. Armand and Highgate. CVR uses a diesel-electric unit car, No. 148 on this line. However, a last ditch appeal to the Board of Transport Commissioners resulted in the issuance of instructions to the Central Vermont Ry. not to cease its service. Passenger service on the CPR was terminated as the mixed train, hauled by engine 488, left Stanbridge and Bedford for the last time. Daily freight service will be provided between Farnham and Stanbridge, and Farnham and Ste. Rosalie Jct., except Sundays. Stations between Ste. Rosalie Jct. and St. Guillaume will be served twice a week by a freight, in future.

Work will be resumed shortly on the new Canadian National freight yard which is being built south of Ottawa. This yard will replace the Bank Street facilities which are to be removed as part of the Federal District Commission's city planning scheme. At the present time, some of the grading has been done and one highway overpass installed, but this is not in use as yet.

A proposal has been put forward to establish a waterfront terminal railway at New Westminster to eliminate the "spaghetti" of trackage along the banks of the Fraser River. If the scheme is adopted by the four railway concerned (the CNR, CPR, BCER and Great Northern) it would result in a considerable amount of waterfront land being released for development as well as improve the overall transportation setup. Rivalry among the rail systems as to who would control the terminal line seems to be causing a snag in the negotiations and that important question remains yet to be solved.

Canadian Pacific Railway has applied for permission to abandon the Great Central Subdivision of the Esquimalt & Nanaimo Railway on Vancouver Island. No regular trains have been operated in recent years over the 10 mile stretch of line, situated to the northwest of Port Alberni on V.I.'s west coast.

A railway to Chibougamau is now foreseen as a definite undertaking although its route is as yet undecided. It was announced that the CNR will survey the area between Chibougamau and Lake St. John as well as the territory between Chibougamau and Beattyville to decide which route offers most promise.

Mulgrave, N.S. threatened with extinction by the building of the causeway across the straits of Canso, is urging that a spur line, three miles long, be built from the mainland entrance to the causeway, to the town.

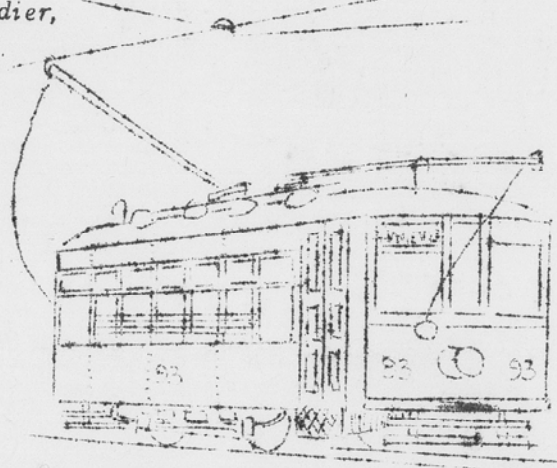
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Les Tramways de Saint Etroit

A Lament by Anthony Clegg
and Omer Lavallee -- 1947.

By the Sign of the Casque of the Old Grenadier,
Who fought on the Plain wit' Montcalm,
I stood on the corner of Saint Polycarpe,
Waiting in vain for the tram.:

I saw by the light of the flickering lamps,
That no cars had pass' that way
And then I knew that the time had come,
"Les petits-chars" had pass' away.:



The rails, they all were streak' wit' rust,
For the trolley, there was no wire.:
I'd known since t'ree weeks that the day would come,
When the streetcars would all retire.:

Well I remember, that day, at the Shop,
Le Gerant, he said "Gaston -
The autobus' comes in, t'ree weeks today",
"The cars?" - "They are all done"

But let us not dwell on that fateful day,
When the autobus' started to come;
We'd rather remember the happier times,
When the trams were on the run.:

Now listen, Messieurs, let me tell you,
Of the days before the 'bus,
When Saint Etroit was booming,
With ambitions marvellous.:

Of the days when rails were being laid,
Under miles and miles of wire.:
When electric cars were the objec',
Of every town's desire.:

I started to work as a 'Wattman',
In the year the Birneys came.:
Not so big as the cars before,
But they ran well, just the same.:

Number 33 was my favourite tram,
We would work together always,
I kept her until the line was gone,
And the cars were all sent away.:

Well I remember me, of the days,
When we would use' to go,
On our daily task in the Summer 'Ot,
Or t'rough the Winter's Snow.:

The Haute Ville line was a scenic one,
We climbed the hill in pairs,
The crowds were big, but we did not mind,
As long as they paid their fares.:

The car, she'd climb up Lajoie Hill,
Up on the "Haute Ville" line,
Right pas' the shops that all was burn',
In Nineteen Hundred an' Nine.:

That fire, Messieurs, was really 'ot,
T'irteen cars were spoil',
Jus' roasted in the flames an' wet,
Or maybe, I should say, boil' ?

On pas' l'Eglise de Saint Narcisse,
My Birney, she would groan,
Beside the road of mud an' dust,
Some were of cobblestone.:

When the trip to the end of the line was done,
We'd jus' go back again,
No speed -- no rush -- but very nice,
Those were the days, my friend.:

But now, all that's only memories,
No more the cars can run,
All the wires have been took down,
Sold for scrap by the ton.:

The Council voted for autobys',
They got a few last Fall,
For Winter service on these hills,
No good ;-- they all get stall'.:

For the autobys they change' the routes,
The hills were too steep, you see,
To Saint Basile was only two mile',
Now it is more than t'ree.:

For some, maybe, the speed is better,
For some, perhaps, the way,
But for the town of Saint Etroit,
Her glory's passed away.:

No more the voyage safe an' sure,
No more the rides for fun,
For now we got all autobus', .:
SAINT ETROIT IS DONE !.

* * * * *

The foregoing memorial was written shortly after the demise of La Compagnie des Tramways de Lévis or the Lévis Tramways Company - one of the last small-town rail transit operations in Canada. Perhaps the most typical feature of the operations of the L.T.C. was its exclusive use, in its latter days of single-truck Birney safety cars, save for one solitary double truck car, No. 104. Lévis' lines were all single-track, with passing sidings, and for want of larger capacity units, cars were operated in rush hours, in pairs, threes, and fours, all following one another. The arrival of the Ferry Boat from Quebec in heavy traffic periods was the signal for as many as twelve of the tiny cars to assemble in Lévis Basse Ville's single street - to disperse as quickly with their loads of human cargo for Saint-Basile, Haute Ville and Lauzon. The cars don't go there any more - but you can travel on these lines by bus. BUT WHO WANTS TO ?

- The authors