

CANADIAN RAILROAD HISTORICAL ASSOCIATION Inc.

NOTICE OF MEETING:

The September meeting of the Association will be held in the Transportation Building at 8:00 PM, Wednesday, September 9th, 1953. The Transportation Building is located at 159 Craig Street West, next to the M.T.C. Craig Terminus, and the final decision upon whether meetings will be held here, or at the Queens Hotel will be voted on at the September meeting. Entertainment in the form of coloured slides will be provided.

FALL FOLIAGE EXCURSION

Early in July, the Trip Committee issued a circular respecting an Open House weekend to be held in conjunction with the Annual Fall Foliage Excursion, on October 3rd and 4th. A very comprehensive programme is being arranged, and it will include a visit to Pointe St. Charles Shops of the CNR, a visit to the Montreal Transportation Commission's Youville Shop, where a number of interesting pieces of rolling stock will be on display and in operation, and an evening of moving pictures and slides at a location to be announced. On Sunday, the trip will be made via Canadian Pacific Railway to Labelle in the Laurentian mountains, and the customary photo stops, which have made the fall trips so popular in the past, will be made at several points of scenic interest. The Shop trips will take place on Saturday, October 3rd, while the mountain trip will be on Sunday, the 4th. For those interested in the electric railway feature, the visit to the MTC shop, the Committee is arranging to have MTC #200, the only remaining operating Birney car in Canada, on view and in operation, and it is hoped as well to have the Association's car, #274, in operation as well. An opportunity will be provided for a tour of the shop buildings and area.

Fare for the weekend is \$7.50 complete. For the Sunday trip only -- \$5.00. You are cordially invited to come and bring your family and friends but we urge you to make your reservation early, as the accomodation is limited. Cheques or money orders should accompany reservations, payable to the Association, and they should be sent to:

Trip Committee, C.R.H.A. Inc.,
3 Prospect Street,
Westmount, Que.

THE SAINT LAWRENCE & ATLANTIC CENTENARY

On Saturday, July 18th, the President of the Association, Mr. O.S.A. Lavallee represented the organization at the observance of the centenary of the first through train running between Montreal and Portland, Me. Sponsored by

Canadian National Railways, a special train was operated from Montreal to Coaticook, with stops at Richmond and Sherbrooke, in conjunction with civic ceremonies at these places. The special train was pulled by engine 5300, and consisted of a baggage car, two air-conditioned coaches, which were the mecca of all delegates on account of the 100° temperature, the General Superintendent's business car, and the business car of the President of the National System, Mr. Donald Gordon, who headed the CNR group and participated in the ceremonies.

On the outward trip, the train spent several hours at Richmond, while the delegates and citizens viewed a very interesting and original historic parade, depicting several events in the life of the town and the surrounding area, and including many interesting exhibits, bullock carts, tractors, fire fighting equipment, a replica of a Bleriot biplane and a locomotive replica, to name a few. After the parade, the onlookers adjourned to the park, where a monument was unveiled marking the centenary of the operation of the first through train over this line to Portland, on May 18th, 1853. Addresses were made by Gaston Desmarais, Q.C., the Mayor of Richmond, and Mr. Gordon, and the monument was unveiled by the oldest CNR pensioner at Richmond, Mr. George Hall.

After a luncheon at the hotel, the train proceeded to Coaticook, where a cocktail party was given at the Hotel Child. The group returned to Sherbrooke and a centenary dinner at the New Sherbrooke Hotel, before returning to Montreal.

The Canadian National Railways' Museum Train was exhibited at Richmond starting July 18th, and afterward proceeded to Portland, Maine, with stops en route. There was an impressive celebration at Portland in mid-August with many prominent state, civic and rail officials in attendance.

The Museum Train returned to Montreal on August 22nd, and left for Toronto on the 23rd, to be exhibited at the Canadian National Exhibition.

NEW PASSENGER CAR PROGRAMME LAUNCHED BY CANADIAN PACIFIC.

During the summer, Canadian Pacific Railway took a step, long-awaited in Canadian passenger service, by placing a \$38,000,000 order for new, lightweight, passenger equipment. The order is to be supplied by the Budd Company of Philadelphia, Pa., and will include 155 units of passenger train equipment, enough to supply fifteen complete trains. The cars will be utilized to re-equip the transcontinental service.

Possibly of most interest to the rail-riding public will be the provision of thirty six "Scenic-Dome" cars, similar to the dome cars presently in use on United States

lines. Eighteen of the cars will be coach-buffet-observation, while the remainder of the dome cars will be sleeper-lounge-observation. The last-mentioned cars will be named in the "View" series, with names of national parks, such as FUNDY VIEW, BANFF VIEW, etc. The order also includes eighteen dining cars, seventy-one sleeping cars, providing all types of open and enclosed space, from sections to drawing-rooms, and thirty day coaches. A new departure in Canadian railway meal service will be the provision of a buffet service in the dome coaches, to provide restaurant service at lower prices.

Presumably, the train will be hauled by diesel-electric locomotives throughout the route, and although the Company's policy with regard to the scheduling has not been announced, it is to be expected that the service will be speeded up from the present three-day and four-night journey between Montreal and Toronto, and the Pacific.

Delivery of units in the new order will start in 1954. If the trains are given the rescheduling so desperately needed, they will be enabled to compete with parallel United States lines and offer to the United States tourist, one more alternative route linking the east and west through what is admittedly some of the best mountain scenery on the Continent.

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TORONTO SUBWAY CARS ARRIVE

On July 26th, cars 5000 and 5001 of the Toronto Transportation Commission were unloaded from the freighter "New York City" of the Bristol City Dominion Line, and placed on two specially equipped Grand Trunk Western flat cars at Montreal Harbour. They are the first two units to arrive from the Gloucester Carriage and Wagon Works, Gloucester, England. More than a hundred more of the cars will be received by the TTC to thoroughly equip Toronto's (and Canada's) first rapid-transit subway. In the beginning of August, four more units were received in Toronto. The cars have a very distinctive British appearance, and are painted red with gold numbers, and black underbody.

It is understood that cars 5000 and 5001 will be exhibited at the Canadian National Exhibition, in a mock-up of a subway station, and will be pulled over surface tracks from TTC Hillcrest Shops to the CNE grounds. This move will be made at night to avoid undue disruption of traffic.

A Montreal paper was led to comment that Montrealers might examine them well while they have the opportunity, as they are liable to be the only subway cars to be seen in that city for a long time.

ITEMS OF INTEREST

While no official announcement has been made, there are indications that Canadian Pacific Railway has, or will shortly, purchase four RDC cars, a product of the Budd Company. If the cars are purchased, presumably they will be placed in service on the Toronto-London, North Bay-Angliers and Montreal-Mont Laurier runs, since application studies for these lines were made by the railway company, when Budd demonstrator car 2960 was borrowed last winter.

Replacement of street cars for busses, contemplated by the Montreal Transportation Commission for Saint Denis Street in Montreal, is scheduled to take place on November 8th. When this plan is carried out, it will serve to isolate the northern section of the St. Denis routes, as cars will remain on the private right-of-way section between Cremazie and Montreal Nord. Replacement of this portion by busses will not be made before Perras Boulevard and other streets are paved, in the north end. It is expected that some form of terminal facilities will be provided to transfer from busses to cars and vice versa at or near Emile-Journault street, but final plans have not been completed.

August 29th will see the end of service on Church Avenue, Monk Boulevard and Allard street in Verdun and Ville Emard. Cars will be replaced by a number of autobus routes. Tracks will be left in place on Church Avenue and the Cote St. Paul bridge to give access to the St. Paul Division carhouse, on Church Avenue.

In the St. Denis replacement, no plans for track removal have as yet been made, but it is expected that trackage will be left on St. Denis Street between St. Denis carhouse and Cremazie to return cars on the isolated route to the carhouses, and give access to Youville Shop from the rest of the system.

On June 21st, 1953 cars on the St. Catherine & Windsor routes using Westminster Avenue in Montreal West, were replaced by the Cote St. Luc autobus route, and all cars now turn at Elmhurst Loop at Montreal West Station. Replacement was made because traffic did not justify retention of the line beyond Elmhurst Loop, which consisted of a single track with passing siding.

Noted in Montreal August 24th were five diesel-electric road "A" units, built by General Motors Diesel Ltd., at London for the East Bengal Railway in Pakistan. The units are built to the metre gauge, and are painted bright green with gold striping. They bear road numbers 2000-2004, and builder's serial A443-A447. They are destined to sail from Montreal for Chittagong on the freighter "City of Durham" on August 28th. A further group is scheduled to be sent on the "City of Liverpool" on September 28th.

Engine 22 of the former Quebec Ry. Light & Power Co., a 2-6-0 type steam locomotive built by the Montreal works in 1928, arrived at CNR Val Royal storage yard, presumably for scrapping, on August 16th. It is reported that the engine had not been used since 1940. It had been assigned CN number 429, but carried #22.

NEW BRUNSWICK POWER COMPANY (Saint John)

In 1866, franchises were granted to David Nase for a street railway to serve the city of Saint John and the town of Portland. (Portland was that part of Saint John between the Union Station and the Reversing Falls). The line was completed in 1870 and it extended from Market Square, at the foot of King Street, via Dock, Mill and Main Streets to the steamboat wharf at Indiantown. Seven years later, Saint John was destroyed by fire and the street railway was abandoned. Probably most of the cars were burned.

In 1886, the abandoned property was bought by John F. Zebley of New York, who organized the Saint John City Railway. The old line was rehabilitated and extended to the south end via Prince William and St. James Streets to Carmarthen street. Eight new horse cars were bought from John Stephenson Co. of New York and a new car barn and stable was built at Indiantown, where the Forum is presently situated (140 Main Street).

In 1891, the Saint John City Railway amalgamated with the Eastern Electric Company as the Consolidated Electric Company, and proposed to electrify the street railway. Electrification was completed in 1893 and twelve second hand electric cars were bought in Chelsea Ferry (East Boston). They were old Stephenson horse cars equipped with motors. During the two months following the acquisition of the electric cars, it was found that the horse car plate rails were too light for the electric cars. Service was suspended for two months while new "T" rails were laid. At the same time, a new line was built from Market Square, up King Street hill, and then by way of Charlotte, Union and Prince Edward streets to the Haymarket.

As a result of bankruptcy, the company was sold at public auction in 1894, and it was purchased by James Ross and Sir William Van Horne, who then organized the Saint John Railway Co. In 1900, a single track line was built on Douglas Avenue, from Main Street to the CPR crossing near the Suspension bridge, and a south end loop on Charlotte, Duke, Pitt, Mecklenburg and Wentworth Streets constructed, joining the old line on St. James Street. In 1902, a line was built on City Road and Paradise Row from Haymarket to Mill Street, thus completing the Haymarket Belt Line. The Douglas Avenue line was very popular and in 1903, six large double truck cars were bought from the Montreal Park & Island Railway to operate on this route. Douglas Avenue had been opened only a few years before and was graded with sawdust from the mills on the Portland shore, which made a very unsatisfactory foundation for the track; this was apparent, even forty years later.

In 1905 another south end loop was built from Charlotte St., via Princess, Wentworth, King, Pitt and Britain Streets, to Prince William Street.

The suburb of Carleton (Now known as West Saint John) was growing rapidly, so in November 1905, the Saint John Railway

bought the Carleton Electric Light Co. The first line, completed in 1906, extended from the end of the Rodney ferry wharf, via Union, King, Ludlow and Prince Streets, Tilton's Corner, Lancaster Avenue, Simm's Corner and down Bridge Road to the west side of the Suspension Bridge. For the next ten years, there was no physical connection between the city and the west side lines, but passengers could transfer by walking across the Suspension Bridge. When cars had to be transferred, they were shunted across by the CPR between the Douglas Avenue crossing and Simms Corner. There were no actual rail connections and the cars had to be bounced off the track of one and on to the rails of the other, on each side of the river. The west side carbarn was built on Union Street, opposite Duke Street, on the site of the old Carleton Power House.

In 1907, three new lines were built on the west side. The Queen Square Belt Line started from the Rodney ferry wharf, then via Winslow, Ludlow, Tower, Lancaster, St. James and Union Streets and back to the ferry wharf. The Fairville line was built from Simm's Corner out Main Street to the corner of Church Street. Another line was built from Tilton's Corner down Havelock Avenue to Seaside Park. This line was very popular in summer and the bathing beach, restaurants and other amusements attracted thousands. The station at the park was a large pavilion, and four cars could run right inside.

In 1912, a line was built from the Haymarket, out Thorne Avenue to Kane's Corner in East Saint John, and a year later, a new carbarn was built on Wentworth Street, at the corner of St. James. Upon the outbreak of World War I, military security required the abandonment of part of the Queen Square Belt Line across the Mill Pond and up St. James Street. In 1915, a line was built out Rothesay Road to Three Mile House and the East Saint John line was extended to the school. The new bridge over the Reversing Falls was opened on January 1st, 1916, and cars began running between the city and the west side.

On March 1st, 1917, the Saint John Railway was sold to the New Brunswick Power Co., controlled by the Federal Light & Traction Co., of New York. Later in the same year, the Rothesay Ave. line was extended to Glen Falls. In 1920, the Seaside Park line was abandoned and the rails and wire used to extend the East St. John line to the drydock. Shortly after, the rule of the road was changed from left to right and the cars were rebuilt and converted for one-man operation. The Fairville line was extended in 1923 to Moore's Hill and in 1929 out Manawagonish Road to Manchester's Corner.

In 1930, the expansion of the Saint John harbour was commenced and the tracks were moved from Union Street to the parallel Market Place and the spur on the ferry wharf abandoned. On January 11th, 1934, the Queen Square line was abandoned and the first bus route established and in 1937 the Glen Falls line was replaced by busses.

In 1942, the property was sold to the United Services Corp. of Halifax and this sale resulted in prolonged litigation. The new owners were more interested in bus operation and in 1943, the South End, Haymarket Belt and Fairville lines were abandoned and replaced by busses. There remained only a long line from West Saint John to East Saint John and the original line to Indiantown and even on these routes busses were added during rush hours.

The franchise of the old Company was due to expire on July 31st, 1948 and many months before that it was no secret that the renewal could be issued in favour of S.M.T. (Eastern) Ltd., a New Brunswick corporation. About that time, some of the N.B. Power Company's busses were destroyed by fire and although lacking statutory authority, S.M.T. stepped in and established a rival service and for several months, the people of Saint John were treated to the rather unedifying sight of busses of rival companies racing to a corner to pick up the waiting passengers. It was a miracle that no one was killed. The Nova Scotian operators soon realized that the contest was a hopeless one, and they pulled out early in 1948. The city was in a great hurry to rip up the rails but the old company fought it out to the bitter end and for two or three months before the expiration of the franchise, car no. 142 made four trips a day from Kings Square to West Saint John to hold down the rails.

Operating conditions were always difficult in winter because of the frequent sleet storms and in the early days, the Company would hire a large number of coloured men and boys who would ride on the front steps of the cars, one on each side, and sprinkle salt on the rails.

The Company had a surprisingly large number of cars but evidently a large proportion of them were second hand and did not last long. The cars were anything but comfortable and, because of the rough track, the jolting and swaying was incredible. It can be said quite truthfully that Saint John is one city where the present autobus service is better than the former streetcars.

Rolling Stock: (c) indicates numbered consecutively.
(e) " even numbers only.
(o) " odd numbers only.

- 1 to 8 (c) Horse cars built 1887 by John Stephenson Co. of New York. Scrapped 1893.
- 9 to 20 (c) Horse cars converted to electric operation and bought in 1893 in Chelsea (East Boston) Mass. Originally had wooden trolley poles. Scr. c.1900
- 21 to 29 (c) Single truck double end open cars bought 1894. Probably built by Ottawa Car Co.

(to be concluded next month, with map).

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O.S.A. Lavallee,
Editor.