

# CANADIAN RAILROAD HISTORICAL ASSOCIATION

## INCORPORATED.

NEWS REPORT NO.44

Montreal, Canada.

APRIL 1954

### NOTICE OF MEETING

A special meeting will be held in the Transportation Building, 159 Craig St. West, at 8:00 PM on Wednesday, March 31st. At this meeting, our member Mr. Allan Toohey will give a display of slides covering his recent visit to the British Isles and Europe. Due to the number of pictures comprising the programme, it was thought advisable to hold a special meeting. No other business will be transacted.

The regular April meeting will be held in the Transportation Building, 159 Craig St. West, on Wednesday, April 14th, at 8:00 PM. In view of the resignation from the post of Secretary, of Mr. Lorne Perry, which the Executive accept with regret, it will be necessary to select and vote upon a new Secretary at this meeting. Entertainment will consist of three short essays on railway centenaries to be celebrated in 1954, given by three members.

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### ASSOCIATION ACTIVITIES

The Annual Banquet of the Association took place in Canadian National Railways' Dining Car No.1334, on Wednesday March 10th. Forty one members and guests participated in this function, whose locale was rather unique, but certainly not inappropriate. The gathering was unanimous in its approval of the arrangements, and the Committee feel that it was one of the most successful banquets ever undertaken. The crew were under the supervision of Steward Bragdon, and the whole arrangement was under the vigilant eye of Mr. W.Henshall, Assistant Superintendent of the CNR's S.D.& P.C.Dept. Following the banquet, Mr.Brown gave an enjoyable short discourse on his experiences in dining cars in America, England, the Continent and in India, Ceylon and Japan, which was both amusing and instructive. A short business meeting was held, also.

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### BACK COPIES OF PUBLICATIONS

Since the list of back copies available, was published in the February News Report, No.42, a number of issues have been exhausted. These are: All Bulletins Nos.1 to 15 inclusive. Also News Reports for June,1950, January 1951 and January 1953. Of those remaining, the following are in very short supply, in each case there are five or fewer copies remaining: Jan.1950, June-July 1951, August 1951, May-, November and December 1952, April-, September- and December 1953. Issues of which less than ten copies remain are: September-, November- and December 1950, July-August 1952, and February- and March 1953.

It is planned, shortly, to issue an index of material published in Bulletins 1 to 15, and Reports 1 to 40 inclusive. It will be sent to all subscribers.

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#### MISCELLANEOUS ITEMS

Recently, the Canadian Pacific Railway announced the withdrawal of the steamer Minto, from the Arrow Lakes route of the Company's British Columbia Lake & River Service. The Minto, a sternwheeler built in Toronto before the turn of the century for service in the Yukon, but diverted to the B.C. lakes before arrival at destination, plied the Arrow Lakes regularly between Robson West, and Arrowhead, connecting with railway service at both points. A sister ship, the Moyie, was in service on neighbouring Kootenay Lake, towing railway barges, but its use has been irregular and its disposition has not been announced by the Company. The service on the Arrow Lakes has been sold to an independent operator, who has purchased a tug and barge from the railway to continue operation on the Lower Arrow Lake, only. After the ships were constructed in Toronto, they were knocked down into several hundred packages to enable shipment by rail across the continent.

It is understood that the British Columbia Government has made an appropriation to enable work to start immediately on extension of the railway from Squamish to North Vancouver. At the same time part of the appropriation will be used to start construction of the northward extension from Prince George (reached last year) to the Peace River country.

Canadian Pacific Railway recently announced that it had ordered an additional RDC car from the Budd Company, of Philadelphia. The new unit is of type RDC-1, and will bear the number 9053. It will join units 9050 and 9051 in the Toronto-London-Windsor service.

CORRECTION: In the last Report, we inadvertently assigned too many multiple unit cars to the Canadian National system. In the report concerning withdrawal of these units from service, the item should have listed M-1 to M-6, and T-1 to T-12. Minus motors, the cars are back in service, being pulled by electric locomotives.

#### PUBLICATIONS

For the information of those who follow the development of Canada's railways through their centenaries, we are including with this issue, a map of the railways of the Provinces of Canada, New Brunswick and Nova Scotia in the year 1854.

Within three weeks, Bulletin No.17 "Halifax, Birney Stronghold" by Mr. Robert R. Brown, will be mailed to the subscribers. Running to about twenty five pages, this offset, photo-offset and mimeograph publication is an exhaustive treatment of the history of the street railway in our "Eastern Canadian Port." of wartime news-release fame. Subscribers or members may obtain extra copies at Fifty Cents per copy; it will be available for sale to the general public at the same price.

A number of interesting features are destined to appear shortly in the News Report. Mr. Anthony Clegg will start a continuing serial on the history of the Canadian Northern Railway, while the construction of the Victoria Bridge across the Saint Lawrence a century ago, will be paralleled by a series entitled "Crossing the River" by Mr. Robert R. Brown.

EDITORIAL ADDRESS:

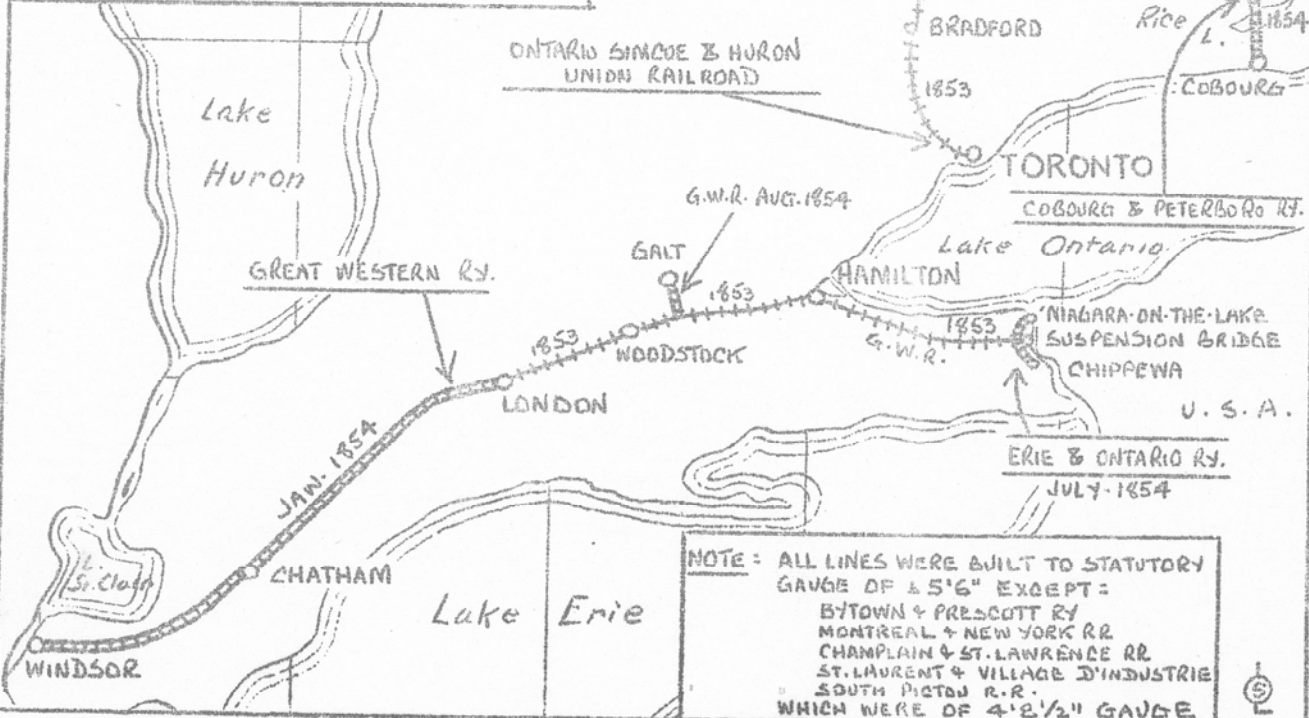
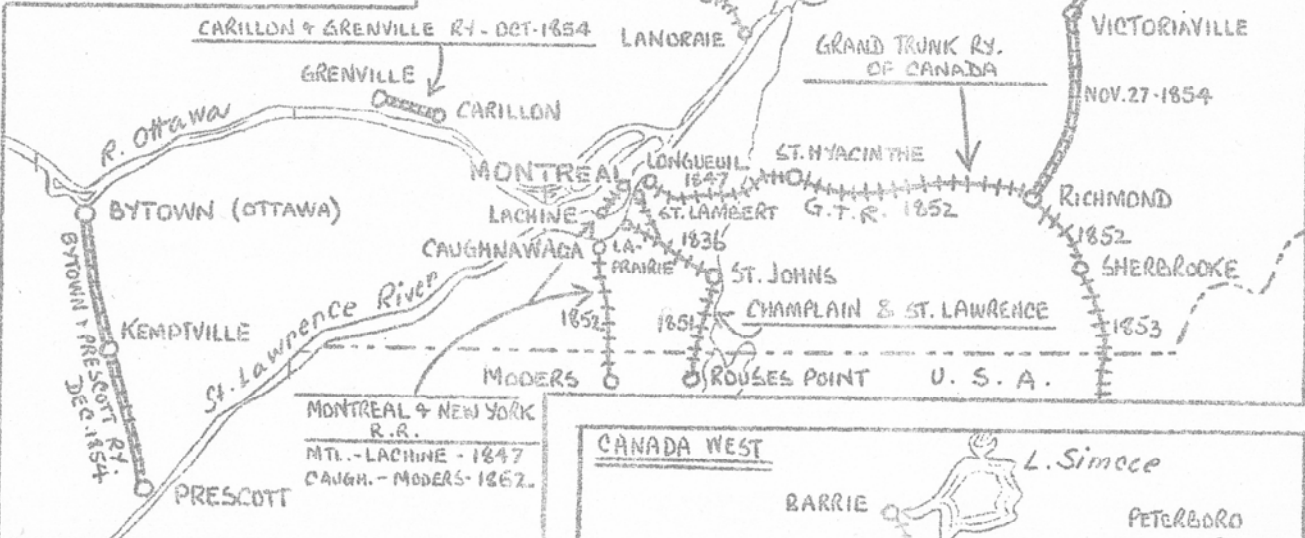
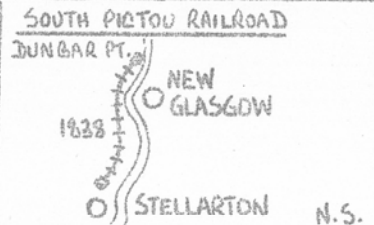
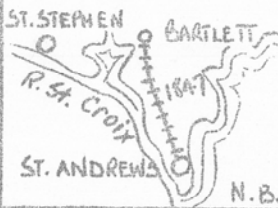
6959 Del'Epee Ave., Montreal 15.

O.S.A. Lavallee, Editor.

Douglas Brown, Asst. Editor.

1854.

OPENED DURING 1854



NOTE: ALL LINES WERE BUILT TO STATUTORY  
GAUGE OF 4'6" EXCEPT:  
BYTOWN & PRESCOTT RY  
MONTREAL & NEW YORK RR  
CHAMPLAIN & ST. LAWRENCE RR  
ST. LAURENT & VILLAGE D'INDUSTRIE  
SOUTH PICTOU R.R.  
WHICH WERE OF 4'8 1/2" GAUGE.



An additional train between Montreal and Montreal North has been added to the Canadian National's suburban runs, effective April 30th. The train which leaves Montreal at 10:30 p.m. and returns from Montreal North at 11:10 p.m. allows those living in the Northeast part of Montreal to travel home by Railway, after spending an evening in the City. The eastbound trains runs as No. 176, and the West-bound as No. 177. An additional rush hour train in both directions has also been added to the Montreal-Val Royal service.

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On Saturday, April 28, a number of the members of the Association, including Messrs: S.S. Worthen, O.S.A. Lavallee, R.M. Binns, A. Cleg, D. Brown, R.S. Ritchie and A. Toohey, visited St. Denis car house of the Montreal Tramways and made a thorough inspection of salt car #274, which is to be preserved and restored to its original appearance as a passenger car by this Association. Inventory of what was required to restore the car was taken and discussion on the project made headway. Through the much appreciated co-operation of the Montreal Tramways Company, work on restoration will begin soon. Members interested in taking part in this project should contact the President or the Secretary.

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