

# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO.51

DECEMBER 1954

Montreal, Canada.

## NOTICE OF MEETING

Wednesday, December 8th, 1954 at 8:00 PM.

The regular monthly meeting of the Association will be held in room 920, Transportation Commission Building, 159 Craig Street West, Montreal, on

Entertainment has been arranged in the form of a debate, to include all present at the meeting, on a topic of intense current interest; Embracing the current railway vs. commuter Transport Commission inquiry being held in Montreal, the question to be discussed will be "Are the railways entitled to the fare increases for which they have applied?". Mr. Lavallee will advance the argument in favour of the railways, and he will be opposed by Mr. Clegg. Chairman of the debate will be Mr. Worthen. Members are invited to come prepared to enter the discussion, though it will, of course, be limited to the commuter fare problem.

## EDITORIAL COMMITTEE

Due to an unforeseen productional difficulty, the Association's Bulletin No.18, "The Last Broad Gauge" -- the story of the Carillon & Grenville Railway, has been slightly delayed. It was intended to have the publication out for the centenary date - October 25th - but is now scheduled to be in the hands of the members early in December.

## NEW DOME CARS FOR CPR ON DISPLAY

Canadian Pacific Railway introduced further units of its new multi-million dollar passenger car order to the public, when the sleeping car "Abbot Manor" and Scenic Dome coach #501 went on display for the public in Windsor Station, Montreal, on Monday, November 29.

Three types of equipment had been received prior to the two latest cars, including cars of the Solarium Lounge "Park" class, and sleeping cars of the "Chateau" type, which went on a trans-continental display tour in August. Last month, the Company also received the first units of the baggage-dormitory car class, which will provide sleeping space for dining car crew and porters, as well as a limited checked-baggage section.

The two remaining classes of equipment, the non-dome passenger cars will be received early in the New Year, with the ultra-modern dining cars following them. These cars are destined for display, also.

# RENAISSANCE OF ENGINE 144

A new leaf  
was turned  
in the long  
and interest-  
ing story

of the three Canadian Pacific Railway engines of the A class -- Canada's last regularly-operating 4-4-0 types, when engine 144, built by the Company in 1886, was put through Angus Shops in Montreal for a Class One overhaul. The engine was outshopped on November 29th, and after short running trials at the shop, was sent back to the Minto Subdivision of the New Brunswick District -- home ground for No. 144 and for its running mates, Nos. 29 and 136. This gives another several-year lease on life to No. 144 and indicates that the CPR does not contemplate the replacement of these engines in the near future. In this day and age which sees the ranks of the steam locomotive decimated at every turn by the more efficient but less romantic diesel-electric, we can only

stop for a moment and be thankful for the whim of fate -- and transportation economics -- which keeps a 4-4-0, sixty-eight years of age, in running trim, while comparatively new, large engines, such as the famous Selkirks of the 2-10-4 type are in storage, some, in all probability, permanently.

On the other side of the ledger, it is worth commenting upon that the Canadian Pacific scrapped its Mogul No. 3011, at Angus Shops on October 8th. While the occurrence passed almost without notice, No. 3011 was a veteran too, having been built in 1888. It was the last surviving member of one of the least popular of the common locomotive types on the Canadian Pacific. In its history, the Company owned only about fifty 2-6-0's, compared to the hundreds owned by the constituent companies of the Canadian National System, such as the Grand Trunk Railway.

- O.S.A. Lavallee

## MOTIVE POWER NOTES

In connection with the order recently announced for new diesel-electric locomotives for delivery shortly to the Canadian Pacific Railway, the following are details of the numbering and classification of

the new units:

### Road Switchers

Class	DRS16b	1600HP	Nos.	8462-8482	★	Montreal Loco. Co.
"	DRS17a	1750HP	"	8483-8500		General Motors Diesel Ltd.
"	"	"	"	8501-8521	★	" " " "

### Switchers

Class	DS6d	660HP	Nos.	6523-6536		Montreal Loco. Co.
"	DS9a	900HP	"	6710-6720		General Motors Diesel Ltd.

★ - Equipped with steam generators.

In addition, twenty-nine diesel-electric freight engines are destined to be regearred for passenger service, and as a consequence, reclassified and renumbered.

Details of the reclassification are as follows:

Class DFA15d	Nos.	4041	to be	Class DPA15d	Nos.	1432
" DFA15e	"	4058-63	"	" DPA15b	"	1416-21
" DFA15f	"	4066-75	"	" DPA15c	"	1422-31
Class DFB15c	"	4434-37	"	Class DPB15a	"	1908-11
" DFB15d	"	4438-45	"	" DPB15b	"	1912-19

1400's are A units, 1900's B units, and all are General Motors 1500 HP locomotives built 1951-52.

A list of Canadian Pacific engines scrapped will be printed shortly.

Several metre-gauge diesel locomotives were shipped from General Motors Diesel Limited at London to the Ceylon Government Rys. during the month of October. Of the 0-6-6-0 road switcher type, they are very similar to the CNR's 900 series used in Newfoundland and they are designated as class M-2 by the C.G.R. Locomotive numbers 569, 570 and 571 carry GMD builders numbers A608, A609 and A720 respectively, all built in September 1954.

Canadian Pacific announced, on October 25th, 1954, that a 67-year era of steam locomotive operation between Montreal and Vancouver ended on that day, when the last steam locomotive left Vancouver on the Montreal train. Vancouver saw its first Canadian Pacific steam-hauled passenger train arrive there on May 23, 1887, when engine 374, now preserved at Kitsilano Beach, Vancouver, inaugurated passenger service on the extension from Port Moody. The latter point was the official Pacific terminus from the arrival of the first scheduled transcontinental train on July 4th, 1886, pulled by engine 371, sister to 374, until the line was extended farther down Burrard Inlet in May 1887.

The undernoted poem is printed through the courtesy of the authoress, and the LADIES HOME JOURNAL.

STEAM ENGINE WHISTLE  
by Minnie Hite Moody

Listen, my grandson, just beyond the hill,  
It lifts its lonesome voice and wails  
once more,  
A sound with heartbreak in it, tired and  
shrill,  
A sound a million boys have heard  
before,

And in the nighttime they have raised their heads,  
Just as you're doing now, and felt a strange  
Wonder catch hold of them in their safe beds,  
Till the sound sped far off and out of range.

It was a sound to part the buffalo grass  
Long years ago; a sound with history in it.  
Baltimore, Kansas City, Donner Pass....  
Listen, my grandson, listen for a minute,  
and then remember always, if you can.  
It will be gone forever, when you're a man.

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#### THE COMMUTERS

During the past month or two, railway commuters and their problems, rates and grievances, have been spotlighted by the recent application by the Canadian railways to the Board of Transport Commissioners for higher commutation fares. Both the CNR and CPR seek to raise their Montreal tariffs by 100% while the former line has also applied for permission to withdraw all CNR commuter trains from the suburban service between Montreal and Vaudreuil.

Citizens of the communities along both the Lakeshore and Ste. Eustache lines have banded together to oppose the rate application, which is presently being reviewed by Mr. Justice Kearney, Chief Commissioner of the Board of Transport Commissioners. While all parties agree that some fare rise is necessary, the doubling of the present tariffs is considered by commuters to be both unreasonable to present travellers and a deterrent to the future development of the suburban areas.

The fact that Toronto district rates were recently increased very substantially should not, it is claimed, be any precedent. Torontonians do not rely on rail services to the same extent as the citizens of Montreal suburbs do, and demonstrated very graphically (subsequent to Hurricane Hazel damage) that they do not appreciate the service when it is provided. (See following article on Toronto commuters). The volume of traffic on the Montreal services is much, much higher.

The railways for their part claim that higher costs are forcing the commuters rates up and that present charges do not cover out-of-pocket expenses.

Results of the hearings will be reported in the News Report as soon as available.

The November 29th Montreal suburban CNR timetable changes indicate that the CNR is adding five minutes to the schedules of trains 348, 384 and 352, which now take an average of 53 minutes for the 17-mile run. It has been interpreted in some quarters that this move by the CNR to retard an already-too-slow service is a move to discourage commuters from using the railway services.

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For a number of years, citizens of Greater Toronto have been petitioning the railways to provide commuter services to Toronto Union Station, but the railways have constantly declined. Then, due to the highway damage wrought by Hurricane Hazel, an emergency rail service was inaugurated and in the first three days after the storm, CNR trains carried up to 15,000 persons each way.



This seemingly clinched the argument for a better and more frequent service. Toronto commuters might very well have used this as the "thin end of the wedge" as it were. However, instead they proved railway authorities right and as soon as highways were passable, they rapidly forsook the rails. By the end of the week, with three trains operating each way, the Humber and Lake Shore passengers of the CNR were down to a normal two thousand.

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#### A CORRECTION

In reporting the retirement of the steamer BEAUHARNOIS, we inadvertently stated that it was the last paddle wheeler on the Saint Lawrence, and probably in Canada. We are informed by a reader that the Toronto Transit Commission still operates paddle-wheel ferries in the Toronto Island service, and of course, our informant is right.

They are the TRILLIUM and the BLUEBELL -- the former built in 1910, of 673 tons gross and steel construction, and the latter in 1906, 752 tons, wood construction. Both of the steamers were built at Toronto and have two-cylinder inclined compound engines, burn coal, and are double-ended. Usually only one vessel is in use at a time while the other is laid up. This summer, it was the TRILLIUM's turn.

We are indebted to our reader for the correction.  
We stand corrected !

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#### QUEEN ELIZABETH HOTEL

Early in November, Canadian National Railways announced that its new Montreal Hotel is to be named the "Queen Elizabeth Hotel" following receipt of advice that permission had been received by the Governor General from Her Majesty the Queen.

The new 1200-room hotel, entirely air-conditioned and containing the largest and most modern convention facilities in Canada is expected to be ready for occupancy in 1957. Work is presently going forward on the foundation for the structure, which will be situated at the north west corner of the Central Station property, at the corner of Dorchester and Mansfield streets. Reaction to the naming of the hotel has been mixed, particularly from the French Canadian press, who feel that the hotel could more appropriately have borne a French name, in keeping with the city's linguistic character which out-of-town tourists find so refreshing. One newspaper in particular felt that the name could be converted, without difficulty, to its French equivalent -- "REINE ELISABETH". Others felt that the new name would be confusing in the sense that Montreal already has a Queen's Hotel, and have suggested other names such as "Bonaventure" which was the name originally intended to have been transferred from the old, to the new railway station.

CANADIAN NORTHERN RAILWAY

Sixth in a series,  
by Anthony Clegg.

CANADIAN NORTHERN RAILWAY

Toronto, October 25, 1907.

You have, no doubt, heard the tragic news about the collapse, on August 29th, of the bridge being built by the Phoenix Bridge Co., for the National Transcontinental Railway at Quebec. The bridge was to have been an essential link in the transcontinental route of the joint N.T.R.- G.T.P. line which is being constructed to offer additional competition to both the Canadian Pacific and ourselves. The road is backed by the combined resources of the Grand Trunk Railway and the Dominion Government, the former building the Grand Trunk Pacific section from Winnipeg to Kaien Island, 550 miles north of Vancouver on the Pacific Coast; and the Government arranging for the construction of the N.T.R. section east of Winnipeg --- through northern Ontario, the clay belt of Quebec and central New Brunswick. Remarkably easy grades have been secured in all sections, and the line is being built from the outset as a high standard railway. One deficiency, however, is the almost complete lack of planned branch lines. Except as a gateway to the Orient, I do not see where their traffic is to come from.

Our own programme for feeder lines in the East and in the West is progressing satisfactorily. Two of our recent acquisitions are the Quebec and Lake Saint John Ry., (operating 280 miles including branches in the Province of Quebec), and the Qu'Appelle, Long Lake, and Saskatchewan Railway, running between Regina and Prince Albert, Sask. Although these lines are not in very good shape at the present time, we are confident that they will both be most valuable assets in the years to come. Until recently, the Q'A.L.L. & S. was operated by the C.P.R. under lease, but dissatisfaction amongst the owners of the line caused the switch to C.N. operation. Train services were included in our timetable #30, issued last June 16th.

In the matter of modern motive power, the Canadian Northern System has, I am afraid, lagged somewhat behind its contemporaries. Many of the roads which we have taken over have possessed engines of acceptable standards, and these we have been utilizing to the best of ability. By the end of the current year, however, we will have received over one hundred and ten new locomotives of up-to-date types and next year will take delivery of approximately seventy additional. Thus, by the end of December, 1908, the Canadian Northern will have sufficient engines of modern design, many of which will be of the 4-6-0 and 2-8-0 types; (in addition, of course, to the large number we already have in the older 4-4-0 and 2-6-0 classifications). This year's motive power deliveries include 3 switchers, 51 passenger locomotives, and 30 engines for freight service.

You may be interested in having copies of a few photographs that I have obtained showing various scenes on the Canadian Northern and pictures of the new equipment on our lines. I shall send them to you in about a month's time.

For the information and guidance of members, the Executive has asked that the complete text of the Affiliation Agreement between this Association and the Railway Correspondance & Travel Society, of Great Britain, be reprinted in the News Report. It is therefore reproduced herewith:

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HEADS OF AGREEMENT ON THE AFFILIATION OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED, WITH THE RAILWAY CORRESPONDANCE AND TRAVEL SOCIETY.

1. Any Member of the RCTS temporarily resident in Canada for a period not exceeding six months shall have the privilege of free entry to all meetings of the CRHA and also the use of all club facilities. Members of the RCTS wishing to take part in visits, excursions or other functions organised by the CRHA must
2. give the required notice in advance and also pay in advance any charges levied. It must be understood that all visits, etc. are made entirely at the Member's own risk and are subject to the limitations enforced by the Canadian Railways or any other Companies on the number of people taking part in these visits or excursions.
2. Any member of the CRHA temporarily resident in Great Britain shall have similar privileges to those listed above with respect to RCTS Outdoor Visits, Club Nights, Library Facilities, etc. subject to the same conditions.
3. Every assistance will be given to Members of the respective Societies wishing to correspond on matters of railway interest.
4. The Editors of the "Railway Observer" and the RCTS Liaison Officer will cooperate with the Editor or Editors of the CRHA News Report and/or other Society Officers in the exchange of news, photographs etc., as the occasion offers.
5. Issues of the respective Society Journals to be exchanged on a reciprocal basis.
6. Single issued of the CRHA Journal, as issued, may be purchased by RCTS members, when available, at a price to be fixed by the CRHA. RCTS members wishing to receive the CRHA Journal regularly may enrol as members of that Society on payment of the appropriate subscription and entrance fee, if any.
7. Members of the CRHA shall have the right of purchasing single issues of the "Railway Observer" or supplements thereto as published, at the prices advertised to RCTS Members. CRHA Members wishing to receive the "Railway Observer" regularly may enrol as members of the RCTS on payment of the appropriate subscription.

For the Railway Correspondance and Travel Society.  
SIGNED " E.E. SMITH " (Hon.Liaison Officer; Affiliated Societies)

for the Canadian Railroad Historical Assn. Inc.,  
SIGNED " OMER S.A. LAVALLEE " (President)

Sorbridge, Northumberland - November 4th, 1954.  
Montreal, Canada, November 30th, 1954.

## O T T A W A

Ottawa's trolley routes dwindled to five, on November 28th, when the last car travelled over to Hull, Que. marking the end of the line to Hull. This occasion also marked the Ottawa Transportation Commission's finale as an interprovincial trolley line, a distinction which it shared with only one other company in Canada -- its former partner, the Hull Electric, which was abandoned eight years ago.

As a result of this discontinuation, the eastern segments of the former H route, heretofore served by alternate cars going to Sussex & John streets and to Lindenlea, have undergone route changes. The former Lindenlea end of the Hull route has now been through-routed with the Bank route, leaving a new route B - BANK-ST PATRICK. The line to Hull has been replaced by the new Riverdale-Hull bus route, while the service on Crichton Street from the Lindenlea line to Sussex Street will be provided by the Sussex-Crichton bus route when Crichton is repaved. The Rideau end of the former Bank-Rideau line has been through routed with Preston forming a new route R - PRESTON-RIDEAU. As of November 29th, OTC trolley routes were as follows:

- Route A, - BRITANNIA - GEORGE LOOP.
- " B - BANK - ST. PATRICK
- " M - McKELLAR @ GEORGE LOOP. (short turn  
duplication of Route A)
- " R - PRESTON - RIDEAU
- " S - HOLLAND - LAURIER.

As a result of these changes, there is a surplus of equipment, and some of the 651 series cars are being scrapped. It is reported that sweeper No.7, an oasis in a 7-less numbering system, has been scrapped.

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## N O T E S and N E W S

On Thursday, November 25th, four new cars destined for the Toronto Transit Commission's Rapid Transit lines, arrived in the Port of Montreal on board the steamer BRISTOL CITY. The cars were unloaded from the vessel on Thursday, November 25th and the following day, and they were placed on flat cars for shipment to Toronto. They bear numbers 5100, 5101, 5102 and 5103. While these cars were built by the same British firm, Gloucester Carriage & Wagon Company, as the first one hundred cars used in Toronto's subway, these latter four are of special lightweight construction. While it was understood that the car finish would be unpainted, those arriving in Montreal were painted a light greenish-yellow, obviously as a protection against sea water on the trans-ocean voyage. It is presumed that this paint will be removed before placing the vehicles in service in Toronto.

It is reported that the Canadian Pacific Railway will convert a number of cafe or buffet cars into Dinette cars, of the type recently inaugurated on the Canadian National.

Canadian Pacific Railway received its first baggage-dormitory car, No.3000 at the end of October.



Canadian National Railways' dinette cars have already gone into service on trains 1 and 2 between Montreal and Vancouver, trains 3 and 4 between Toronto and Vancouver and return, and on the International Limited from Toronto to Montreal, and the LaSalle between Montreal and Toronto. CNR claims that this is the first time since prewar years that a meal for less than a dollar will be available on the trains mentioned. The cars, we are advised, unlike dining cars will be open throughout the day and evening.

Canadian National Railways announces that effective with the next issue of the working timetable, the station at HAY LAKE, Alberta, mile 31.3 of the Camrose Subdivision, will be changed to HAY LAKES, to conform to the town name.

On November 2nd, Canadian Pacific Steamships announced the sale of the immigrant liner BEAVERBRAE to an Italian Company in Genoa.

Following in the wake of destruction wrought by the hurricane in Ontario on October 15th, Canadian National reportedly loaned twelve 36-passenger sleeping cars and several self-contained cafeteria cars to the flood victims at Holland Marsh.

The Pacific Great Eastern Railway is expected to operate in the black this year for the first time in its history, according to a comment made by the Premier of British Columbia about the provincially-owned erstwhile "white elephant". It is expected to end 1954 with an operating profit of more than \$100,000 compared to 1953's \$70,000 deficit.

Canadian National has awarded contracts in connection with the new Beattyville-Chibougamau line in northern Quebec. Contract for the Beattyville-Bachelor Lake section has been awarded to La Societe d'Entreprises Generales Limitee, of Amos, Que., while that for the Bachelor Lake-Chibougamau portion has been given to the firm of Albert Lemieux Limited, of Montreal. The contracts are for clearing, grading, culverts, trestles and sub-structures of bridges.

By the end of December, it is expected that the greater part of the yard work at the CNR Bank Street Yards in Ottawa, will have been transferred to the new Walkley Road yard south of the city, as one of the initial steps in the removal of railway lines in Ottawa as part of the Federal District plan. The former Canada Atlantic main line, from Bank Street through the western parts of the city, was abandoned last year.

SEASON'S  
GREETINGS TO ALL  
OF OUR READERS,  
AND BEST WISHES  
FOR GOOD "NEWS  
REPORT" READING  
IN 1955.

Editor.

Here we are again at that same old part of the year again, when you are thinking about Christmas and its shopping, gifts, joys, general gaiety and BILLS, and we are thinking of subscription renewals. It's hard to think that 1954 is just about done for. But, we have all of 1955 ahead of us, and you can be sure that we have the material for an even better year of News Reports and Bulletins than 1954. We hope that you have enjoyed yourself sufficiently to send in your \$1.50 (in CANADIAN funds) to

Editorial Committee, Canadian Railroad Historical Assn. Inc.  
6959 De l'Epee Avenue, Montreal 15, Canada.