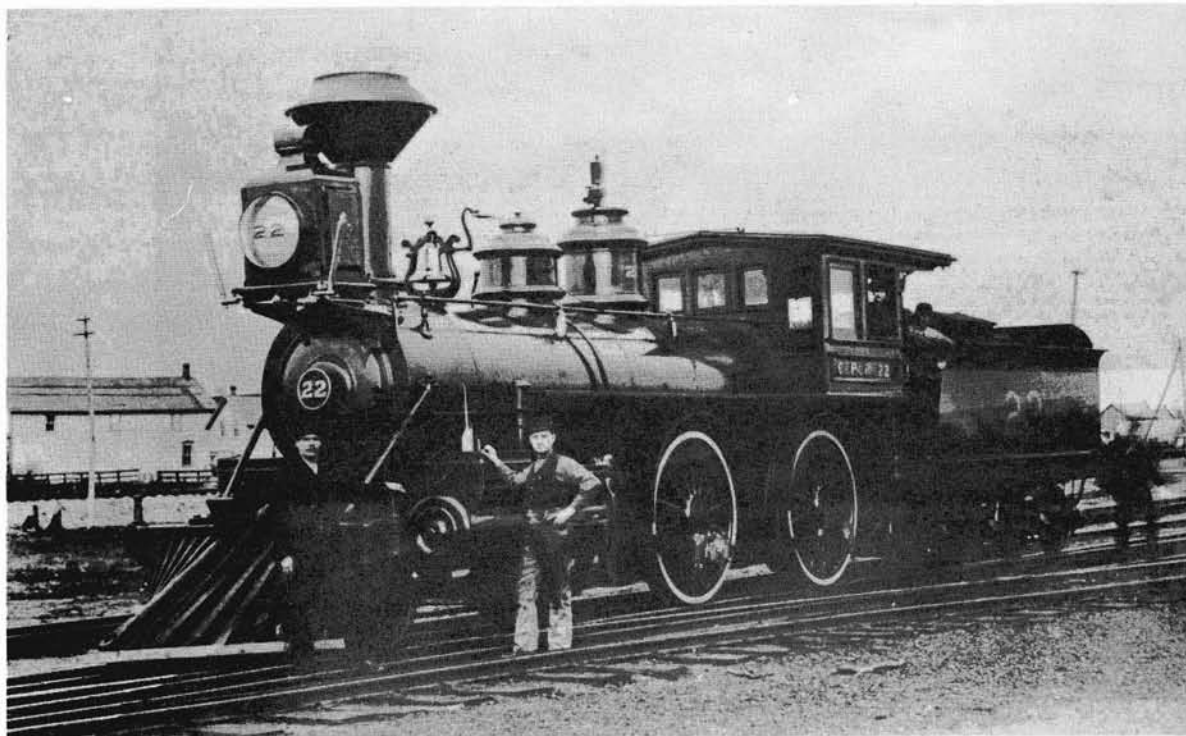


# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

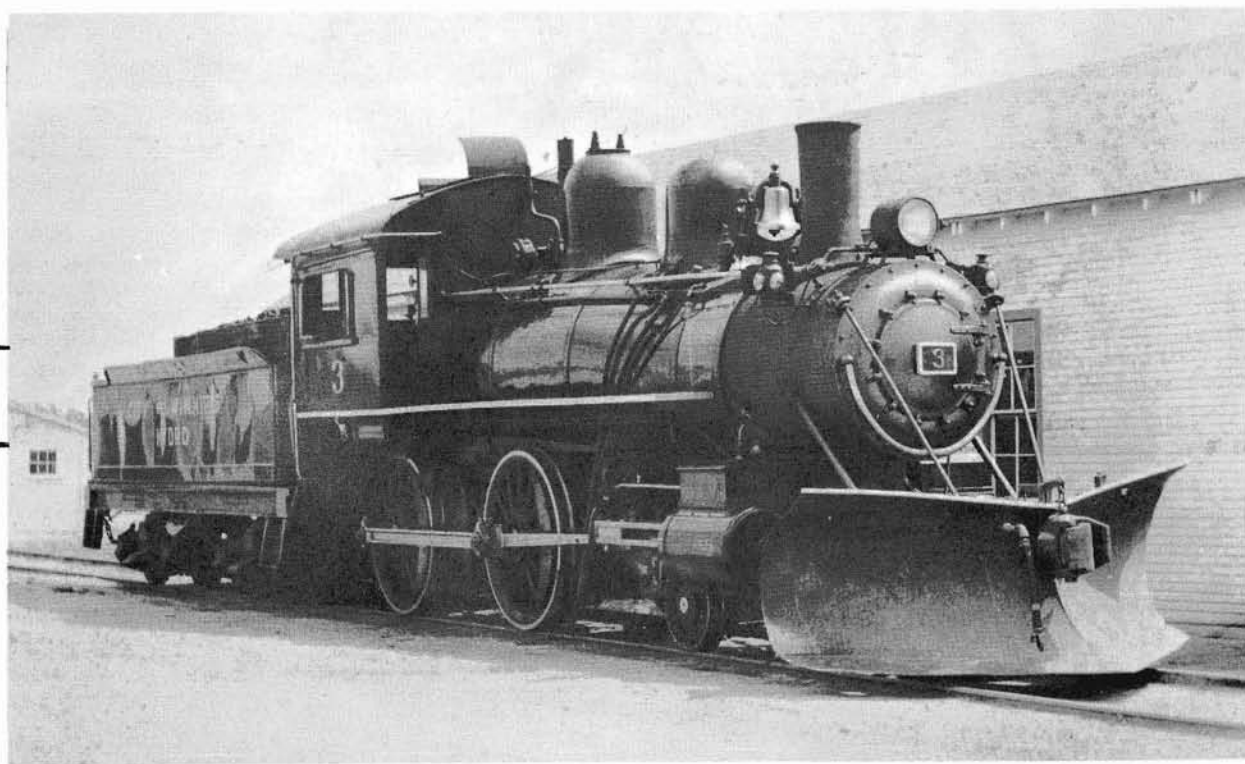
News Report No.102

P.O. BOX 22, STATION "B"  
MONTREAL 2, QUEBEC

July-August 1959



1882



1959

Top picture shows CPR No.22 in 1882, shortly after arrival from Scotland; lower photo shows the same engine today, working for Winnipeg Hydro at Pointe du Bois, Man., after seventy-seven years' service. Its story is told in "THE REMARKABLE TALE OF NO.22", beginning on page 75, of this issue.

As members are aware, no meetings are held during the summer months of July and August. The "At home" on the car "Saskatchewan" is now scheduled for a date late in August, and members will be advised of this, separately.

#### Association News

While the Association's activities normally slow down for the summer months, two Committees are having no warm weather respite this year. One of them, the Museum Committee, has had one or two extraordinary sessions as a result of further historical material uncovered by Association Director O.S.A. Lavallee, and Past President Kenneth F. Chivers, on their recent three-week tour of western Canada, the Yukon and Alaska. There are several pieces of motive power and rolling stock which would find an excellent home in our projected museum. However, transportation rather than purchase costs are the deciding factors, though the Committee has very few problems which a \$1,000,000 endowment couldn't clear up!

The Editorial Committee is working on a circulation campaign which we expect to inaugurate shortly. Certain improvements in handling of the News Report are being made, and among them, it is hoped to have all addresses on addressograph plates very shortly. This is a good time to remind our members that an increased circulation would mean more illustrated content in your publication. The Association's files contain hundreds of photographs which are worthy of reproduction in the News Report. If each of our readers would make it a personal project to get one new subscriber, the added income to the Committee would enable us to proceed with this programme at once. In this connection, we would remind readers who are desirous of helping in this way, that new subscribers who enlist in September or after, are carried through to the end of 1960 at the same rate, i.e. \$2.00, Canadian Funds, per year.

#### Trip Committee

As usual, the Trip Committee under the chairmanship of William McKeown, and with Steve Walbridge as Passenger Agent, have some choice fare lined up for the Fall Foliage weekend, which this year will occur on Saturday and Sunday, October 3rd and 4th. Due to the absence of steam power elsewhere, special arrangements have been made with the Canadian Pacific Railway to let us have D-4-g class engine 424, a small 4-6-0, for both trips. On the Saturday, our special, which will include wooden passenger equipment, will operate from Montreal to St. Guillaume, Que. via Farnham, and return. It is hoped to doublehead the train from Farnham to St. Guillaume and return with another larger 4-6-0 of class D-10. Tentative leaving time from Montreal has been set at 8:15 AM E.S.T., with return about 6:00 PM. On the Sunday, the same D-4-g class engine will take our special train from Montreal to Ottawa via the North Shore of the Ottawa River, on a leisurely trip which will feature many photo stops and moving picture runs. Engine 424 will be left in Ottawa, and the return trip from Ottawa will be a fast non-stop one, via the M&O Subdivision through Vankleek Hill. Keep this weekend free -- full details will be given shortly by circular, and in any case with the September News Report.

The Association's Library contains many interesting books which are available to members on loan. Details can be obtained from the Custodian, Mr. S.S. Worthen, at any regular meeting.

Another Canadian 4-4-0 "Discovered" !!

## THE REMARKABLE TALE OF NO. 22

by Omer S.A. Lavallee.

-----

UPON MY RETURN FROM AN EXTENDED western vacation in the company of Past President Kenneth F. Chivers, the Museum Committee of the Association met in hurried and extraordinary session, to discuss the "discovery" of a fourth working Canadian locomotive of the 4-4-0 wheel arrangement. Hitherto known to very few enthusiasts, and in any case, rather by repute than acquaintance, No. 3 of the private railway of the Hydro-Electric Department of the City of Winnipeg has been working quietly in the solitude of Whiteshell Forest Reserve, about one hundred miles northeast of the city of Winnipeg, Manitoba, for many years.

The uncovering of this engine by the Association came about in this fashion; Mr. Douglas Brown of our Association read a report to the June meeting from a correspondent in the midwestern United States, who himself had obtained his information second-hand, that a locomotive, described as a "sister engine to the 'Countess of Dufferin' " was working on the private railway of Winnipeg Hydro, which extends some twenty-five miles from a connection with the Canadian Pacific Railway at Lac du Bonnet, Manitoba, to Pointe du Bois, in the forest reserve. In view of the imminent departure of Mr. Chivers and myself for the west, it was decided to allow time at Winnipeg on the return trip to Montreal, to investigate what we thought to be a rather "wild" rumour.

Upon arrival, therefore, in Winnipeg on July 3rd, we went to Lac du Bonnet by automobile in the company of associate member R.S. Ritchie, presently working in Winnipeg. Upon arrival at Lac du Bonnet, we saw the interchange between the CPR and the Hydro railway, but without evidence of motive power or rolling stock. We had previously been advised by local CPR officials that the Hydro had a small, four-drivered engine, and an initial impression that the elusive engine must be an O-4-0 saddle tank of some description was heightened by the finding of a small enginehouse about a mile from the CPR connection, of a size which could only accommodate a small machine of this description. In spite of what seemed to us to be irrefutable evidence of the type of engine, it was decided to press on to Pointe du Bois as a good gravel road extends between the two points and shares bridges at two locations with the railway. As it developed, it was just as well that we did.

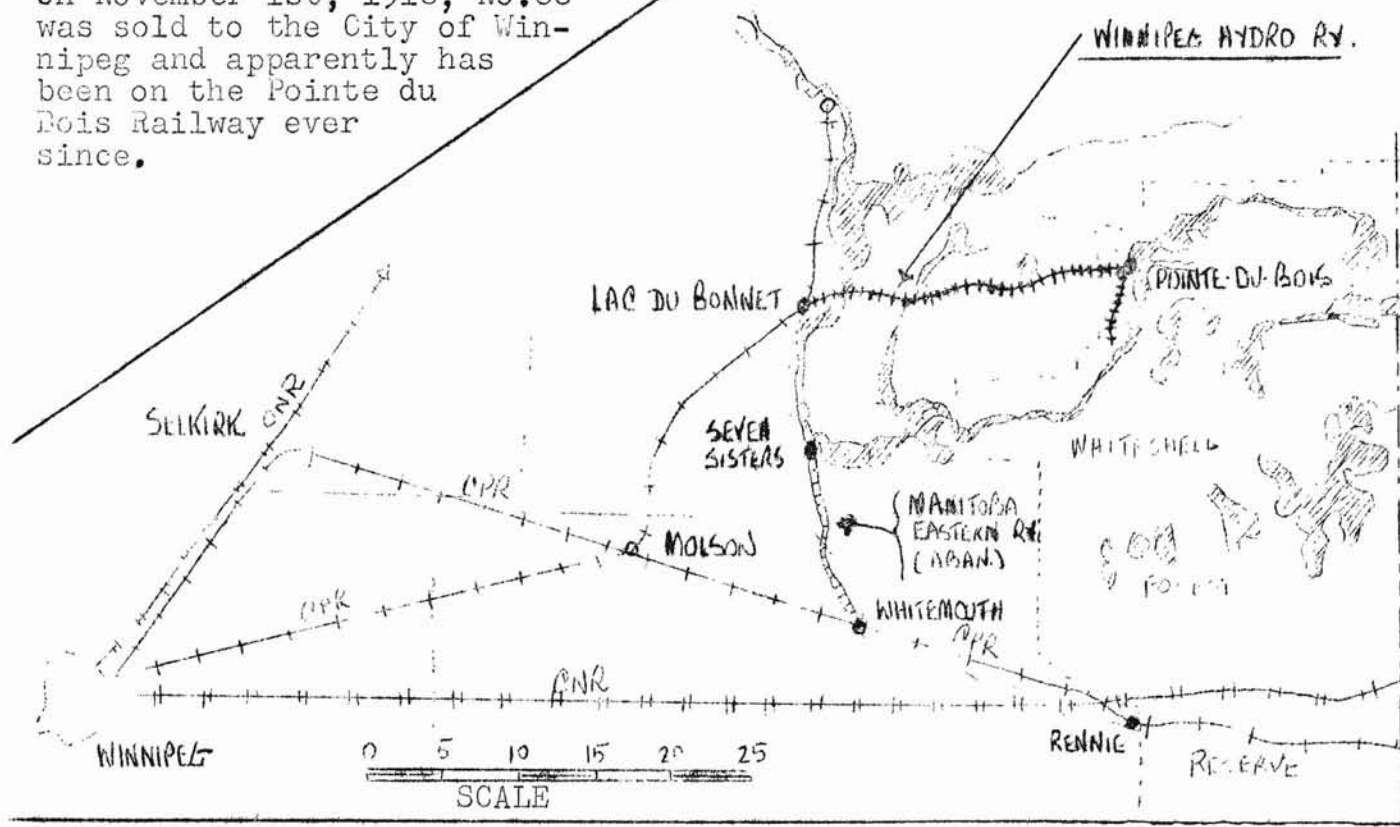
About halfway over the line, we rounded a curve in the road, where it parallels the railway, just in time to see the railway roadbed blown high in the air by a dynamite charge -- the section men were doing some right-of-way work and the appearance of a flagman in the road after the explosion seemed anti-climactic, to say the least. Nothing daunted, we pressed on to Pointe du Bois. Near the town, smoke could be seen above the trees and as we rounded a curve, anticipating sight of an O-4-0 tank at any moment, our surprise can well be more imagined than described to see the fabled 4-4-0, under steam and sitting quietly beside a well-maintained engine house and station. The inscription "City of Winnipeg" "Hydro" appears on the tender, and the engine carries the road number 3, but its Canadian Pacific identity was unmistakable, despite a large steel wedge-plow mounted permanently on the front end, and other non-CPR

★- "Countess of Dufferin" is an old Baldwin contractor's engine preserved at the CPR station in Winnipeg.



refinements. Interviewing the engine crew, we found that our visit was a timely one as number 3 is apparently under steam only very occasionally. Regular service on the railway for employees and supplies is carried on by a Ford rail-bus and a Mack rail-truck. A nicely-kept Pullman-built combination car, and a number of flat cars, completed the rolling stock which we noted during our visit.

The engine crew volunteered the information that the engine had been bought from the C.P.R. more than forty years ago. Together, we went over the engine carefully, looking for clues as to its identity. Finding the numbers "86" and "133" on various components of the running gear, a search of records when I returned to Montreal revealed that No.3 was originally Canadian Pacific Railway No.22, built for the CPR by Dubs & Company of Glasgow, Scotland, in April, 1882. In 1905, it was renumbered 133, it was rebuilt in 1907, and in 1912, it received its final CPR number, 86, of class A-2. On November 1st, 1918, No.86 was sold to the City of Winnipeg and apparently has been on the Pointe du Bois Railway ever since.



Map locating City of Winnipeg Hydro Railway.

The railway itself, incidentally, was opened during September 1908. No.86 is virtually unaltered since its sale, except for the wedge plow and other details. It still possesses flat valves and square steam chests. The tender is apparently an old CPR one dating back before the turn of the century. It is a tribute to the Hydro railway's mechanical staff that No.3 is obviously very well maintained and in excellent order.

The unearthing of this engine removes the longevity record which Canadian antiquarians had previously claimed for CPR No.136, which was built in 1883 and is still in service in New Brunswick. At the time of our visit, however, No.3 is apparently not even in view of retirement, the infrequent use, good maintenance and good water being contributory factors which may well give it many more useful years of service to Winnipeg Hydro. However, our Association has already contacted Winnipeg authorities with respect to its disposal on behalf of our museum collection, at such time as it is no longer required.

MONTREAL TRAMWAYS COMPANY  
CLASS 2100 STREETCARS

..... by R.M. Binns

Street in mind -- and understandably so. Not only was St. Catherine Street the principal shopping and entertainment street, but, because of the Mountain blocking direct access from the north, many thousands of passengers had to be carried daily around the flanks of the mountain and then along St. Catherine Street. The St. Catherine lines also served heavily populated areas in the east and west ends of the city, -- all of which produced a great volume of passengers, particularly along the three-and-one-half mile stretch between Atwater Avenue and Harbour Street.

Unlike Toronto's Yonge Street, which had a heavy, long-distance movement inbound in the morning and outbound in the afternoon, St. Catherine Street had a heavy two-way movement virtually all day, with a high rate of passenger "turnover", along the mid-section of the line. In transit parlance, St. Catherine was known as a high-density line, -- density being the term used to express the average number of revenue passengers picked up for each car-mile operated during a twenty-four hour day. In the plush days of the mid-1920s, the St. Catherine lines had a weekday density of about twelve. This means that for every mile covered by each car, an average of twelve fares were collected. In other words, cash and tickets were dropping into the fareboxes at the average rate of two fares per minute per car in a 24-hour period. In addition, of course, a large volume of transfer passengers were carried. During the P.M. peak, as many as 115 cars were required to fill the St. Catherine schedules on routes 3, 3A, 3X, 15.

It is little wonder, then, that with revenues buoyant in the late 1920s and passenger traffic increasing almost daily, that Montreal Tramways Company decided to increase its rolling-stock and at the same time retire some of its older cars. As usual, the first consideration was to improve, if possible, the St. Catherine lines. If schedule speed could be increased, not only would passengers benefit, but expenses per car-mile would be reduced thereby making the operation still more profitable.

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION.

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Publisher: Jno. Saunders  
Committee: Anthony Clegg  
Lorne C. Perry

Theoretically, the best type of car for high-density traffic on close headways would be one of large capacity to conserve street space and at the same time be able to handle quickly the large groups of passengers getting on and off at almost every stop, a reduction in time stopped coupled with high rates of acceleration and braking being much more effective in speeding up service than higher free running speed.

In February 1927, it was announced that M.T.Co. would spend about one million dollars for new cars. Fifty cars would be purchased, twenty-five of which would be "cars of a different design

than those used on St. Denis St.". What this implied, we do not know. We do know that no order was placed at that time.

# Light-weight~Single End~Two Man Streetcars

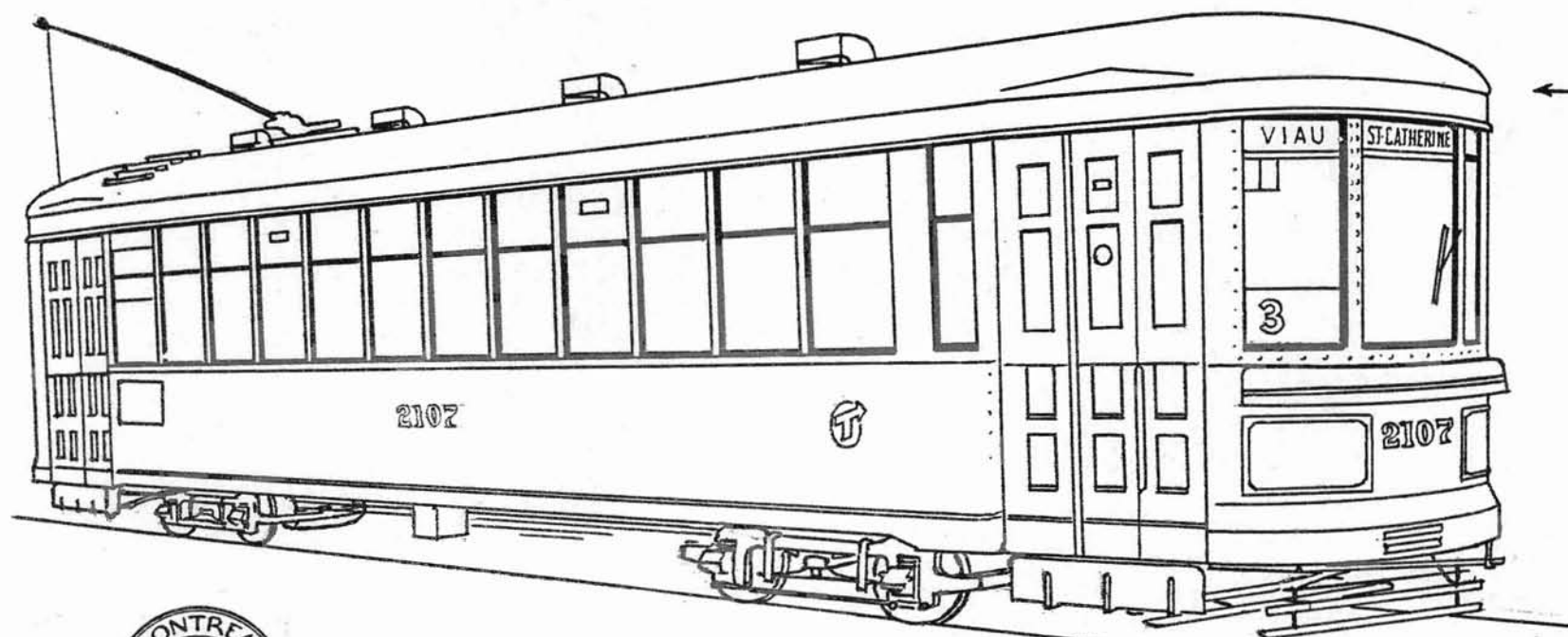
BUILT BY

CANADIAN CAR & FOUNDRY CO., LIMITED. MONTREAL

50 CARS - NOS. 2100-2149 IN 1927

30 CARS - NOS. 2150-2179 IN 1928

60 CARS - NOS. 2180-2239 IN 1929



## 2100 CLASS CARS

Length over all—46' 2".

Width—8' 3".

Height from Rail to top of Roof—10' 10½".

Seating Capacity—42.

**Air Brakes**—Westinghouse single-end with DH-16 motor-driven air compressor and emergency valve.

**Door and Step Mechanism**—National Pneumatic air-operating equipment for rear entrance and rear exit door. Door engine, type G.O.F. 4½M, equipped with safety control interlock. Manual door and step operating mechanism for front door.

**Heating Equipment**—Canadian General Electric Co's heaters complete with thermostatic control apparatus.

**Inside Finish**—Cherry throughout; of a plain sanitary type with no ledges to catch dust.

**Insulation**—3-ply Salamander for sides and 1-ply Salamander back of letter boards.

**Life Guard and Fender**—H.B. type. At front end only.

**Lighting**—Main compensating lighting by five 90-watt lamps in Electric Service Supply Co's dome type fittings.

**Motor Equipment**—Four Westinghouse Form 510-A-2 40 H.P. 600 volt railway motors with type K-35 XB controller.

**Roof**—Plain arch type, sheathed with ½" T. and G. wood, covered with No. 10 white canvas duck and supported by steel angle carlines.

**Sanders**—Air sanders. O. W. Meissner.

**Sash Fixtures**—All windows equipped with brass sash. M. T. Co. standard brushed bronze finish. Storm sash, wood.

**Seats**—M. T. Co. stationary seats and backs. Cross seats have loose cushions, pressed steel aisle and wall brackets and bronze corner grabs. Seats and backs upholstered with rattan.

**Signal Equipment**—Faraday high-voltage signal buzzer and push buttons for passengers, and single-stroke bell and push button for conductor.



The next few months were occupied in studying the possibilities of various car types. It seems certain that the original plan was to return to basic two-car train operation on St. Catherine Street, (Since 1918, 1525-1600 class trains were used on some rush-hour runs only) but apparently it was thought wise to explore other methods of operation.

Double deck cars were frequently advocated by the public, especially those who had lived in, or visited, the British Isles, as a solution to Montreal's transit problem. This type was again considered in 1927 and rejected. Some time was spent on the design of what was called a "triplex" car -- presumably a three-section articulated unit -- also rejected. All these designs: two-car trains, double-deck and triplex, were attempts to handle high-density passenger traffic with reduced ratio of crew members to passengers carried -- operators' wages being by far the largest item of operating expense.

Then, the Peter Witt "pay-as-you-pass" system, used successfully in Toronto, Cleveland and elsewhere, was considered. While the Peter Witt car provided rapid loading, it was not considered ideal for high-density work inasmuch as passengers riding short distances had difficulty in getting through a crowded car to pay their fare when alighting.

Finally, a decision was reached. Rightly or wrongly, -- and looking back one is inclined to believe rightly -- it was decided to stick with the system of operation then in effect, namely, single two-man units with rear-entrance, pay-enter fare collection. This system had been in general use since it was first devised by MSR in 1905, and the public was fully accustomed to it. Its success depended largely on the alertness, dexterity and good training of the conductor. No one who has ridden St. Catherine two-man cars in their "heyday" will deny that Montreal conductors were well-trained and skillful, albeit necessarily hard-boiled at times, in handling large crowds and getting the cars over the road under the severest of conditions. Designs were prepared with Canadian Car & Foundry Company for a light-weight, two-man car, pleasing in appearance and with good operating characteristics. An order for fifty cars was placed with C.C. & F. on June 14th, 1927. Some of the other ideas were not entirely forgotten, however, as evidenced by the experimental Duplex cars, embodying the Peter Witt principle, ordered in 1928, and the 2650-2850 trains of 1930.

No. 2100 was delivered to Cote Street Yard for official inspection early in November 1927. As received, the cars were put into service on St. Catherine Street, lines. Practically all were in service for the Christmas rush. While the general size and layout was similar to other two-man cars, several important improvements were introduced in the 2100s; level floor throughout with three easy steps from pavement to car floor; variable-load brakes; in addition to the standard two-leaf front exit doors, a third leaf was arranged to open outward for more rapid exit; and above all, light weight and high rate of acceleration.

One of the specifications was that there be no cords, straps, handles or light bulbs projecting into the interior. As a result, a very clean and pleasing appearance was obtained. Communication between conductor and motorman was by means of a single-stroke electric bell, instead of cords. An auxiliary button was placed over the rear window to permit "back up" signals to be given. Aluminum hand-rails were suspended over the longitudinal seats. Flush type dome lighting fixtures were placed on the centre line of the ceiling. Metal sash was used throughout. The motorman's position was shifted to the left to provide freer exit of passengers.

Sad to relate, two of the interior improvements were not a success. Passengers complained that the aluminum hand rails were cold. These were replaced almost immediately with wood rails, neither as sanitary nor as good-looking. The dome lights did not provide good illumination for reading. Unfortunately, the poor lighting in these cars was never fully corrected. Numbers 2100 to 2139 inclusive had steel frames with aluminum side sheeting. The weight was 35,900 lbs., a substantial saving over the 46,000-lb. 1325 class and 1550 class cars. Nos. 2138 and 2139 were equipped with Timken worm-driven trucks which further reduced the weight to the remarkably low figure of 30,580 lbs. Nos. 2140 to 2149, in addition to aluminum side panels had most of the frame of aluminum. These cars weighed 33,400 lbs.

It was the general practice in the United States to use four 35-hp motors on cars of these weights. The Westinghouse 510 motor was a popular choice. Because of Montreal's climate and severe operating conditions, it was felt that a more powerful motor was required here. The Westinghouse Company was able to provide an adaptation of the 510 motor, known as 510A2, with a rating of 42 hp. With the exception of the two cars with Timken trucks, all had CCF type F-790 trucks with 26" wheels.

The 2100 class cars were smooth riding and generally very popular with the public. Thirty additional cars were purchased in 1928, Nos. 2150 to 2179. These were identical to the first lot except that they did not contain any aluminum. Side sheeting was 3/32" steel plate. The second group was used to equip the Mount Royal and St. Denis-Windsor routes.

In 1929, a further order of 60 cars was received, Nos. 2180 to 2239 inclusive. In appearance, the only noticeable difference was in the front letter-board which was reduced by two inches and the front windows extended upward to provide better vision for a tall motorman when standing. Side sheets on this lot were 1/8" steel plate. This third lot brought the total of this type to 140 cars. Lines on Park Avenue and the Windsor lines were equipped with this type in late 1929. At one time or another, 2100s were operated on practically all city lines; none were equipped for suburban service. It can be said that they were a fine example of light weight two-man city service cars of the period.

In 1928, No. 2146 was equipped with experimental motors and drive system, known as the WN drive. This consisted of high-speed motors with double-reduction gearing. This car was noticeably faster. Standard trucks and motors were applied to 2146 in 1939. Likewise, the Timken worm-driven trucks on 2138 and 2139 were replaced by standard trucks in 1939, having proved unsatisfactory. These two cars were confined to rush-hour service only up to 1939. Other cars of this class were used to test various equipment. No. 2168 had, for a time, a forced air heating system with grills in the floor. No. 2236 had a light under the front platform to facilitate throwing track switches at night.

The first car to go was No. 2145, one of the aluminum cars, a victim of corrosion in 1955. One hundred and twenty-seven were scrapped in 1957 and eleven in 1958. No. 2107 was the last car to operate on St. Catherine Street in revenue service, pulling in at 3:45 AM September 2, 1956. The following day 2107 was included in the parade of cars on St. Catherine St. marking the end of rail operation on one of Canada's famous streets. Fortunately one car has been spared for preservation, No. 2222 which will serve to remind Montrealers of a fine group of servants which were an integral part of the St. Catherine Street scene for thirty years.



ITEMS OF INTEREST IN WESTERN CANADA

Notes assembled by your Editor on his recent western trip. The logging railway operations will be treated separately, in detail, with illustrations in the next issue.

- 
- e Steam locomotives are being operated fairly extensively by both major railways on the Prairies. Canadian National steam can be seen west of the Lakehead, into Manitoba and Saskatchewan, including 4-8-2s and 4-8-4s, with some 2100s on branch lines. Canadian Pacific steam power appears to be confined to operation in Manitoba and Saskatchewan alone. Types of CP power seen include D-10s (4-6-0) on mixed trains. Some of these engines carry two tenders account scarcity of good water supply. Also noted were various classes of 4-6-2s, 4-6-4s and 2-8-2s. 0-8-0 yard engines were seen at Winnipeg, Moose Jaw and Regina.
  - e In Calgary, the last streetcar to operate, No.14, a Preston-built "Prairie" type, is still stored, seven years after the last run, at the yard of the Calgary Brewing Company in the eastern part of the city. Body has no glass and is off the trucks, which are beside the car. It would appear to have been painted at least once since being retired. Several years ago, a letter from Calgary Mayor Mackay promised the Association that something would be done about No.14, but evidently to no avail. This car can not be considered as in a "preserved" state at present.
  - e The same applies to Edmonton Transit System No.1, an Ottawa-built double-truck deck-roof car, which languishes in the ETS yard on Alberta Avenue in Edmonton. No.1 is still intact, on its trucks and possessing most equipment though again, glass is non-existent and there is a hole in the roof. Three other bodies sit in the yard, those of a work car, and passenger cars 29 and 61. The body of No.80 is a lunch counter in Dawson Creek, B.C.
  - e Northern Alberta Railways still runs steam locomotives on passenger trains, though freight services appear to have diesel locomotives on all regular assignments. Quite a few NAR steam locomotives, including some 2-10-0s, were noted at the enginehouse in Dunvegan Yard. Train No.1 on the day of observation was hauled by CNR 4-6-2 #5123 on loan to the NAR. Bodies of McKen cars were noted at Rycroft and at Dawson Creek, in use for oil storage.
  - e White Pass & Yukon Route uses five diesels, Nos.90-94 in regular service, and still operates five steam locomotives, Nos. 70 - 73, and 81. No.80 and two 190 class 2-8-2s are intact but out of service. Regular trains are diesel, but steam is used on specials and in helper service, demand averaging once every three or four days. Day of observation by your Editor saw diesel train doubleheaded from Bennett to Skagway by engine #73, newly painted. This was put on specially by the WP&YR due to a contingent of 68 members of the Pacific Coast Chapter of the Railway & Locomotive Historical Society travelling on Train #2. The engine had come to Bennett on Train #1. Engine #51, 2-6-0, first WP&Y locomotive is preserved at the museum in Whitehorse, but its tender still lies derelict at the south end of town beside the railway track. The 0-6-OST engine "Duchess" is preserved at Carcross.
  - e Canadian Pacific Railway #2709, G4 class 4-6-2 is being kept at Vancouver for heating service as stationary boiler, while Canadian National 2-10-2 No.57 is being used for the same purpose at Vancouver.

- e British Columbia Electric Railway's once-vast interurban and trolley system is now represented by only three cars in Canada. At least two interurbans have gone to the USA. Single-truck city car No.53 is kept at Hastings Park, PNE Grounds in Vancouver, alongside the early construction engine "Curly". Municipality of Burnaby has preserved car No.1223 next to its Municipal Building on Kingsway in Burnaby, east of Central Park. Third car, No.1311, is preserved privately at Squamish on the PGE Railway.
- e Pacific Great Eastern Railway still has No.160, Kingston-built 2-8-2, in standby service at Squamish; rumour has it that No.160 will be preserved ultimately. PGE also operates ex-interurban sleeping cars on Prince George-Dawson Creek/Fort St.John service. Car used on this train on date of your Editor's visit was "Clinton". PGE passenger equipment presently being painted in new colour scheme of orange, blue and grey. PGE still shares Peace River bridge south of Fort St.John with Alaska Highway traffic, due to recent collapse of highway bridge about three miles away at Taylor Flats.
- e Manitoba Paper Company at Pine Falls, Manitoba uses ex-Abitibi Railway & Navigation Co. #30, a Montreal-built 2-6-0 switching at plant. Official stated engine had been moved there about five years ago from Iroquois Falls, Ont., where Abibibi still use, reportedly, a three-truck Shay-gearred locomotive.
- e Body of old gas-electric car stands next to CPR station at Whitemouth, Man. Car formerly ran on Manitoba Eastern Railway which extended from Whitemouth to Seven Sisters Falls power development. Line abandoned some time ago, but rails remained in place after 1953.

#### PORTAGE RAILWAY CLOSED

Advice has reached us from one of our members that the well-known Portage Railway of the Huntsville, Lake of Bays Railway & Navigation Company, is not in operation for the 1959 summer season. The little 42-inch gauge line, originally built as a tanbark carrier for a tannery in Huntsville, Ontario, in the Muskoka District, has become a tourist attraction in more recent years, being only 1-1/8 miles long. Connection between the railway and Huntsville has been afforded by a motor launch service on Fairy Lake and Peninsula Lake. The railway carried passengers to a further service which was provided on the Lake of Bays, but in recent years, no service has been offered on this lake.

Rolling stock includes two 0-4-0 ST engines, formerly from the Canadian Gypsum Company at Windsor, Nova Scotia, a home-made baggage car, and two former open-bench street cars which serve as passenger cars. The "large" car, a former double-truck trolley once polished the rails in seaside resorts in New Jersey, U.S.A., while the "small car" was a similar single-truck tram in Toronto. There are also a few flat cars.

The railway formed the subject of a feature article in this publication by Robert J. Sandusky some time ago.

#### MORE CANADIAN ROLLING STOCK IN MUSEUMS

The Edaville RR Museum at Wakefield, Mass. (apparently an adjunct of the original museum at South Carver) has acquired four Canadian National steam locomotives, Nos.47, 4-6-4T; 96, 2-6-0; 1395, 4-6-0; and 6039, a 4-8-2; also included in

the sale were two former Quebec Railway passenger cars, Nos. 102 and 124. the former is a monitor-roof car, the latter a flat-roof car. They belong in the same series as combination car 105 which the Canadian National is presently holding for our Association. Another Canadian National 2-6-0, No.91, has been sold to Charles Matthews of Langstaff, Ontario, for a private collection.

CANADIAN NATIONAL'S EDMONTON-RED PASS JCT.  
LINE HAS INTERESTING HISTORY

..... by Anthony Slogg

Travelling through the eastern section of the Rocky Mountains on the National System's Continental Limited or Super Continental, travellers with a knowledge of history sometimes wonder upon which of the former transcontinental systems their CNR train is actually travelling.

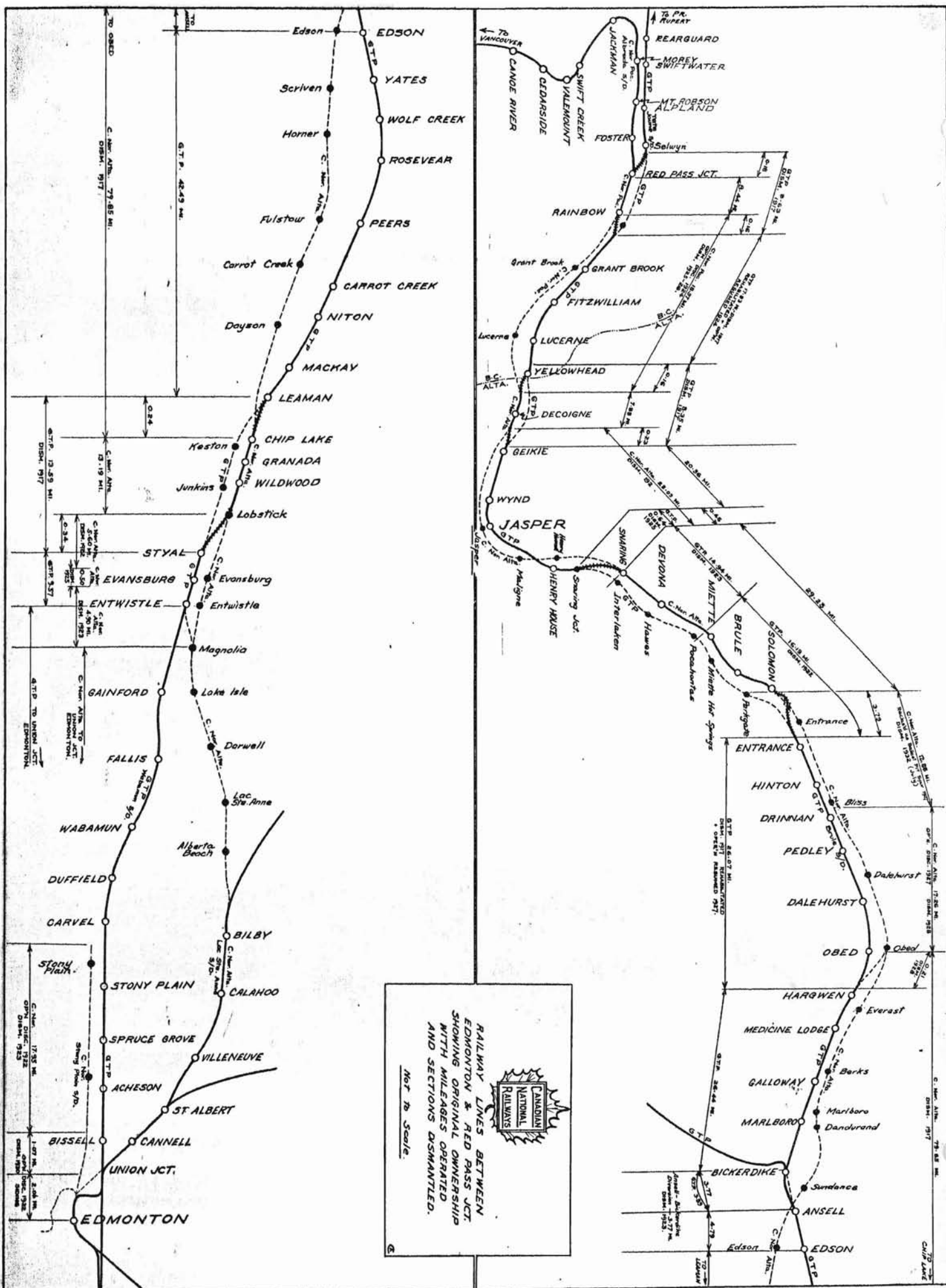
East of Edmonton, the route of these trains is as follows: between Montreal and Ottawa, the former Grand Trunk is used; between Ottawa and Longlac the former Canadian Northern; while the section from Longlac to Nakina was constructed by the Canadian National after 1923. Nakina to Winnipeg is over the National Transcontinental Railway while Winnipeg to Edmonton was formerly Grand Trunk Pacific. It is between Edmonton and Red Pass Junction, however, that the alignment becomes complicated, as the rails switch from one to the other of the formerly-parallel lines.

Along this section, the former Grand Trunk Pacific and the Canadian Northern ran parallel to one another, so as to take advantage of Yellowhead Pass, 250 miles west of Edmonton. After threading the Pass, however, the GTP descended along the Fraser River toward Prince George and Prince Rupert, its western terminal, while the Canadian Northern turned south out of the Fraser valley through the Rocky Mountain Trench to the Thompson River, which is followed until the Fraser is again rejoined at Lytton. Canadian Northern lines continued thence to Vancouver. The Grand Trunk Pacific was completed to Prince Rupert on April 7th, 1914, while the Canadian Northern commenced service between Edmonton and Vancouver in November 1915. Trains used the separate lines until 1917, when both GTP and CNoR came under the control of the Dominion Government, culminating in the formation of Canadian National Railways in 1918. Therefore, in 1917, one route was developed out of the two lines between Edmonton and Red Pass Jct., forming the subject of this article. Revisions of the original development subsequently took place, as well.

For the first seventy-two miles from EDMONTON to STYAL, the Edmonton Terminals Subdivision and the Wabamun Subdivision of the CNR is the former line of the Grand Trunk Pacific, although the Canadian Northern's transcontinental line is still in use from UNION JUNCTION to BILBY for trains proceeding over the Sangudo Subdivision to WHITECOURT. Through LAC STE. ANNE, however, the CN line, which was formerly known as the Lac Ste. Anne Subdivision, has been dismantled, as has also the Canadian Northern's Stony Plain Subdivision from EDMONTON to STONY PLAIN. (see map)

Continuing westward on the main line past STYAL, on the GTP, present-day trains swing slightly to the north onto the Canadian Northern line. LOBSTICK was the name of the connecting point on the Canadian Northern. Thirteen miles further west, the Canora and GTP lines crossed one another between CHIP LAKE and LEAMAN. A connection was built at this point, and in 1917, the GTP line east of LEAMAN and the Canora line west of CHIP LAKE were dismantled, to salvage materials necessary for the war effort during that year.





From this point through EDSON to ANSELL, GTP trackage, the more northerly of the two routes, is used. Near ANSELL, the GTP again crosses to the south side, still used by Canadian National trains. A diversion of 3.77 miles between this point and BICKERDIKE (junction with the Coalspur lines and Foothills Subdivision) was dismantled in 1923.

The accompanying map shows how the present route between BICKERDIKE and RED PASS JUNCTION makes use of both lines ---- on the GTP to ENTRANCE, between SNARING JCT. (near HENRY HOPE) and GEIKIE, and between YELLOWHEAD and RAINBOW ---- on the Canadian Northern between SOLOMON and SNARING and for about eight miles in the vicinity of DECOIGNE. West of RED PASS JCT., of course, both lines are still in use, the GTP continuing along the valley of the Fraser River en route to PRINCE RUPERT, while the Canadian Northern ascends steeply past MOUNT ROBSON on its way to Vancouver. For many miles west of the junction, the lines are quite close horizontally, but at a considerable difference in elevation.

The foregoing description is further complicated by the fact that, from time to time, changes have been made in the alignment of the route. For instance, between OBED and ENTRANCE/SOLOMON, it was the Grand Trunk Pacific that was dismantled in 1917, trains making use of the Canadian Northern line through DALEHURST and BLISS. However, during 1927, the Canadian National line was relocated onto the former GTP. Part of the Canadian Northern was dismantled in the following year, part being retained until 1932. A similar relocation occurred between YELLOWHEAD and RAINBOW in 1924, as detailed on the accompanying map.

The map is not to scale, but shows the original ownership of the lines with mileages operated and sections dismantled. The eight miles to the inch topographic maps 83 E and 83 SW, show the area to scale and in relation to the natural features, and also indicate that Alberta highway #16 and its B.C. counterpart are built to a very great extent on the abandoned roadbed of the redundant railway through Yellowhead Pass of the Canadian Rockies.

#### CHANGES ON FORMER QUEBEC ELECTRIC LINE

When the Canadian National electrification at Quebec was abandoned last March, the line retained its identity as the Montmorency Subdivision, marking the limits of the former Quebec Railway Light & Power Company interurban line to Ste. Anne de Beaupre and St. Joachim, which was absorbed by the National system in 1950.

With the issue of Supplement No.1 to Timetable No.35, effective August 1st, 1959, the Montmorency Subdivision will be absorbed into the Murray Bay Subdivision, and the other remnants of the electrification obliterated. The operating points of Lemoyne and Riviere des Chiens will disappear, the line between Limoilou and Montmorency Falls becomes single track, and the wye at Montmorency Falls is removed as are all signals.

The passenger rolling stock, including electric cars, is still stored in the Canadian National yard at Limoilou pending disposition.

REMEMBER THE FALL FOLIAGE WEEKEND IS OCTOBER 3rd AND 4th  
THIS YEAR. DON'T FAIL TO GET YOUR RESERVATIONS IN  
WELL AHEAD OF TIME !!



Not to Scale.





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NOTES AND NEWS  
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- Canadian National has introduced new eating facilities on its Budd RDC "Railiner" service between Sydney and Halifax. On June 24th, a specially-equipped RDC car, fitted with kitchenette, propane gas tanks and small snack bar, was put into service, offering inexpensive box lunches and fresh coffee to passengers on the 294-mile run. While the Pacific Great Eastern Railway already operates a similar service, offering complimentary airline-type meals to reserved-seat passengers on the RDC run between Prince George and North Vancouver, Canadian National's application is the first of its kind on either of Canada's major railways.
- Canadian National Railways recently observed one hundred years of continuous service to one shipper. The shipper is the Canada Paper Company of Windsor Mills, Que., which this year is celebrating its 100th anniversary, having been founded in 1859 in Sherbrooke, Que. by William Angus and Thomas Logan. The company started shipping products over the Grand Trunk Railway of Canada in that year.
- Late in 1958, Canadian Pacific Railway single-tracked its 5-mile-long Connaught Tunnel in the Canadian Rockies, to allow more head-room clearance for piggyback equipment. The bore, completed during the first World War, was a double-tracked structure until the recent alteration. During the double-track period, trains kept to the left, for ease of visibility to the engineman. Other tunnels on the Canadian Pacific's main line through the Rockies are being enlarged or eliminated as part of this policy.
- Canadian National Railways recently called for tenders for the superstructure, and certain equipment, including mechanical, electrical and elevator work, for its new seventeen-story headquarters office and garage building in Montreal. The new building will be bounded by Lagachetiere, Mansfield, Belmont and East Streets, and will form part of the CNR terminal development which already includes the Central Station, ICAO Building and the Queen Elizabeth Hotel. Completion of the office building is scheduled for May, 1961.
- Canadian Pacific Railway has again offered for sale its three Nova Scotia hotels, the all-year-round Cornwallis Inn at Kentville, the Pines Hotel at Digby and Lakeside Inn at Yarmouth. The hotels were originally offered for sale in 1957, but the Company has continued to operate the hotels pending their sale.
- Canadian National underwent a reallocation of divisions effective August 1st; the changes are designed to increase efficiency by enlarging administrative areas. It is hoped to give details of the changes in the next issue.
- In a move designed to make its operations, as they appear to the public, reflect the inner modernization processes in an era of computers and new freight-handling procedures, Canadian National Railways has engaged a number of industrial designers on a long-term and comprehensive study to evolve a "face-lifting" procedure, which will see the long-established colour schemes of buildings and rolling stock, the design of uniforms and graphics, and other things familiar to the travelling public, fall by the wayside. Even the familiar wafer crest in a maple-leaf is to disappear. There is every indication that the changes, while radical, will be tasteful and progressive.

# FALL FOLIAGE

## WEEKEND

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THIS YEAR, IT'S

*Saturday & Sunday,  
October 3rd and 4th - 1959*

### STEAM POWER

This year, by special arrangement with the Canadian Pacific Railway, over whose lines our excursions are being operated, we will use a D-4-g class engine, probably No.424, usually assigned at Ottawa West.

No.424 will be brought to Montreal in advance for the following trips.

### SATURDAY, OCTOBER 3rd, 1959

Montreal, via St.Johns, Iberville and Farnham to St.Guillaume, Que., a 180-mile round trip, leaving Montreal about 8:15 AM, Eastern Standard Time, and returning late in the afternoon. Farnham to St.Guillaume is a freight-only branch, through an interesting section of the Eastern Townships. Our train will be doubleheaded over this section by a CPR 4-6-0 of Class D-10, and the train will include wooden passenger equipment -- the last such equipment to be found on Canadian Pacific's eastern lines.

### SUNDAY, OCTOBER 4th, 1959

No.424 will again be on the head end for a trip to Ottawa, via Ste.Therese, Lachute, Montebello and Thurso. Upon arrival in the capital, a couple of hours will be allowed for sightseeing. No.424 will be left in Ottawa, and the return effected non-stop via Vankleek Hill behind other power, probably steam. The return to Montreal will be made not later than 7:00 PM, Eastern Standard Time, to allow out-of-town connections. This train will leave Montreal in the morning about 8:40 AM, E.S.T.

NOTE: Times given are subject to change without notice. Only persons making reservations or purchasing tickets will be informed of changes in the times given above.

coupon.

Passenger Agent, C.R.H.A., Box 22, Station B, Montreal 2.

I enclose remittance by money order in Canadian Funds for tickets:

MY NAME AND ADDRESS ARE PRINTED ON THE REVERSE SIDE.

Sat. only, Mtl-St.Guillaume and return.	_____	@ \$7.50 -	_____
same, half rate for children-	_____	@ 3.75 -	_____
Sun. only, Mtl-Ottawa and return	_____	@ 7.50 -	_____
same, half rate for children-	_____	@ 3.75 -	_____
BOTH TRIPS, St.Guillaume and Ottawa	_____	@ 14.00 -	_____
same, half rate for children-	_____	@ 7.00 -	_____