



crha News Report

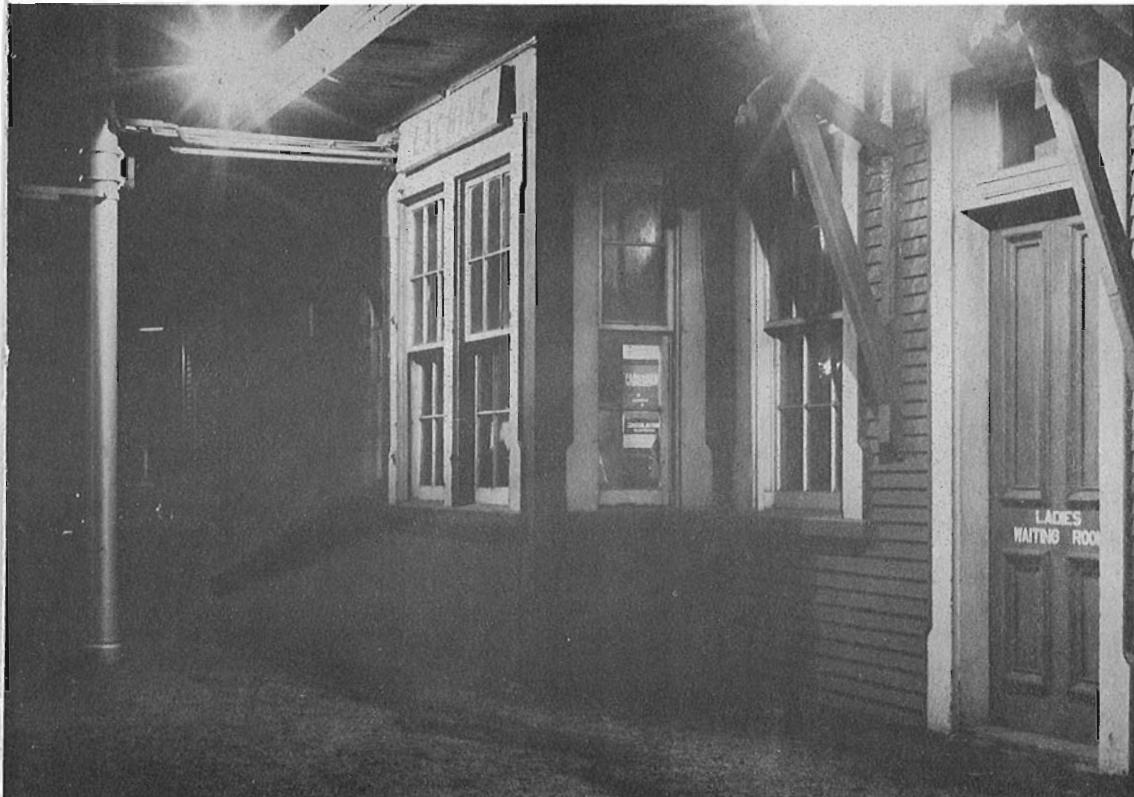
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STATION "B"

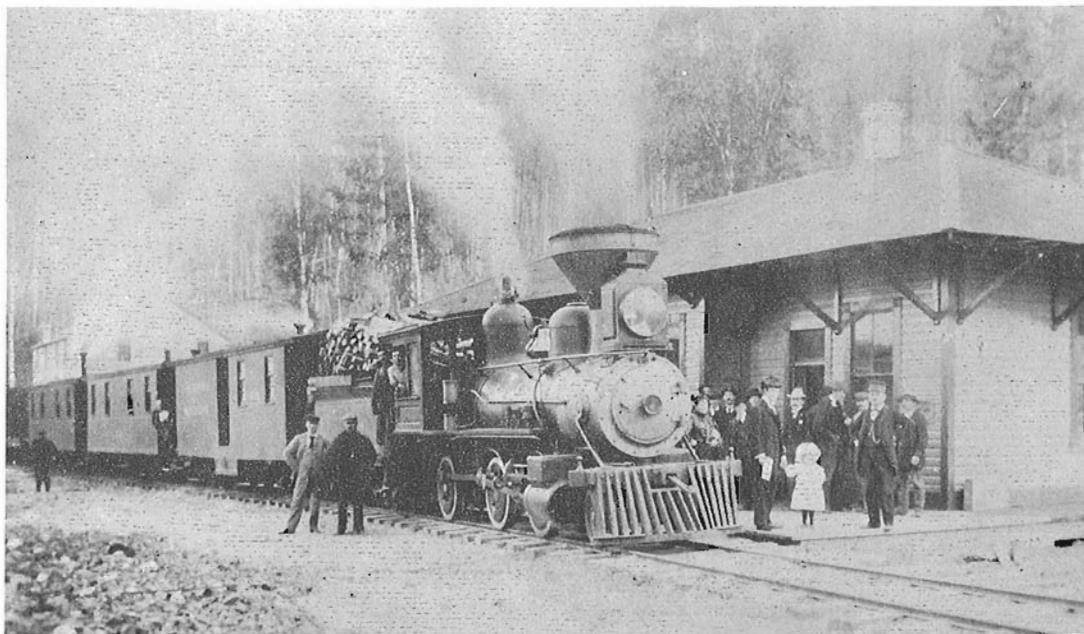
MONTREAL 2, QUEBEC

NUMBER 128

DECEMBER 1961



This photograph was taken by Leonard Seton just an hour or so before Lachine Station was closed for good at midnight, last June 4th, due to Canadian National diverting its main line through the northern outskirts of the city. The rails were abandoned and subsequently ripped up, and during the summer, Lachine Station, stopping place for trains for nearly eighty years, was itself dismantled and removed, marking the demise of yet another vestige of the Grand Trunk Railway of Canada.



Trail Creek Tramway

Trail Creek Tramway

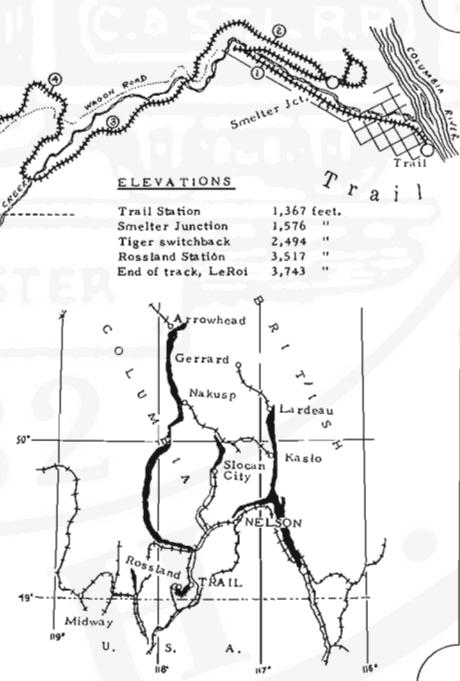
As constructed, 36" gauge. Circled numbers indicate position of mileposts, from Trail.



N. P. S. Ry. Land Grant
NORTHERN LIMIT

ELEVATIONS

Trail Station	1,367 feet.
Smelter Junction	1,576 "
Tiger switchback	2,494 "
Rossland Station	3,517 "
End of track, LeRoi	3,743 "



SEVERAL YEARS AGO, the first instalment on the subject of narrow-gauge railways in southern British Columbia was carried in these pages, when we described the rise and fall of one of the region's most picturesque lines, the Kaslo & Slocan Railway Company. The K.& S. was opened in 1893 and pursued an interesting career until 1908, when the forces of nature combined to write "finis" to the story of this small-gauge carrier.

A contemporary of the Kaslo & Slocan of the same gauge, and whose existence is attributable to the same mineral boom, is the Trail Creek Tramway, known also under its corporate name as the Columbia & Western Railway, whose three-foot gauge rails wound up the valley of Trail Creek, from Trail to Rossland, B.C., on a series of 4% grades, reverse curves and switchbacks. This line is still in existence, operated by the Canadian Pacific Railway, standard-gauged, of course, but it began its career as the brainchild of F. Augustus Heinze, a Montana mining man who first exploited the mineral riches of Rossland.

While gold mining claims had been located in the valley of Trail Creek as early as 1887, it was in 1890 that the first five claims were staked in the Rossland area by two French-Canadian prospectors. Taking their ore samples to Nelson for assaying, they were so disappointed by the results that one of them refused to pay his recording fees. Finally, the mining registrar at Nelson, E. S. Topping, paid the \$12.59 fees in return for one of the five claims. Later, Topping sold his claim, by then the LeRoi mine, for more than \$3,000,000! As it developed, the original samples taken to Nelson were found to be considerably inferior to the general run of Rossland ore, and when news of the strike had spread, miners flocked into the area; the result was that when F.A. Heinze arrived in 1895, no less than 1,000 mining claims had been staked around Rossland. The prospectors arriv-

ed by sternwheel steamer on the Columbia River at Trail Creek Landing (now Trail). They shipped their ore down the mountain from Rossland over a wagon road to the Landing, whence it was taken down the Columbia by steamers and so to the American smelters.

Heinze's purpose in visiting British Columbia was to establish a smelter to process the ore in the same vicinity as the mines, thus reducing considerably the bulk quantity which had to be shipped out by steamer. A considerable saving in transportation costs would be the result, and as a consequence, Heinze built a small copper smelter at the Landing in 1896.

At the same time, in 1895, he organized the Trail Creek Tramway Company, which was to build a narrow-gauge railway from the mining claims above Rossland, through that town, and down the valley to the Landing. Construction proceeded through 1895 and into 1896. On April 17, 1896, the British Columbia Legislature issued to Heinze a charter for a railway to be known as the Columbia & Western Railway Company, which took over all the rights and franchises of the Trail Creek Tramway Company. In addition, the new charter gave Heinze railway-building rights through a considerable part of southern British Columbia. To secure these corporate rights, one source has it that Heinze, who was no novice with politicians, entertained the members of the Legislature lavishly at a dinner in Victoria's Driard Hotel.

The railway was finally opened for traffic over the sixteen-mile distance from Trail to Rossland on June 1st, 1896. It was originally equipped with three steam locomotives, all 2-6-0s, and had several dozen small ore cars. The map which accompanies this story was prepared from an original map of the Trail Creek Tramway as constructed, and clearly shows the alignment difficulties encountered on the route to Rossland. As

countered on the route to Rossland. As an example, the ruling grade, for west-bound trains, was 4.8%. The former wagon road, which the railway supplanted, is also shown, in part. Heinze's original smelter was built on the site of the present lead-smelting section of the Consolidated Mining & Smelting Company's smelter at Trail.

This original smelter was designed to treat gold-copper ores. In 1897, Canada's first gold ingot, weighing 250 ounces, was poured at the Trail smelter.

The financial performance of the railway was almost as good as the mines it served. A statement issued by the Directors at the close of the first full year's operation, on June 30th, 1897, showed that 78,170 tons were moved, or a total of 1,295,489 ton-miles of freight. Earnings amounted to \$194,279.00, consisting of \$32,160 from passenger, \$154,368 from freight, and \$7,751 from other revenue. Operating expenses came to only \$97,392, leaving a net earnings figure of \$96,886! Interest and exchange brought the total to \$103,846. As a result of construction of its line, the railway earned a land subsidy from the Province of some 177,000 acres, of which it issued \$4,000,000 in land grant bonds. Heinze was the President of the railway, the Superintendent was F.P. Gutelius, and the Chief Engineer was W.F. Tye. The general offices of the Railway were at the Landing, now become Trail, British Columbia.

It was at this time that Canadian Pacific was engaged in its construction of the British Columbia Southern Railway, for which assistance was provided under the now-controversial Crows Nest Pass Agreement. The story goes that Canadian Pacific was very anxious to obtain the charter of the Columbia & Western, but Heinze adamantly refused to sell the railway unless CPR bought the smelter also. The Company was later forced to buy, to obtain the railway charter. In recent years, this charming story has been denied, and some authentic sources claim that there are indications that, far from refusing to purchase the smelter except

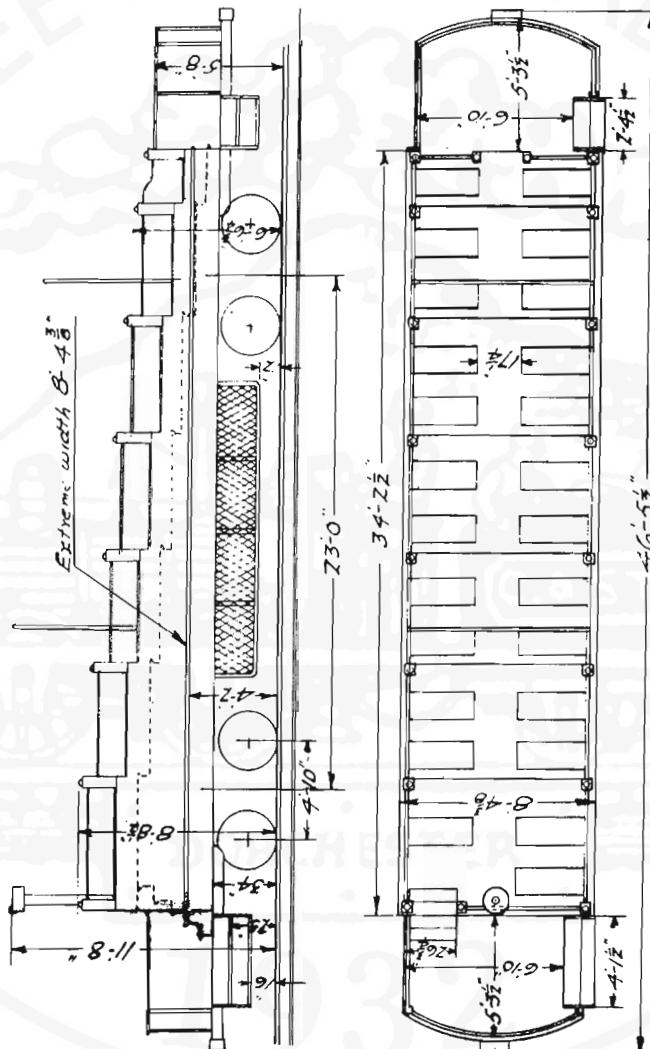
under duress, the Canadian Pacific was interested in encouraging industry and traffic. Indeed, this is not inconsistent with its policy elsewhere. At any rate, the Company, at one time, considered building its own smelter at China Creek, between Castlegar and Trail, but with the purchase by CPR of the Columbia & Western Railway and the Heinze smelter, the railway organized its own ore-processing company with the result that the Canadian Smelting Works came into being on March 1st, 1898. Through subsequent reorganizations and expansion, this company became what is known today as Consolidated Mining & Smelting Company Limited, in which the Canadian Pacific Railway Co. still retains controlling interest.

In 1898 also, Heinze sold the railway to the Canadian Pacific, for a reported price of \$800,000 including land. The narrow-gauge line did not long survive its incorporation into the C.P.R.; the larger company set about immediately to complete the standard-gauge connection from Trail to Robson (now Castlegar), and conversion of the Rossland 3-foot line followed, in 1899 or 1900. Much of the motive power and rolling stock went to the White Pass & Yukon Railway, then building a line of the same narrow-gauge from Skagway to Whitehorse, as a result of the Klondyke gold rush.

While not strictly a part of the story of the Trail Creek Tramway, it is interesting to note that in 1912 and 1913, CPR considered electrifying the Rossland Sub-division, in view of the density of traffic and steepness of grades. Four 75-ton electric engines are supposed to have been ordered from Canadian General Electric, but presumably the order was cancelled before the work could be commenced.

F. Augustus Heinze himself, died at Saratoga Springs, U.S.A., on November 5, 1913, at the early age of 42, of a liver ailment. Mr. Gutelius was later General Manager of Canadian Government Railways at Moncton, N.B., while Mr. Tye was afterwards Chief Engineer of the Canadian Pacific Railway Company.

See Page 171 for Roster

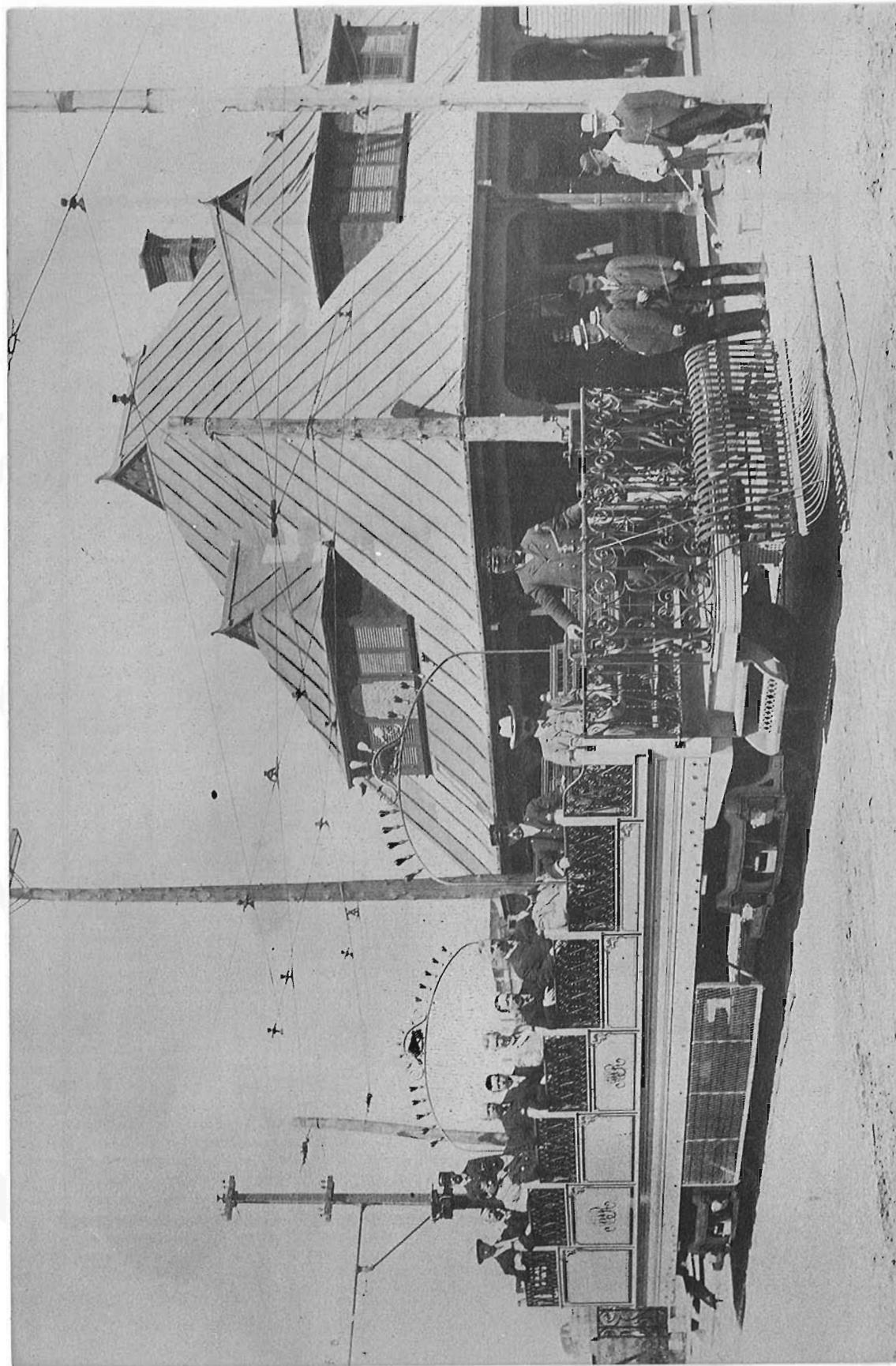


Montreal Tramways Company - Observation Car, Nos. 1 and 2

Weight: 43,700 lbs. Seating Cap'y: 50
Number in service: 2 Dates: May 1905; May 1906.

Dwg. Apl.20/14

OFFICIAL DIAGRAM of MTC Observation Car No.1; originally equipped with 33" wheels, these were replaced in April 1938 by 30" wheels, reducing overall height from 11'9 1/2" to 11'8".



Sightseeing in Four Cities

by Omer S.A. Lavallee

DURING THE TROLLEY ERA in the city of Montreal, one of the most familiar and spectacular classes of rolling stock, to the public and to railway amateurs alike, were the four open-air observation cars. These popular and pleasant vehicles were in use for four or five months in the summer of each year, regularly making their ten-mile one hour tour taking in the shopping district, Fletcher's Field, Outremont, and so "around the mountain" to Snowdon, Sherbrooke Street and back downtown again. When the streetcars were finally replaced by busses in 1959, the observation cars, perforce, went with them, and one Montreal newspaper was led to comment that the most regretted aspect of the conversion programme was the loss, to the public, of these distinctive and unique vehicles.

One of the cars, No. 1, was a veteran in the service, and when it ran for the last time in the summer of 1958, it completed fifty-three seasons in the service of three transportation entities, the Montreal Street Railway, the Montreal Tramways Company and the Montreal Transportation Commission. Its running mate, No. 2, was scarcely less noteworthy, having been introduced in 1906. Nos. 3 and 4 were comparative youngsters, having been built only as recently as 1924.

Not only was No. 1 the parent of the Montreal "family", but it was also the design ancestor of at least five other cars of similar design which ran in Canada.

Where did the other five cars run, you will ask? Well, older enthusiasts will remember Nos. 123 and 124 of the British Columbia Electric Railway, which were scrapped only about ten years ago. Those with a little more seniority as enthusiasts, will also recall Nos. 1 and 2 of the Citadel Division of the Quebec Railway, Light & Power Company, which were scrapped following abandonment of the QRL&P city system in 1947. But you have to be a real veteran to remember the fifth car, which last ran in passenger service over thirty years ago, the pride and joy of the Calgary Municipal Railway.

It is true that many cities of North America and Europe had sightseeing cars of various descriptions. These were largely an outgrowth of the open-bench car, and some of them are still in use today on the other side of the Atlantic. So far as the author knows, however, the roofless, stepped design which the surviving Montreal cars typify, was peculiar to Canada, and was not to be found outside this country.

PHOTO CAPTIONS:

- Left: Montreal Street Railway's original observation car, later No. 1, when only one month old (June 1905) at Mount Royal Ave. and Park Avenue. Photo MTC.
- Page 165: TOP - Montreal Tramways Co. No. 3, equipped with short-lived wartime roof; June 1943, McDonald and Monkland, Ville St. Laurent. Photo A. Clegg.
- MIDDLE: Broadside view of Calgary's mirror-sided "Scenic Car", in 1912.
- BOTTOM: Quebec Railway Light & Power Co. No. 2 at Place d'Armes, just outside the Chateau Frontenac in Quebec, about 1945. Photo A. Lafreniere.
- Page 166: The author at the controls of QRL&P No.1, at St. Malo carhouse, Quebec, just before the car was scrapped. October 1947. Photo A. Clegg.

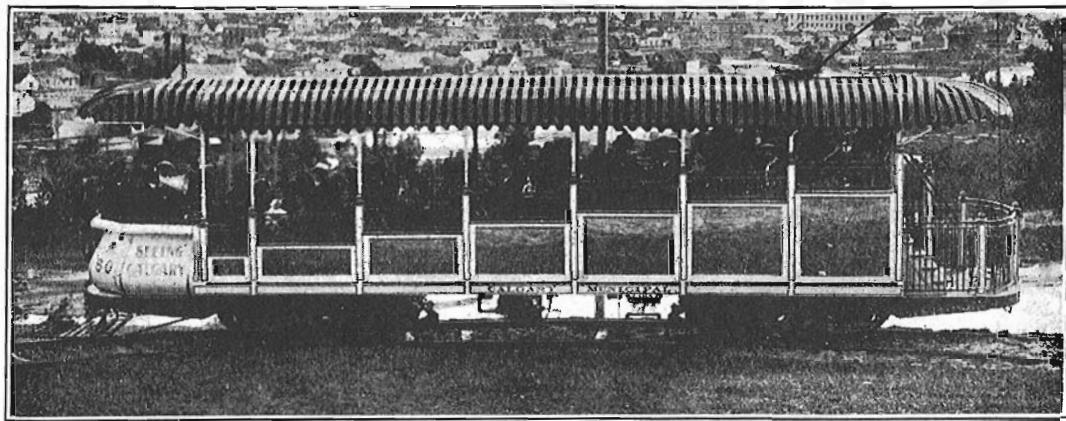
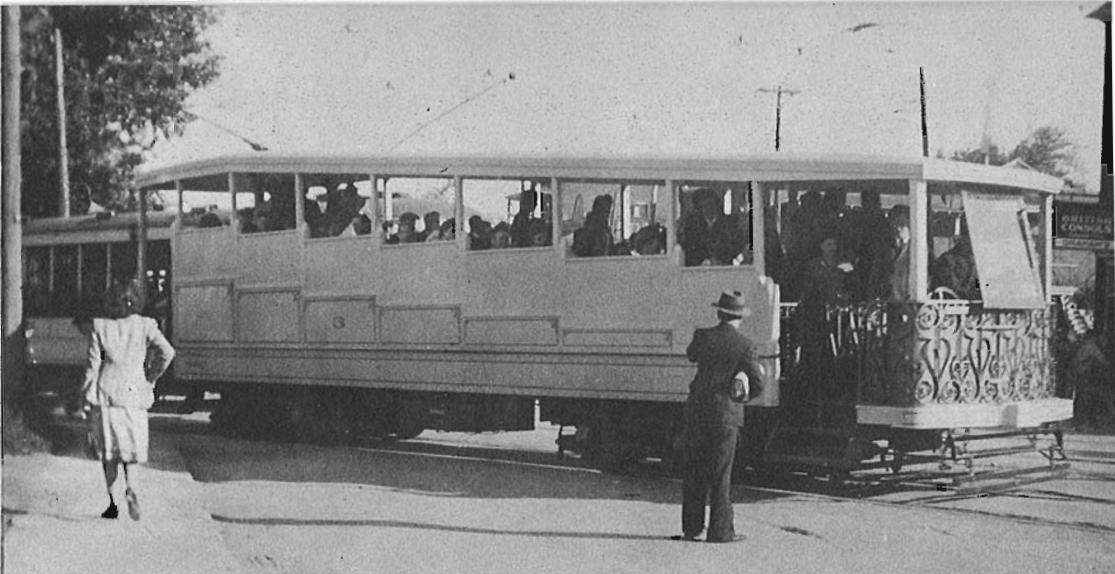
It was in 1905 that the first observation car was designed by Mr. D.E. Blair of the Montreal Street Railway, and built under his direction at the Hochelaga Shops of the MSR. The officers of the Company, then at the peak of its prestige and influence, were a little dubious of the reception such a vehicle might receive at the hands of the public. But, following the completion of the first car in May of that year, its acceptance was immediate and spontaneous, and the MSR resolved to build a second car in time for the season of 1906.

The resulting Observation Car, in polished brass, yellow-and-gold livery and varnished seats, when new and still unnumbered, was photographed outside the MSR waiting room at Mount Royal and Park avenues, with the proud officers of the MSR occupying the most prominent seats. As the illustration shows, the car was constructed in "step" form, with successive groups of four seats on progressively higher planes, as the passenger walked from the front to the rear of the car. The design was such that all seats offered some advantages, and it was difficult to decide whether to sit at the front of the car and watch the scenery "approach" from the lower level, or station oneself on the raised upper portion and look down with disdain and hauteur on the passing pedestrians. It is noteworthy that, throughout the careers of these cars, the Montreal transportation authorities always insisted that the cars were intended for the use of the citizens, rather than the tourists. Despite this, it was common in summer to hear the distinctive Yankee accents of Montreal's prolific parade of visitors from the great Republic to the south, with their characteristic comments -- "Look at those outside staircases", or, referring to the pilgrims at St. Joseph's shrine on Queen Mary Road, -- "You mean they go up all those steps on their knees?"

In spite of the fact that Montreal's specimens never were equipped with awnings to shield the passengers from rain showers, the first car was an immediate success, and in the spring of 1906, the Montreal Street Railway set about constructing a running mate for the first car. Numbered 1 and 2, the cars were painted in the light chrome yellow paint scheme of the MSR with elaborate gold and black striping and ornamentation, which were retained permanently thereafter. The elaborate iron railings on the cars were finished in gold-coloured paint, the seats were varnished, and two arches of polished brass, mounted over the front half and the rear half of the car, each carried a beaver emblem surmounted by a clutch of five light bulbs in series, for illumination of the car at night.

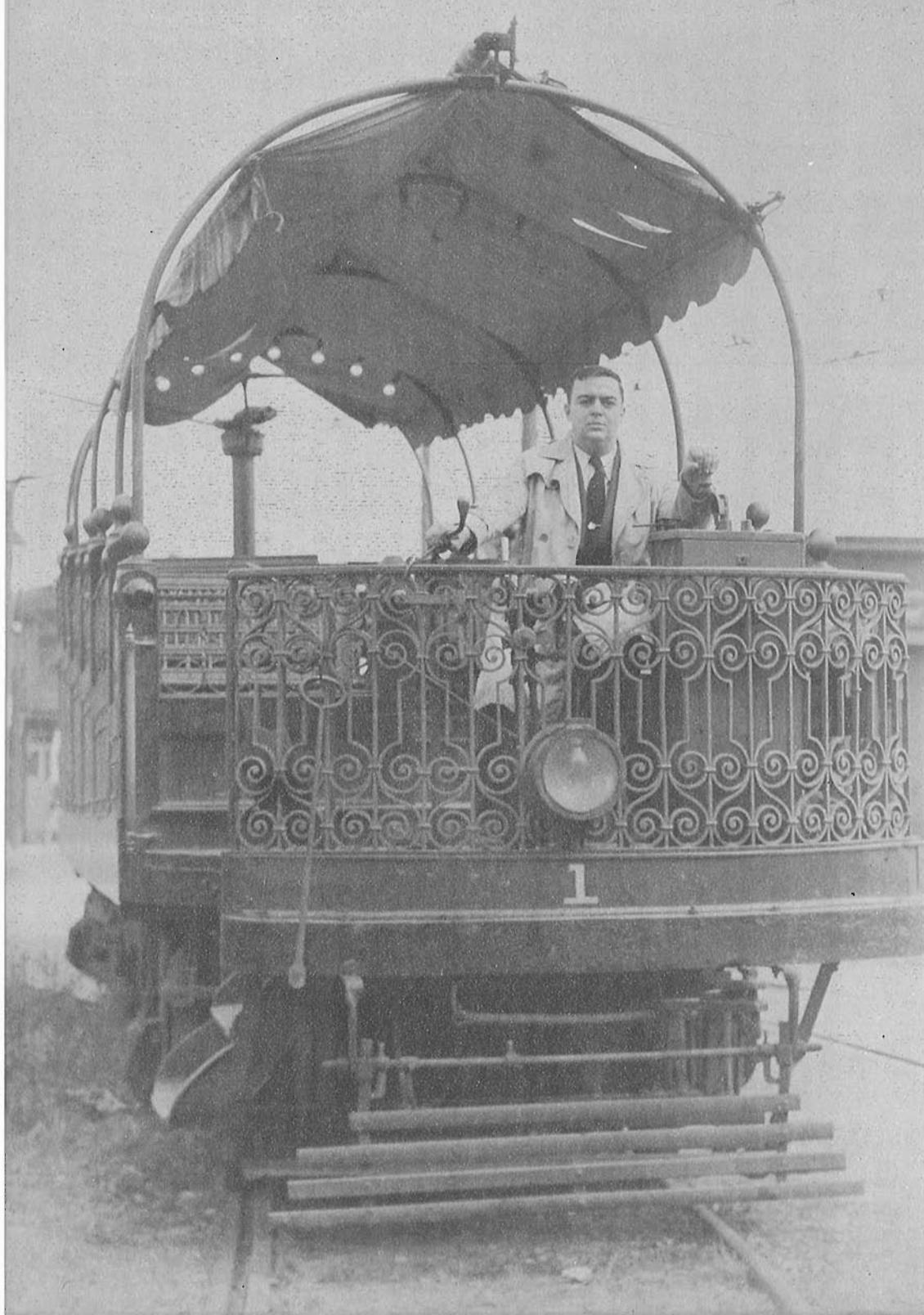
For four years, Montreal's two examples were the only ones of their kind. Then, in 1910, the first of the two Quebec Railway cars came out for that system's Citadel Division, the name used to designate the QRL&P city lines as distinct from the interurban Montmorency Division. This car was rather shorter than the Montreal cars, and unlike them, was provided with an awning which could be unrolled over the passengers in the event of rain.

In the following year, what was already becoming Canada's longest electric railway system, the British Columbia Electric Railway, copied the Montreal design closely, and early in 1911, came out with two cars of its own, Nos. 123 and 124 painted green like the rest of the rolling stock of the BC carrier. These cars had a total length over bumpers of 45'9 $\frac{1}{2}$ " and generally followed the design of the Montreal cars except for one notable and distinctive difference -- they were built for the left-hand rule of the road. The frequent coastal rain visited on Vancouver made the adoption of the Quebec-type awn-



Calgary Municipal Railway Scenic Car.





nings, a practical necessity.

In July, 1911, the Quebec Railway, Light & Power Company introduced its second car, No. 2, which, like No. 1, was built at the St. Malo shops in the west end of the city.

With six cars now polishing the rails of three of Canada's major cities, it remained for Calgary to produce the seventh car in the year 1912. Several differences distinguished this vehicle in the Alberta city; for one thing, it was the only observation car not built by the owning company in its own shops. The "Scenic Car", as it was locally known (evidently lacking a rolling stock number), was a product of the Preston Car & Coach Company of Preston, Ont. It cost \$7,500, and while generally similar in design to the cars in the other cities, possessed detail differences in railings and ornamentation, had an ungainly-looking "Bathtub" front, and the awning was mounted more or less permanently on a steel framework, which was tailored to conform to the roof outline of an arch-roofed car, with canopies over the conductor and the motorman. Even in 1912,

Calgary was not without that flair for cowboy flamboyance which more notably exhibits itself in the famed annual Stampede: the car's side panels were plate glass mirrors, and one might say that the vehicle, in every sense, "reflected" the city's aspects and aspirations, (if the readers will forgive a horrible pun). What woodwork remained after the decoration was painted white.

The outbreak of war in 1914 arrested any further development which might have been made in cities other than the four which already possessed observation cars, though the Montreal fleet was augmented in 1924, after peace and comparatively normal times returned. In that year, the Montreal Tramways Company, which had succeeded the Montreal Street Railway in 1911, caused two more observation cars to be constructed at Youville Shops, Nos. 3 and 4, of the same general appearance and design as the two earlier cars, but less elaborate in detail. The cars were, however, constructed with steel underframes, a refinement hitherto untried on the observation cars which had been built in Canada.



CASH FARE RECEIPT
To be retained by passenger
A Adult 50 cents
N^o 52773

	MAY	JUNE	JULY	AUG.	SEPT.	OCT.
Issued on	10 a.m.	11 a.m.	1 p.m.	2 p.m.		
Trip Punched	3 p.m.	4 p.m.	6 p.m.	7 p.m.		

During the winter of 1921-22, the Vancouver cars were altered to agree with the right hand rule of the road, which came into effect in areas served by the BCER Company on January 1st, 1922.

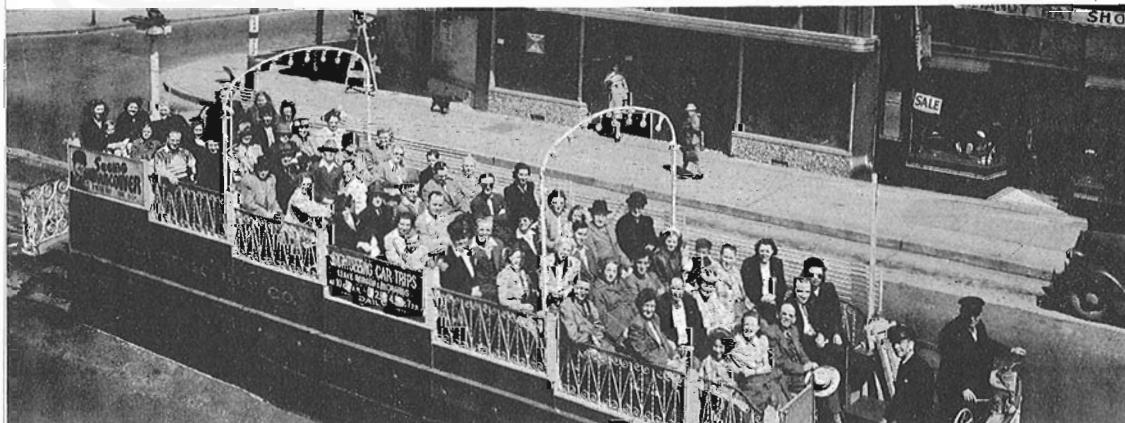
All of the observation cars were two-man vehicles, and the "uniform fare" was 25¢ a ride until after the second War. In Quebec, Calgary and Vancouver, the conductor "doubled" as a guide, pointing out places of interest. In Calgary, the conductor pointed a huge megaphone at the properly-cowed passengers but in Vancouver in later years, one of the conductors, Teddy Lyons, achieved somewhat of a showman's reputation with a continuing potpourri of singing and dancing staged by children along the route, arranged beforehand by this resourceful trolley impresario. At one point, the car paused for a few seconds while a second-storey photographer "snapped" a picture of each carful of passengers; prints were obtainable a short time after the journey was over.

The Quebec cars were arranged to connect with the interurbans to Sainte Anne, and visitors seldom failed to take the observation car for a bilingual tour of one of North America's oldest and most charming cities.

The operation in Montreal

was more sedate. The only concession to the gay and carefree atmosphere of the "Golden Chariot" was a panama straw hat supplied to the motorman and the conductor, which contrasted with their blue serge uniforms. The conductor blew a small referee's whistle to signal the motorman when to proceed. After World War II, the cars were equipped with less charming, but more efficient single-stroke electric bells for signalling, and the "garde-moteur" was protected from evening insects by windshields installed in 1954. Though this was a concession to the motorman's otherwise breezy perch, it somehow destroyed the "open air" aspect of the Montreal cars where the passengers, unlike their counterparts in the other three observation car cities, remained unprotected by a roof awning. If it rained, there was a disorganized scramble to abandon the car, with the conductor issuing transfers as "rain checks" or for alternate transportation. Weatherproofed covers were unrolled over the seats, the crew donned rainwear, and the car made as swift a run as possible to the nearest carhouse, --- and shelter !

For at least one season in the late 1940s, one Montreal car was equipped with an electric public-address system, and chartered by the Montreal Sightsee-



ing Company for tours when not in use on a regular run. Sidings and disused track at strategic places enabled the car to wait, unhampered, while the passengers visited many of the city's places of interest.

The first car to be discontinued was Calgary's, withdrawn after the 1930 season evidently as an economy measure because of the Depression. It was not scrapped, however, until after the second War.

The outbreak of the second War in September 1939, had the effect of removing the observation cars in all three cities still using them, for the "duration". In 1943, however, Montreal's No. 3 was temporarily pressed into service, equipped with a makeshift roof, to carry munitions workers on the Cartierville line. This arrangement lasted only for a few weeks until the MTC completed the 1175 class cars, which were designed to use the observation cars' trucks and control equipment, while the national emergency lasted. Calgary's "Scenic Car" was brought back into passengerless service, on at least one occasion in 1944 or 1945, when it was used to publicize Victory Bonds.

The artificial stimulus of wartime conditions ceased to be felt beginning in 1946 and many street railway systems which might previously have been converted to rubber-tired operation now faced imminent abandonment. The city lines of the Quebec Railway, Light & Power Co., were among the first to go, in the fall of 1947, and the two observation cars were scrapped. One of the last photographs ever taken of QRL&P No. 1 is reproduced here, when it was moved

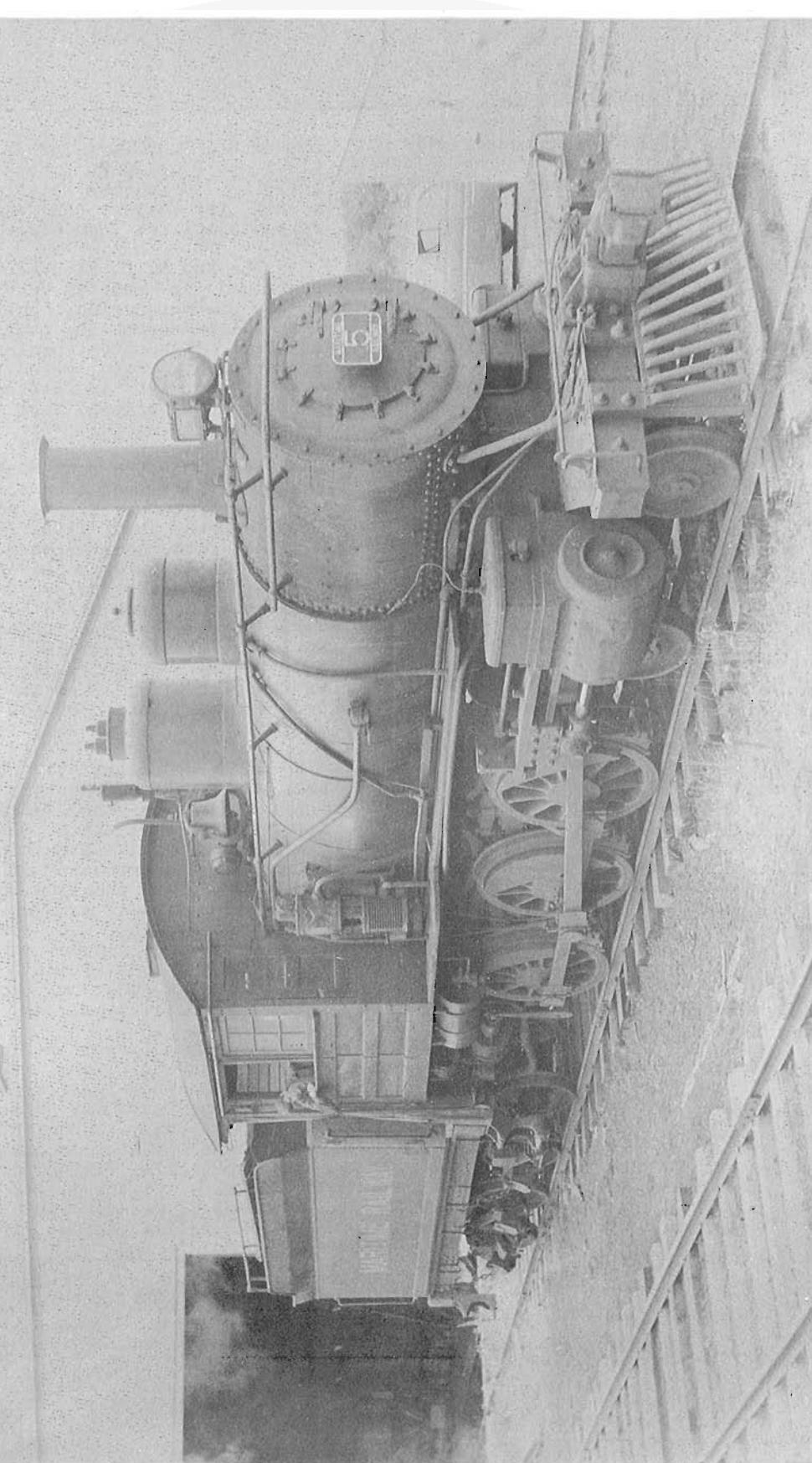
out of St. Malo Barn for Anthony Clegg and myself, on October 4th, 1947. As we have noted previously, the Calgary car was scrapped about the same time.

The two B. C. Electric cars continued to run in Vancouver in the postwar period, but with a steadily-progressing programme of rail abandonment going on concurrently, they were taken out of service in September, 1950, and scrapped not long afterward.

Now, only the four Montreal cars were left, and they continued to operate regularly, summer after summer, until 1958. Their ultimate fate, however, had been sealed in 1951 when the newly-formed Montreal Transportation Commission had announced a long-term programme of bus substitution. The service survived until 1958 when steadily-dwindling trackage retired them one year before the cessation of all rail operation, at Labour Day, 1959.

It is pleasant to relate that Montreal's four cars were not included in the wholesale scrapping of cars which followed the abandonment. At this time, MTC No. 1, the prototype of all the others, was promised to our Association for its museum. A second car, No. 4, was acquired by a private collector in Montreal, while Nos. 2 and 3 have been kept as part of the MTC Historical Collection.

It is thus possible that at some time in the future, it will be possible once again to board one of these cars and recapture the exhilarating experience of the "ride around the mountain" - or to Kerrisdale, Sillery or the South Hill - that was once part and parcel of the outdoor life of four Canadian cities.



Maritimer for Museum

BY THE TIME that this appears in print, the locomotive illustrated on the opposite page will be well on its way to Montreal, and the Canadian Rail Transportation Museum. There, it will serve to represent the smaller railways of Canada in general, and the Maritime Coal, Railway & Power Company in particular, whose property it was until its acquisition by our Association early in November.

Unlike some of the other locomotive exhibits which will be found at the museum, rendered obsolete when only ten or fifteen years old, No. 5 was pretty well up to human retirement age. This engaging little 4-6-0 is a Yankee by birth, having been constructed by the Pittsburgh Locomotive works in 1898. Moreover, it spent its early years working for the Pittsburgh & Lake Erie Railroad, before being sent to Canada for sale to a contractor working near Cochrane in northern Ontario, at the end of World War I. In 1920, it was purchased by the Maritime Coal, Railway & Power Company, and was in regular use on that line until a few years ago. For the last three or four seasons, however, it was held for "repair on demand" -- but the demand never came, and when the Maritime line abandoned its service in July, its three locomotives, including No. 5, were offered for sale.

The Association tried unsuccessfully to have the locomotive donated by the railway company; however, the scrap price of a steam locomotive looms pretty large among the liquidable assets of a small railway such as the Maritime Company, and at the eleventh hour, the situation was saved by one of the members, who kindly loaned the Association the amount of money necessary to obtain No. 5 for the museum. There, it will become the fifth 4-6-0 in the CRHA collection.

Quite possibly, No. 5 will be the first locomotive to be placed in our new building, to await a cleaning-up and repainting in the spring.

We would like to enlist the aid of our many United States readers, to help us locate more information about No. 5 while it belonged to the Pittsburgh & Lake Erie Railroad. Photographs of the engine or engines of the same class would be especially welcome. We do not possess any record of the P&LE road number, but with a little ingenuity, a student of the motive power of the Pennsylvania-Ohio carrier should be able to determine this without undue difficulty.

Our photograph was supplied by Mr. Bob Sandusky.

LOCOMOTIVES

Cont'd from Page 160

- | | | | | |
|---|-------|--|-----|---------|
| 1 | 2-6-0 | 12x18" | 31" | Hinkley |
| Sold in 1899 to McLean Brothers, Vancouver. | | | | |
| 2 | " | 12x18" | 31" | Hinkley |
| Sold in 1900 to White Pass & Yukon Ry. | | | | |
| 3 | " | 14 $\frac{1}{2}$ x18" | 36" | Rogers |
| Sold in 1900 to White Pass & Yukon Ry. | | | | |
| 4 | " | In 1898, when railway taken over by CPR, latter brought in Nos. | | |
| 5 | " | 4 and 5 from Lethbridge, presumably from the Alberta Railway & Coal Company. | | |



DORCHESTER
MASS.
**An 1932
L.C.L.
Shipment**

Upon receipt of my copy of the December, 1960, News Report, I was at once struck with the cover photograph depicting the decorated tram of the Ottawa Electric Railway passing through the streets of Ottawa on Christmas Eve, 1897. Further research brought to light more information on this probably unique custom prevalent in the City of Ottawa many years ago. For the Street Railway Journal, Vol. XIII, p. 96, (February 1897) contained an article on the subject, an excerpt from which is here appended:

DECORATED CARS

It is interesting to note in connection with street railway parks and pleasure resorts, that railway companies are beginning to institute novel parades, consisting of specially decorated cars.

In Fig. 2 is shown another car which also created a great deal of excitement when it appeared on the streets. This car was called "Santa Claus" and was designed by Warren Y. Soper, of the firm of Ahearn & Soper. The car was used on the street railway tracks at Ottawa, Ontario, and made its first appearance on the afternoon before Christmas. For some days before Christmas the company caused letters to appear in the newspapers dated at various points between the North Pole and Ottawa. These letters stated that Santa Claus with his reindeer would appear in Ottawa on the afternoon before Christmas and were signed by Santa Claus himself. The result was that an immense crowd gathered along the street railway tracks at the stated time and the car met with an enthusiastic reception. The car was covered with imitation snow and ice, and on the top was placed a representation of Santa Claus with his reindeer and sleigh filled with toys of every description. The car was filled with various kinds of toys. The motorman and conductor were dressed as Icelanders and an Eskimo stood beside the motorman and played a cornet throughout the trip. As the car proceeded oranges were thrown to the children along the way.

Thus was celebrated the Christmas of 1896 in our capital city. The photograph which formed the cover of the December, 1960, News Report was, however, taken in 1897. Thus the practice appears to have originated in 1896 and was continued at least to 1897, and perhaps longer. Perhaps one of our members with access to contemporary Ottawa newspapers would care to look this matter up, find the letters referred to, and perhaps ascertain the years in which this special car operated.

The article also implies that in 1896 Santa Claus was not portrayed by a real person; whereas the caption to the photograph states that Santa Claus was played by none other than Warren Y. Soper himself. Perhaps in the previous year Mr. Soper did not allow himself enough time to acquire a sufficiently barbate characteristic.....



NORTHERN ALBERTA MODEL
RAILROADERS' CLUB FAN TRIP

Form SCM	Canadian National Railways	
A	EXCURSION	
269071	COACH CLASS—RETURN	
	From... <u>Edmonton</u>	
	To... <u>Camrose</u> & Ret.	
	AUDIT CHECK—Not Good for Passage	
This check must be detached and punched by FIRST CONDUCTOR and forwarded with his ticket collections.		

A most successful railway excursion was operated out of Edmonton, Alta., on Saturday, October 28th, by a number of miniature railway enthusiasts who comprise the Northern Alberta Model Railroaders. The train attracted some 460 passengers, and was operated from Edmonton to Camrose, Alta., via Bretonville Jct., New Sarepta, Hay Lakes and Armena, 54.5 miles. The 109-mile round trip was pulled by Canadian National 4-6-2 No. 5114, which was temporarily restored to service to operate the excursion. The individuals primarily responsible for operating this excursion were Mr. Gordon Kilburn, and Professor Eric W. Johnson of the University of Alberta assisted by a number of friends. Canadian National Railways cooperated fully and sympathetically with the excursion, and a particularly impressive reception was sponsored at Camrose by the town's Chamber of Commerce.

The special train, which comprised No. 5114, a steam generator car, a baggage car, eight passenger cars and an official car, left Edmonton at 10:00 AM, after having been on display in the station for about an hour preceding departure. The trip was adequately endowed with many "motorcades", in particular at the railway crossing with Highway 16 near Clover Bar Bridge, where there was nearly a mile of parked cars waiting for the spe-

cial to pass. The sponsors of the trip had obtained special permission from civic authorities in Edmonton to allow the engine whistle to be blown within the limits of the city, and the familiar noise drew many spectators. A moving picture run was held at Armena, Alta.

The special train arrived at Camrose at 12:35PM, to be met by some 400 citizens of that town, a brass band and a reception which included a "chuck wagon" meal at the Agricultural Building, all of this sponsored by the Chamber of Commerce. The passengers were also taken on tours of the town by automobile. No. 5114's water supply was replenished during the interval by the Camrose fire department.

The return trip to Edmonton was made non-stop, except for operating purposes, and the return to Edmonton was marked by a large crowd of Edmontonians, who photographed the engine and train and congratulated the engine crew, Engineman M. Stefanyk and Fireman J. Dunphy.

While the passengers on board comprised local people from Alberta for the most part, rail enthusiasts from as far away as Saskatoon, Vancouver and Seattle participated. With the train booked to capacity, over 100 passengers were turned away at the station on the morning of departure.

On board the train, souvenirs were distributed in the form of a booklet by the sponsors, a special ticket and sample copies of the train orders. The staff of the Camrose "Canadian" distributed a special edition of their newspaper.

Our congratulations go to the energetic and enterprising individuals whose efforts made the trip possible. It is to be hoped that the encouragement they received at the hands of the public will cause them to consider undertaking a further outing or outings of this type in the future.

The WINTER Timetables

Railway schedules underwent their regular autumn "pruning" on October 29th; continuing the trend in recent years, some services were eliminated entirely.

POOL SERVICES (CANADIAN NATIONAL-CANADIAN PACIFIC)

In the CN-CP pool zones, the Montreal-Quebec CP service was reduced by one week end train in each direction, with the elimination of No.149 on Saturday and No.150 on Sunday. Between Montreal and Toronto, the regular day train No.14 is now replaced on Sundays by a faster service, No.114, which performs the trip in one hour less than on weekdays. The night services between Montreal and Toronto have also been affected slightly -- Saturday night departures from Montreal (No.21) and from Toronto (No.22) have now been combined with Ottawa-Toronto night services (33 and 34, westbound and eastbound, respectively) between Toronto and Smiths Falls, running via Peterboro. There is thus no Saturday night train service on the CP via Trenton.

CANADIAN PACIFIC RAILWAY

Between Toronto and Chicago, trains 19 and 20 have been eliminated. Some slight changes in the Toronto-Peterboro scheduling have been made with trains 388 and 389 affording a new evening round trip between those cities on Saturdays. An attempt by CP to remove the Ottawa valley local passenger service between Ottawa, Carleton Place and Chalk River is now under review by the Board of Transport Commissioners. Service between Toronto and Owen Sound has been reduced to one daily round trip based on Owen Sound.In the west, the only significant change has been the removal of trains 13 and 204 between Moose Jaw and North Portal, Sask., eliminating passenger service completely, at least for the winter.

CANADIAN NATIONAL RAILWAYS

The Maritime Express, trains 3 and 4, now operates daily except Sunday between Montreal and Moncton, NB, only. To replace it between Moncton and Halifax, CN have inaugurated new Railiner RDC services, trains 610-606 eastbound and 607-609 westbound. Train No.59, "The Scotian", now has an evening departure from Halifax, instead of in the morning as heretofore. Trains 625 and 626 daily except Sunday between Moncton and Campbellton, trains 633-635 and 636 between Levis and Riviere-du-Loup, and trains 31 and 32 between Campbellton and Riviere-du-Loup have all been withdrawn. Railiner service 631 and 632 (Riviere-du-Loup to Levis) has been extended to Mont Joli to replace 31 and 32.On the Montreal-Portland service, trains 16 and 17 will run from Montreal to Island Pond, Vt., and return only, the service through to Portland being restricted to the summer season. Trains 643 and 644 running between Lyster, and Quebec, have had schedules altered to allow for an afternoon, rather than a morning departure from either terminal. Motor trains 621/622 (Senneterre-Noranda/Rouyn) have been upgraded to regular trains 21/22. Similar improvement has taken place between Senneterre and Chibougamau with trains 197/198 once weekly and a mixed train on one other weekday, replacing tri-weekly mixed services. On the GTW, trains 74 and 79 (daily-except-Sunday) have been cut. New services trains 695/696 between Hamilton and Niagara Falls, replace eliminated trains 101-102 (Ex.Sun.) and 107-108 (daily) bet-

PINE POINT RAILWAY

Recently, an agreement was signed between the Federal Government, Canadian National Railways and Pine Point Mines Limited, a subsidiary of Consolidated Mining & Smelting Co. Limited, which holds extensive lead-zinc deposits at Pine Point, N.W.T., on the south shore of Great Slave Lake. The agreement provided for the construction of a 438-mile railway from a point near Grimshaw, Alta., on the Northern Alberta Railways, to Pine Point, via Hay River. This fall, the survey, which has been under the direction of Major J.L. Charles, of Winnipeg, was completed.

Gerald W. Baldwin, M.P. for Peace River, said that there is a strong possibility that contracts for clearing the right-of-way will be let before the winter is over, thus permitting construction to start next spring.

The proposed railway, scheduled to be completed before the end of 1965, will bring into production a mine at Pine Point which will initially increase the gross national product by \$25,000,000 annually, and increase production in lead-zinc ore, as time goes on. It will also open up the last great reserve of arable land in North America, as well as large stands of timber and pulp.

The cost of the railway, approximately \$85,000,000, will be contributed by the Federal Government; the mining

company will guarantee freight charges on at least 215,000 tons of concentrates annually, for ten years, at \$7.50 a ton.

The 438-mile route, which has been under survey since last January by a staff of approximately 40 men, working out of a temporary headquarters at Peace River, Alta., begins on the north side of the Peace River between Grimshaw and Roma and extends 385 miles to Hay River, a community of about 1,200 on the south shore of Great Slave Lake. Seven major rivers will be crossed: the Notikewin, Hotchkiss, Meikle, Kemp, Upper Hay, Lower Hay and the Buffalo. The most difficult crossing is expected to be at the Meikle River, involving a bridge more than 100 feet in height, and of an as yet undetermined length. The general terrain along the route is said to be quite favourable to railway construction, though there are some areas of muskeg to be crossed. From Hay River, the railway will extend 53 miles to Pine Point, on a route ranging from $3\frac{1}{2}$ to 10 miles south of the south shore of Great Slave Lake. This route follows the old shoreline of the lake, which existed in early geological times.

Construction of the railway will be facilitated by the close proximity of the Mackenzie Highway, upon which construction materials may be brought in in

Cont'd Next Page

ween Toronto and Niagara Falls. Other trains removed include 88 (ex Sun.) and 91 (Ex.Sat.) between Niagara Falls and Hamilton, and 92 (ExSat.& Sun.) between Hamilton and Toronto. Between London and Toronto, No.16 becomes No.20, (Between Toronto and North Bay, trains 41 and 44 (except Sunday) will operate between Toronto and Huntsville only. Between Jasper and Prince Rupert, one hour has been added to the schedule of No.195 westbound, and one half hour to the opposite service, Train 196. Between Prince Albert and Hudson Bay, Sask., Nos.15 and 16 have been replaced by a mixed train. Similarly, regular trains between Kamloops Jct and Kelowna have been replaced by Dayliner RDC services.

ALGOMA CENTRAL & HUDSON BAY RAILWAY

Daily-except-Sunday passenger service between Sault Ste. Marie and Hearst (Trains 1,2,3 and 4) have been lessened to trains 1 and 2 thrice weekly between the Soo and Hawk Jct., and trains 3 and 4 four times a week between Hawk Jct. and Hearst.

The Museum

The following money donations to the Museum Fund are gratefully acknowledged:

Mr. Lawrence C. Hart.....	\$ 25.00	Mr. William W. Poley	\$ 5.00
Dr. C.D. Shortt.....	5.00	Mr. Francis P. Gorham	5.25
Mr. D. Guigue	15.00	Mr. Michael Bould	5.00
Mr. W.T. Ritchie	5.00	Mr. D.L.B. McColl	5.00
Mr. N.T. Walton	5.00	Dr. John A. Corrigan	5.00
Mr. A.L. Hamilton	7.50	Mr. R.B. Graham	10.00
Mr. J.A. McEachran	5.00	Mr. Charles B. MacDonald,Jr.	10.00
Mr. C.E. Morshead	5.00	Mr. Edward Pfannkuche	5.00
Mr. W.C. Seaton	20.00	Mr. D.V. Dennis	10.50
Mr. C. Warren Anderson	5.00	Mrs. Honora Dufresne	5.00
Mr. J.L. Looney	5.00	Mr. Gordon W. Dickinson	5.00
Mr. Roger Lefebvre	2.00	Mr. Charles Viau	1,000.00
Mr. Hamilton E. Pease	5.00	Mr. Albert Modler	10.00
Mr. David H. Cope	5.00	Mr. Robert Burns	10.00
Mr. Lawrence C. Hart (2nd donation)	25.00	Mr. Harvey Dust32
Mr. Donald McClain	5.00	Mr. William J. Dixon	5.00
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Mr. William O. Ashe	5.00	Mr. Donald F. Angus	50.00
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Mr. Kenneth C. Fincham	5.00	Mr. William G. Carruthers...	5.00
Mr. F. Benger	5.00	Mr. W. Bailey	5.00
Mr. Delbert Matanin	3.25	Mr. Elliott Donnelley	100.00
Mr. W.H.N. Rossiter	20.00	Mr. Frederick F. Angus	35.17
Mr. Howard P. Sell	6.50	Mr. Frank Binns	5.00
Mr. E. Everett Edwards	5.00	Mr. L.E. Johns	5.00
Mr. Barker Gunmore, Jr.,....	5.00	Mr. Cornelius W. Hauck	5.00
Mr. David L. Ross	5.00	Mr. J.B. Porteous	25.00
Mr. Peter Lyon	10.00	Mr. Richard T. Braun	5.00
Mr. H. Alfred Solomon, Jr.,...	5.00	Mr. D.C. Domino	5.00
Mr. J.H. Easton	5.00	TOTAL	\$ 1,839.14
Mr. William D. Gray	5.00	Previously acknowledged:	<u>14,460.00</u>
Mr. J.A. Collins	25.00	GRAND TOTAL	\$ 16,299.14
Mr. John Cooshek	5.00	-----	
Mr. Bruce Dunn	7.50	Cont'd from Page 177	
Mr. Raymond G. Dickenson, Jr.	5.00	advance of the railhead. Curiously, wh-	
Mr. Charles E. Winters	5.00	ile the railway is to be built by Canadian	
Mr. Donald Steinmeyer	5.00	National Railways, the chief beneficiary	
Mr. Donald S. Robinson	5.15	will be Canadian Pacific Railway, who	
		are majority stockholders in Consolidated	
		Mining & Smelting Company Ltd.,	
		at whose smelter in Trail, BC, the Pine	
		Point ore will be processed.	



Notes and News

- * An application has been made by the recently-dieselized Lake Erie & Northern Railway, a subsidiary of Canadian Pacific Railway, to abandon that portion of its line extending from Simcoe to Port Dover, Ont., 7.0 miles.
- * A track diversion on the Grand River Railway, between Preston and Waterloo, Ont., went into operation at 12:01 AM, Sunday, November 12th, 1961. This diversion was apparently partially responsible for the recent decision to discontinue electric locomotives on the GRR and its associate, the Lake Erie & Northern Railway, which was put into effect early in October. The new line has the effect of lengthening the GRR Waterloo Subdivision by 6/10 of a mile, while utilizing 1.7 miles of Canadian National trackage as a joint section. Stations discontinued are at Freeport Sanatorium, mile 7.8; Centreville, mile 9.4; and Courtland Avenue, mile 11.9. Stations on the new diversion are at Parkway, mile 9.9; South Junction (CNR joint section), mile 11.3; and North Junction (CNR joint section), mile 13.0. Operation over the joint section will give exclusive right of track to each railway within designated times, which are to be posted.
- * On November 6th, a sales agreement was signed between Montreal Locomotive Works Limited and the Republic of Argentina, whereby the Montreal firm will supply some 70 diesel-electric locomotives to the Argentine state railways. The order, for some \$14 million was signed by Sr. Angel Ernesto Peluffo, Ambassador of the Republic of Argentina, and Mr. W.F. Lewis, the President of MLW. Other Canadian companies which will participate in the order as principal equipment suppliers include Canadian General Electric, and Dominion Engineering Limited.
- * From the United States comes news that among the railroads which are considering mergers are the Pennsylvania and New York Central systems. Union of these two carriers would result in what is claimed to be the "world's largest railway system".

DIESELIZATION OF THE SYDNEY & LOUISBURG RAILWAY

The Sydney & Louisburg Railway has been completely dieselized. The last major stronghold of the steam locomotive has now followed in the steps of other Canadian common carriers with the recent purchase of six second-hand diesel locomotives, bringing to twelve the number of such locomotives purchased from United States carriers in the last year. A Canadian Press dispatch from Glace Bay, NS, reporting the step, indicated that 0-8-0 type S&L engines 88 and 90 were the last in service, about November 20th, and a photo of No. 90 under steam was circulated with the dispatch. The "new" diesels include six 1000-HP road-switchers from the Wisconsin Central (Nos. 2360, 2362, 2364, 2365, 2366) and one 660 HP switcher from the Chicago & North Western RR (no. 1202). All were apparently received by the Sydney & Louisburg on November 6th, 1961. The other six diesels purchased by the S&L, in October 1960, are S&L Nos. 203-208 inclusive (ex Minneapolis & St. Louis 201, 219, 205, 200, 202, 217 in that order), all 1000-HP road switchers. A further M&StL unit, No. 208, was bought by S&L in March 1961 for spare parts. All are Alco engines, the C&NW one built in 1940, the M&StL ones built in 1944-47 and the Wisconsin Central units constructed in 1950-51.

- * Plans to discontinue "Dayliner" train service by Canadian Pacific Railway between Ottawa and Chalk River, Ont., have been protested by merchants and town councils along the line affected. The Board of Transport Commissioners for Canada will hold a hearing at Pembroke on December 12th, before coming to a decision. Trains 260, 265 and 267 are affected.
- * Six 4,000 h.p. diesel-hydraulic locomotives, which were ordered some time ago by two United States railroads from Krauss-Maffei A.G., of Munich, German Federal Republic, recently underwent tests on the Semmering Pass line of the Austrian Federal Railways. The locomotives, intended for the Denver & Rio Grande Western RR, and the Southern Pacific system, are valued at \$350, 000 each, and are said to mark the first time in nearly fifty years that U.S. railroads have purchased locomotive equipment abroad. U.S. firms are supplying certain major components.
- * On Wednesday, October 25th, 1961, the Historic Sites and Monuments Board of the Canadian government Department of Northern Affairs and National Resources, unveiled a plaque in honour of Sir William C. Van Horne at Canadian Pacific's Windsor Station in Montreal. The plaque was unveiled by Mrs. William Van Horne, daughter-in-law of Sir William, and the speakers included Hon. Walter Dinsdale, Minister of Northern Affairs and Natural Resources, Hon. Pierre Sevigny, Associate Minister of National Defence, and Mr. N.R. Crump, Chairman and President of the Canadian Pacific Railway. CRHA was represented by our President, Dr. Robert V.V. Nicholls.
- * Recently, demolition crews descended on the Canadian Pacific Railway's original Pacific coast terminal, at Port Moody, B.C. The station, which was the scene of the arrival of the first passenger train from the east, just seventy-five years ago last July, ceased to be the Pacific terminal less than a year later, when, in May 1887, an extension was opened into Vancouver. It continued to serve Port Moody until recent years, when it was moved from its site a short distance westward, to serve a sugar refining company, then as an office of an oil company.

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