

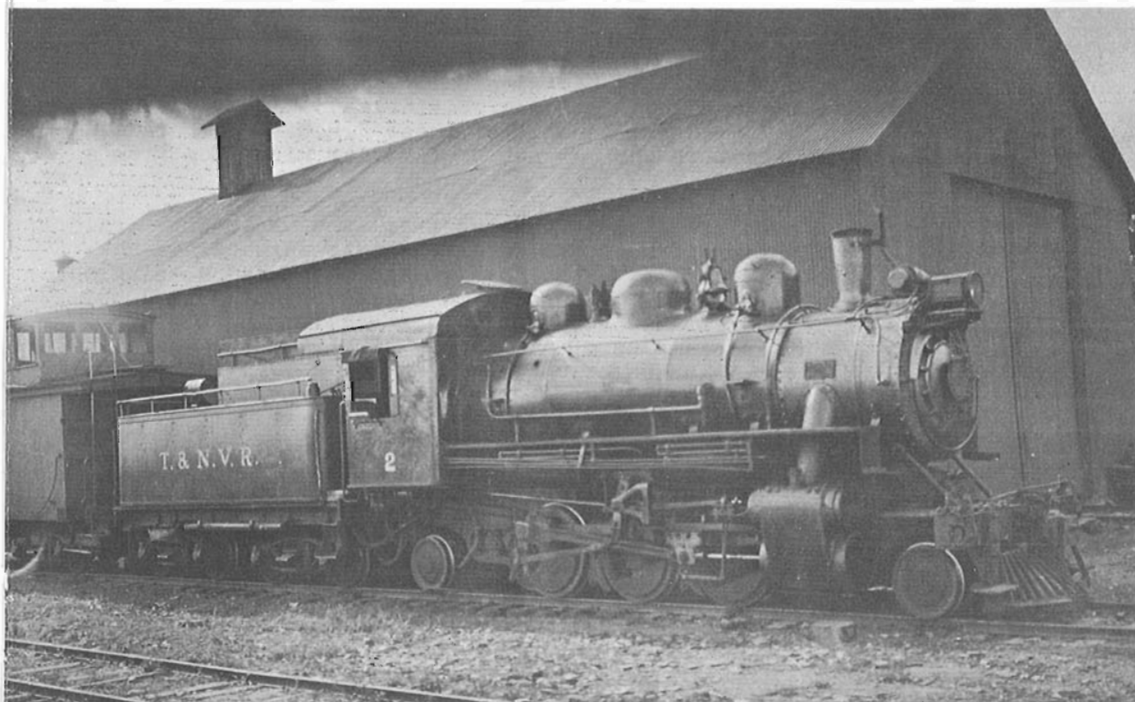
Canadian Rail



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Gone are the days when one could view the lone Prairie on the Thurso and Nation Valley Railway. The T. & N.W., even in this dieselized era, is a most fascinating example of efficient timber transportation. Imagine, though, the scene several decades ago as T. & N.V. No. 2, with van in tow, pauses for a well-earned respite from her colourful contribution to her employer's logging operation.

...Collection of Robert R. Brown

The M.T.C. Historical Collection

Late last June, the fine Historical Collection of electric railway and transit vehicles, assembled by the Montreal Tramways Company and Montreal Transportation Commission, was turned over to the CRHA for preservation and eventual display at the Canadian Rail Transportation Museum at Delson. (See 'Canadian Rail' page 159 of July-August issue).

A description of the cars in the collection has now been prepared by Mr. R. M. Binns, a member of this Association's Executive and an officer of the Montreal Transportation Commission. The first part of Mr. Binns' resumé -- covering cars constructed prior to 1912 -- forms a feature of this issue of 'Canadian Rail'; the second part (1912-1959) will appear in next month's publication.

Illustrations are from the author's collection, the MTC, and A. Clegg.

It might be of interest, at this time, to examine in some detail, the collection of historic vehicles recently acquired by our Association from the Montreal Transportation Commission. As this collection will greatly enhance and constitute a major segment of the electric railway exhibit at the Canadian Rail Transportation Museum, it is appropriate that we look at the historical significance of each car, particularly for the benefit of those C.R.H.A. members and "Canadian Rail" subscribers who may not be familiar with Montreal's transit history.

The collection consists of two vehicles from the horsecar era, thirteen electric passenger cars and seven electric work cars, making in all, twenty-two items. To this should be added a single truck passenger car, No. 274, donated to the Association in 1950. It should be explained at the outset that this collection does not, by any means, contain examples of all types of streetcars operated in Montreal. There is an unfortunate gap during a very interesting period between 1900 and 1907 when some important developments in car design were taking place locally. Also, regrettably, no open cars were preserved.

Aside from the two horse-drawn vehicles, and the two electric cars dating back to the 19th century, the cars are representative of most types in use around 1950, albeit some of them over forty years old at that time. In the 1950's, when the changeover to buses was in full swing, individual cars of various types were set aside, most of them primarily for historic purposes and specifically for a parade of vehicles, old and new, marking the inauguration of bus service on St. Catherine Street in September 1956. A similar pageant took place on August 30th, 1959 - the last day of streetcar operation in Montreal. It was indeed fortunate that these events necessitated rather extensive renovation and restoration of some cars, and we are doubly fortunate that all passenger cars have since been kept inside Youville Shops. Consequently, the collection, generally speaking, is in good structural and mechanical condition, all cars being capable of operation with relatively minor adjustments and servicing. Some of the work cars were kept at the Association's request, not only as interesting items in themselves, but for practical use in the construction and operation of an electric railway line at the museum.

Let us look briefly, then, at each item, taking them in chronological order.

Omnibus No. 7 and Horsecar Sleigh No. 20

These are the oldest remaining relics of public transportation in Montreal, and represent the period between 1861 and 1892. The exact years they were built for the Montreal City Passenger Railway Company is unknown. No. 20 is the product of the carriage building firm of N.&A.C. Larivière, whose premises were once located on St. Antoine Street near the site of the present main Post Office. It is probable that No. 7 was built by the same firm.

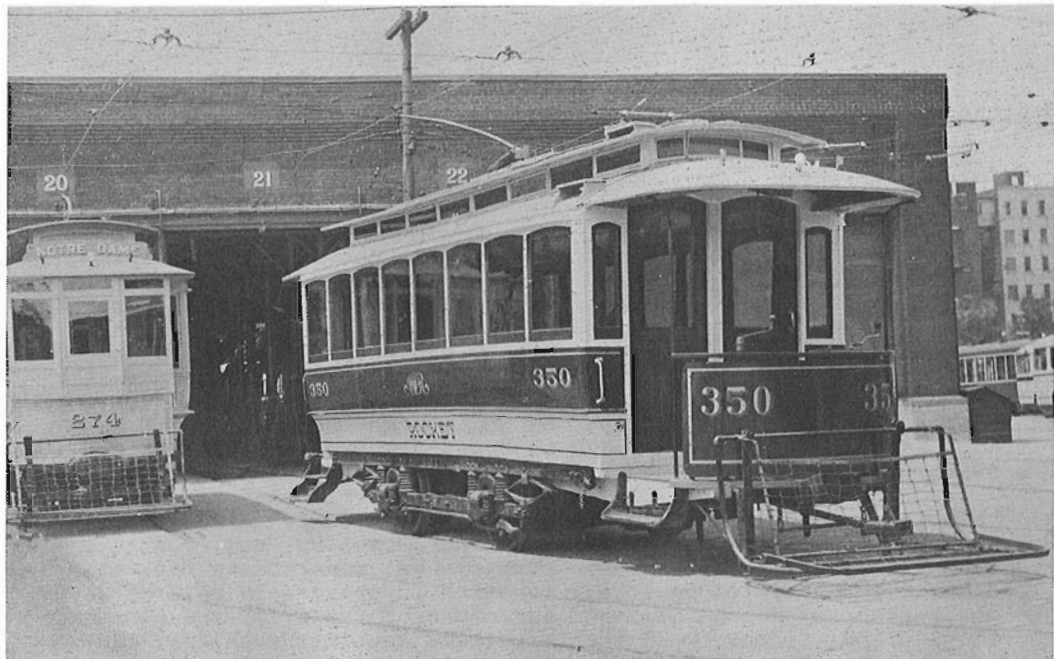
From the beginning of public transit in 1861, four types of vehicles were used: open and closed horsecars operated on rails; sleighs which provided a limited service during winter when the railway was abandoned; and omnibuses, which were used for a period in Spring when neither rail cars nor sleighs were practical. Nos. 20 and 7 are representative of the latter two types. At the time of electrification in 1892, Montreal Street Railway Company had about 100 similar sleighs and about 50 omnibuses. Consequently the low numbers on our surviving examples might indicate they were among the earliest, although some renumbering cannot be discounted. The preservation of these two fascinating vehicles is the result of wise decisions taken by Company managements of a far-off day, for

which we should be profoundly grateful.

Omnibus No. 7 was used to represent the past at the inauguration ceremony of the world's first "Pay-as-you-enter" street car in 1905, in company with another omnibus, indicating that at least two were in existence at that time. As late as 1910 a second sleigh No. 23, was in existence, proving that the numbering of the sleighs was in sequence and separate from the rail cars. Credit must also be given to the Montreal Street Ry. and Montreal Tramways Co. managements for attempting to preserve a rail horsecar. One of these, of the closed type, was kept at Hochelaga car-barn until the late 1920's when, unfortunately, deterioration forced its destruction. We can be thankful, then, that the two vehicles of the horsecar era have survived through the long passage of almost 100 years, and will in due time be available for public inspection at the Museum.

For a history of the period which Nos. 7 and 20 represent, and an account of the horsecar operations in Montreal, the reader is referred to Mr. O.S.A. Lavallée's excellent work entitled "The Montreal City Passenger Railway Co."





No. 350 - The "Rocket" - Single-truck closed passenger car.

No one can fail to be charmed by this item -- the first electric street car to operate in Montreal. It was built by the Brownell Car Co. of St. Louis, Mo. in 1892 for the Montreal Street Railway Co., and is the only product of the Brownell Company known to have operated in Canada. With its plush seats, open platforms and ornate iron stove, it presents a typical example of the earliest closed electric cars. The original electrical equipment was installed in Montreal by the Royal Electric Co.

This car, no doubt because of its elegance, was chosen to inaugurate the electric service in Montreal. With Company officials and guests - and reportedly a 4 man crew - the "Rocket" left Cote Street carbarn at 11:00 a.m. on Wednesday, September 21st, 1892. Proceeding via Craig, Bleury, Park Ave., Mt. Royal, St. Lawrence, Rachel, Amherst and Craig back to Cote Street. The initial trip was made successfully except for several derailments on the curves. This difficulty was attributed to the long truck wheelbase of 7½ ft. The present truck under 350 is a Blackwell class 12, having a 7 foot wheelbase, so we do not know what the original truck was like.

No. 350 was withdrawn from service on March 3rd, 1914 - no longer called the "Rocket", and scarcely distinguishable from some 200 other single-truck closed cars in existence at that time. Closed platform ends had been applied long ago, and of course, it was painted in the standard yellow buff livery of the time. A few years later, when a large group of retired single-truck cars were being destroyed, someone so the story goes, spotted the "Rocket" among the lot and realizing its significance, saved it in the nick of time. In July, 1926, it was rehabilitated, painted, and placed in storage at the then newly-built Mount Royal carbarn, where it remained for some 30 years, all but forgotten. For the Historical Pageant on St. Catherine St. on Labour Day 1956, the "Rocket" was restored by M.T.C. at considerable expense, to what is believed to be its original appearance, and so it appears today, seventy one years after its trial trip up Bleury St. As far as is known, no other city in North America has preserved its first electric streetcar from the era of the early 1890's.

No. 274 - Single truck, closed passenger car.

This little car is contemporary with No.350, the "Rocket". It too was one of the original group of cars which supplied service at the beginning of electric operation in the Fall of 1892. It is the first of a lot of ten built by Newburyport Car Mfg. Co. Newburyport, Mass, and numbered 274 to 292 even numbers.

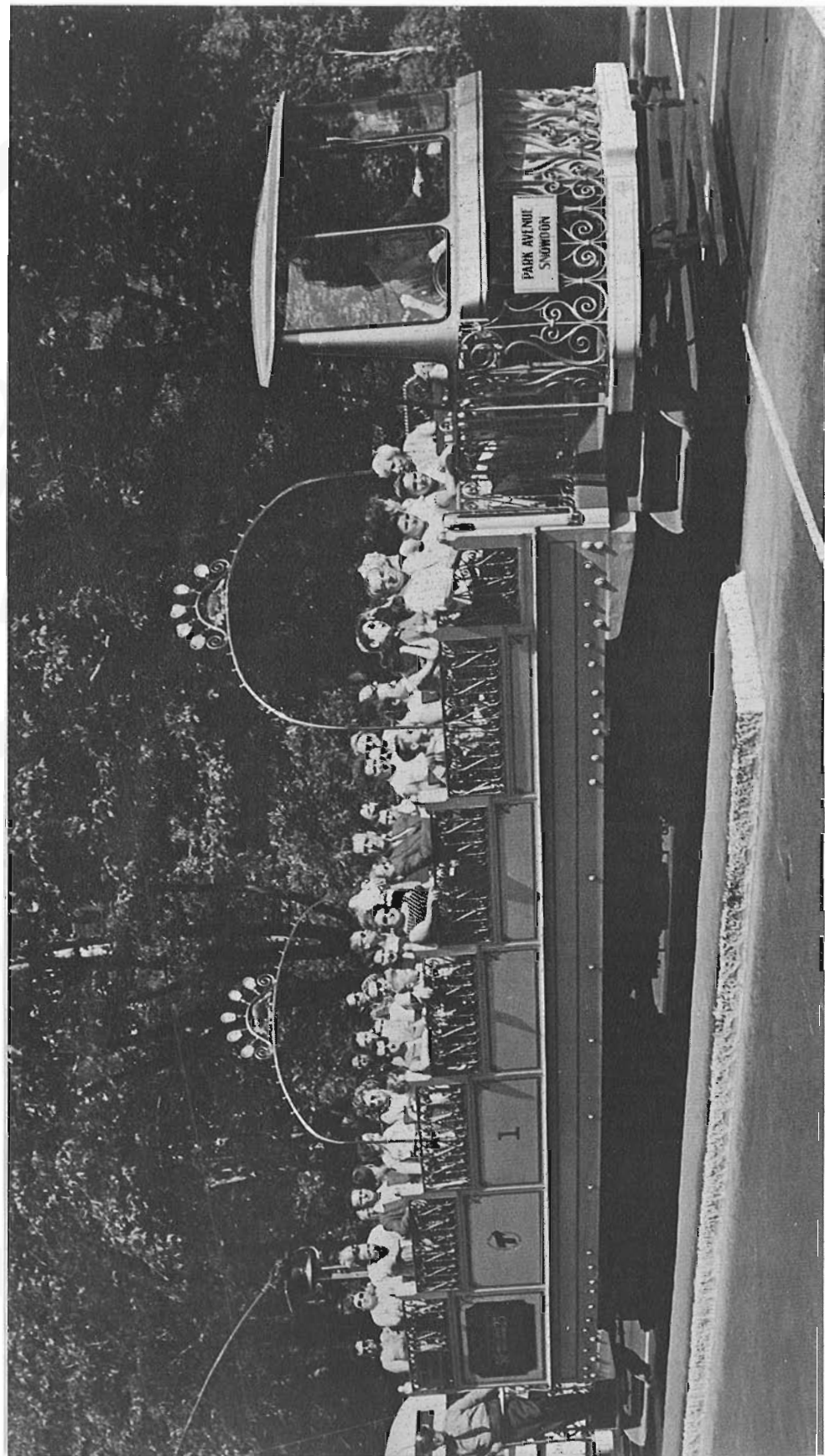
No. 274's survival cannot be attributed to sentiment or any sense of historical values, as in the case of No.350. In 1912, 274 was withdrawn from passenger service and converted to a "Salt Car", which involved the removal of wooden hoppers along each side with chutes for delivering rock salt or sand to the rails. Throughout the electric period, about a dozen cars equipped in this manner were kept on hand. Invariably they were old single-truck passenger cars, painted grey. No.274 functioned in this capacity in relative obscurity until 1947-48, when all Salt Cars were stored for scrapping. With the cars about to be destroyed in 1950, several CRHA members realized the age of these little cars and conscious of an opportunity that

would not come again, requested the donation of one car to the Association for preservation. Montreal Tramways Company granted the request and No.274 was selected. For several years thereafter No.274 was shifted around between Youville Shops and various car-barns, wherever space was available, while Association members restored it as a passenger car. In this case, no attempt was made to restore the car to its original appearance of 1892, but rather to portray a typical single-truck, closed Montreal car of about 1900. It is a good example of the application of closed ends to early open platform cars.

No. 274 is really the nucleus around which the Canadian Rail Transportation Museum has developed. It was the first piece of rolling stock acquired, and its restoration started out as a single project. Encouraged by the results, and the interest which it stimulated in a large segment of CRHA membership, the conception of a comprehensive museum emerged, and the present truly remarkable collection built up.

Interior of "274" before restoration work.
Photo taken April 28th 1951, the day car
was donated to the C.R.H.A. by the M.T.Co.





No. 3015 - Trailer flat car.

Keeping to strict chronological order, we must now look at No. 3015, a trailer flat car. While the presence of this car at the Museum is for reasons of utility, and it will have little public appeal, it does have an interesting history of its own.

Originally No. 3015 was one of six motor flat cars, built by Montreal Street Railway in 1904, for use on the Montreal Park & Island Railway, which was by then owned by the M.S.R. The six cars designated as D, E, G, J, K, and L, were classified as "Ice Cars", presumably for the transportation of ice for the large ice companies that flourished in those days. In 1906, they were transferred to M.S.R. freight car roster, and subsequently adapted or rebuilt for various other uses. In the renumbering of work cars in 1914, we find the following:

- D - 3015 - used by Power Dept. for poles.
- E - 3020 - Milk car - Terminal line.
- G - 3022 - Stores car for carrying wheels.
- J - 3023 - Flat car.
- K - 3021 - Sand car - Terminal line.
- L - 3024 - Locomotive - Terminal line

At some undetermined time, No. 3015 was reduced to an un-motored flat car and fitted with Brill 27G trucks. It continued to be used by the Power and Overhead Line Depts. and was usually pulled by a Tower Car. A reel of trolley wire could be mounted on the flat for feeding out the wire as it was being erected by the linemen on the Tower. It is fitted with airbrakes.

Observation Cars Nos. 1 and 3.

Observation No. 1 is the original car of the well-known fleet of four such cars, popular for many years with Montrealers and visitors alike. The design is unique to Montreal, but was copied at one time or another by Quebec City, Vancouver, and Calgary.

The origin of No. 1 is interesting: Mr. David E. Blair was appointed as Montreal Street Railway's Superintendent of Rolling Stock in 1904, and while visiting the St. Louis World's Fair in that year, Mr. Blair was intrigued by the sightseeing electric cars which were operated around the Fair grounds. These were open cars with a series of longitudinal benches along each side, arranged in rows one above the other, on which the passengers sat facing outward. The upper seats were preferred positions from which to view the sights. On his return to Montreal Mr. Blair made drawings of a roofless car, embodying the idea of seats at progressively higher

levels, but in the conventional manner of seats facing forward on each side of a central aisle. After considerable difficulty, Mr. Blair persuaded the management to authorize the building of such a car at its Hochelaga Shops.

At a meeting of the Board of Directors on April 4th, 1905, we find in the Minutes; "The question of operating Observation Cars during the coming summer was decided in the meantime to construct one Observation Car upon the plans suggested, and that the question of the operation of the same be left in abeyance."

Apparently, some legal aspect of the matter was giving some concern, for we find the following notation in the minutes of another meeting on June 20th, 1905: "A letter from the Solicitors of the Company with respect to right of operating Observation Cars at special rates upon the Company's system was read. It was decided to follow their advice in the matter".

What their advice was, we do not know, but it must have been favourable for the first Observation car was put into service soon thereafter. Public reaction was so favourable that another was built in 1906, and the two cars then became known as Nos. 1 and 2. (No. 2 was recently sold for operation at Seashore Electric Railway, Kennebunkport, Me.).

Montreal's observation cars were not intended primarily for sightseeing by tourists, but rather to provide an open air ride for the people of the city during summer months. In 1924, two more similar cars were built by M.T.C.: Nos. 3 and 4. These last two were built with steel underframes.

During the late 1930's all four MTC observation cars were fitted with dynamic brakes for projected operation on the Mount-ain line. This service never materialized, however, due to clearance problems in the curved tunnel near the summit of Mount Royal.

Due to the shortage of rolling stock during the 1939-45 war, an attempt was made to use the Observation cars for regular pas-

senger service. To this end No.3 was fitted with higher side panels and a roof, and for a few months in 1943 was operated in rush hour service on the Cartierville line, which served Noorduyn and Canadair aircraft plants. The ungainly experiment was abandoned after a short trial and in the Fall of 1943 all four observation cars were withdrawn from service and their trucks and motor equipment used on four "wartime" car bodies built in Youville Shops (Class 1175).

In 1945, the Observation cars were re-equipped and returned to service during the summer, while the four cars of the 1175 class were used for passenger service during the winter months only.

Front windscreens were installed on the Observation cars in 1954 and in this form the cars were operated until trackage in Montreal had shrunk too greatly. They were finally retired in 1958.

There is no doubt that the presence of Observation Nos. 1 & 3 will lend a great deal of interest to the street railway exhibit at the Canadian Rail Transportation Museum.

Double-truck passenger car No. 859.

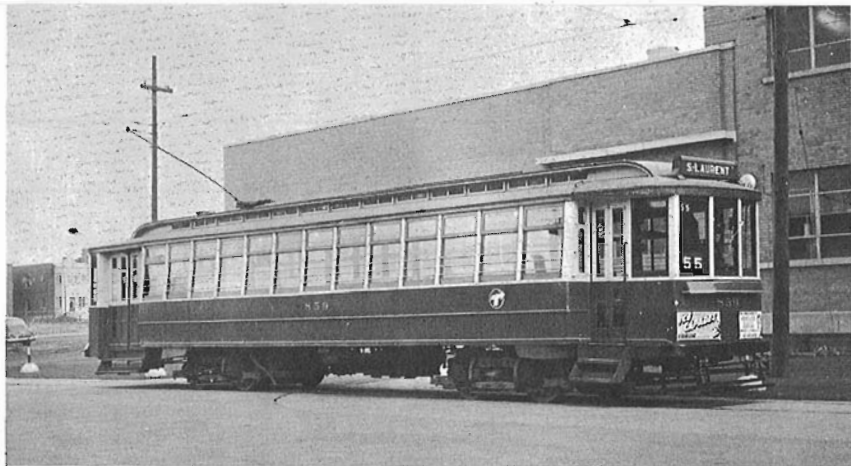
This car, presently in a partially dismantled condition, is of special interest because it portrays the body style and platform arrangements of the original "pay-as-you-enter" cars, first conceived by Montreal Street Ry. in 1905.

No. 859 is not one of the original P.A.Y.E. group, but is an elongated version, and one of ninety such cars (the 703 class), built in 1907 and 1908. While constructing the original 25 PAYE cars, which were 42 to 46 feet long, one experimental car (940), 51'-10" in length, was turned out. This car was exhibited at the American Street Railway Association Convention at Columbus, Ohio, in Sept. 1906, where it attracted

much favourable attention. It became the prototype of the 703 class, of which our No. 859 is the only surviving member.

The 703 class cars (703 to 881 -- odd numbers only), were supplied by four builders: Canadian Car & Foundry, Ottawa Car Mfg. Co., the J. G. Brill Company, and the Pressed Steel Car Corp. No. 859 is one of the Brill group.

While impressive and highly functional, these cars were somewhat handicapped by clearance difficulties on the curves in Montreal's narrow streets. They were the longest M.T.C. cars to be operated in local city service. In 1913, the original 9 ft. rear platforms were shortened by two feet.



No. 859 prior to its final run on November 22nd, 1952. The occasion was a CRHA excursion from Youville Shops to Montreal Nord to mark the retirement of the last of the 703 class trams.

No. 859 was put into service in September 1907, and it was the last car of its type to operate. On this final occasion, it was chartered by CRHA members for a

special trip over the Montreal Nord line, November 22nd, 1952.

It is hoped, in due course, to restore this car.

Double-truck passenger car No. 997.

This car is, what might be termed, a steel version of the style of No. 859, and is one of a group of fifty cars known as the 901 class (Nos. 901-999 odd nos.) They were purchased in 1910 and 1911 from the Ottawa Car Mfg. Co. The underframe and body framing is of steel, and because early attempts to design steel carbody frames were not too skillful, the weight is somewhat excessive, being in the order of 54,000 lbs.

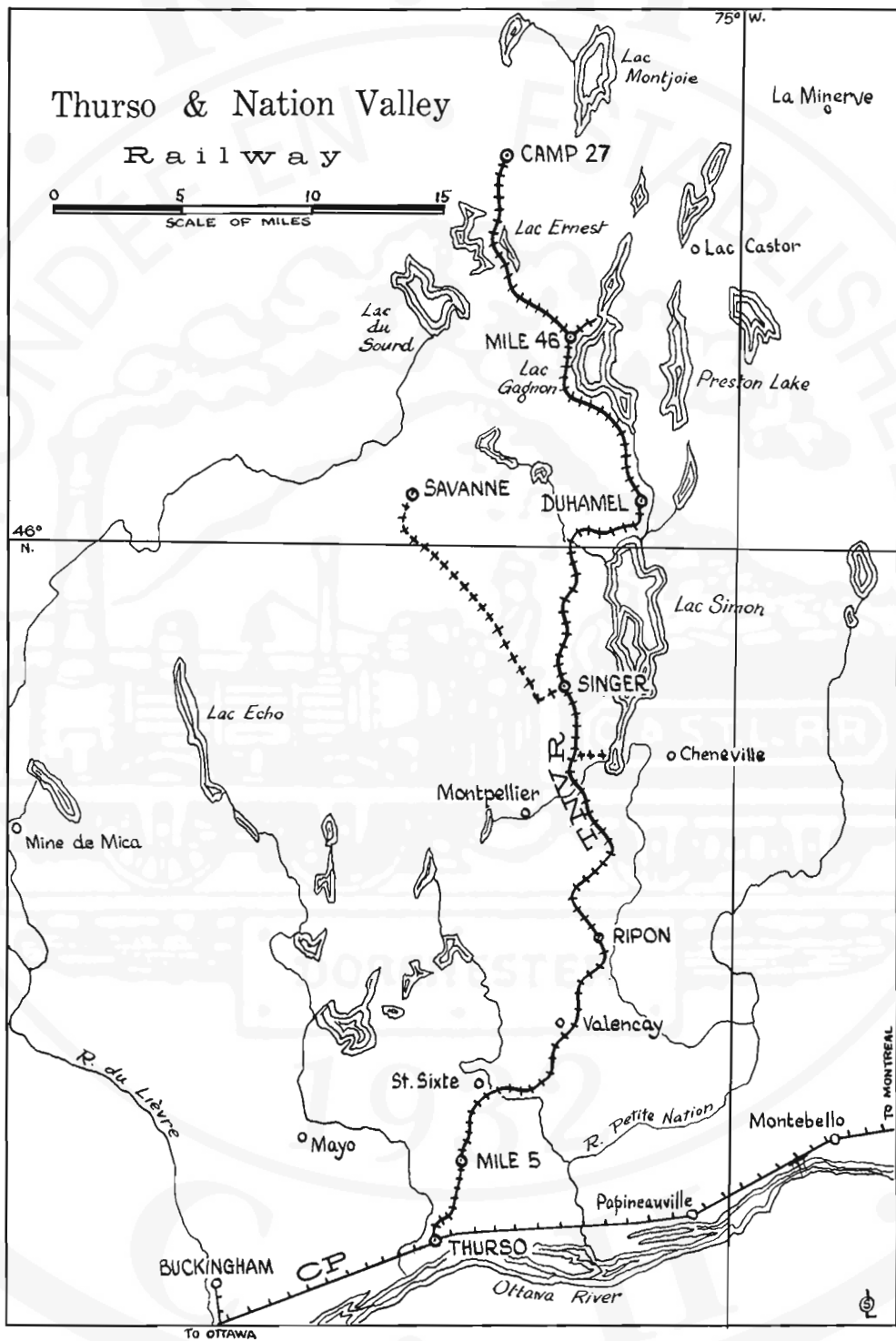
The 901 series marked the stabilization of body dimensions, inasmuch as a car of about 46 ft. in length was found to be most suited to Montreal conditions. The 901 group were the last cars to be acquired by Montreal Street Railway; - subsequent trams were purchased by Montreal Tramways Company, newly formed in 1912.

An unusual feature of these cars was their flat vertical side panels. Up to 1910, all M.S.R. cars had been constructed with divided side panels, the lower

part of which curved inwards. The flat panels of the 901 class made them appear quite modern even in their later years.

Due to weight and rugged construction, the 901's were found to be ideally suited for suburban service and several were equipped with nose plows, additional heaters and pneumatic rear doors for operation on the Pte. aux Trembles and Bout de l'Île line. The remainder of the series were fitted with manually operated rear doors in 1942. Our specimen, No. 997, however, appears more or less in its original state, including the red panel and large numerals on the front dash. This device was used in the early 1900's to signify P.A.Y.E. cars to waiting passengers, "and therefore everyone should have his fare ready".

By 1955 only a dozen of this series remained. They were withdrawn from service in June of that year, - the last car to operate being No. 901 on June 22nd.



The Thurso & Nation Valley Railway

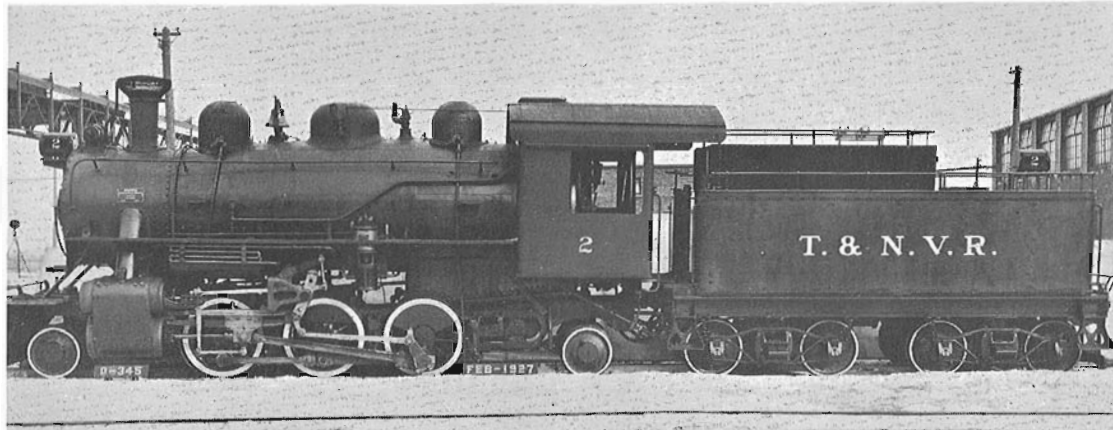
— O.S.A. Lavallée

ONE OF THE MOST INTERESTING applications of the railway to private industry in Canada has been in the hauling of forest products from our country's vast natural store of timber, and it was not too many years ago that many operations of this kind flourished from coast to coast. The development of specialized highway equipment by the automotive industry has made serious inroads upon the smaller volume operations, but a few logging railways can still be seen in operation, particularly in western Canada, on Vancouver Island.

The operation with which we are concerned, however, is neither on the Island nor even in the west, though it is one of the longest such railways still in existence in Canada. It is in the Province of Quebec, and its southern terminus is on the north shore of the Ottawa River, barely thirty miles downstream from Ottawa's Parliament Hill. This aptly-titled system, the Thurso & Nation Valley Railway Company, runs from the town of Thurso, on the Canadian Pacific's Lachute Subdivision, up the valley of the Little Nation River, through the wooded, rolling hills of Papineau and Labelle counties. The carrier is owned by the Singer Manufacturing Company, which is otherwise noted for sewing machines. It serves a vast, unsettled hinterland of Crown territory stretching back for more than fifty miles into the Laurentian interior, possesses five diesel locomotives and a former Canadian Pacific official car, and based on present forecasts, looks forward to a safe and secure future.

History and Description

Chartered in Quebec (16 Geo. V, Cap.113) on March 24th, 1925, the Thurso & Nation Valley Railway commenced construction immediately, and a little over a year later, in July 1926, carried the first load of logs to the Thurso sawmill. In these early years, the Company possessed three steam locomotives, two being of the familiar geared type, while the third was one of only a handful of tender engines of the 2-6-2 arrangement ever used in the Dominion. An exactly similar locomotive is still owned by McMillan & Bloedel on its Nanaimo Lakes operation on Vancouver Island. The railway's route lay northward for some 27 miles through the villages and hamlets of St. Sixte, Valencay, and Ripon to what was then known as "Headquarters Camp" at Singer, Que. From Singer, the railway went a further thirteen miles or so in a northwesterly direction through Hartwell, Lathbury and Papineau townships following the valleys of the Riviere Laroche and the Riviere Savanne. The terminal camp was about forty miles from Thurso. In the mid-Thirties, a spur was constructed northward from Singer for four or five miles, and this eventually became the main line after the line into the Savanne valley was logged out.



After about ten years of operation, the Savanne territory became denuded of usable timber in the vicinity of the railway, and the decision was made to extend the railway northward through Hartwell and Preston townships to the village of Duhamel, at the north end of Lac Simon. This extension was apparently completed just prior to the outbreak of war in 1939, and it included the summit of the railway, where the tracks go above the 900-foot elevation for a short distance, about thirty miles from Thurso. The former mainline northwesterly into Papineau township fell gradually into disuse and was abandoned, with a woods road being constructed along its alignment. A vestigial relic of this route is the wye just south of Singer, at Mile 26.

Extension northward from Duhamel took place in 1940 and 1941, continuing into Gagnon and Lesage Townships in the County of Labelle. The railway went up the west shore of Lac Gagnon, then following the Riviere Ernest past Ernest Lake, terminated finally at Camp 27, some 56.4 miles from Thurso. This location, still the northern terminal of the T&NVR, is only fourteen miles from Nominigue and 25 miles from Mont-Laurier, both on the Ste. Agathe Subdivision of the Canadian Pacific Railway. Some short spurs were intermittently in use, one at Mile 24 for about half mile to Baie de l'Ours; another at Mile 46 for 1.2 miles down to Lac Gagnon, and a third at the end of the line, Mile 56, for 4.1 miles to a lake. Only the branch at Mile 46 remains, though there are a number of short log-loading and gravel pit sidings. Wyes are located at Singer (Mile 26), Mile 36 (one mile south of Duhamel), and at Camp 27 (Mile 56).

Conversion of the Thurso & Nation Valley Railway to diesel electric motive power came about beginning in 1947, when 2-6-2 No. 2 was sold to the Montreal Coke & Manufacturing plant in Montreal, and Shay No. 3 was scrapped at Thurso. No. 1, which appears to have been a Climax, was scrapped after a few years' service in the late 1920s. Since then, seven internal combustion locomotives have been acquired, of which five are still in use, one having been lost in a washout near Duhamel, while the second was sold to the Canada & Gulf Terminal Railway at Mont Joli, Que.

Excursion

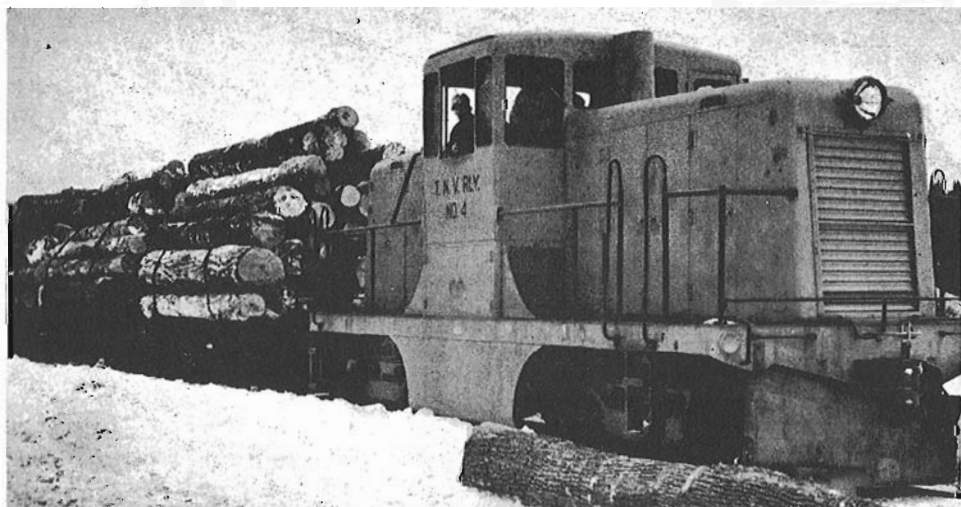
For many years, the Thurso railway remained a "closed book" to railway amateurs, due largely to conservative company policy, and possibly stemming originally from security measures surrounding the reported employment of prisoners-of-war in the bush during the Second World War. Recently, however, an exception was made for a group of about fifty to make a trip over the line from Thurso to

Camp 27 and return. This trip was carried out under the auspices of the Laurentide Chapter of the National Railway Historical Society, to which CRHA members and friends were invited, and it took place on Saturday, August 17th, 1963.

The participants boarded Canadian Pacific RDC-2 No. 9114 at Montreal, and travelled as a special move to Thurso, via Ste. Therese and Lachute. The train left Montreal at 8:15 AM, EST and arrived at Thurso two hours later. It is worthy of note that the conductor was Mr. Walter Doran, a member both of NRHS and CRHA. Upon arrival at Thurso, the passengers disembarked directly into the gate of the Singer yard to find a picturesque special train awaiting, consisting of 70-ton diesel-electric locomotive No. 7, two CPR gondola cars and T&NV official car No. 27. The day being overcast and inclined to rain, most of the participants boarded the official car which is now in its 55th year, having been built by the Canadian Pacific Railway at Farnham in April, 1909. One of that Company's well-known 35-foot official cars, No. 27 was sold to the Thurso & Nation Valley Railway in 1929, just a few years after the line's opening. It is the last CPR 35-foot car in existence.

In view of the preference for the sheltered accomodation, it was decided to leave one of the gondolas at Thurso, and CPR 342326 was retained for the trip up the line. A short period of switching served to rid us of the surplus car, and to the basic three-car train thus resulting, were added nine pulp-rack cars at the rear.

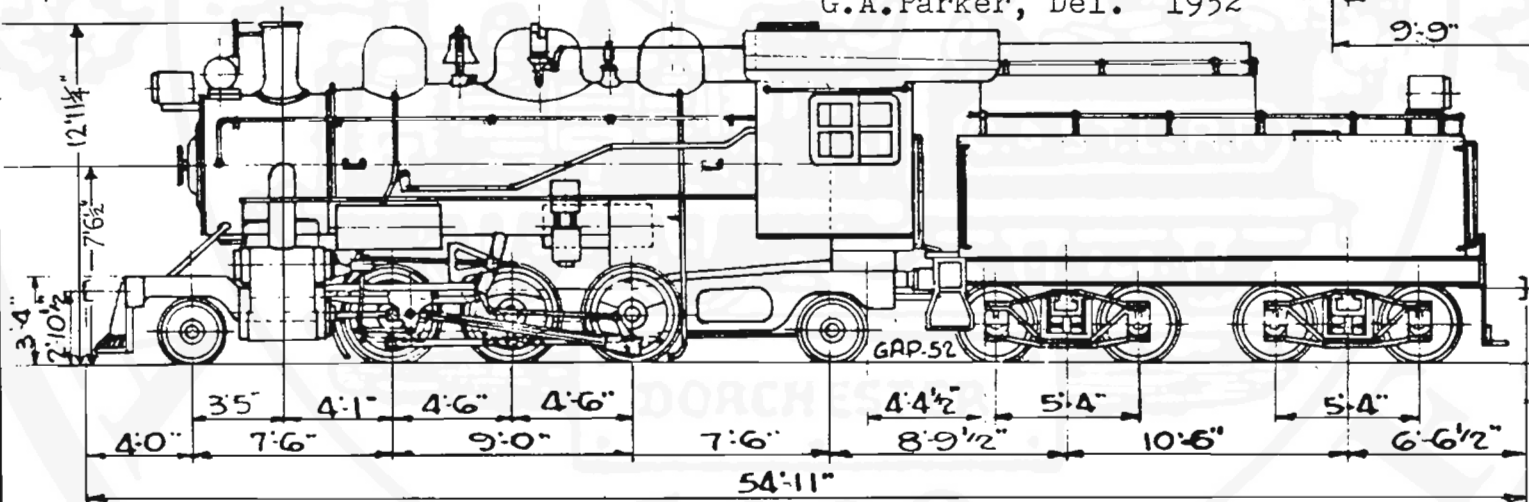
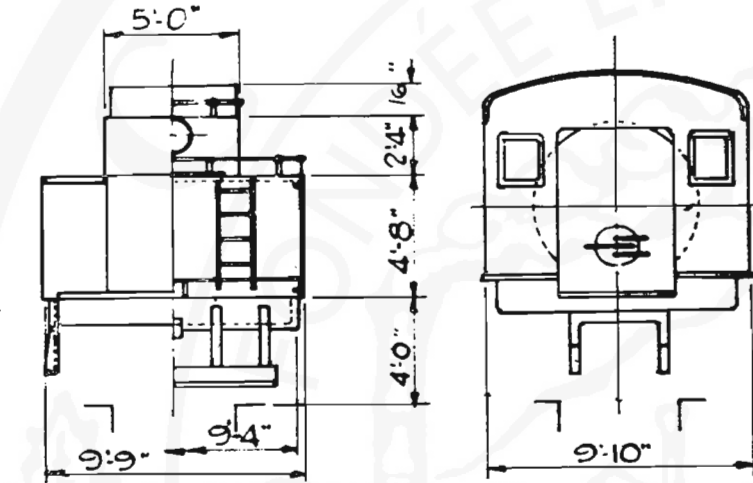
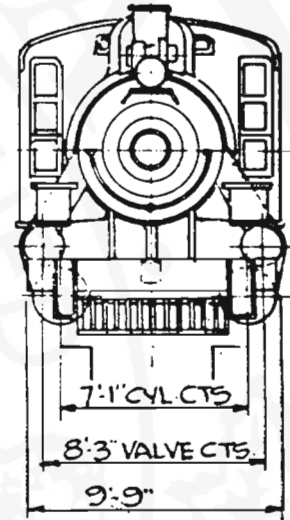
Less than a quarter of an hour after disembarking from the CPR we were on our way, the diesel exhaust of No. 7 blowing back over the gondola car as the train ascended the steep incline out of the yard up to the plateau above, which formed the Ottawa River shore in prehistoric times. In the first mile or so, the railway climbs more than 100 feet. Once up the hill, the train picked up speed and maintained a fairly-uniform 30 mile-per-hour pace, over well ballasted track. Soon we found ourselves in the Laurentian foothills, clattering over the points of the siding at Mile 5, then skirting, in turn, the villages of St. Sixte and Valencay. The station at Mile 15, Ripon, doubles as a shelter for track motor cars and, until recently, boasted the line's only train order board. This was probably more for ornament than use, since the trains are dispatched by radio, all locomotives being so equipped.



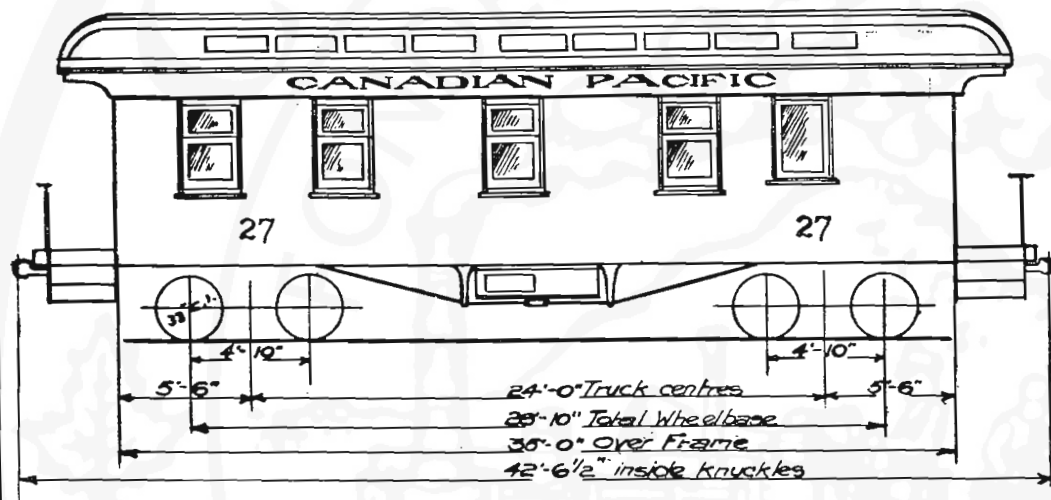
THURSO & NATION VALLEY
RAILWAY

Locomotive No. 2
Montreal Locomotive Works
Serial #67209, Jan. 1927
Cylinders: 17x24"
Driving Wheels: 44"
Total Weights:
Engine: 126,000 lbs.
Tender: 85,000 "
Boiler Pressure: 180#

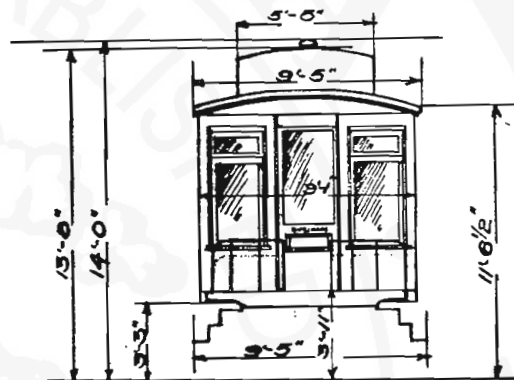
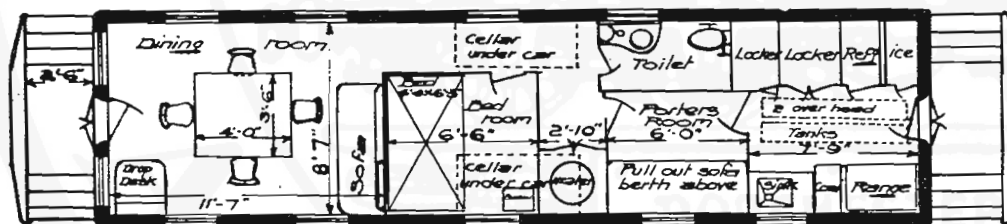
G.A. Parker, Del. 1952



GRAPHIC 0 5 10 15 SCALE'



Business Car



CANADIAN PACIFIC RAILWAY
COMPANY

Official Car No. 27
Built at Farnham, Que.,
in April, 1909.
Sold, 1929, to Thurso &
Nation Valley Ry.
Still in use, 1963.

Bed Room and Sofa now
removed.



Thurso and Nation Valley Special Train
at Camp 27, Que., August 17th, 1963.
(Photo by Robert Halfyard)

About an hour after leaving Thurso, without noticeable incident other than a few harder-than-usual spurts of rain, our train arrived at Singer, Mile 26, where the timberland begins and the farmland ends. South of the station is a wye, which marks the original railway up to the Savanne valley. Here, our locomotive and the nine pulp racks were uncoupled, the locomotive replaced by 44-ton unit No. 9, which works north of Mile 26 only. No time was lost, and after a stop of barely five minutes, we were on our way again, climbing into a narrow valley with scarcely enough room for the railway and a small stream. Near Mile 30, the summit level of the whole line is attained where, for a time, the rails lay slightly above the 900-foot elevation; we had climbed about 700 feet since leaving Thurso. Once past this narrow defile, the train descended a 3% grade, which is the ruling hill for southbound, loaded trains, and obtained a brief glimpse of two former Canadian Pacific wooden passenger cars and a caboose on the wye at Mile 36, before stopping at Duhamel, 37 miles from Thurso. There is a two-track enginehouse here, which was empty as we passed on our northward journey.

The 30-m.p.h. pace continued as our locomotive pulled its light, swaying two-car train along the picturesque reaches of the shores of Lac Gagnon, passing occasional stacks of logs ready for loading, fed to the single track by roads into the forest. The overcast and intermittent rain persisted, making the day seem more like one in late autumn than in mid-August. Consequently, it was with some sense of achievement that the buildings of Camp 27 came into view around a curve and with the sight, the welcome news that tea, coffee and cookies awaited us in the camp dining hall. Behind us lay 56.4 miles of sinuous single-track line, laid with rail whose weight ranged from 56 to 80 pounds, over which our trip had been made in just under three hours.

While we had our snack (with the compliments of the railway), the locomotive and gondola car were wyed and recoupled to the official car, which is still known by its former CPR number 27. Here, those of us who had braved the rain on the northbound trip in the gondola car took the opportunity to examine the interior of the official car, to find it fitted up plainly but comfortably, not too far removed from its appearance while on the CPR, though missing the original bedroom in favour of an enlarged lounge-dining room. It was at this point, characteristically, that CRHA's Railway Committee mentally earmarked No. 27 for the museum, when the T&NV Railway is through with it, of course!

Shouts of "all aboard" by Mr. Gaetan Lafleur, the superintendent of the T&NVR, gathered the passengers together for the return trip, and departure was made about 1:30 PM. The rain had now ceased, but the overcast remained; however, we were afforded brief glimpses of deer and other wild life. At one point on the northward journey, a series of short, sharp notes from the whistle of No. 7 had drawn our attention to sheep on the track. Deer need no such blatant warning, and a short note from the locomotive was sufficient to notify the passengers that something interesting was to be seen. Our progress along the line was marked by the strident tones of the whistle as it blew religiously for every one of innumerable dirt-road grade crossings. The whistle effectively punctuated conversation in the open car.

On the return trip, the train stopped briefly at the wye at Mile 36, then backed down the west leg so that passengers might examine the two coaches and van noted on the northward journey, and now derelict at this point. At the spur at Mile 33, we backed in and picked up another ex-CP van, this one showing signs of activity with a curl of wood smoke rising from its smoke jack. Our three car train then proceeded to the north switch at Singer, where our locomotive No. 9 cut off and went into a siding to await No. 7 which had returned to Thurso with a ballast train after leaving us several hours previously.

The passengers occupied themselves with a picture-taking respite and after standing for about twenty minutes, were greeted by No. 7 with a string of now-empty ballast cars which were placed in a pit track, before the locomotive coupled to our three car train. The non-stop trip back from Singer to Thurso was made in little more than an hour, and after wyeing at the enginehouse in the mill yard, backed alongside the waiting CPR RDC, No. 9114.

The CPR special train left almost immediately, and after making very good time, arrived back in Montreal promptly at 6:30 PM, giving us good cause to remember favourably, the first rail amateur trip over eastern Canada's longest logging railway and, we earnestly hope, not the last!

Arrangements for the excursion were made by Messrs. S.S. Worthen and W.F.G. Doran, who gratefully acknowledge the splendid cooperation of the officers of the Singer Manufacturing Company and the Thurso & Nation Valley Railway Company.

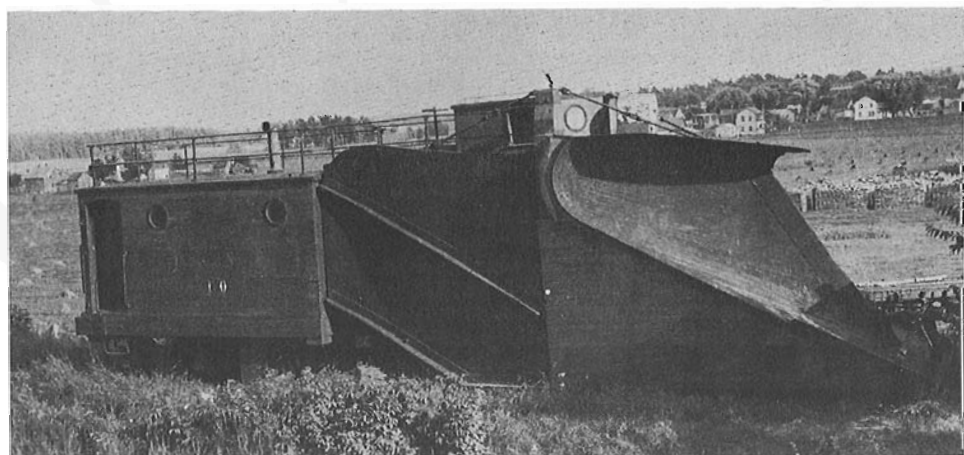
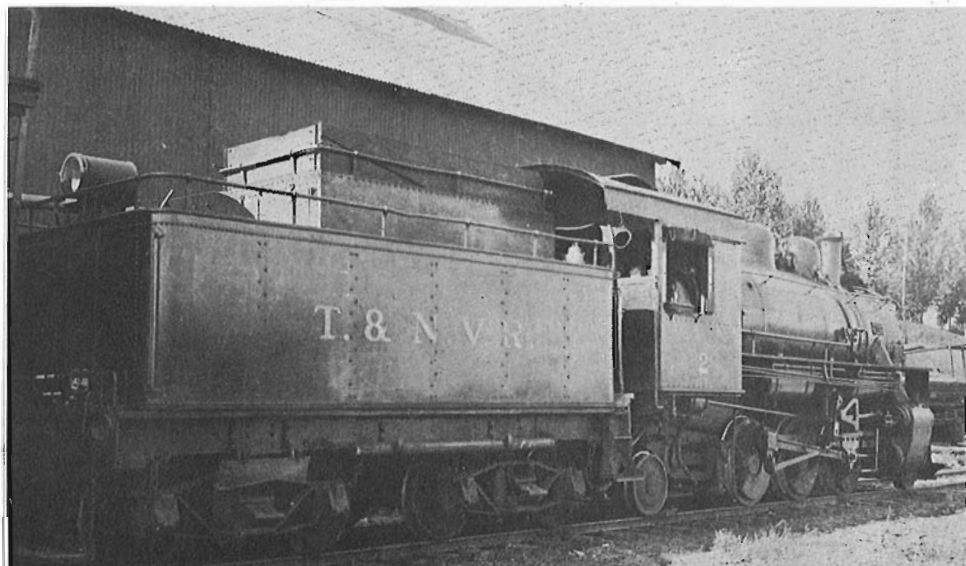
PHOTO CAPTIONS:

(See next page)

Thurso and Nation Valley
Railway equipment at Thurso
Que, on August 24th, 1935.

2-6-2 locomotive #2.
Former CP conductor's van #3.
Russell snowplow #10.

(Three photos from the collection
of the late William Cole.)





..... by O.S.A. Lavallee

The contract for the construction of Montreal's rapid-transit cars has finally been awarded, though at a cost considerably higher than original estimates. An emergency meeting of the City Council on August 6th awarded a contract to Canadian Vickers Limited, Montreal, to construct 369 cars for \$45,513,978. These units will be made up into three-car train sets at an average cost of \$354,461 per set. The longest trains will comprise three sets, or nine cars.

The awarding of this contract followed negotiations carried on with both Canadian Vickers and Montreal Locomotive Works, the only two firms tendering on the original deadline of June 20th. The contract at that time called for construction of 279 cars only, and when the submissions were opened, they were found to be for an amount almost double that originally provided for, \$20,900,000, when the construction of the rubber-tired transit system was given the green light late in 1961. Later meetings between city authorities and representatives of MLW and Vickers resulted in modifications in equipment, in order to obtain some reduction in price, and revised prices were submitted. Later, however, it was decided to seek any cost revision by ordering larger quantities of cars with longer delivery deadlines. The award to Vickers went as a result of an advantage of only \$31,300 over MLW's third bid of \$45,545,218. While no indication has been made by the contractor as to where the cars are to be built, it was understood that consideration had been given to leasing a portion of the former Can-Car plant in Ville St. Pierre in suburban Montreal, especially for this purpose; however, other sources indicate that the space contemplated may, by now, have been leased to other parties.

At the same meeting of City Council, it was asked to approve authority for the administration to borrow an additional \$46,660,000 for subway construction and equipment, this to be added to the original (1961) appropriation of \$132,090,000. The added amount was accounted for only in part by the increased cost of the rolling stock, the balance being for the purpose of building three extensions to the basic network, which have now been officially authorized:

- (1) Extension of Line No. 2 from Cremazie Boulevard to Henri-Bourassa Boulevard.
- (2) Extension of Line No. 2 from Craig Terminus to the region of Central and Windsor Stations.
- (3) A new line from the intersections of Lines 1 and 2 at DeMontigny Street, to the community of Longueuil on the south shore of the Saint Lawrence, extending under the river and serving the artificial island, Ile Notre Dame, on which the 1967 Exposition is to be situated.

Line No. 1 is expected to cost \$45,120,000; Line No. 2 will be increased to \$61,226,000 while the Demontigny-Longueuil "spur" will entail an outlay of \$17,000,000.

Contrary to recent newspaper reports, the City is still negotiating with CNR for use of the Mount Royal Tunnel, though on the basis of using the rubber-tired rolling stock, rather than full-size North American style rail rapid transit vehicles, as originally contemplated. The extension of Line No. 2 from Cremazie to Henri-Bourassa will probably result in the abandonment of that part of the Mount Royal project (Line No. 3) which envisioned a branch from Eastern Junction towards Montreal North. Other extensions may be in the offing, in the light of contractual permission recently obtained from Canadian Pacific Railway to perform soil tests and other inspection under its roadbed between Windsor Station and Atwater Avenue. This survey is on the alignment of Line No. 2 which was extended, as noted above, from the downtown financial district to the region of Windsor Station.

During July and August, the Montreal Transportation Commission's Youville Shops were dismantled to make way for construction of new rapid-transit repair facilities. All other materials left over from the street railway operation which ceased in 1959, were disposed of including seventeen PCC cars and a few work vehicles which were towed away for scrap. Rail, trucks, spare parts and most of the non-PCC cars found their way to the electric railway museums at Branford and Kennebunkport, and to our museum at Delson. Another fugitive from the demolishers was a full-size, plywood-built replica of a Montreal subway car, which had been built in the former paint shop at Youville during the winter of 1962-63, in a "cloak-and-dagger" atmosphere. The mockup, which utilizes discarded autobus tyres for the sake of appearance, was moved to a safer location. It will presumably be used to experiment with colour schemes and interior decorative treatment; the shape of things to come may perhaps be seen in the two-tone exterior grey-blue colour treatment, and the single-piece full-width windshield across the motorman's compartment.

We strive for accuracy.

We like to think that historians and writers of the future will regard facts and statistics published in 'Canadian Rail' with confidence. Therefore, we appreciate it when readers bring factual misprints to our attention. In the July-August issue, it was reported that M.T.C. 2653 was amongst the trams shipped to the U.S.A. Mr. Latour has now informed us that this should have read M.T.C. 2652.

A welcome.

Last month we published an illustrated article on the C.P.R. Montreal Lakeshore service, by Mr. K.R. Thomas. This month, we welcome to our growing list of authors and contributors, Mr. J.S. Nicholson of Saskatoon, Sask. Mr. Nicholson, on page 189, informs us of the progress being made on CN's re-development scheme in that city. We extend our thanks to both these new contributors, as well as to the many others who have contributed during the past fourteen years of publication.

Mary W. Angus.

Of the engines built eighty and more years ago
The most popular type was the 4-4-0.
C.P. 144, which now is ours
Since the year '86 has been pulling the cars.

'Twas only four months since the C.P.R.
Was finished out to the Pacific, so far,
When our engine, then known as 351,
Steamed out of the shops and made her first run.

The thirtieth engine built by this line
At Delorimier Shops looked very fine.
The design of Francis R. F. Brown,
A Superintendent of great renown.

The following year number 29,
The sixty-fifth built, first ran on the line.
390 her number was in this year,
When first she steamed up amid many a cheer.

In the year '88, the Delorimier Shop
The building of 4-4-0's did stop.
So old "twenty-nine" and "one forty-four"
Were now of a class to be built no more.

The decades ahead saw developments new
In the locomotives and railway cars too.
The trains were much longer, and faster they went.
The old 4-4-0's to the branch lines were sent.

For the new stock, the numbering was all rearranged.
The classification letters were changed.
By 1912, the engines, they say,
Were given the numbers they still have today.

Yet onward they rolled as the years passed along,
Rebuilt and renumbered, they still carried on.
But many that started about the same time
One by one came to the end of the line.

The years rolled on, and the time arrived
When they went to Angus to be revived.
Then, in New Brunswick, smoke puffed from their fires,
While driven by engineer Johnny Myers.

At Chipman town they last were seen,
Where from Norton and back they had often been,
With 136, last 4-4-0's to run.
The diesels replaced them, and then there were none.

And so they said a sad adieu
To the Maritimes, which loved them too.
The C.P.R., so generous and kind
Gave them to the Museum, a treasured find.

Now to Delson the engines are bound,
We hope there for many a year they'll be found.
Restored and repainted, and looking the best,
The old iron horses are now at their rest.



The Mammoth Move from Youville

By O.S.A. Lavallee

During the week of June 10th, the Association successfully completed a moving project which, from the points of view of magnitude and logistics, probably surpasses anything of the kind ever undertaken on this continent by a non-profit railway amateur group. The task comprised the removal of twenty-seven transit vehicles from the Montreal Transportation Commission's Youville Shops, at 8845 St. Lawrence Boulevard, in Montreal, to the site of the Canadian Rail Transportation Museum at Delson, Que., about twenty miles distant. Twenty-five of the vehicles were electric railway cars, while the remaining two were non-rail, an omnibus and a sleigh both dating back to the horse-car era in the city.

It all started back in April when, faced with the necessity of demolishing Youville Shops to make way for repair facilities for the new rapid-transit system now under construction, the Montreal Transportation Commission offered to sell the MTC Historical Collection to the Association at a nominal price, provided that the sixteen vehicles comprised therein should be removed from Youville by the beginning of June. Implicit in this request was that CRHA should also remove five cars already owned by it and stored through the courtesy of the MTC at the same location. Further, the Association was offered the choice of the service equipment remaining at that time, and after due consideration settled upon six vehicles.

The first obstacle to present itself was the fact that the cars requiring cover necessitated some eight hundred feet of track space. Only two bays, each 330' long, remained unoccupied in our building at the time that the decision was made, and we have other rail equipment to provide for as well. The problem was solved when we determined that, with delicate tolerances, two streetcar tracks could be placed side-by-side in one twenty-foot-wide bay, to afford crowded, though temporary, storage. Accordingly, it was decided to equip all of the Track 2 bay with double track, and the rear half of the Track 1 bay, affording about 900 feet of streetcar storage, but still leaving 150 feet of normal railway clearance in Track 1 to accommodate other equipment. With this decided, work efforts were concentrated to complete the quarter-mile of track necessary to make the plan operative. Work was put in hand every weekend, and, as Moving Day loomed, night work was performed. As a matter of fact, one of the last key pieces of track was put in place at 10 PM on the day preceding removal of the first cars !

Owing to absence of railway sidings at Youville Shops, it was decided that the cars would have to move to Delson by highway, and matters were helped at this stage by a favourable quotation, with a sizeable discount as a special concession to the museum, offered by Brocklesby Transports Limited. The move was set for the week of June 10th.

Late in May, as recorded in last month's CANADIAN RAIL, the transfer ceremony was held at the MTC Headquarters Building, in which our President, Dr. Nicholls, handed the cheque covering the

sale price to Brigadier Guy Gauvreau, Chairman and General Manager, Montreal Transportation Commission, an Honorary Vice-President and a staunch friend of the Association. The ceremonies over with, the business end of the removal got under way.

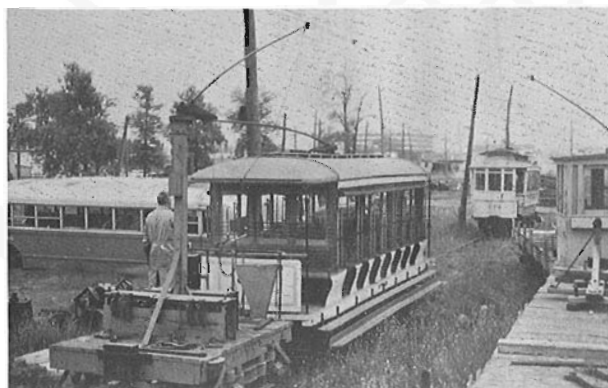
At the last minute, the move was deferred by one day, to June 11th, because unfavourable soil conditions in the creosoting yard made necessary a change of locale for the unloading. The new site selected involved the more extensive use of CPR siding tracks for the transport of the cars, but permission was readily given by the Railway Company provided that duly-qualified CRHA personnel were on hand to look after the closing of siding switches and take personal responsibility to ensure that no derailment or other mishap occurred while the cars were adjacent to the CPR main line (as they were for about five hundred feet of the distance).

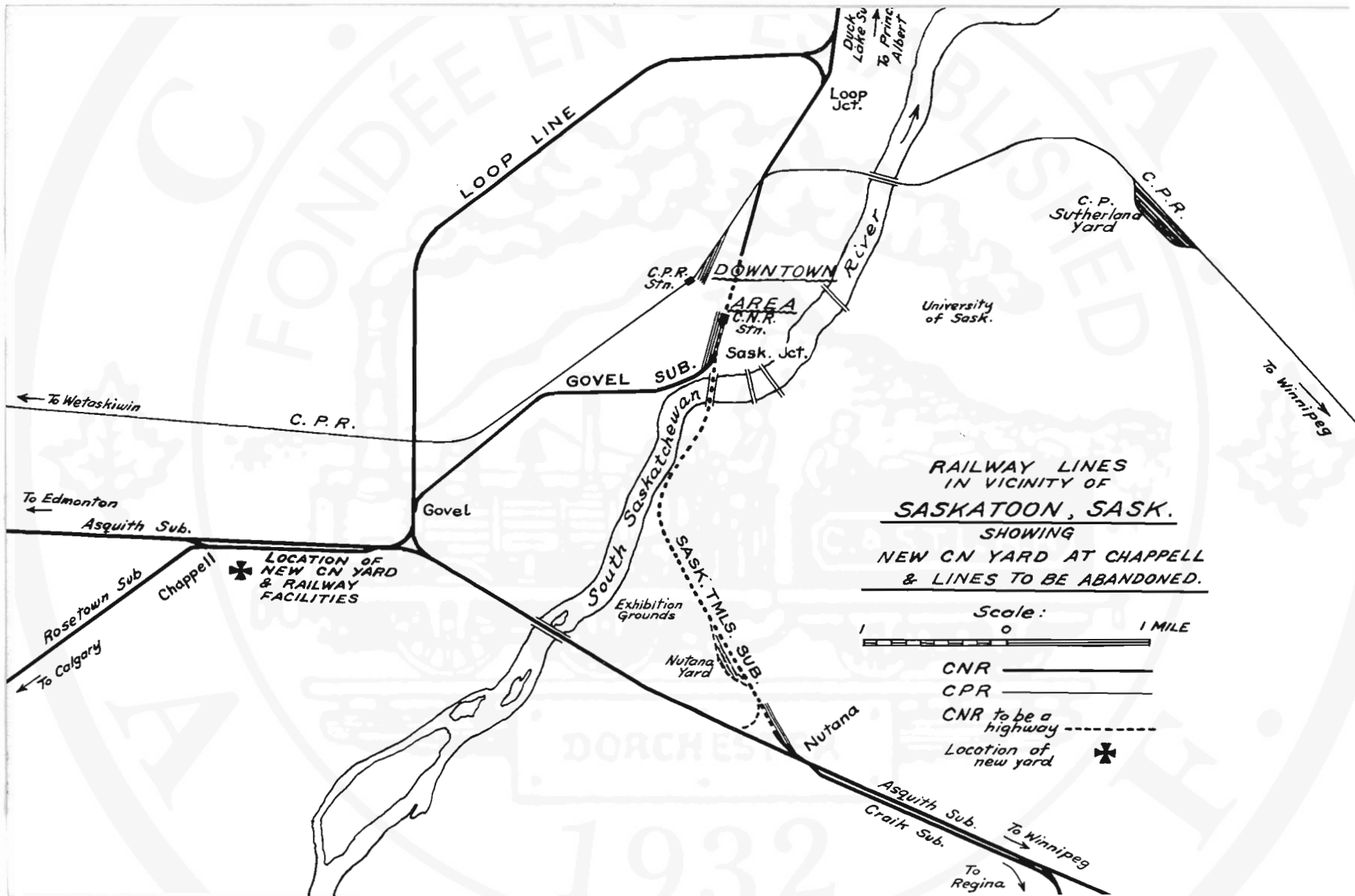
The order of delivery of the cars was as follows:

Tuesday, June 11 : CRHA 8; MSR 274, 350.
Wednesday, " 12 : MTC 3, 51, 200, 997, 3151, 3200.
Thursday, " 13 : MTC 1, 1317, 1959, 2222, 3015, 5001, W-63.
Friday, " 14 : MCPR 7, 20; MTC 859, 1046, 1339, 1801, 3517,
W-2; OTC 859.
Monday, " 17 : M&SC 104, 611.

Here again, no difficulty was experienced except that a planned sequence for delivery of the cars was not able to be carried out at the last minute, as a result of the cutting of 550-volt power at Youville. Consequently, observation car No. 1, originally scheduled to have been delivered on the first day so that it could be put inside, did not come until Thursday, when all of our outside sidings were choked with other cars. The Railway Committee crews worked until 11:15PM that evening, practicing "switching puzzles" with an extremely limited track layout, and, incidentally, using part of CPR's Candiac spur, to get No. 1 inside the building. Our task was magnified by the necessity to couple up using drawbars, links and pins, and the tendency for the narrow-treaded electric cars to derail on standard railway self-guarding switch frogs.

The aftermath of this move, which concluded on Monday, June 17th, found all but two of our electric cars at Delson, and much work ahead of us for the summer to provide track space for all of the equipment. The move caught us unawares, and forced us to back out of an undertaking to take all of the CPR steam locomotives in June as originally planned. Canadian Pacific, with customary understanding and after bringing Selkirk 5935 and 2-8-2 5468 all the way down from Calgary, obligingly put them in storage at Angus until we can cope with them, later in the autumn.





Saskatoon Terminal Development

by J.S. Nicholson

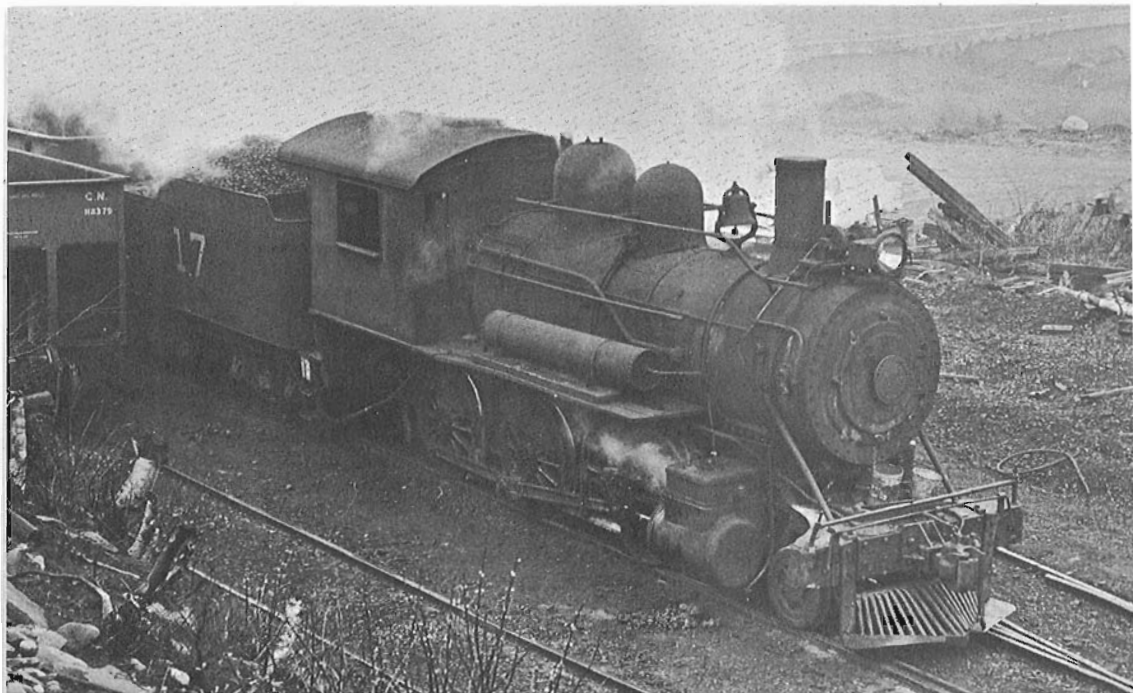
Formal agreement between the Canadian National Railways and the City of Saskatoon calling for removal of the Railway's facilities from the downtown area was signed at Saskatoon last Spring. Following the ceremony at City Hall, various railway and civic officials proceeded to the site of the new yard to be constructed on the southwestern outskirts of the City. With CN President Donald Gordon at the controls of a giant earth moving machine, work on the Saskatoon Terminal project was begun.

The agreement calls for removal of CN trackage from the downtown area of Saskatoon, thus freeing 24 acres of choice land in the heart of the City for commercial redevelopment. A new yard covering more than 300 acres and containing more than 38 miles of track is to be built south of the present CN main line near the western edge of the City. The new yard will include a passenger station, express-freight centre, diesel and car shop, work equipment service building, and yard office. The six-million-dollar project will be twelve minutes by auto from downtown Saskatoon and is to be ready for use by July, 1965. Administrative offices for CN's Saskatchewan Area will remain in the City's centre.

When the new yard is completed, the present Nutana freight yard, covering more than 180 acres on the south side of the City, will be turned into an industrial park for light industry. Approximately two miles of right-of-way connecting Nutana Yard with the present downtown city yard will be taken over by the City for use as a high-speed traffic artery. The City will also obtain the present railway bridge spanning the South Saskatchewan River and convert it to handle road traffic.

At the official ceremonies marking the start of the project, Mr. Gordon stated that both the railway and the city will benefit from the undertaking. He added, "This Saskatoon project is unique in the annals of CN history. It marks the first complete removal of railway trackage from a major city centre." Mayor Buckwold of Saskatoon stated, "Not many cities have a second chance. Saskatoon is in the happy position of being able to rebuild its downtown area."

The idea of relocating the railway facilities was conceived by civic officials following a long-range traffic survey carried out in Saskatoon in recent years. A firm of traffic consultants recommended measures which would have cost the city approximately twenty four million dollars, a substantial portion of which resulted from the presence of the CN's City Yard impeding the free flow of traffic. When civic officials realized the saving which would result from removal of the yard, unofficial talks were held with local railway officers on the possibility of relocating the yard. The matter was progressed through various levels of railway management and culminated with the signing of the agreement on May 6, 1963.



On May 7th, 1962, Gerald Lapointe of Fredericton, N.B. obtained this interesting view of Broughton Collieries #17. The 2-6-0 was built in April 1903 by the American Locomotive Co. at Schenectady (#27301). We received Mr. Lapointe's photo through the kindness of Messrs. Howard Easton and R. Burns.

A bright blue boxcar on the Canadian National signifies a Car-Go-Rail transporter. The above photo shows an automobile being loaded into the end-door rail vehicle for shipment under the C.N.'s newest passenger travel promotion plan. (CNR photo)



Notes and News

by W. L. Pharoah



- ★ CN plans to build Canada's most modern railway technical research centre, in Montreal. Construction tenders for the new building have been called and it is due for completion by the middle of next year. The centre will be built near the new Montreal hump yard. The new building will replace an old four-storey one near the Point St. Charles shops, which has been used as research and test laboratories since 1945, when the technical research section was formed.
- ★ The Montreal Transportation Commission, having been unsuccessful in finding a buyer for its 17 P.C.C. streetcars, has recently scrapped them.
- ★ CN steam locomotive No. 5107, used last year on a C.R.H.A. excursion, was sent to the Ontario Northland Railway on July 26, for permanent preservation and exhibition by that railway. It is reported that the locomotive will bear O.N.R. lettering!
- ★ Reflecting the benefits of a \$12 million track improvement program undertaken over the past seven years, CN has speeded up its freight services between Prince Rupert and Jasper. Elapsed time between the two points will be less than 24 hours as against more than 32 hours formerly. For shippers to eastern Canadian points this will mean one-day earlier arrival in Toronto and Montreal by reason of connections with fast transcontinental trains at Red Pass Junction, Jasper, and Edmonton. Shippers of fresh and frozen fish out of Prince Rupert and Ketchikan will benefit particularly by this faster access to the major eastern markets. This northern transcontinental route has gained added significance in the past year as a new transportation link with Alaska. CN now has Aquatrains operating from Prince Rupert to Whittier and to Saxman, near Ketchikan. The railway's improvement program has involved laying 295 miles of new 100-pound rail, placing 494,000 yards of high quality ballast, renewing 180,000 track ties and other such items as 176,000 additional rail anchors and 35,000 tie plates in order to handle higher speeds and heavier loads.
- ★ A road-rail trailer, developed by CN, is a new concept in the housing of maintenance-of-way crews. The trailer can travel by road or by rail and is designed to reduce the \$166 million CN spends on track maintenance annually while at the same time providing the men who work on the line with all the comforts of home. Each trailer sleeps six men. With the road-rail trailer, work crews can travel to work sites aboard their self-propelled equipment such as tampers and inspection cars, towing their own living quarters. They can set off the trailers at any convenient point. No interference is caused to passing trains, and the men do not have to travel long distances from bunk and boarding cars to work sites. They can travel by road with the trailer if this saves time.

White Collar Workout

- Doug Wright, Montreal Star



"A few more days and your wind and your nerves will come back just as though you'd never been away on vacation!"

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