

Canadian Rail



Number 163 / February 1965





1 h.p.

The upper photograph on the adjacent page shows the one h.p. motive power unit and rolling stock on the Mattagami Railway about the year 1928. The photo, from the collection of Mr. J.E. "Monty" Montgomery, Timmins, Ontario, was taken by Mr. Fred Davidson of Schumacher, Ontario, and shows some of the early equipment on the Abitibi Power and Paper Company's subsidiary line at Smooth Rock Falls, Ont.

This Mattagami line is not to be confused with the recently-completed Matagami line of the National Railways between Franquet, and the ore-rich area around Mattagami Lake, Quebec.

Are they? -or- are they not?

From Edmonton comes a photograph and description of what may well be one of the last stub switches still in daily use on a major Canadian railway. There are two of these three-way stubs, a short distance from one another on an industrial lead near the 104 Avenue Yards in downtown Edmonton. The spurs on either side serve industrial loading docks while the centre track is the "main line" of the lead from which other sidings diverge at intervals. Mr. Eric Johnson, who sent us the photo and details, tells us that the CN normally switches the line about 2 a.m., since the area is usually overparked with cars in the daytime.

Are these the last of their kind in Canada? Let us know if there are others still in use.

The Cover

It's not going to be this easy to get occupancy of the rear seats in C.N.'s modernized SKYVIEW Cars, while the Ocean of the Scotian is following the beautiful Matapedia Valley, or traversing the scenic Folly Lake area of Nova Scotia. But our cover photo this month gives some indication of the panoramic view which awaits passengers in the newly-rebuilt cars, which the National System recently purchased from the Milwaukee Road. (See C.R. May, 1964).

Photograph courtesy C.N.R.

CAR NO 1 CONFEDERATION CAR

"DID SIR JOHN A. MACDONALD
SLEEP HERE ?"

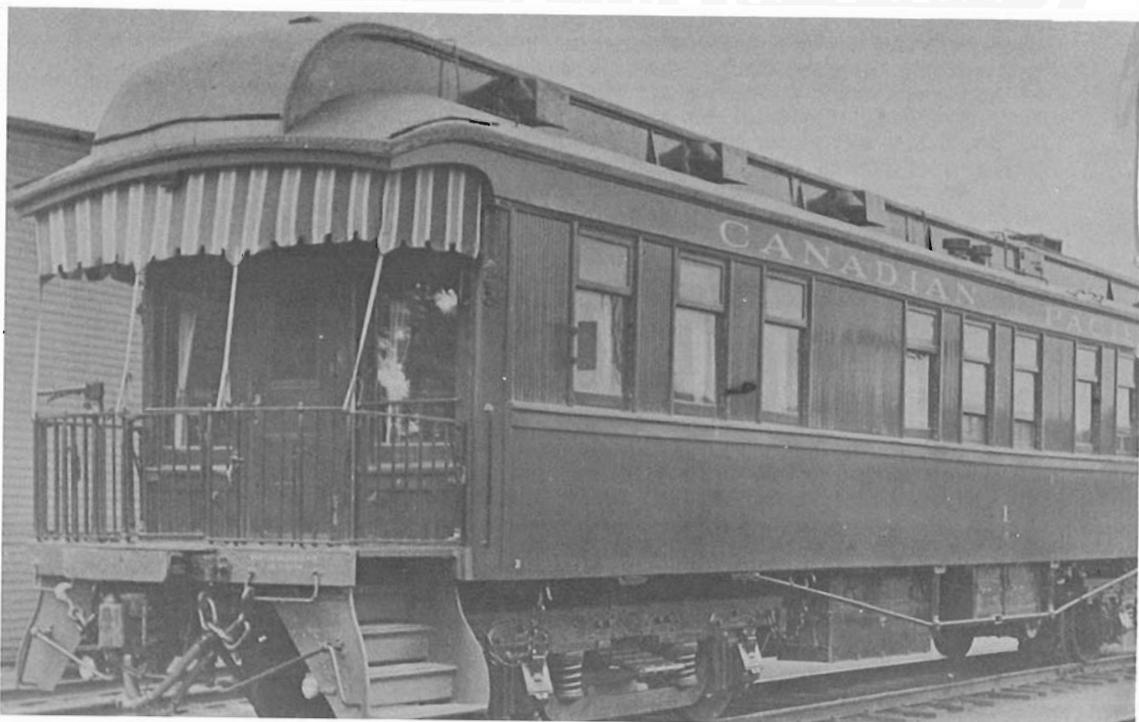
by Omer Lavallée.

Inevitably, as the centenary year of Confederation approaches, artifacts bearing relationship to the political events centering on 1867 take on a new interest and meaning. Museums are busily seeking out and refurbishing portraits, photographs, letters, manuscripts and other mementoes of the Fathers of Confederation; even the sites of the various acts and deliberations, such as the Charlottetown Conference of 1864, are being converted into national monuments, as indeed they should be.

The Canadian Railway Museum

will have its own Confederation showpiece for 1967 in the form of Canadian Pacific Railway official car No. 1, whose own origins are known to date back to the commemorative period, and quite possibly, even beyond it; it is related directly to the formative years of Canada as we now know it and was associated with the legendary political figures of that period who brought the initial union about.

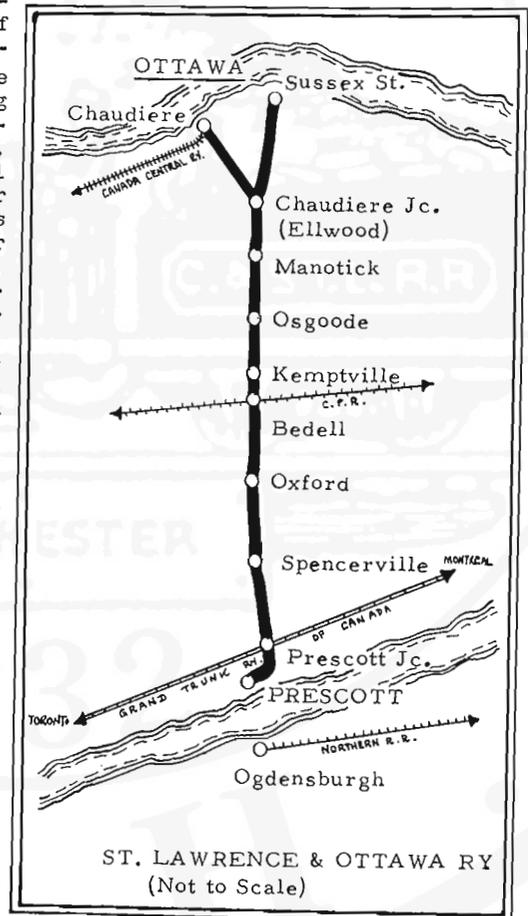
When No. 1 was retired from service in 1960, at a minimum age of 92, it was probably the oldest regularly-operating non-museum

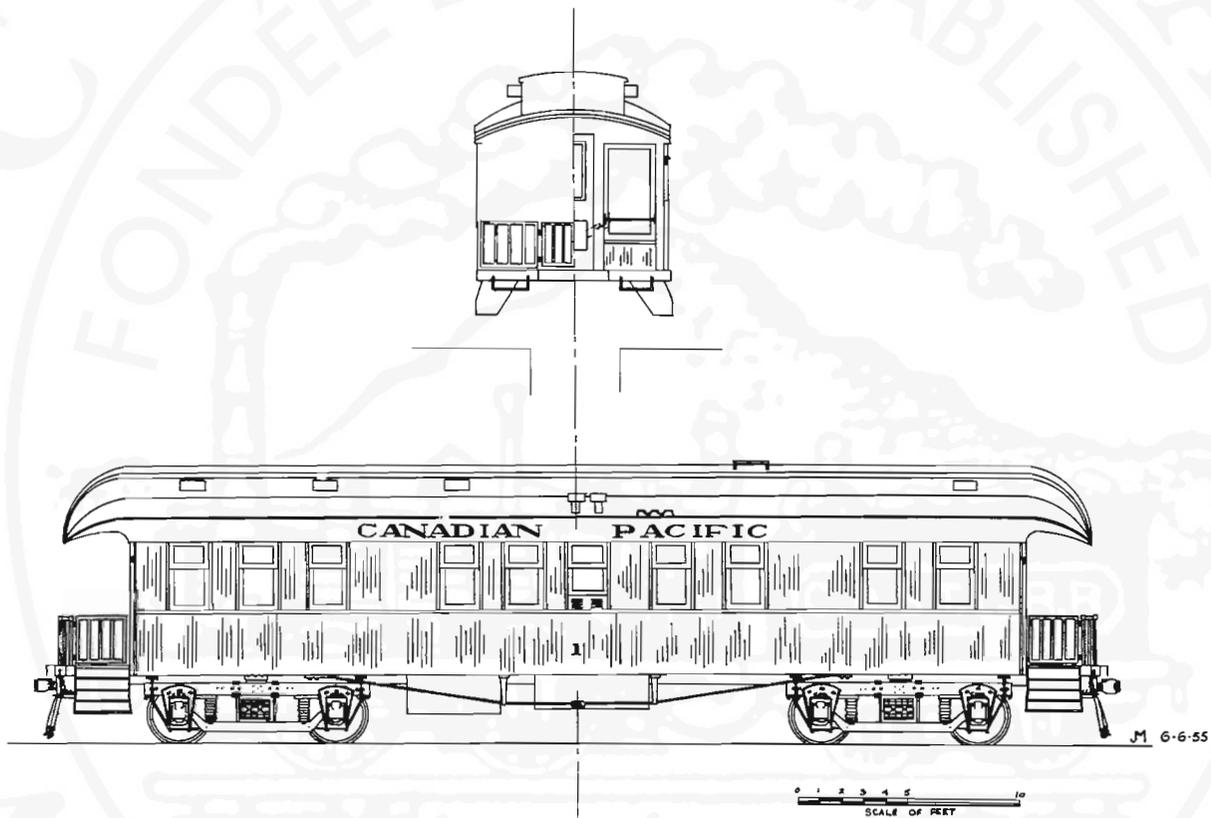


piece of railway rolling stock in North America. Its origins are known to date back to about 1868, but conceivably, as an ordinary passenger car, its history might have begun as early as 1854. While the exterior of this little 48-foot car has been reconstructed at least once in the intervening period, altering its appearance quite radically, the greater part of the interior is unquestionably original. A visit to the interior of No. 1 conveys, to the connoisseur, an aura of restrained antiquity, an impression heightened by the varnished oak tongue-and-groove interior wall finish and the small, regularly-spaced windows. Certainly, the decor of No. 1 stands in stark contrast to the almost-baroque, classically late-Victorian treatment of our other official car, "Saskatchewan". When No. 1 was built, the car builder was still subordinating final appearance to the basic requirements of the car structure. Glass was expensive and structural considerations precluded wide or tall windows. By the late Seventies however, the art of the Master Car Builder had achieved full flower, and to the refrain of "hang the expense" sung by unabashed, unrepentant and self-admitted capitalists, the "picture window" was incorporated, intricate hand-carved floral designs were executed by European artists out of tropical woods, kitchens and lavatories inlaid with terrazzo tile, and bevelled-glass mirrors placed in every unoccupied panel. It is not surprising that a car like "Saskatchewan" cost its owners a price equivalent to four new steam locomotives!

No. 1, on the other hand, reflects the anterior practice, and except for necessary modifications to interior appointments such as plumbing and heating, it is essentially as it appeared about 1868 when it was either (1) built new as an official car, or (2) rebuilt from an older car frame, possibly that of a passenger coach.

What is now No. 1 was purchased by Canadian Pacific Railway on Oct. 5th, 1882, from the Saint Lawrence & Ottawa Railway, two years prior to that Company's absorption by the C.P.R. The Saint Lawrence & Ottawa, which extended from Prescott, Ont., to Ottawa (Sussex Street), with a branch from Chaudiere Junction (Ellwood) into Broad Street, was Ottawa's first railway, opened on December 25, 1854. This pioneer line, known originally as the Bytown & Prescott Railway but changed six days after its opening to Ottawa & Prescott Railway (to agree with the renaming of Canada's future capital from "Bytown" to "Ottawa") was financed in a precarious manner.





Drawing: J. Marjoribanks.

CANADIAN PACIFIC RY
BUSINESS CAR #1
BUILT BY CROSSEN CAR CO., COBOURG, ONT.
c. 1873-75
ACQUIRED IN 1882 FROM ST LAWRENCE & OTTAWA RY

Added to this, it was a standard-gauge railway built during the ascendancy of the broad "Provincial gauge", and its only physical interchange for freight cars was afforded by a car ferry crossing of the Saint Lawrence River from Prescott to Ogdensburgh, N. Y., where the Northern Railroad of New York connected and had its principal shops. In fact, much of the original passenger equipment of the Ottawa & Prescott was built by the Northern at Ogdensburgh.

Construction of the Grand Trunk Railway along the Saint Lawrence from Montreal to Toronto in 1855-56 changed the traffic pattern somewhat, but the fact that the GTR was built to the broad gauge constituted an impediment to free interchange for some fifteen years, until 1872 when it was reduced to standard.

The depression of 1857 hit hard at the O&P and default in bond interest payments resulted in the eventual sale of the railway to the first mortgage holders, wiping out all of the original equity capital and much other indebtedness. Consequent loss of confidence and even resentment exhibited toward the railway by the towns and villages along its path culminated in its complete closing and cessation of all traffic in 1865. The railway was virtually abandoned for more than two years.

The advent of Confederation and the prospect of Ottawa evolving as the capital of a larger political organism than the original Province of Canada resulted in a resuscitation of the moribund Ottawa & Prescott. In 1867, a new Company, the Saint Lawrence & Ottawa Railway, was incorporated, and early in 1868, long-needed repairs were made to the line, enabling it to be reopened to traffic. A survey of the original locomotive and car stock was made; only a portion of it could be salvaged and repaired, and there was, therefore, an important infusion of new locomotives and rolling stock. It is at this period that what is now car

No. 1 appears on the scene. Then known as St. Lawrence & Ottawa No. 9 it was either purchased new in 1868 or within a year or so thereafter from a builder now unknown, or else it was rebuilt at Prescott or at Ogdensburgh from one of the original 1854-built O&P passenger cars condemned as such in the renovation of 1863. The 48-foot length -- very short for 1868 -- and the small regularly-spaced window openings incline us to the 1854 theory. If this is so, the No. 1 may now be one hundred and ten years old!

One might well wonder why a 56-mile "short line" would require an official car. The answer is to be found in the fact that, until September 1870, when the Brockville & Ottawa was completed into Ottawa from Carleton Place, the Prescott line was Ottawa's only railway and, as such, it had to provide private and reasonably sumptuous accommodation not only for vice-regal dignitaries, government ministers and officers, and members of parliament but for ambassadors and diplomatic representatives of foreign countries. The alternative passenger route to Ottawa was by steamer on the Ottawa River, a route offering comfortable accommodation and excellent food, but requiring transfer at the Carillon rapids and, of course, functioning only in the warmer months.

Completion of the Brockville & Ottawa in 1870 really only provided an alternative route to points in central and western Ontario; the St. L. & O.-G.T.R. route to Montreal remained the shortest and most expeditious until the Quebec government-owned Quebec, Montreal, Ottawa & Occidental was finished from Montreal to Hull in December 1877.

In 1882, to satisfy the growing demand for business car facilities on a rapidly expanding railway Canadian Pacific purchased the car from the Prescott line; two years later, on September 26, 1884 and by virtue of a 999-year lease, the St. Lawrence & Ottawa was gathered to the boundless bosom of the Pacific company. The railway has survived

physically into our time, intact save for the spur into the original Sussex Street Station, abandoned in recent years.

In the period prior to 1882, it is perhaps not stretching the laws of probability too far to picture Sir John A. Macdonald hammering out the principles of the "National Policy" to the members of his cabinet while riding down to Prescott following the prorogation of Parliament. The four walls of No. 1's lounge resounded to the varying fortunes of the Tories and the Grits; the silence, perhaps, of the members of the Macdonald Cabinet in defeat after revelation of the Pacific Scandal in 1873; the jubilation of the return to power in 1878. This car may well have been waiting at Sussex Street on a fateful night in 1868 when Thomas d'Arcy McGee was assassinated in the streets of the capital on the verge of a departure for Montreal.

The later history of what is now No. 1 is as follows:

1882, Oct. 5 - Purchased by Canadian Pacific Railway and numbered 77.

1886, March - Rebuilt and renumbered 78 (there was already a car 77 on western lines).

1894, March - Renumbered 14.

1907, May - Renumbered 1.

The fact of the rebuilding in 1886 lends additional weight to the theory of an 1854 building date. It was at this time that the trucks and platforms would have been replaced, and the exterior resheathed. Quite possibly the roof style was modified at this time, as well.

In 1907, quite accidentally, the car was given the Canadian Pacific's initial digit, inheriting it from a pay car which had previously been scrapped. It should be stressed that the assignment of this number in no way betokened official recognition of the age of this venerable unit. Over the years, the

originally-recorded building date of about 1868 was inadvertently lost and in the most recent CP. records, the building date was shown as 1882, the year of the car's purchase from the St.L.&O. Original records were unearthed to re-establish the car's pre-1882 history.

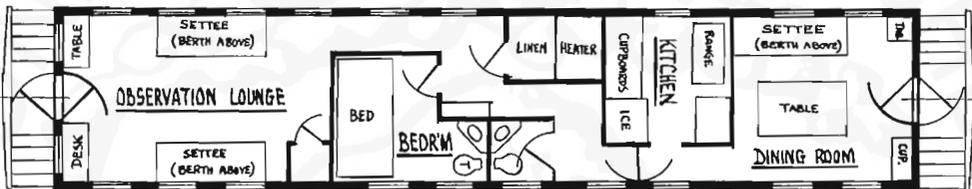
For at least thirty years prior to 1959, No. 1 was assigned to the Canadian Pacific's Superintendent at Woodstock, N.B. In that year, consequent upon a CP system reorganization, it was moved to Montreal and assigned to the Laurentian Division. While in this service, and in anticipation of its preservation by CRHA, No. 1 was used on the rear of our 1959 Fall Foliage Excursion, hauled by D-4-g engine No. 424, which was operated from Montreal to Ottawa and return. In July, 1960, No. 1 was replaced as Laurentian Division car by No. 30, a steel observation car, and was thereupon released to our Association. We did not take delivery of it, however, until April 1963, when it was moved to Delson as part of a "Consignment" of Canadian Pacific equipment which included engines 29 and 144, a baggage car, coach and observation car.

No. 1 has remained inside our exhibits building since shortly after its arrival, helping to retain its remarkably good condition after countless thousands of miles and -- who knows? -- perhaps well over a century of Canadian railroading.

Historians are, perforce, dreamers. I often wonder whether, in the dark night hours at the museum when no one is about, the shade of "Sir John A." might be seen to shuffle slowly toward the dining room cabinet, groping with an experienced hand for the decanter that we still keep there in tribute to his renowned predilection for alcoholic stimulant. Lest the thought of a full carafe draw lovers of fine whiskey to the museum, we hasten to add that it is empty, the spirits being as truly "spiritual" as our first Prime Minister's ghost itself!

In the bedroom, there is a bronze bedstead in which the politically-great could have indulged in a few moments of fitful slumber. Another museum might not be able to resist the temptation to capitalize on the popular imagination and advertise that "Sir John A. MacDonald Slept Here". Such a caption would be trite, and distinctly out of keeping with the ethic of the Cana-

dian Railway Museum. Up to now, car No. 1 has kept its secrets to itself, its purpose at the museum being to serve on important occasions as a reception centre for special visitors. This duty notwithstanding, its general associations with the beginnings of Canada as a nation will make it an object of special veneration in the confederation centenary year 1967.



1965 annual meeting

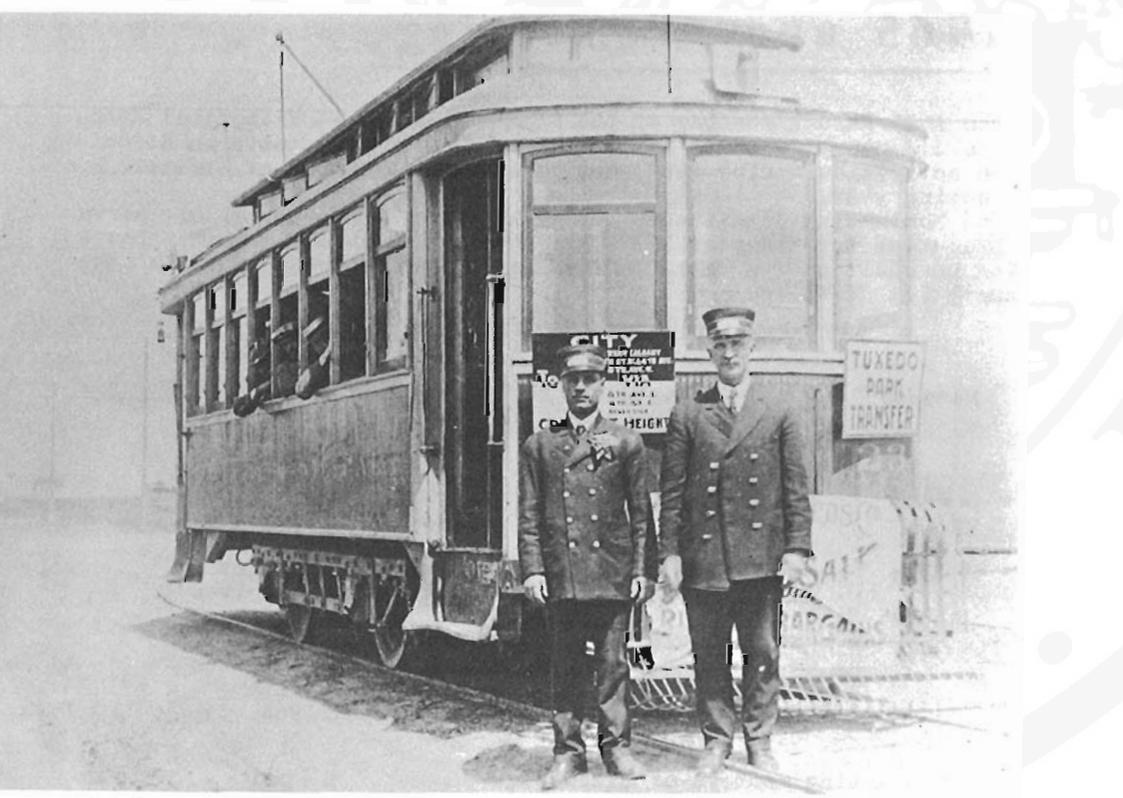
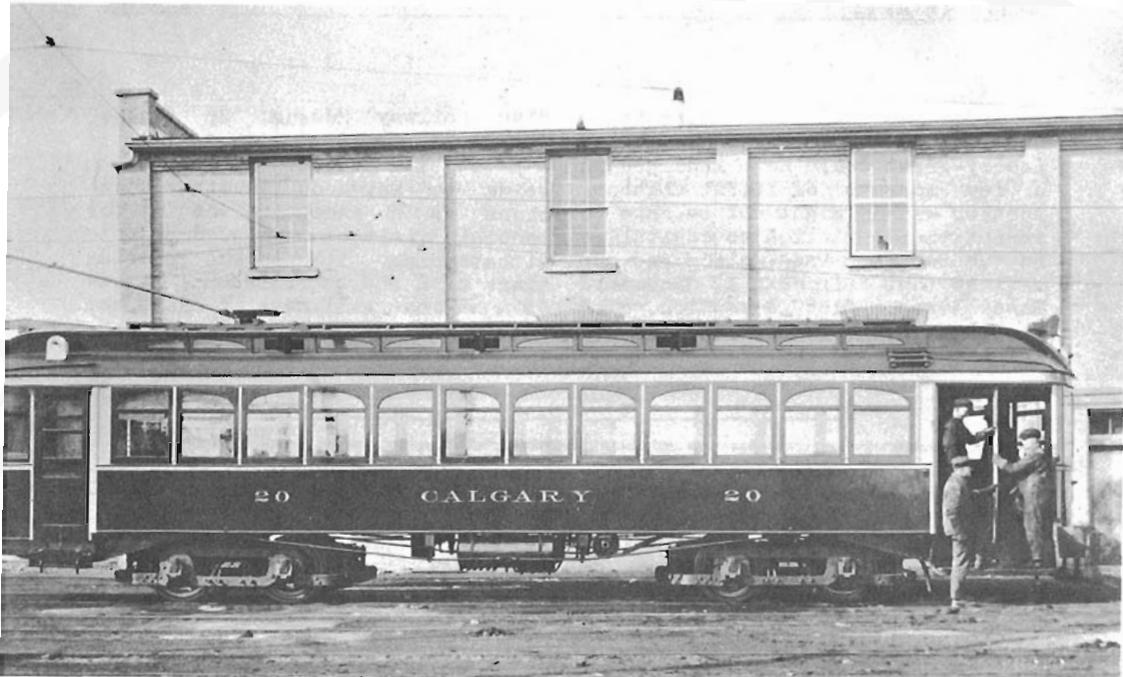
The 1965 Annual Meeting of the Canadian Railroad Historical Assn. was held January 20 last, for the presentation of reports on Association activities during 1964, and for the election of officers for the coming year.

The Nominating Committee's selection of twelve members to serve as Executive for the year 1965 was elected by acclamation, there being no additional names submitted to the Secretary prior to the January 1st deadline.

Members of the Executive for 1965 are as follows:
(position held in 1964)

Messrs. R. V. V. Nicholls	President
C. Viau	Vice President
O. S. A. Lavallée	Vice President
A. S. Walbridge	Treasurer
★ J. Collins	Secretary
S. C. Cheasley	Museum
D. R. Henderson	Publications
W. L. Pharoah	Special Activities
S. S. Worthen	Librarian & Archives
★ M. Leduc	Membership
I. Macorquodale	Technical advisors to
W. Webb	Museum Committee
W. Bedbrook	Not on Executive
R. Bryant	during 1964.

★ Not voting members of Executive.



SASKATOON MUNICIPAL RAILWAY

Supplementing the article on the Saskatoon Municipal Railway, (Canadian Rail- November 1964) Mr. John Meikle of Edmonton writes:

"In the interests of accuracy, it should be noted that the deal between Saskatoon and Calgary... in 1919 involved six Ottawa-built four-wheeler single-end cars (Taylor trucks and no air brakes, and converted for one-man operation) for six Preston double-enders with Standard 0-5- trucks. These cars were numbered by Calgary as 19, 20, 21, 24, 28, 33 to replace the numbers carried by the single-endersfour-wheelers. They were converted by Calgary to single end operation. Saskatoon later installed air brakes on the ex-Calgary cars, which were numbered in the 40 series. The picture on page 256, shows four of the Preston cars which were then numbered in the 20 series."

	Prior to swap.	After 1919 trade
Six Ottawa single-end single truck	Calgary 19, 20, 21, ★ 24, 28, 33.	Saskatoon 40-45 incl.
Six Preston double-end double truck	Saskatoon 20-25 incl.	Calgary 19,20,21, 24,28,33.

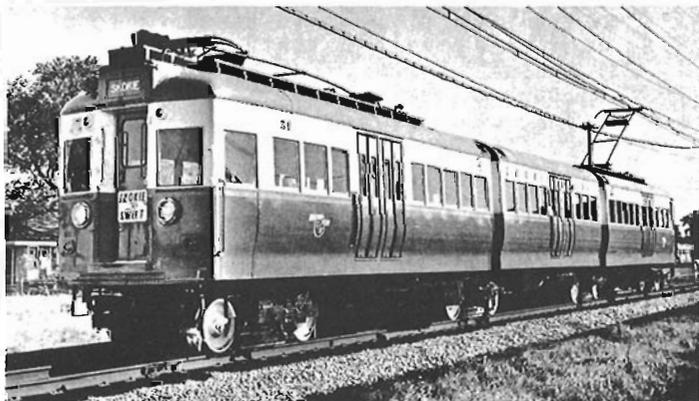
Photographs of the two types of cars referred to above are shown on the adjacent page, provided through the courtesy of Mr. Meikle.

THE SKOKIE SWIFT

Although as a matter of policy we do not cover items that other publications are in a better position to report accurately, we feel that the spactacular record achieved by Chicago's "Skokie Swift" experiment and reported fully by Headlights Magazine of the ERA deserves some mention. Originally based on an anticipated

975 weekday passengers, the service carried 5859 revenue passengers on July 8th last, and over six thousand passengers on October 16th. This figure is one and a half times the number of passengers who used the service when inaugurated last April and almost 4 times the traffic handled to and from Skokie on the North Shore Line trains before their abandonment.

In addition to the spactacular traffic figures, ERA "Headlights" also includes details of the two articulated rapid transit cars, which the Chicago Transit Authority has recently



Car 51, one of the two articulated cars rebuilt for service on the Skokie Swift

rebuilt to serve the line and supplement the eight single-unit cars originally assigned to the operation.

Commuters Wanted !

A new and unorthodox publicity venture -- a drive to attract commuters to rail -- has been launched. The campaign has been concentrated on daily travellers and is linked with the faster and more frequent services recently introduced. Publicity folders, widely circulated in connection with the drive, emphasize the relaxation of rail by comparison with road travel and stress particularly the difficulties of driving on congested roads and combatting winter hazards. Comparisons are made between rail and motoring costs. As a longer-term policy, the drive is also being directed at residents of the metropolis itself, stressing the advantages of moving to less built-up areas of the country, and the lower costs of living on what the brochures call the "Commuteroutes".

All the above, we should hasten to add, does not mean that North American railways are out to woo the commuter -- yet: but it is the venture launched by the Western Region of British Rail in the London England, area.

In Britain ----

Richard Beeching, widely-known in Britain as a ruthless manager and cost-cutter, is leaving his post as Chairman of the British Railway Board. Behind the resignation is a policy disagreement over the future course of British road and rail transportation.

The former Conservative Government had given Mr. Beeching a free hand to apply the strict cost-accounting principles of the business world to the railway system, and a plan had been formulated and announced for the abandonment of some 5,000 miles of track, and the abolishment of about 70,000 railwaymen's jobs.

Shortly after the new Labour Government came to power, however, it announced plans to re-examine many of the planned cutbacks. The Government insisted that new investigations take social aspects into consideration, and stipulated that interested parties to the changes be consulted.

Not getting the free hand he had previously held, Mr. Beeching offered to resign and return to the Imperial Chemical Industries from whence he had come. No successor has yet been appointed. Mr. Tom Fraser, the Minister of Transport, is expected meanwhile to announce a reprieve for some of the railway services previously scheduled for abandonment.

And in Australia ----

One hundred new, modern trams are to be purchased by the Melbourne Tramways Board within the next eighteen months, according to the word received from Australia late last year. Although there are no definite plans for any extensions to the City's electric railway mileage, the Board intends to retain all services and will require the new units to replace older vehicles in the fleet of 738 trams.

CN OPENS NEW TERMINAL
AT SASKATOON.

J.Nicolson

Impressive ceremonies were held in Saskatoon on November 17th, 1964, in connection with the terminal redevelopment in that City. Among the distinguished guests participating were C.N.R. President Donald Gordon, Saskatchewan Premier Ross Thatcher, Mayor P.C. Klaehn, of Saskatoon, and W.C. Bowra, Vice President of the CN Prairie Region.



The official party and some 300 invited guests assembled in the old CN station at 8:45 am and were welcomed by Mr. Bowra, who then invited them to board a special train to travel to the new terminal. Promptly at 9:00 am, the last train to leave the old station pulled out bringing to a close 73 years of rail service to downtown Saskatoon by CN and its predecessor companies.

The train consisted of engine 9074, steam generator car, an express car and five coaches. On arrival at the new station, Premier Thatcher performed the opening honours by cutting a ribbon and was then invited to open the doors of the new station with a gold key. The

guests then assembled in the station to hear brief speeches, marking the event. In his address, Mr. Gordon noted that the Saskatoon redevelopment marked the first time in Canada that a railway had moved its entire facilities from the heart of a city. He praised all concerned with the construction of the new terminal, noting that it was only



in May, 1963, that he had participated in ceremonies marking the commencement of the project. The CN President stated that it was a matter of pride for him to note that the entire project had been completed in some eighteen months.

Following official opening of the station, guests again boarded the train for a tour of the new yard. Young ladies from the CN offices, attractively attired in red, white and blue outfits, served coffee to the guests as the train toured the yard and returned to the downtown station. On arrival at the old station, members of the official party removed a section of rail from one of the tracks to mark the closure of the station and immediately following this, Mr. Gordon, Premier Thatcher, Mayor Klæhn and Mr. Morris Wiss, representing the developers of the downtown property, turned the first sod for the commercial complex that will rise on the site.

A reception and luncheon at the Bessborough Hotel followed. Among the several speakers was Mr. A.B. Hill of Calgary, President of Scott National Fruit Company, the first firm to locate in CN's new Nutana Industrial Park on the site of the old freight yard and shops. When fully developed, this area will have 70 industrial sites all served by road and rail access.

The move to the new terminal took place in several stages over the past few months. Some Operating Department office staffs moved to the new location during the early summer and on August 31st, all rail and shop operations were transferred from Nutana to the new yard. The old station and downtown yard closed following the arrival of Train # 3 on the night of November 14th and the new station went into use with the arrival of Train # 10 on the morning of November 15th.

The new terminal covers 285 acres and is two and three-quarters miles long. It contains seven major buildings and the yard, which has been described as the most modern flat yard in Canada, contains 40 miles of track. The entire area is lighted by 150 mercury vapor lights for 24 hour a day operation. Extensive use of glass and coloured brick was made in the construction of the passenger station, which has an open concourse area of over 3800 sq. ft. The express freight building is a concrete and steel structure 445 ft. long with 43 loading docks. A towveyor system, pneumatic tubes for handling waybills and a modern communications network will speed the handling of traffic through the shed. Focal point of operations in the terminal will be the operations tower building which houses the Trainmasters, Dispatchers and Yardmasters. The latter will direct operations in the yard from a glassed-in tower and will be in communication with crews via two way radio and talk back speaker system. The C.T.C. installation in this building will control all main line traffic between Melville and Biggar and north to Warman. The diesel and car repair building contains run through tracks in both shops with a modern machine shop, offices and locker rooms in the centre of the structure. The diesel shop can accommodate nine locomotives or six railiner units for running repairs and nine freight cars can be housed on the enclosed repair tracks in the Car Department section.

CN boasts that the new facilities are geared to meet the transportation demands of a growing city and this impressive new terminal appears to be capable of substantiating that claim.

Notes and News

-- P. A. Ganley



The Canadian Pacific has been authorized by the Board of Transport Commissioners to abandon the 15 mile branch between Estray and Valcourt, Que. on April 30th. There has been no mail or passenger service of the line for many years - freight trains operating about once a week on an as-required basis.

CN has teamed with its New England subsidiary, the Central Vermont, plus the New Haven, Leigh and Hudson River, Pennsylvania, Reading, Central of New Jersey and The Baltimore & Ohio Railways to forge the fastest freight line between Eastern Canada and the big Eastern United States market. The new service has been christened "The Canadian Yankee". The schedule calls for third day arrivals at such U.S. points as Philadelphia, Harrisburg, Wilmington, Baltimore and Washington. Connections will be made at Potomac Yards, Va., with the Richmond, Fredericksburg and Potomac for Atlantic Coast Line and Seaboard Air Line destinations, and directly with the Southern Railway.

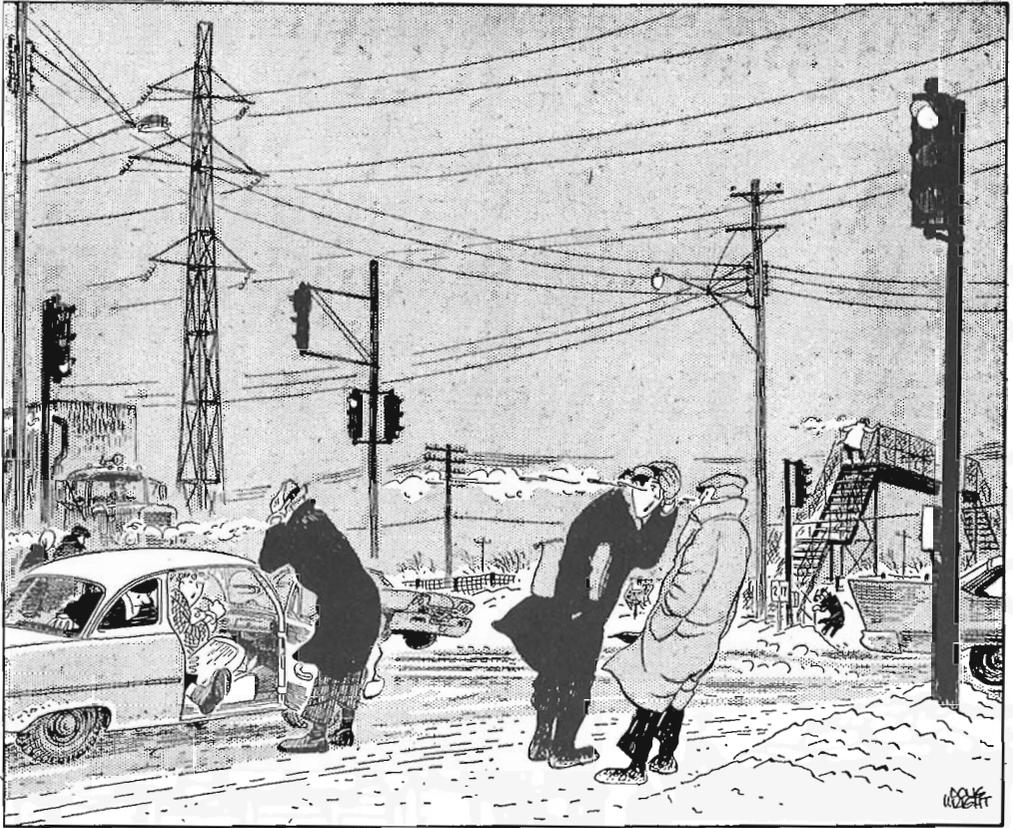
CN is experimenting with what is possibly the largest stock car on the continent. The prototype unit is a double-deck livestock car having three times the capacity of most of those presently in use. If the unit proves acceptable to Alberta livestock shippers and stockyard operators, this particular type car will be increased in number. The car can handle 80 slaughter cattle or 250 butcher hogs on its two decks, which have a length of 55 feet and headroom of 5 feet, ten inches on the lower level and 6 feet, 7 inches on the upper.

The Board of Transport Commissioners has amended its original abandonment order to allow a mile and a half of the Buctouche branch line to remain. The original abandonment order covered all except the first quarter-mile of the 30-mile branch line. This mile and a half will be left to serve as a spur to the surrounding industrially-zoned area.

Montreal Locomotive Works Ltd has delivered two new 2,400 h.p. locomotives to CN which will be used on high speed freight service to the West. CN has ordered 400 steel flat cars from Quebec and Ontario car builders.

CN is featuring a series of commercials which include on-train recordings of conversations with passengers which is part of its program to lure passengers back to the trains. The radio commercials were obtained by radio and TV personality Fred Davis who toured the country by rail taking more than 60 tape-recorded interviews.

On December 21st, CNR extended its C.T.C. signalling system to Edson, Alta. 105 miles east of Jasper. The stretch from Edson to Jasper will be added this year.



"They'd have a lot more people riding the trains on a cold morning if they'd build a nice big parking lot right beside the station!"

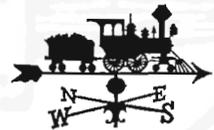
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