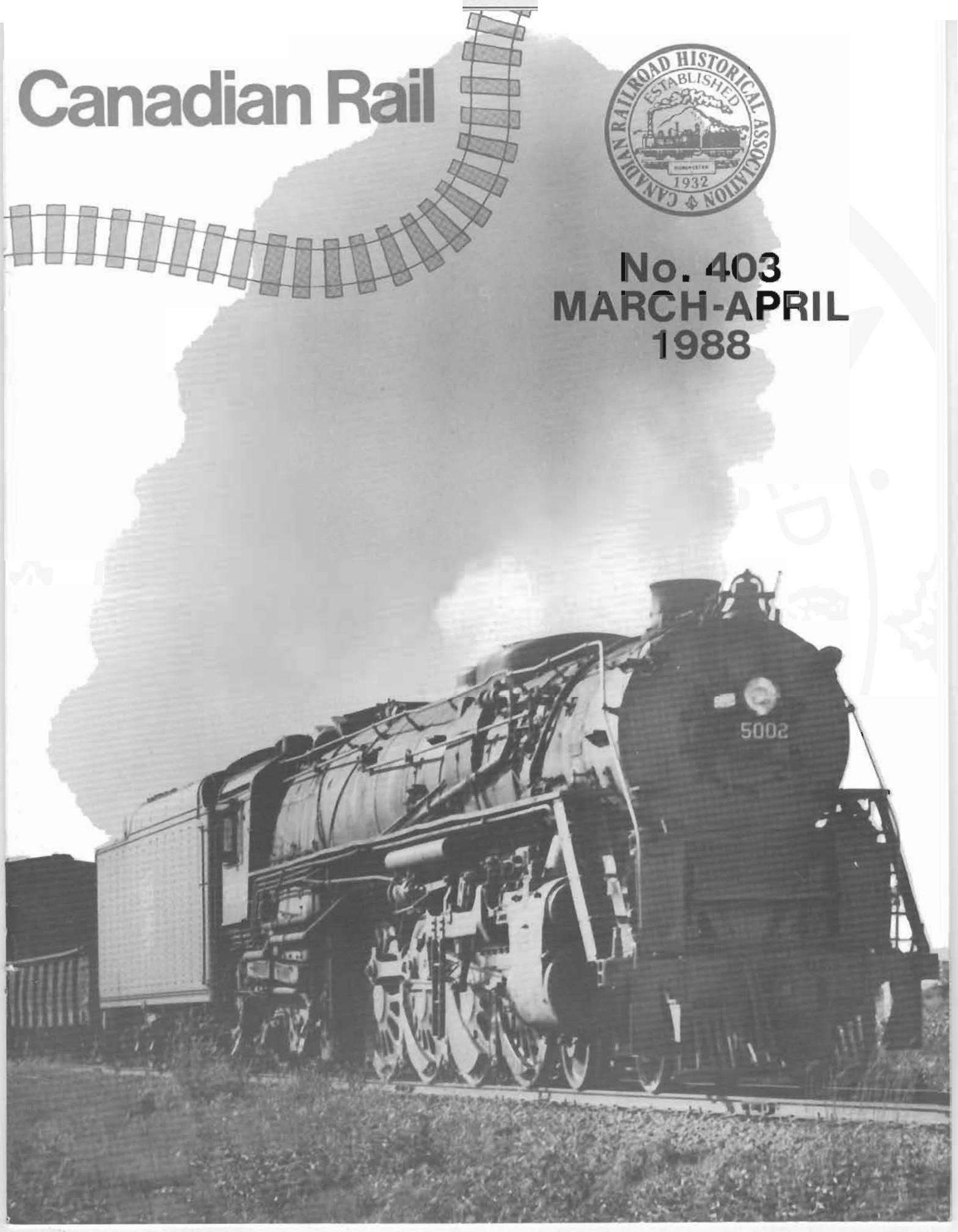


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FRONT COVER:

In 1938, the receivers for the Wisconsin Central took delivery of four northern type steam locomotives from Lima. These were the only modern steam locomotives ever owned by any constituent of the Soo Line. They were bought to power the time freights between Chicago and Minneapolis. Eminently successful, they reduced the need for double heading while shortening transit times over this intensely competitive route. Caught just west of Stevens Point, #3002 is pulling the 77 cars which comprise Train #26 on July 26, 1948.
 Credit: Paterson-George Collection

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

The Barbados Railway

1881-1937

By Peter Murphy

"The old time people used to say that the Barbados Railway was mentioned in the Bible, among the creeping things of this earth."

For a timely change at this time of the year we are pleased to take you to the Caribbean Island of Barbados. Most easterly of the Caribbean Islands, Barbados has long been a favorite "sun destination" for thousands of Canadians trying to escape the winter blues. Located in the southern Caribbean, this pear-shaped island measures 14 miles wide x 21 long and has an area of approximately 166 square miles. The population of Barbados is approximately 275,000 friendly natives; this is expanded in the winter season by the addition of several thousand tourists who visit the spectacular beaches and beautiful scenery.

To the visiting rail enthusiast, there is one additional point of interest, the local Barbados Museum, and if time permits, a day spent exploring the old "Barbados Railway". Several local journal and magazine articles have been written about the Barbados Railway, nostalgic in nature they often speculate as to the nature of the tourist attraction that would be, should the railway exist today.

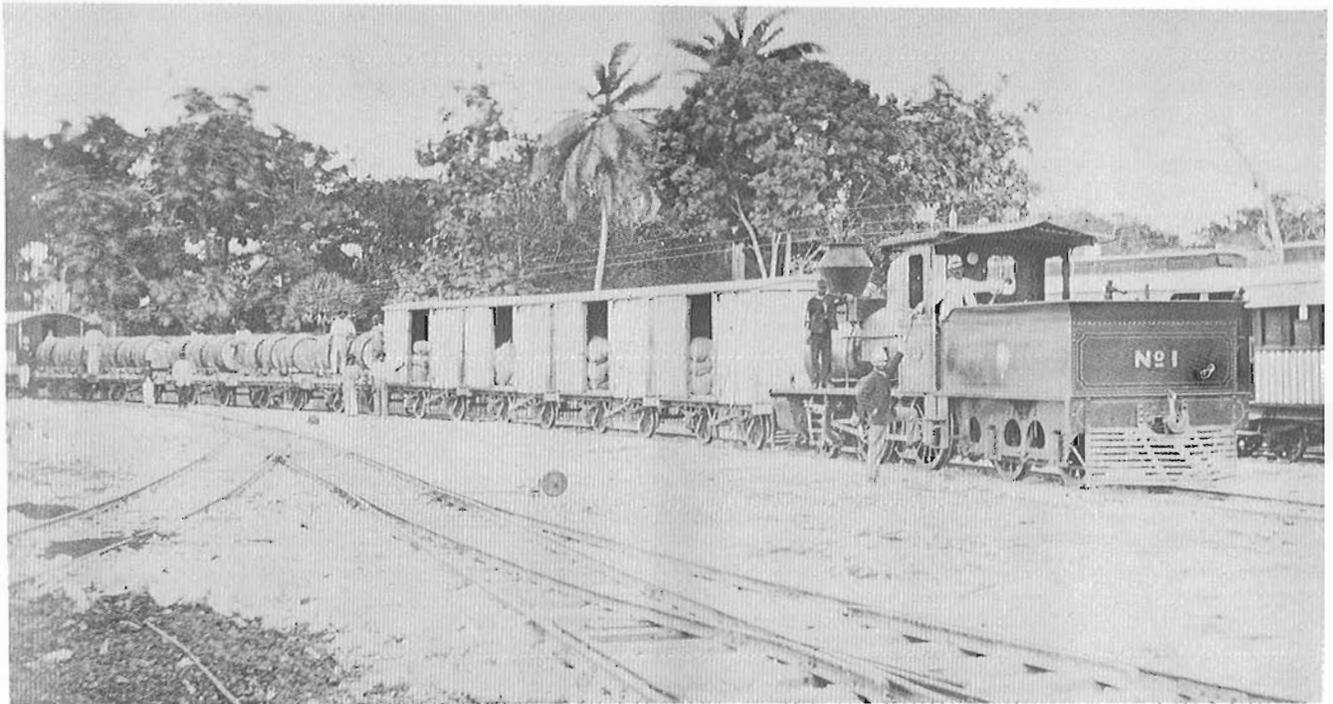
Barbados had up until its independence in 1966 always been an English colony since its discovery in 1637. In the year 1845 railways in England were booming and men thought they saw

unlimited possibilities in the development of the iron road. Public roads in Barbados were in terrible condition and when a survey was made, it was decided that the construction of a railway was indeed feasible.

The first attempt at raising capital fell through, the second attempt in 1873 saw a proposal by Joseph A. Haynes of Newcastle, Samuel Collymore, John Inniss, David Da Costa and others join in writing subscriptions for 20,000 shares at £5 each in a company formed to build a railway line from Bridgetown to St. Andrews. In 1878 the act was amended to permit promotion of the proposed railway in England.

The famous light railway engineer Robert Fairlie visited the island and prepared a new cost estimate. A revised Fairlie report was published by the directors in the spring of 1877 and called for the railway gauge to be 3 feet 6 inches, the passenger cars would be in the American style of the period. Seven stations were planned over the 21½ mile line and on Saturday, June 23rd, 1877 the first sod was turned by Lt. Governor Dundas.

H.E. the Lt. Governor was presented with a "painted barrow and spade"; in a short speech "he expressed the



"The Barbados Railway" in its earliest days, 3'6" gauge. This goods train is loaded with bags of sugar and hogs heads of molasses, the locomotive No. 1 was built by Avonside in England in 1880/81. Original photo in the collection of Mr. Tom McKenzie of Barbados, reproduced through the courtesy of 'The Bajan' magazine.

pleasure he felt in performing the task allotted to him, and congratulating the Directors and the Colony on the inauguration of an enterprise which he felt sure would not fail to promote the interests and prosperity of the Colony. He proceeded in a workmanlike manner to trundle his barrow to the edge of the embankment and deposit the first barrowful of earth amid three hearty cheers from the spectators and a large body of labourers who will find employment on the works”.

Despite the turning of the first sod, legal and financial difficulties prevented the signing of the construction contract until May 1879. The contract was awarded to Leathom Earle Ross and Edward Davis Mathews Civil Engineers, London for £200,000 to “build and equip” the railway.

The specifications of the contract called for 21.5 miles of main line, 3.5 miles of sidings, 14 miles of fencing, 98,147 cu. yards of rock and 178,600 cu. yards of earthwork. Bridges, viaducts and culverts called for 8283 cu. yards of masonry, 4764 cu. feet of timber and the purchase and erection of 404 tons of girders. Rails were to be 40 lb. laid on sleepers 8 in wide, 4 in deep and 6 feet long, the gauge was 3’6” and 2080 sleepers were to be laid per mile. Curves were to be banked, ballasted to 1½” of top of rail. The rolling stock was specified as follows:

- 4 locomotives
- 6 composite 1st and 2nd class coaches
- 6 3rd class carriages
- 10 open goods trucks
- 6 covered goods trucks
- 20 sugar wagons

All cars both passenger and goods were supplied with 4 wheels

and not bogies. This was a critical mistake on the passenger cars as we will see later. The original locomotives on the railway were the following:

“St. Michael” Contractors engine later acquired by the railway, 0-4-0 probably Black Hawthorne No. 575, 4 ft. wheelbase with 7 inch cylinders.

No. 1. 2-4-0 tender locomotive built by Avonside in 1880/1881 builders number 1286.

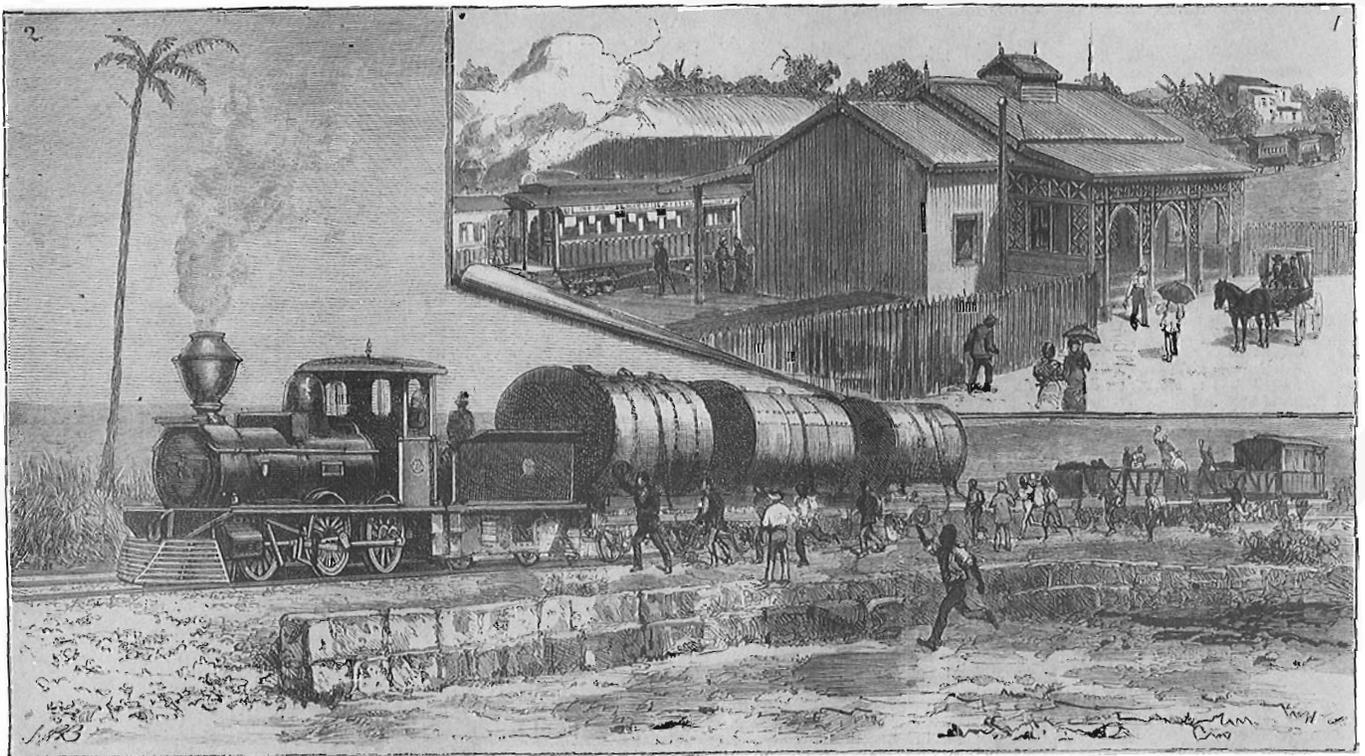
No. 2. As above, builders number 1287.

No. 3. 2-6-2 side tank locomotive built by Vulcan foundry in 1882, builders number 951.

No. 4. As above builder’s number 952.

Early in 1881 the manager Mr. Grundy came to Barbados from the Great Western Railway at Paddington, a Foreman and Driver were also brought out to train local crews in the operation of steam. The railway opened from Bridgetown to Carrington on Thursday October 20, 1881 with little fanfare as Mr. Grundy had recently died of yellow fever and never lived to see the line completed. A car derailed on the first day (an omen of things to come) and service was suspended on October 27th, until December 15th, to permit the track to be “levelled”. As of December 15th, three trains in each direction operated between Bridgetown and Three Houses.

On Saturday 18th August 1883 the first train operated over the entire line. The most spectacular and indeed dangerous part of the line had finally been put into service. Just beyond Three Houses at Consetts Cutting the railway descended a 1 in 33 grade from the escarpment to sea level. This grade was to prove most challenging throughout the entire life of the railway. The



This engraving entitled 'The new railway at Barbadoes, British West Indies' appeared in 'The Graphic' on February 18, 1882. Photo courtesy CRHA Archives.

grade was so steep that southbound trains had to be broken at Bath and hauled up in two sections. Passengers were often asked to alight and even push to get the train up to the crest of the incline. This embankment and grade was located on the wind swept Atlantic side (east) of the Island and was subject to vicious sea storms and erosion.

The now-completed railway line served several sugar factories along the route hauling cane wagons in and sugar and molasses out to port in Bridgetown.

Regular passenger service existed but even more important to the railway was the operation of special excursion trains and Sunday Picnic specials to the beautiful east coast of the Island. Financial records for the years 1930-1934 show that 80% of all passenger revenue was earned over this portion of the line and 50% of that was from special trains.

The company drew up its "Rules, Regulations and By-Laws" just prior to the 1881 opening. A copy of the rules, printed in the Island by Barclay & Fraser, is still extant and may be unique as the only surviving example of a document of this kind printed in Barbados.

The Rules themselves throw some light on the original method of working which probably changed little throughout the entire history of the railway. There was a system of fixed signals operated at each station and indicating the state of the road and whether the gates had been opened; a reference to signal wires seems to indicate that signal posts were expected to be some distance from stations and indeed we know of one such signal at Halls Road which was apparently controlled from Bridgetown.

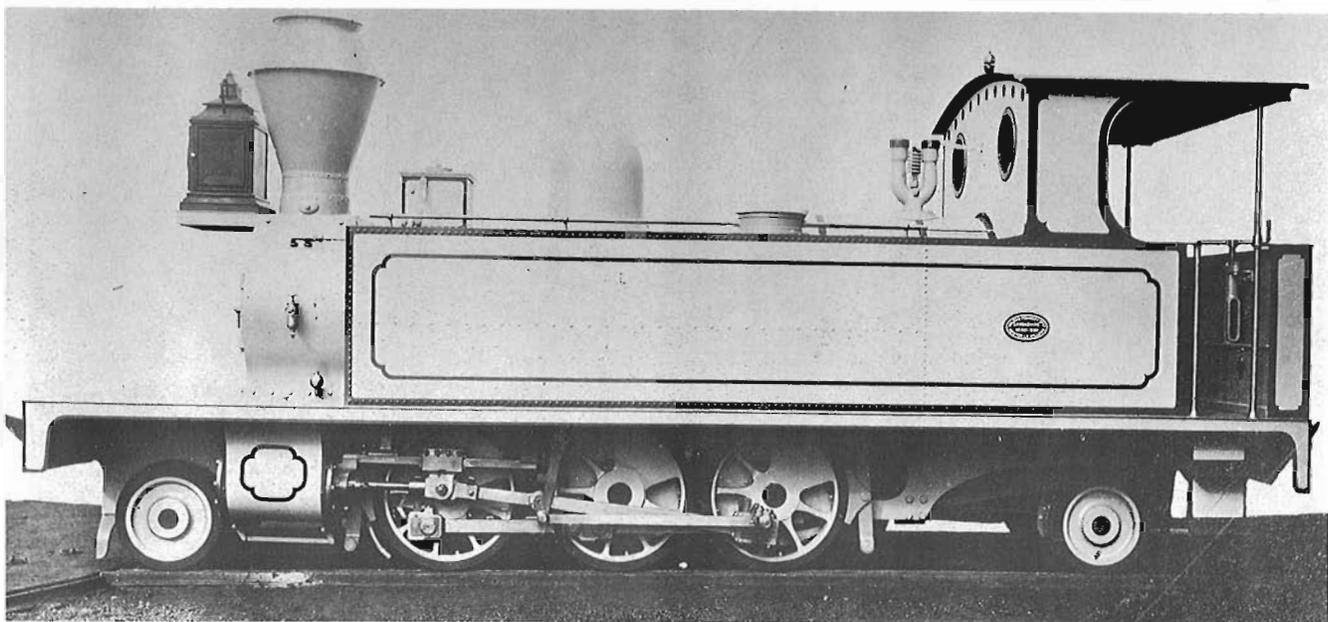
There were regulations governing the working by Train Staff and Ticket and it seems likely that this system obtained throughout the history of the line. This system is commonly applied where separate tracks are not provided for "Up" and "Down" trains and where passing can only take place at loops

specially provided. *Under the system, trains can only proceed from one station to the next if drivers are in possession of the "Staff" controlling that section.* The staff was specially designed and incorporated a key which opens the box containing the tickets. A driver proceeding in possession of the staff surrendered it when he reached the station at the other end of the section; this enabled a train to proceed with the staff in the reverse direction. Where more than one train was to proceed in one direction before a train was due to arrive in the contrary direction, tickets were used to authorise drivers to proceed, the last train carrying the staff which cancelled the tickets; the tickets were kept under lock and key and could only therefore be issued by someone in possession of the staff in which the key was incorporated. There were seven sections originally and the Rule Book stipulated the colours of the staffs applicable in each case.

The rules include instructions for the ascent and descent of Consetts incline, both guards and drivers being exhorted to "have their trains well under control" and to use every "exertion to stop any runaway vehicles that may become detached from a train whilst it is ascending before the impetus has become too great".

Guards are advised, "if the engine be defective, the sooner the train can be stopped the better", and, "if any of the vehicles be off the rails, the breaks (*sic*) in the rear must be instantly applied".

There is also a quaint injunction to guards that, "persons afflicted with insanity must not be placed with other passengers, but in a separate compartment"; it had apparently been overlooked that, as the coaching stock was to be of the American pattern, there would be no separate compartments! Guards are also to use "all *gentle* means to stop the nuisance" caused by drunk or disorderly passengers; if gentleness availed not, the

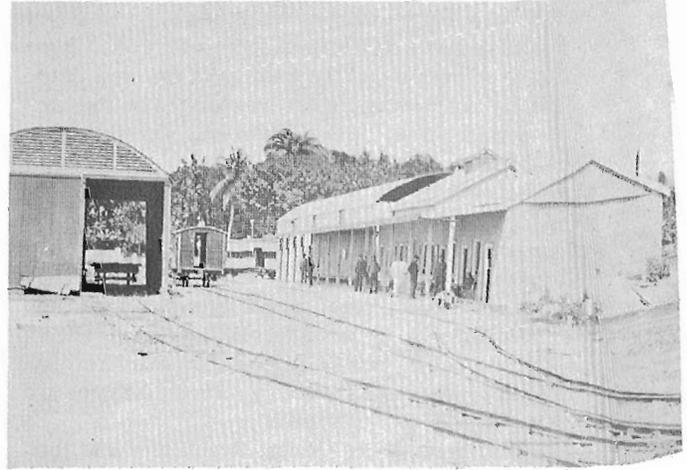


One of the original 3'6", 2-6-2 side tank Barbados locomotives built by Vulcan Foundry Ltd., Avonside Works, Newton le Willows, Lancashire, England in 1880/81.

Photo courtesy Hunslet (Holdings) Ltd., collection S.S. Worthen.



Consett Cutting, soon after completion in August, 1883. Contractors 0-4-0 engine is in the cut, photo courtesy 'The Bajan' magazine from the collection of Tom McKenzie.



The first terminal in Bridgetown, Barbados showing the 'broad gauge' 3'6" in use. Photo courtesy 'The Bajan' magazine.

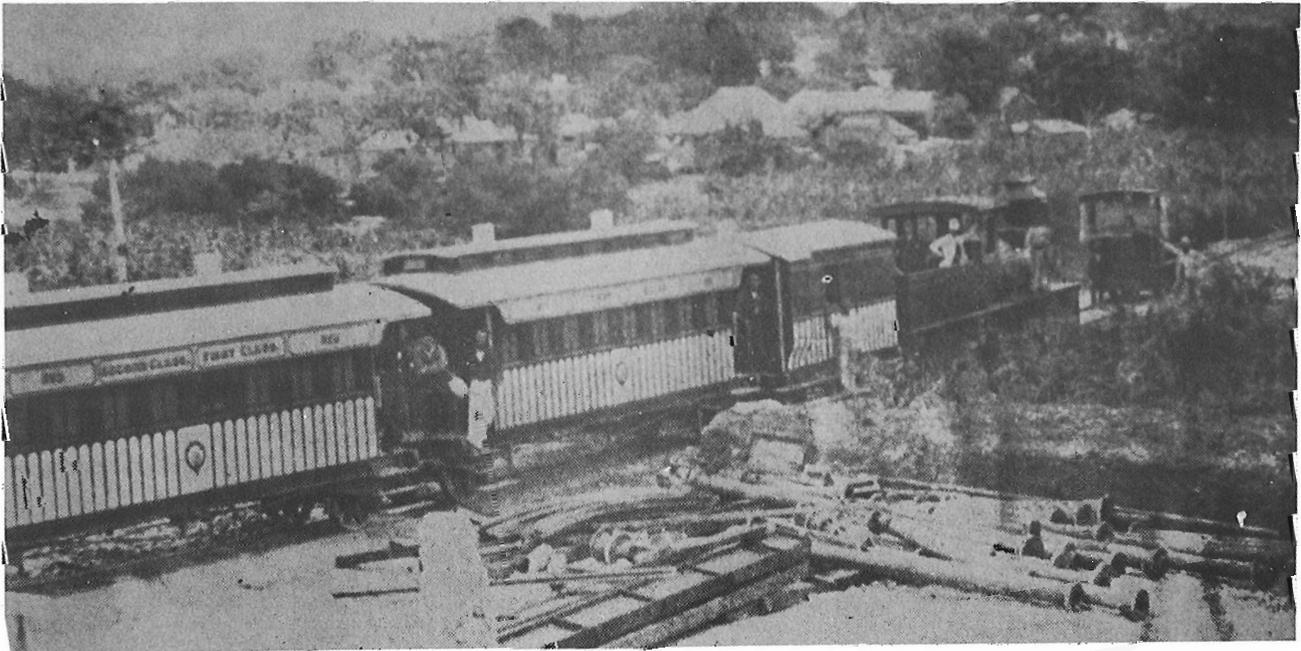
recalcitrant passenger was to be removed at the first station, apparently by force though the rules are prudently silent on the point.

In 1891 two new 0-6-0 heavy tank engines were acquired from Bagnall's of Stafford, they carried numbers 6 and 7. Their weight was carried over a 9 foot wheelbase and consequently severe track damage resulted. These two locomotives were disposed of in 1898 probably to the Demerara Railway in Guyana, South America who also had a 3'6" operation and was also a British Colony at that time.

By 1892 the track on the East Coast was deteriorating rapidly, rains had caused landslides and bridges were suspect.

Heavier rails were laid as finances permitted but the engineers were fighting a losing battle. By 1896 a petition for voluntary winding up was presented before the House, which was rejected. Track on the Windward coast had deteriorated to such an extent that "the rails have in many instances lost over one half of the thickness of their flanges, in fact some are to a knife edge." This was, of course, due to the corrosion of materials, some of which had been *in situ* since the opening in 1883. At Three Houses the report states that, "rails of main line require renewing as trains have often to be backed for a good distance, and run through the Station to tackle the bank!"

The weather in November and December, 1896 was



This is a photo of either the inaugural run, or a trial run prior to the official opening of the line. The contractors engine 'St. Michael' is ahead of the train, note the four wheel cars. Photo collection of Mr. E.A. Stoute Esq.

BARBADOS
BARBADOS LIGHT RAILWAY
Manager: G. V. de la Bastide, C.E.

PASSENGER TRAIN SERVICE—August 2, 1910, and until further notice.

Miles from Bridgetown	OUTWARD TRAINS				INWARD TRAINS			
	STATIONS	DAILY			STATIONS	DAILY		
		Except Sundays	Extra on Wednesdays only	Sundays		Except Sundays	Extra on Wednesdays only	Sundays
		P.M.	A.M.	A.M.		A.M.	P.M.	P.M.
2½	Bridgetown .	4.30	7.45	7.40	St. Andrew's .	7.40	4.20	7.10
5½	Rouen .	4.43	7.57	7.52	Bathsheba .	8.00	4.40	7.30
7	Bulkeley .	4.55	8.10	8.05	Bath .	8.20	5.00	7.50
	Windsor .	5.02	8.17	8.12	Three Houses	8.33	5.15	8.05
9	Carrington { ^a	5.09	8.25	8.19	BushyPark { ^a	8.41	5.22	8.12
	{ ^d	5.13	8.29	8.23	{ ^d	8.44	5.24	8.15
10	Sunbury .	5.18	8.34	8.28	Sunbury { ^a	8.49	5.20	8.19
	{ ^a	5.23	8.39	8.33	{ ^d	8.53	5.33	8.23
11	BushyPark { ^d	5.26	8.42	8.35	Carrington { ^d	8.57	5.37	8.27
13	Three Houses	5.36	8.51	8.43	Windsor .	9.04	5.44	8.34
16	Bath .	5.50	9.05	8.56	Bulkeley .	9.11	5.51	8.41
20	Bathsheba .	6.10	9.25	9.15	Rouen .	9.23	6.03	8.53
24	St. Andrew's	6.30	9.45	9.35	Bridgetown .	9.36	6.15	9.05

SAME DAY RETURN TRIPS from Bridgetown to Bathsheba, etc., can be made on Sundays and Wednesdays.

Combined rail and hotel tickets issued. Special tourists' excursions arranged. The company will not be liable for failure to convey passengers from or to any places other than stations, and all tickets, single or return, are issued on these conditions.

TABLE OF PASSENGER FARES
Through Fares from and to Bridgetown :

Miles from Bridgetown	Stations and Halts	First Class	Third Class
2½	Rouen	6	4
5½	Bulkeley	12	6
7	Windsor	18	8
9	Carrington	24	12
10	Sunbury	30	14
11	Bushy Park	36	16
13	Three Houses	42	16
16	Bath	48	20
20	Bathsheba	60	24
24	St. Andrew's	60	24

Local Fares per Section :

First Class	6 c.	Maximum Fare	60 c.
Third "	2 c.	" "	24 c.

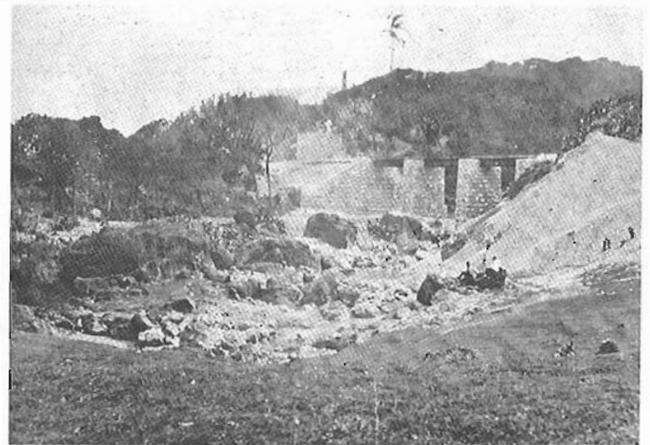
notoriously bad and the railway suffered in consequence. Parts of the coastal section were almost completely destroyed and a new line had to be constructed; this so impressed the Government Inspector, Mr. Law, that he lamented that the whole line had not been built to a comparable standard. The section between the City and Three Houses had nevertheless been improved by taking good lengths of rail out of the sidings and putting them in the main line! This was indeed a complete reversal of accepted railway practice which usually relegates worn-out rails from the main line to the sidings; such was not the state of affairs on the Barbados Railway where so many of the canons of railway engineering were, as we shall see, deliberately flouted. Some of the difficulties were attributable to the two heavy engines bought in 1891. Engine No. 7 seems to have been the worst offender. "So long," complains Mr. Law, "as this engine is in use, the line will never be kept in good condition and it has, in fact, actually been observed to deteriorate since the date of inspection." Mr. Law concluded that he could not describe the line as being in proper working order though he admitted to an improvement since his last inspection; he apostrophised the rolling stock as inadequate, considered that two new engines were required for passenger traffic and thought

the coaches should be of lighter construction. The whole of the permanent way needed ballasting.

Desperate remedies were called for; the petition for winding up had been rejected and additional borrowing powers were refused. The bondholders decided that a full report was necessary and they accordingly dispatched to Barbados one Mr. Everard R. Calthrop, Engineer of the Barsi Light Railway in India, to assess the position and future prospects. Mr. Calthrop's findings were startlingly fundamental; he suggested that all basic principles of railway construction had, in the Barbados Railway, been violated "not venially only, but in the most serious degree." The 3 feet 6 inches gauge was too wide for the inevitably sharp curves, the rolling stock was unsuitable and the axle-loads were excessive for the weight of rail. Dealing with curves, there were three possible remedies: either the radius could be increased, or the rolling stock could be rebuilt with bogies, or the gauge could be narrowed. Mr. Calthrop unhesitatingly recommended the reduction of the gauge to 2 feet 6 inches as the best solution. Such a gauge would suit the curves and the conversion of the rolling stock could include the substitution of bogies for fixed wheelbases thus reducing the axle-loads automatically. The locomotives would have to be discarded but these were, in any case, mostly worn out.

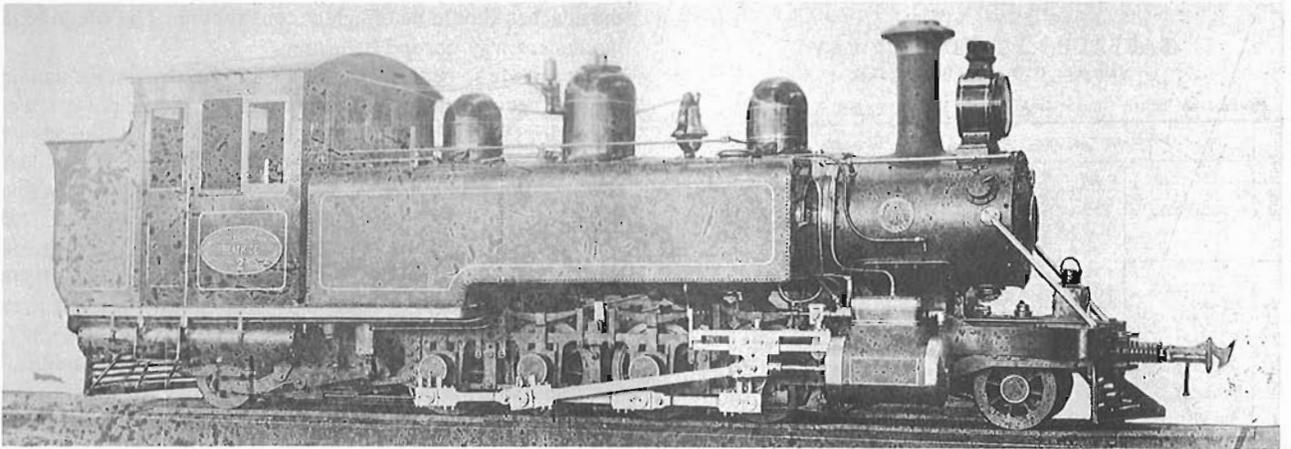
In 1898 railway service was curtailed and the company re-organized in the name of the "Bridgetown and St. Andrews Railway Limited." The gauge was narrowed to 2'6" and bogies were added to the cars locally. Four new locomotives were purchased from Baldwin in Philadelphia to serve the newly re-gauged line. A fifth Baldwin was added in 1920, all locomotives remained on the island until the end. The 2'6" gauge locomotives were as follows:

- No. 1. "ALICE" 2-8-2 side tank Baldwin, 30 ton, 1898 Builders Number 16269.
- No. 2. "BEATRICE" as above B/N 16270.
- No. 3. "CATHERINE" 0-6-0 side tank Baldwin, 20 ton, 1898 B/N 16331. Rebuilt in 1920 as a 2-6-0, converted from coal to oil and re-numbered as No. 5.
- No. 3. 2-8-2 side tank Baldwin, 30 ton, 1920, oil burner B/N 52196 carried No. 3 as original No. 3 was re-numbered to No. 5 see above.

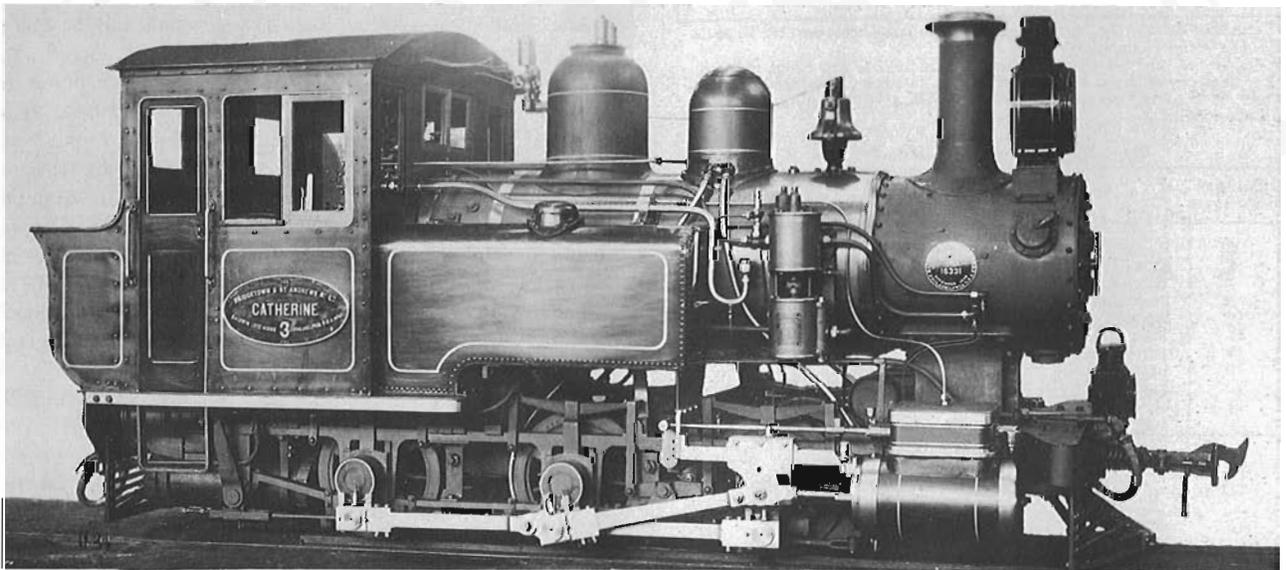


Newly completed 'Joos River Bridge' on the outer portion of the line.

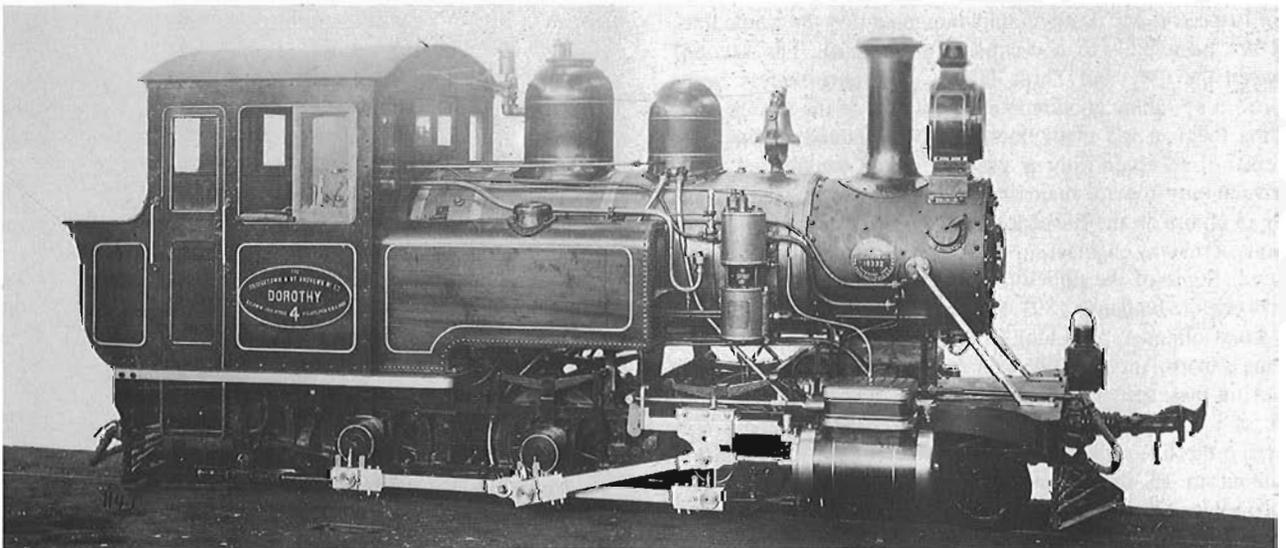
Photo courtesy Carib Publicity Ltd.



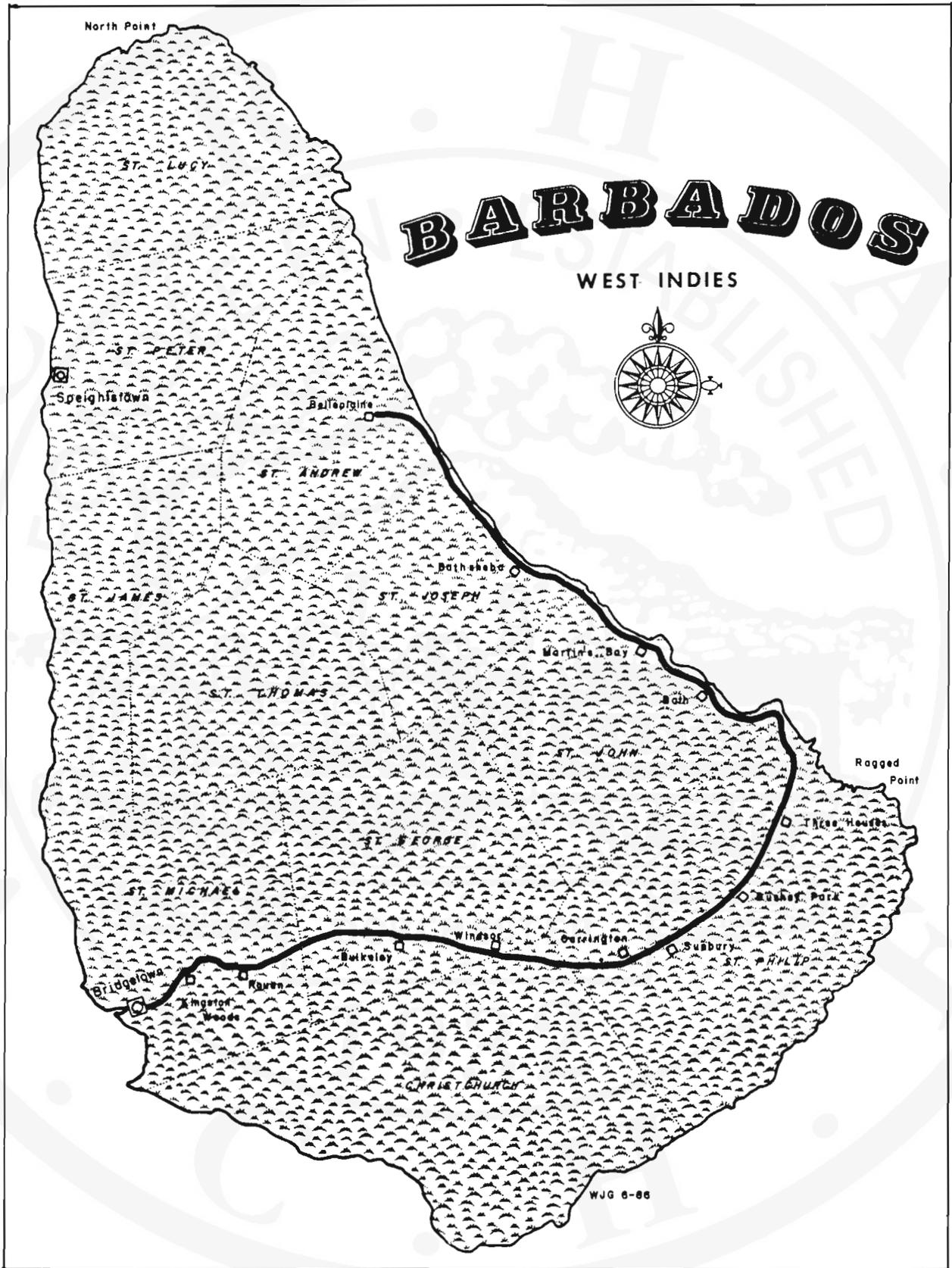
Bridgetown & St. Andrews Railway Limited 2-8-2 No. 2 'Beatrice' builders photo courtesy H.L. Broadbelt Collection, through the courtesy of S.S. Worthen.



Bridgetown & St. Andrews Railway Limited 0-6-0 No. 3 'Catherine' built by Baldwin Locomotive Works in 1898, builders number 16331. Photo H.L. Broadbelt Collection, courtesy of S.S. Worthen.



Bridgetown & St. Andrews Railway Limited 2-6-0 No. 4 'Dorothy' Baldwin 1898, builders number 16332. Photo H.L. Broadbelt Collection, courtesy of S.S. Worthen.



No. 4. "DOROTHY" 2-6-0 side tank Baldwin, 20 ton, 1898, B/N 16332.

All 1898 built locomotives were converted from coal to oil in 1920.

An ambitious timetable was drawn up; there were down trains in the early morning on Sundays, Tuesday, Thursday and Saturdays and daily at 4.30 p.m. Corresponding up trains ran in the evenings of Sundays, Tuesdays, Thursday and Saturdays and there was a daily up train at 7.40 a.m. By October, 1906, the company was complaining that many of the trains were so little patronised that they were unremunerative; in particular, all Wednesday and Thursday trains were little used. For some unknown reason, the down morning train on Saturdays had to be worked back empty and involved the company in an annual loss of £572. Total passenger receipts for that year were well below average at a mere £1,762 but with freight at £3,243 and the subsidy of £2,000, enough was earned to cover current outgoings. 1911 and 1912 seem to have been the peak years but, by the early war period, maintenance expenditure was inevitably mounting and necessary repairs were being shelved with a consequent cut in subsidy in 1914. No doubt, depreciation was still being ignored and the company was forced into liquidation, the Government finally agreeing to take over at the end of 1915.

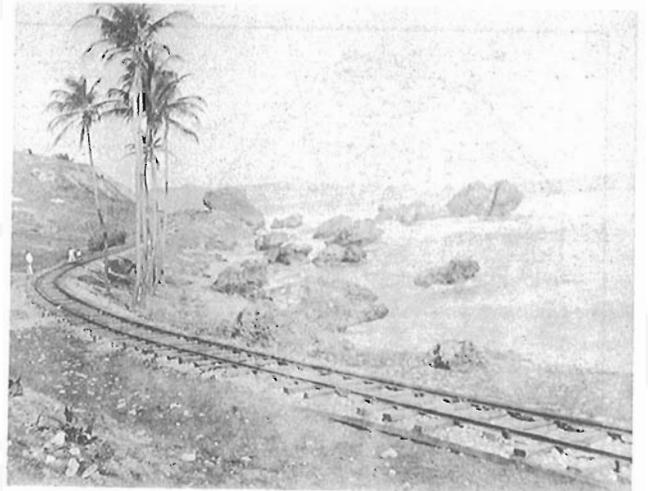
Government's purchase of the railway marks the opening of the final phase; £20,000 was paid for the undertaking, £15,000 being public money, the balance being raised by private subscription. After the take-over on 5th December, 1916, repairs were put in hand with a consequent disruption of services. Goods traffic was resumed in February, 1917 and passenger traffic in the following August. Surpluses on revenue account were achieved in 1920, 1922, 1923 and 1927 but the intervening years were notable for large deficits so that there was a continuing drain on the Treasury.

The last of the five Baldwin locomotives was acquired at the beginning of this period and the original four, as already noted, were converted to burn oil instead of coal. All the original locomotives received their last major overhauls during the first seven years of Government ownership when they were all re-boilered.

Despite Government take-over and re-gauging riding the line remained as exciting as ever, noted Barbadian Historian Edward Stoute recalls:

"I remember one Sunday when we were down at Bathsheba, we left at 4 o'clock by the train, and it started raining, and by the time we got to Bath it was a real tropical bucket-a-drop rain. Thunder and lightning. Going up Consett Cutting we'd get to a point where the engine would actually stop the whole train, and you could hear this rumbling, wheels spinning not holding, and the train going back down the road. She'd catch, come forward a few feet and suddenly start spinning again. Eventually, they had two boxes on the side of the engine in which they carried sand. Two of the crew got out and walked in front of the engine sprinkling sand on the railway lines for it to grip, and try to get up. That night we got back into Bridgetown about a quarter past seven.

They used to say, First Class passengers remain in your seats, Second Class passengers get out and walk, and Third Class passengers get out and push. But they only had two



This photo had to be taken shortly after the change of gauge from 3'6" to 2'6" in 1898. Note some ties have been replaced while others are obviously the 'broad gauge' ties with one rail moved inward. Photo courtesy Barbados Museum Historical Society.



A straight section of line along the East (Atlantic) Coast, this portion of the railway was subject to vicious erosion throughout its life. Photo courtesy BMHS.



One of the Baldwin Built side tank locomotives hauling four cars and a brake van near Tent Bay in the Parish of St. Joseph circa 1920. Photo courtesy BMHS.

Barbados Government Railway.

Inventory of the most important items of Rolling Stock, Track, Machines, etc: for disposal.

Offers for all or any of these will be received by the Secretary, Railway Disposal Committee, P. O. Box 173, Bridgetown, up to the 30th October, 1937.

LOCOMOTIVES:—

No. 1	30 Tons.	Dismantled.
No. 2	30 "	Out of Commission, hole in boiler.
No. 3	30 "	Serviceable.
Nos. 4 & 5	20 " each.	"

DETAILS:—

Locomotives:—

Nos. 1, 2, 3—30 Tons each.
 Builders—Baldwin Loco: Works, Philadelphia.
 Cylinders 13" x 16", Driving wheels 8 Connected.
 30" Diam.; Two-wheeled Trucks front and rear.
 Gauge 2' 6", Side Tanks 800 Imp: gallons.
 Firebox—Copper. Tubes (96) Brass.
 Oil fired.

General Condition:—

No. 1. Dismantled, requires a boiler
 Can be put back into service.
 No. 2. Out of Commission due to a hole in the boiler. General
 condition fair.
 No. 3. Serviceable.

Locomotives:—

Nos. 4 & 5—20 Tons each.
 Builders,—Baldwin Loco: Works, Philadelphia.
 Cylinders 11" x 16" Driving wheels 6 Connected.
 30" Diam: Two-wheeled Truck (Front) 20" Diam.;
 Gauge 2' 6", side Tanks 300 gallons.
 Firebox—Copper. Tubes (96) Brass.
 Oil fired.

Both of these Locos. are at present in service.
 A limited quantity of spares in stock.

PASSENGER STOCK:—

No. 1 1st Class—	8 Tons.	Carry 24 Pass:	Good Condition.
No. 2 " or 3rd—	8 "	" 24 "	" " "
No. 3 3rd Class—	10 "	" 37 "	Dismantled.
Nos. 4, 5, 6, 7, & 8			
3rd Class—	10 Tons each.	" 50 "	Serviceable.
No. 9 3rd Class—	3 Tons.	Inspection Car—	Not Serviceable.
Coach	16 "	Original M. Coach.	Serviceable. Engine out.

BRAKE VANS:—

1 Bogie	8 Tons	12 Tons.	Serviceable.
1—4 Wheel	5 Tons	6 Tons.	"

GOODS STOCK:—

High side,	3.5 Tons.	8 Tons.	
39			Serviceable.
11			In need of repair.
10			Scrap.

Other Types.

11			Serviceable.
17			In need of repair.
7			Scrap.

N.B. 1 Temporary Passenger Coach included in above.

Public call for tenders for the final disposition of the railway rolling stock in 1937, all the equipment was scrapped shortly thereafter.



The Bathsheba Coast with the 2'6" narrow gauge railway clearly visible around 1920. Photo Credit 'Barbados Yesterday & Today' Barbadian Heritage Publications Trust.

classes, First and Third, no Second Class. At least not in my time of travelling. The first time I ever travelled the train, I paid 2/6 to go to Bathsheba First Class. On the next train I decided I was not going to sit down in one of those plush velvet seats; two and a half hours sitting in that and you're soaking wet. I said "I'm not doing that," and went into Third Class. They had wooden seats that ran the length of the carriage, and it was very much cooler. First Class was usually empty in comparison to the crowd in Third Class."

In a few short years the railway was again in trouble and consultants were engaged in England to access the situation.

The records of the consulting engineers, Messrs. Law & Connell, show that from about the middle of the period inadequate standards of maintenance were causing anxiety. There were complaints of the lack of brakes on the locomotives and of the system of lubricating the connecting rod bearings; these cleared the rails by only a few inches and were consequently subject to inordinate wear and tear from exposure to dust and moisture. Improper use of train brakes was a frequent cause of derailment; there was apparently a system of locomotive whistle signals to inform the member of the train crew responsible for the operation of the hand brake when it should be applied or released. There was inevitable confusion; if the brakes were not released at the rear of the train as the locomotive accelerated on coming out of a curve, the train tended to straighten itself out thus causing one or more bogies to leave the rails. There was an instance of this in 1928 at Bauva House near the 18½ mile post.

Deterioration was setting in rapidly by 1931 and a serious derailment occurred on 24th August that year when the 4.15 train from Bridgetown fouled the points at Carrington Factory siding; the consulting engineers reported that, although the switch lever was chained and locked, it could be rocked from side to side so that the tongue of the switch was clear of the rail by ¾", sufficient to admit the flange of any wheel.

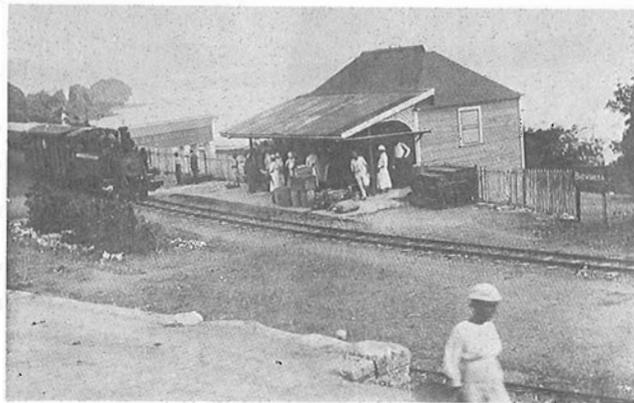
The permanent way continued to give trouble; "I have never seen quite so much vegetation as there is at present", bewailed Mr. Connell in 1932, though he was generous enough to admit

that this might be due to two consecutive seasons of severe rain. He draws attention to the perennial lack of adequate ballasting and the chronic difficulties of cross drainage. By 1933, Mr. Connell was complaining that no notice had been taken of matters on which he had made adverse reports during the past five years and, early in 1934 he was instrumental in preventing a tourist special being run for passengers from the s.s. "Viceroy of India". On 17th January in the same year, Mr. Connell advised the suspension of passenger traffic until repairs to the Belle Gully bridge had been completed; the last passenger train to run was the 4.20 p.m. from St. Andrew on Saturday, 20th January.

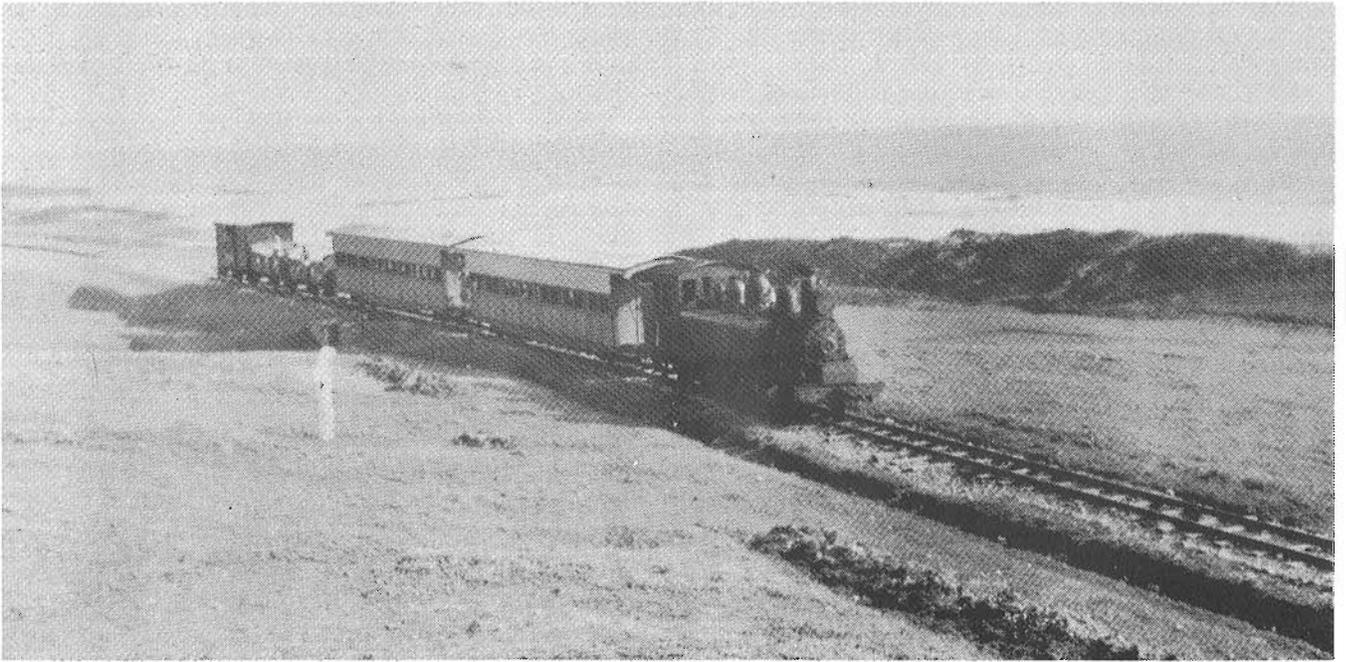
The end is quickly told; in 1934 the consultants again reported, criticising the state of the permanent way and of certain of the bridges, particularly that over the Long Pond. The carriage and locomotive sheds were described as being beyond repair whilst the locomotives needed complete stripping and overhaul. Passenger carriages were in a perilous state, many wheels having "flats" and brake systems being in "erratic" condition. All carriages required paint, "the absence of which on the entire system is most noticeable". Stocks of spares were run down and the staff was dispirited.

Following this report, the inevitable expert was summoned from England; Mr. Gilling's report confirms the findings of the consultants and describes the present state of the undertaking to "the failure to take reasonable precautions at the appropriate time to make good obvious damages and to provide for ordinary wear and tear". It is the old story of the failure to provide depreciation. The track he describes as "undulating" and the rails composing it of four different sections so that the difficulties of jointing had become fantastic; this had already been noted in previous reports and it seems extraordinary that no steps had been taken to remedy the unsatisfactory state of affairs. Even the gauge needed checking since, he said, "the straight runs are full of kinks and bends and the curves made up of straight lengths having no relation to the radius".

The Bathsheba/St. Andrew section had already been closed entirely because of the failure of the Long Pond bridge. Of this bridge Mr. Gilling's comment is, "It has either been ordered too short or there has been a bad mistake in erecting the stonework,



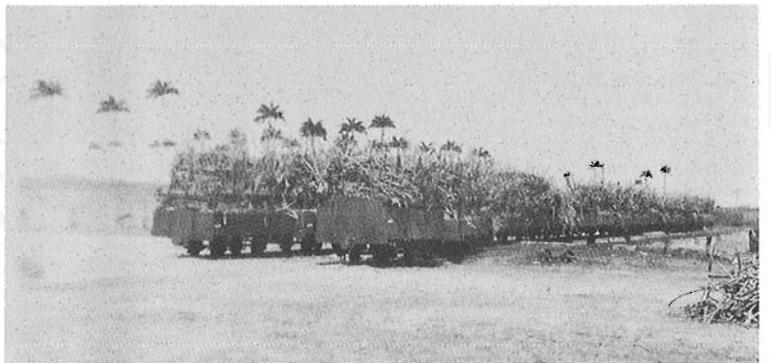
Bathsheba Railway Station date unknown. Note the old passenger cars serving as a beach house in the background and the raised platform for loading molasses in the foreground. Photo Credit 'Barbados Yesterday & Today' Barbadian Heritage Publications Trust.



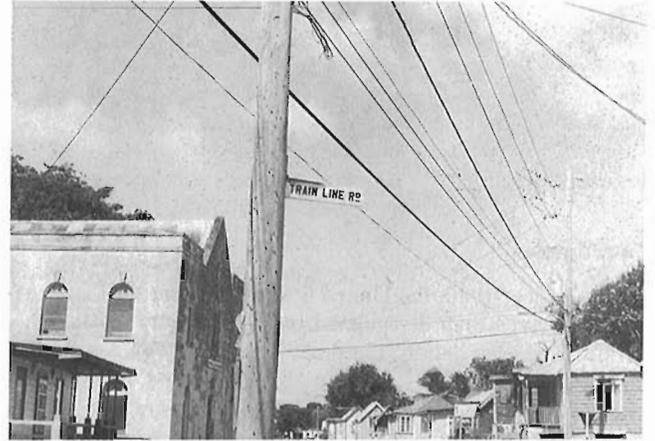
*The 'mixed train' at Cattlewash near the outer terminus of the line.
Photo Courtesy Carib Publicity Limited.*



*Close up of the right of way at Martin's Bay.
Photo Courtesy Carib Publicity Limited.*



*This three car train and brake van is pulling out of Carrington Station headed for Belleplaine. Note the siding leading to the sugar factory. High side flat cars are loaded with cut cane waiting to be processed into sugar and molasses and finally rum.
Carib Publicity Photo.*



Traces from the past, all photos taken by the author in 1985. The original station site in Bridgetown is now the location of the then brand new Barbados Transport Board bus terminus. The street sign 'train line' indicates the street in Bridgetown laid down over the old right of way. Three views along the Atlantic Coast where the line is still clearly visible, finally the bell and builders plate from locomotive #1 as displayed at the Barbados Museum.



Changes Come to the GTW and Soo Line

By Douglas N. W. Smith

Introduction

In October 1980, the United States government passed the Staggers Act which deregulated the rail industry. Under the terms of this legislation, the process to abandon unprofitable lines was considerably simplified and streamlined. Up to 1987, the Class I railroads have put thousands of miles of rail lines on the chopping block. Over 14,000 miles of trackage has been sold to 200 buyers comprised of state and municipal governments, private individuals and major shippers. These lines have been reconstituted as over 200 so-called short line railways. With revised labour conditions and pay scales, more attentive service and government assistance with major rehabilitation costs, most of these lines have become economically viable and serve as feeders to the Class I railroads. To date, over 80% of these new lines remain in operation.

Initially, the new short lines were created from marginal branch lines and were usually less than 50 miles long. However, the Class I railroads have now started to dispose of secondary main lines as well as branch lines. These lines are forming the basis for what are called regional railroads. These companies, which control at a minimum several hundred miles of trackage, are significantly longer than short lines and handle much larger volumes of traffic.

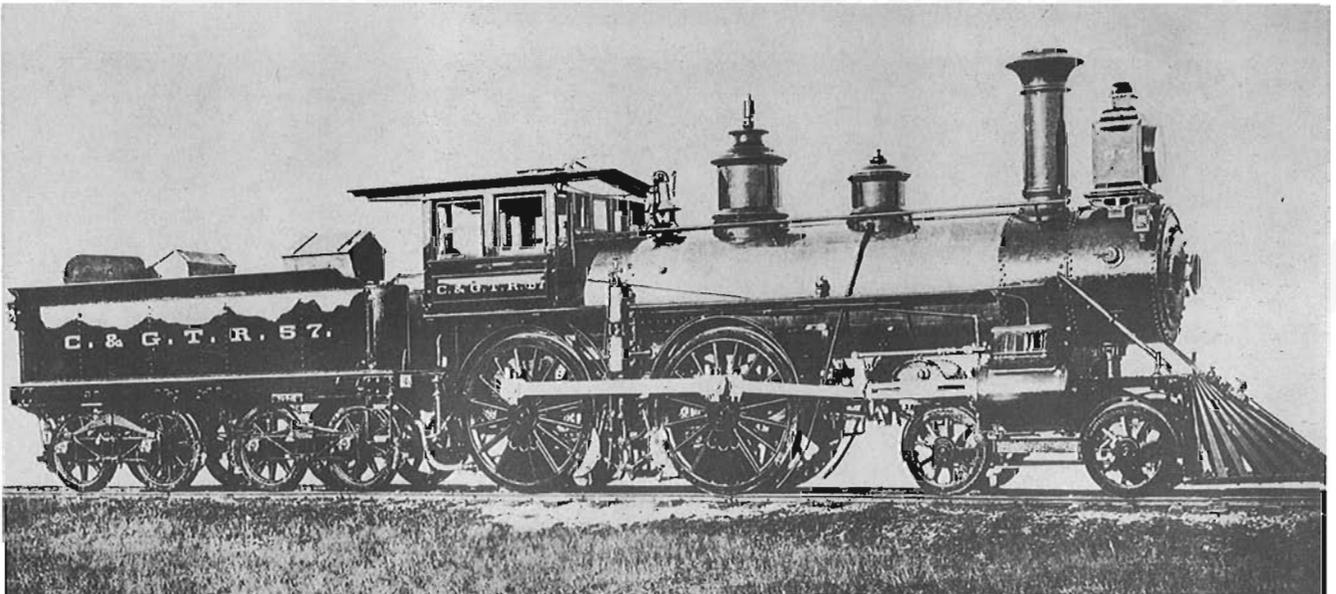
While practically all the major railroads in the United States have been divesting themselves of unwanted trackage, it was not until the fall of 1987 that the Grand Trunk Western (GTW) and

the Soo Line (Soo) completed their first significant divestitures of trackage. The GTW is a wholly owned subsidiary of Canadian National. Canadian Pacific owns a controlling interest in the Soo Line.

Grand Trunk Western Divestitures

On September 4th, 202 miles of GTW lines were sold to the Central Michigan Railway (CMR). The CMR is a subsidiary of Straits Corporation which also controls the Detroit & Mackinac Railroad, a long established Michigan short line. Transferred to the CMR are the lines from Durand to Saginaw-Bay City, Durand to Muskegon via Grand Rapids, and Saginaw-Bay City to Midland. The CMR expects to provide Monday to Friday service over the lines to Muskegon and Midland, and Monday to Saturday service over the line to Bay City. The new line will work closely with the GTW who will do the waybilling and collection of freight charges for the CMR. It is expected that the Detroit & Mackinac will close its Bay City yard and consolidate operations in the former GTW facility in that city.

Included in this deal is some of the oldest lines owned by the GTW. The Detroit & Milwaukee Railway built the rail line from Detroit to Grand Rapids and Grand Haven, which is on Lake Michigan, between 1838 and 1858. The portion sold to the CMR was built during 1857 and 1858. The Great Western Railway acquired control of the company when it was



*The Chicago & Grand Trunk Railway purchased this handsome American Type locomotive from the Rhode Island Locomotive Company in 1882. It toiled for the C> and its successor the Grand Trunk Western for forty five years before being scrapped by the Grand Trunk Western in 1927.
Credit: National Museum of Science and Technology.*



*Heavy Pacific #5633 heads up a six car consist of Train #21 near Durand, Michigan on March 31, 1956. The Pacific was built by Baldwin in 1929 and removed from service in 1958. Passenger service between Detroit and Muskegon ended when Train #21 and #22 were discontinued in October 1960.
Credit: Paterson-George Collection*



*Consolidation #702 of the Duluth South Shore & Atlantic double heads Train #28 with CP Pacific 1267 across the International Bridge between Sault Ste Marie, Ontario and Michigan. Train #28, which originated in Sudbury, included a through sleeping car from Toronto to Sault Ste Marie, Michigan. While passengers travelling to Minneapolis on the Soo Line had to change trains at Sault Ste Marie, Michigan, connecting times were of a reasonable duration.
Credit: Paterson-George Collection*



WISCONSIN CENTRAL

DIESEL LOCOMOTIVE ROSTER

OCTOBER 11, 1987

Road	Orig. No.	New No.	Type				
MILW	0582	0582	SDL39	BN	6502	6502	SD45
MILW	0583	0583	SDL39	BN	6504	6504	SD45
MILW	0584	0584	SDL39	BN	6505	6505	SD45
MILW	0585	0585	SDL39	BN	6506	6506	SD45
SOO	0700	0700	GP30	BN	6507	6507	SD45
SOO	0703	0703	GP30	BN	6508	6508	SD45
SOO	0704	0704	GP30	BN	6510	6510	SD45
SOO	0706	0706	GP30	BN	6511	6511	SD45
SOO	0707	0707	GP30	BN	6517	6517	SD45
SOO	0708	0708	GP30	BN	6522	6522	SD45
SOO	0709	0709	GP30	BN	6523	6523	SD45
SOO	0710	0710	GP30	BN	6524	6524	SD45
SOO	0711	0711	GP30	BN	6526	6526	SD45
SOO	0712	0712	GP30	BN	6527	6527	SD45
SOO	0713	0713	GP30	BN	6530	6530	SD45
SOO	0715	0715	GP30	BN	6531	6531	SD45
SOO	0716	0716	GP30	BN	6532	6532	SD45
SOO	0717	0717	GP30	BN	6533	6533	SD45
SOO	0718	0718	GP30	BN	6534	6534	SD45
SOO	0719	0719	GP30	BN	6535	6535	SD45
SOO	0721	0721	GP30	BN	6537	6537	SD45
SOO	0723	0723	GP35	BN	6538	6538	SD45
SOO	0724	0724	GP35	BN	6539	6539	SD45
SOO	0726	0726	GP35	BN	6541	6541	SD45
SOO	0728	0728	GP35	BN	6543	6543	SD45
SOO	0731	0731	GP35	BN	6548	6548	SD45
HBT	0031	1231	SW1200	BN	6553	6553	SD45
HBT	0033	1233	SW1200	BN	6554	6554	SD45
HBT	0034	1234	SW1200	BN	6555	6555	SD45
MP	1278	1278	SW1200	BN	6560	6560	SD45
MP	*	*	SW1200	BN	6572	6572	SD45
SP	2260	2260	SW1200	BN	6655	6655	SD45
SP	2287	2287	SW1200	BN	6660	6660	SD45
SP	2288	2288	SW1200	BN	6677	6677	SD45
MP	2602	4001	GP38	BN	6690	6690	SD45
MP	2603	4002	GP38				
MP	2605	4003	GP38				
MP	2608	4004	GP38				
MP	2609	4005	GP38				
MP	2610	4006	GP38				
MP	2611	4007	GP38				
MP	2612	4008	GP38				
MP	2613	4009	GP38				
MP	2614	4010	GP38				
MP	2616	4011	GP38				
BN	6417	6417	SD45				
BN	6494	6494	SD45				
BN	6498	6498	SD45				
BN	6499	6499	SD45				
BN	6501	6501	SD45				

Notes:

MILW—Chicago, Milwaukee, St. Paul & Pacific Railroad
 SOO — Soo Line Railroad
 HBT — Houston Belt & Terminal Railroad
 MP — Missouri Pacific Railroad
 SP — Southern Pacific Railroad
 BN — Burlington Northern Railroad

GP38 class locomotives are rebuilt and upgraded GP35's.
 This work was done by MP prior to sale to WC.

* Number of unit not yet determined.

Many of these units have not yet been delivered to WC.

Data and information provided by Robert Nadrowski,
 Vice President — Mechanical, Wisconsin Central Ltd.

reorganized as the Detroit, Grand Haven & Milwaukee Railway in 1878. When the Great Western became part of the Grand Trunk in 1882, the Detroit, Grand Haven & Milwaukee was included in the deal. The aspirations of the founders of the Detroit & Milwaukee were fulfilled when a car barge service was inaugurated from Grand Haven to Milwaukee in 1902. The GTW maintained the cross-lake service until 1978.

The lines to Saginaw and Muskegon were built by companies controlled by Grand Trunk interests. The Cincinnati, Saginaw & Mackinaw Railway completed the line from Durand to Saginaw in 1888. The Chicago & Grand Trunk Railway took over the line in 1890. The Toledo, Saginaw & Muskegon Railway was built from a point near Saginaw to Muskegon in 1888. The Chicago & Grand Trunk entered into a traffic agreement with the road when it was completed.

The Chicago & Grand Trunk properties constituting the main line between Port Huron and Chicago were reorganized as the GTW in 1900. In 1928, the Detroit, Grand Haven & Milwaukee; the Cincinnati, Saginaw & Mackinaw; and the Toledo, Saginaw & Muskegon were formally incorporated into the GTW.

In 1933, the GTW concluded a trackage rights agreement with the Pennsylvania Railroad whereby it could operate over the Pennsylvania line from Grand Rapids to Muskegon. This cleared the way for the GTW to abandon the middle 56 miles of its Saginaw-Muskegon line in 1946. Following the 1976 collapse of the Penn Central Transportation Company, the successor of the Pennsylvania, the GTW acquired this line.

Soo Line Divestitures

On October 12th, the Soo Line completed the sale of 2,000 miles of lines to a new company called Wisconsin Central Limited. This is the single largest new regional railroad to be created through a divestiture by a Class I carrier. Like the GTW, this sale marks the first major contraction of the Soo Line. The reasons for this sale has their roots in the restructuring of rail services in the midwestern United States following the bankruptcies of the Rock Island and Milwaukee Road.

In the early 1980's, the company made headlines by entering into a bidding war against the GTW and the Chicago & Northwestern (C&NW) for the Milwaukee Road. When the Milwaukee Road entered bankruptcy in 1977, it was a 10,000 mile transcontinental railway. By 1982, it had been slimmed down to a trim 3,100 miles with main lines radiating from Chicago to Louisville, Kentucky; Kansas City, Missouri; and Minneapolis, Minnesota. For the Soo, an equally important asset was the main line between Minneapolis and Kansas City.

Having been outbid by the C&NW for the Minneapolis-Kansas City main line of the defunct Rock Island Railroad in 1983, the Soo was not about to see it lose another chance at acquiring an outlet to Kansas City. In 1984, the Soo outbid the C&NW with an offer which included \$148 million payment in cash and acceptance of \$420 million in current and long-term Milwaukee debt. With this acquisition, the Soo grew by 75%, from 4,400 to 7,800 miles.



ALCO RS-1 #106 heads up Train #1 on the Duluth South Shore & Atlantic. Trains #1 and #2 operated from Mackinaw City to Calumet, Michigan. Connections were made at Mackinaw City with the New York Central's overnight train service from Detroit. These trains were the only direct rail passenger between the two portions of the State of Michigan which are separated by the Straits of Mackinac. The through cars were handled across the Straits by the rail car ferry "Chief Wawapum". Dwindling passenger counts saw the trains first reduced to a single RDC in 1955 and then discontinued before the end of the decade. Credit: Paterson-George Collection

Prior to the 1984 acquisition of the Milwaukee Road, the Soo Line was made up largely of three railways which were late comers in the upper Midwest: the Minneapolis, St. Paul & Sault Ste Marie (MSP&SSM), the Duluth, South Shore & Atlantic (DSS&A), and the Wisconsin Central (WC).

The original main line of the MSP&SSM ran from Minneapolis to Sault Ste Marie where a connection was made with the Canadian Pacific in 1888. The line was backed by the flour milling interests of Minneapolis who sought an independent outlet to the markets in the Northeastern United States. When finances for the line faltered in the mid 1880's, George Stephen and Donald Smith came up with the needed cash. In 1890, these two sold their controlling interest in the project to Canadian Pacific. During the 1890's, the MSP&SSM built an extensive network of lines into the grain growing areas west of Minneapolis.

Following the completion of transcontinental line between Duluth and Tacoma, Washington in 1883, the Northern Pacific Railway (NP) undertook to develop its own line to Chicago. Between St. Paul and Chicago, the NP decided to promote the expansion of the WC, then a small railway in central Wisconsin. While the WC completed its line from St. Paul to Chicago in 1887, it was not until 1890 that satisfactory terminal facilities were completed in the latter city. Subsequently, the WC built added lines to Ashland and the twin cities of Duluth and Superior.

In 1890, the NP leased the WC. The financial panic of 1893 led to the collapse of the NP which caused the NP to repudiate its lease of the WC. After sixteen years of fending for itself, the MSP&SSM acquired 51% of the WC's common stock and took over operations of the WC under the terms of an operating lease in 1909. While the equipment was subsequently lettered for the MSP&SSM, a small WC remained to indicate actual ownership.

The DSS&A was conceived in 1887 as part of a grand plan to link the Duluth to the eastern seaboard. Absorbing several small railway whose trackage stretched from St. Ignace to Houghton in the upper peninsula region of Michigan, the DSS&A rapidly laid plans expand its lines to points both east and west. Under this scheme, an obscure Ontario short line, known as the Brockville, Westport & Sault Ste Marie, was to be extended to from the central link between Sault Ste Marie, Ontario and the St. Lawrence River where the line would re-enter the United States.

Financing for this grand plan faltered soon after the DSS&A was formed. The Grand Trunk, however, was ready with scheme to extend its lines to a connection with the Northern Pacific via Sault Ste Marie. In order to prevent the Grand Trunk from using the DSS&A, it was acquired by George Stephen and Donald Smith. With the backing of these two men, the DSS&A completed its line to Sault Ste Marie in 1888. The main was supplemented by an extensive network of branch lines in upper Michigan to numerous mines. As was the case with their MSP&SSM holdings, Stephen and Smith sold the DSS&A to CP, in 1890.

During the depression of the 1930's, the three lines slipped into receivership. The cause was the decline in traffic which occurred due to the failure of the grain crop for several years in a row and the reduced demand for iron and copper ores. The frail

WC entered receivership first in 1932, followed by the DSS&A in 1936 and the MSP&SSM in 1937.

All three railways were successfully reorganized with the MSP&SSM emerging from receivership in 1944, the DSS&A in 1949, and the WC in 1954. In 1950, the MSP&SSM and WC officially adopted the trade name Soo Line which had been used for many years as the unofficial name for the two companies. The old names were retained for corporate purposes. In 1961, the three companies were merged to form the Soo Line Railroad Company. CP retained control over the new company as it held the majority of its voting stock.

The merger gave credence to the expression, "In unity there is strength". After 1961, the Soo went on to become one of the best paying railroads in the United States. One measure of success of particular concern to CP is the return on investment. In this area, the Soo's performance has been stellar. Between 1978 and 1982, it lead "Fortune Magazine"'s list of the 50 top transportation companies in the United States.

While the financially strong Soo swallowed the Milwaukee, the Milwaukee trackage has come to dominate the Soo. Following the creation of the Wisconsin Central Limited, only 43% of the Soo is composed of lines it owned before taking over the Milwaukee. Most of the retained Soo Line trackage is located in grain belt north and west of Minneapolis.

The following two factors lead to the decision by the Soo to sell off so much of its trackage:

1. the desire to rationalize the amount of main line trackage duplicated by the Soo and former Milwaukee; and
2. the need to either improve earnings to pay the increase in funded debt charges caused by the takeover of the Milwaukee.

The takeover of the Milwaukee Road in 1984 led to tremendous changes in traffic patterns over the former Soo trackage east of Minneapolis. The Milwaukee's Chicago-Minneapolis main line is both shorter and on a better alignment than that of the old WC. For this reason, through traffic which formerly had been routed over the old WC main line was channelled onto the former Milwaukee line. International traffic which formerly moved between Minneapolis and Montreal via Sault Ste Marie has been rerouted over the former Milwaukee line between Minneapolis and Chicago, over CSX trackage between Chicago and Detroit where it is turned over to CP.

These reroutings stripped the former WC and MSP&SSM main lines of their through traffic and reduced them to the status of feeder lines. In recognition of this changes, the Soo set up the Lake States Transportation Division in 1985 to operate 2,000 miles of lightly trafficked lines including practically all the former WC and the MSP&SSM trackage east of Minneapolis. Attempts to negotiate more economical regional-railroad-type labour agreements with came to nought. While these lines were generating a profit for the Soo, their future potential was viewed as marginal. This led the Soo to place these lines up for sale in January 1987. The income from the sale will be used to decrease the funded debt, which had increased sharply following the takeover of the Milwaukee Road.

Thus on October 11, 1987, the new Wisconsin Central operated its first freight train. The Wisconsin Central has not forgotten its past. Its corporate symbol is the old shield emblem of the original WC. The cream and maroon paint scheme on its

diesels reflects the livery worn by the first generation of WC diesels in the late 1940's and 1950's.

The resurrection of the Wisconsin Central name is appropriate as more than 67% of the lines are in Wisconsin. All is not quite the same as the new WC is approximately twice the size of its original namesake. The property sold consists of 1801 miles of track which includes the former WC main line from Chicago to Withrow (a point near Minneapolis), the WC line from Spencer to Ashland, the former MSP&SSM main line from Withrow to Sault Ste Marie, the remnant of the former DSS&A main line from Trout Lake to Baraga, and the former Milwaukee lines from North Milwaukee to Green Bay and from New Lisbon to Tomahawk. The deal also includes 174 miles of trackage rights over Soo lines. The longest such route extends 105 miles over the former WC line from Ladysmith to Superior. Equally important, however, is the running rights over the Soo Line from Withrow to Minneapolis and St. Paul as well as over the former Milwaukee main line from Dauplainville to Milwaukee. Rounding out the deal are 28 miles of incidental trackage rights over other railroads and 207 miles of the roadbeds of lines abandoned by the Soo.

The company is expected to field 85 locomotives and 3,000 freight cars. The Wisconsin Central has purchased 26 locomotives and 2,800 cars from the Soo. Traffic is anticipated to total 145,000 carloads in the first year of operation. The

principal commodity shipped over the lines is paper. While the headquarters for the new Wisconsin Central are in Chicago, the operational headquarters will be in Stevens Point, Wisconsin in the old station complex. The former WC car and diesel shops at Fond du Lac, Wisconsin are being reactivated to serve the needs of the new carrier.

It is paradoxical that many of the men who will head up the Wisconsin Central were involved with the Milwaukee. The executive vice president T. F. Power, Jr. is a former vice president and chief financial officer of the Milwaukee, while one of the financial backers is R. B. Ogilvie, the trustee of the Milwaukee during its years in bankruptcy.

Application to Canada

On January 1st of this year, the Canadian rail transportation picture changed significantly as the new National Transportation Act came into force. Included within the new legislation are large scale revisions to the regulations governing rail line abandonments and transfers to new rail companies. As CN and CP have indicated that upwards of 70% of their lines generate less than 10% of all their revenues, it is most likely that there will be a number of new railway companies joining the Canadian rail industry in the coming months and years as CN and CP divest themselves of these lines.



In 1947, the Minneapolis, St. Paul & Sault Ste Marie received its first cab units. Pleased with the performance of this units, the MSP&SSM placed an additional order to dieselize its main line services. F3A #204 was delivered with five similar units to the MSP&SSM in September 1948. In this view taken at Chaffey, Michigan, #204 and an unidentified sister unit head up the 55 cars which comprised train #15 on July 16, 1950.

Credit: Paterson-George Collection



*Wisconsin Central GP35m locomotive 4007 (ex. Missouri Pacific) at the station of the Wisconsin Central in Waukesha Wisconsin on January 1 1988. The paint scheme is maroon and gold.
Photo by Guy N. Kieckhefer of Waukesha Wisc.*

75 Years Of Montreal Transfers 1892-1967

Jacques Pharand, Eng.

From the onset, all transportation companies operating the Montreal system at one time or another agreed to grant commuters the privilege of physically moving from one end of the system to the other, for the price of a single fare. While this principle was implemented fairly easily in the horsecar era, by merely having one car waiting for another at intersecting points, it soon grew evident that, with the electric streetcars, waiting periods at transfer points would tie up the system beyond practicability. The next step was of course to confirm the eligibility of a commuter to board another car, although the original one had long disappeared in the sunset. This was achieved by issuing this person a slip of paper upon request at the time the fare was paid, which became commonly known (in both official languages, one must point out) as a "transfer": this document usually showed sufficient information about the original conditions of boarding to confirm its one-time user rights to continue his/her journey on other lines of the system.

While streetcar companies willingly allowed for such transferring privileges to take place, they wanted to ensure by the same token that same could not and would not be abused. Therefore punches were issued to conductors, each producing a distinct punchmark that would uniquely identify whoever issued a transfer on behalf of the Company. On the other hand, in order to prevent users from taking "round-trips" or stopping over for errands before resuming their journey, indications such as the time of issue, direction and line identification were punched in, thereby limiting the use of a transfer to a "single uninterrupted trip along the shortest available route" – at least, theoretically. Counterfeiting was usually dealt with by issuing consecutive numbers to transfers at time of printing.

Faced with these general criteria as they were, the Montreal Street Railway actually went many steps further into bringing the humble transfer almost to the artwork level. One must of course remember that both paper and manpower cost very little back then and various experiments could be tested without driving the Company's finances into receivership.

Therefore the MSR started out with the unbelievable – at least, from today's viewpoint – that is, preprinting transfers for EACH route and EVERY day of the year, complete with day and date spelled out. One can only be flabbergasted at the quantities of unissued transfers reduced to worthless paper the following day, through lack of adequate volume estimates! Undaunted by these considerations however, the MSR and, subsequently, the Montreal Tramways Co. carried this practice well into the mid-twenties, probably on the belief that a would-be trickster would hesitate using a Christmas-dated transfer on a sweltering summer day, however refreshing the idea might sound!

As a convenience to its patrons, the MSR also believed that indicating a list of transfer points on any given line would be deemed useful. It is doubtful however that such a practice, requiring reprinting of transfer pattern with every line addition or modification, was given more than a passing glance by commuters repeatedly travelling the same line, day after day, whereas tourists would readily ask directions of the conductor, rather than crosschecking transfer points with passing streets. Nevertheless, the Companies steadfastly modified and reprinted transfers showing these indications, with very few exceptions, throughout the electric era.

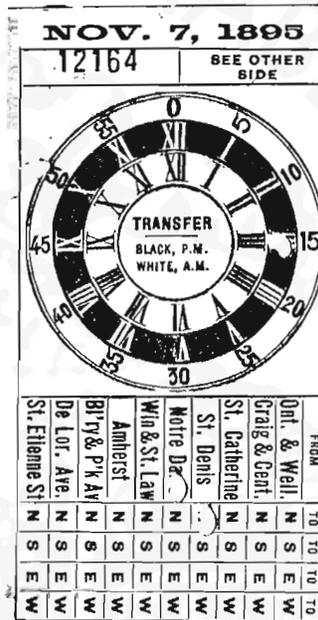
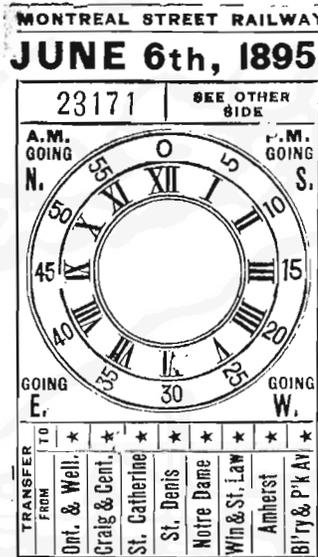
At any rate, the MSR soon departed from its original idea – whose time, it figured, had not come – and adopted with the turn of the century a most austere design, merely showing line identification, time and direction, coupled with an extremely small format of 4" x 1.5". Obviously, its contents could not be checked, even by the most alert conductor, and thus, it was eventually enlarged to the opposite extreme (6.5" x 2"). The time frame was indicated to the nearest 10-minute interval and was repeated for every hour, thereby eliminating one punch hole from the original clock design. Apparently however, the "AM/PM" hour designation was lost in the process, a flagrant loophole for occasional cheaters.

When the M.T.Co. took over the operation in 1911, it eventually got down to the most serious business of improving its transfer design, and it did so with a flourish of details. This included not only the date, AM/PM indication and a more sensible 15-minute time frame, but also introduced new items, such as the type of fare paid (night or scholar), names of lines crossed at transfer points and the approximate travelling time from terminals to transfer points. The back of the form was used to cram a maximum of restrictions and attached penalties, in an attempt to deter the omnipresent fraud. This pushed transfer dimensions to their largest ever, a fat 6.75" x 2.25". In less than three years however, restrictions were boiled down to the basics and, with the help of a smaller typeface, dimensions were trimmed to an acceptable 5 7/8" by 1 3/8", which subsisted until the end of the traction era.

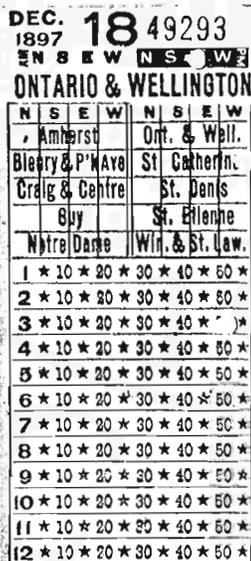
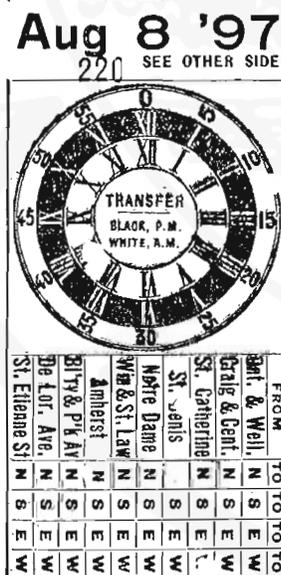
It seems however that the M.T.Co. was never truly satisfied with the standards it strived to establish, even to the point of abandoning all its criteria up to that point. Evidence shows that it toyed with the idea of the tear-type format, then widely spread in the United States. The latter required a conductor to adjust a bundle of transfers under a spring-retained cutting wedge, at such an angle as to rip away issued transfers through the appropriate time (hours and quarters) indication. While this would have eliminated the conductor's punch altogether, it required a certain dexterity on the part of the operator and provided for admittedly bizarre formats, from the user's

EDITOR'S NOTE REGARDING ILLUSTRATIONS

Transfers were highly ephemeral documents, intended to have a useful lifetime measured in minutes. Therefore they were printed on poor quality paper which was not expected to last for very long. Those fortunate few transfers that have survived for decades are often fragile and discoloured with age, making it difficult to obtain first class reproductions for illustrations. The editor hopes that the readers will bear this in mind when noting that some of the illustrations are of questionable quality. We have tried our best, and if some are a little indistinct we have decided to use them anyway in view of the rarity of the items depicted. All transfers illustrated 80% of actual size.



MONTREAL STREET RAILWAY
CONDITIONS
 This is **NOT A STOP OVER** and is **NOT TRANSFERABLE**, and only good if passenger is first car leaving junction where transfer is made after the time punched. The **DATE**, **TIME** and **DIRECTION** punched must be verified by passenger.
 Ce billet n'est **PAS** un billet **D'ARRET** et n'est pas **TRANSFERABLE** et bon seulement si le passager prend le prochain char laissant la jonction ou le transfert est fait apres l'heure a laquelle il a été poinçonné. La **DATE**, **L'HEURE** et la **DIRECTION** poinçonnées doivent être vérifiées par le passager.
D. McDONALD,
 SUPERINTENDENT.



Six different types of transfers issued by the Montreal Street Railway between 1894 and 1904. Within three years in the 1890's no less than five different designs were used as the company made frequent changes to find the most efficient type. By late 1897 the "clock face" had disappeared as the plainer format evolved, to be followed in the early 1900's by a somewhat similar but much smaller form.

Top left, City of Montreal Archives. Others from collection of Fred Angus.

45	30	15	1	N.	A.M.	8.
45	30	15	2	JAN.	1	17
45	30	15	3	FEB.	2	18
45	30	15	4	MAR.	3	19
45	30	15	5	APRIL	4	20
45	30	15	6	MAY	5	21
45	30	15	7	JUNE	6	22
45	30	15	8	JULY	7	23
45	30	15	9	AUG.	8	24
45	30	15	10	SEPT.	9	25
45	30	15	11	OCT.	10	26
45	30	15	12	NOV.	11	27
45	30	15	13	DEC.	12	28
45	30	15	14	1904	1	29
45	30	15	15	1905	2	30
45	30	15	16	1906	3	31
45	30	15	17	1907	4	
45	30	15	18	1908	5	
45	30	15	19	1909	6	
45	30	15	20	1910	7	
45	30	15	21	1911	8	
45	30	15	22	1912	9	
45	30	15	23	1913	10	
45	30	15	24	1914	11	
45	30	15	25	1915	12	
45	30	15	26	1916	1	
45	30	15	27	1917	2	
45	30	15	28	1918	3	
45	30	15	29	1919	4	
45	30	15	30	1920	5	
45	30	15	31	1921	6	
45	30	15	32	1922	7	
45	30	15	33	1923	8	
45	30	15	34	1924	9	
45	30	15	35	1925	10	
45	30	15	36	1926	11	
45	30	15	37	1927	12	
45	30	15	38	1928	1	
45	30	15	39	1929	2	
45	30	15	40	1930	3	
45	30	15	41	1931	4	
45	30	15	42	1932	5	
45	30	15	43	1933	6	
45	30	15	44	1934	7	
45	30	15	45	1935	8	
45	30	15	46	1936	9	
45	30	15	47	1937	10	
45	30	15	48	1938	11	
45	30	15	49	1939	12	
45	30	15	50	1940	1	
45	30	15	51	1941	2	
45	30	15	52	1942	3	
45	30	15	53	1943	4	
45	30	15	54	1944	5	
45	30	15	55	1945	6	
45	30	15	56	1946	7	
45	30	15	57	1947	8	
45	30	15	58	1948	9	
45	30	15	59	1949	10	
45	30	15	60	1950	11	
45	30	15	61	1951	12	
45	30	15	62	1952	1	
45	30	15	63	1953	2	
45	30	15	64	1954	3	
45	30	15	65	1955	4	
45	30	15	66	1956	5	
45	30	15	67	1957	6	
45	30	15	68	1958	7	
45	30	15	69	1959	8	
45	30	15	70	1960	9	
45	30	15	71	1961	10	
45	30	15	72	1962	11	
45	30	15	73	1963	12	
45	30	15	74	1964	1	
45	30	15	75	1965	2	
45	30	15	76	1966	3	
45	30	15	77	1967	4	
45	30	15	78	1968	5	
45	30	15	79	1969	6	
45	30	15	80	1970	7	
45	30	15	81	1971	8	
45	30	15	82	1972	9	
45	30	15	83	1973	10	
45	30	15	84	1974	11	
45	30	15	85	1975	12	
45	30	15	86	1976	1	
45	30	15	87	1977	2	
45	30	15	88	1978	3	
45	30	15	89	1979	4	
45	30	15	90	1980	5	
45	30	15	91	1981	6	
45	30	15	92	1982	7	
45	30	15	93	1983	8	
45	30	15	94	1984	9	
45	30	15	95	1985	10	
45	30	15	96	1986	11	
45	30	15	97	1987	12	
45	30	15	98	1988	1	
45	30	15	99	1989	2	
45	30	15	100	1990	3	
45	30	15	101	1991	4	
45	30	15	102	1992	5	
45	30	15	103	1993	6	
45	30	15	104	1994	7	
45	30	15	105	1995	8	
45	30	15	106	1996	9	
45	30	15	107	1997	10	
45	30	15	108	1998	11	
45	30	15	109	1999	12	
45	30	15	110	2000	1	
45	30	15	111	2001	2	
45	30	15	112	2002	3	
45	30	15	113	2003	4	
45	30	15	114	2004	5	
45	30	15	115	2005	6	
45	30	15	116	2006	7	
45	30	15	117	2007	8	
45	30	15	118	2008	9	
45	30	15	119	2009	10	
45	30	15	120	2010	11	
45	30	15	121	2011	12	
45	30	15	122	2012	1	
45	30	15	123	2013	2	
45	30	15	124	2014	3	
45	30	15	125	2015	4	
45	30	15	126	2016	5	
45	30	15	127	2017	6	
45	30	15	128	2018	7	
45	30	15	129	2019	8	
45	30	15	130	2020	9	
45	30	15	131	2021	10	
45	30	15	132	2022	11	
45	30	15	133	2023	12	
45	30	15	134	2024	1	
45	30	15	135	2025	2	
45	30	15	136	2026	3	
45	30	15	137	2027	4	
45	30	15	138	2028	5	
45	30	15	139	2029	6	
45	30	15	140	2030	7	
45	30	15	141	2031	8	
45	30	15	142	2032	9	
45	30	15	143	2033	10	
45	30	15	144	2034	11	
45	30	15	145	2035	12	
45	30	15	146	2036	1	
45	30	15	147	2037	2	
45	30	15	148	2038	3	
45	30	15	149	2039	4	
45	30	15	150	2040	5	

Cartierville Line
M. P. & I. Ry. Co.

This transfer is good only for passage on first M. S. R. car leaving junction point, without further transfer to City lines.

1	1902	1	8	14	20	26
JAN.	FEB.	2	9	15	21	27
MAR.	APRIL	3	10	16	22	28
MAY	JU	4	11	17	23	29
JULY	AUG.	5	12	18	24	30
SEPT.	OCT.	6	13	19	25	31
NOV.	DEC.	7				
A.M.		32310	P.M.			
1	10	20	30	40	50	*
2	10	20	30	40	50	*
3	10	20	30	40	50	*
4	10	20	30	40	50	*
5	10	20	30	40	50	*
6	10	20	30	40	50	*
7	10	20	30	40	50	*
8	10	20	30	40	50	*
9	10	20	30	40	50	*
10	10	20	30	40	50	*
11	10	20	30	40	50	*
12	10	20	30	40	50	*

1905

M. P. & I. Ry.
TRANSFER

1	2	3	4	5	6	7	8	9	10	11	12
JAN.	FEB.	1	14	20	26						
MAR.	APRIL	2	9	15	21	27					
MAY	JU	3	10	16	22	28					
JULY	AUG.	4	11	17	23	29					
SEPT.	OCT.	5	12	18	24	30					
NOV.	DEC.	6	13	19	25	31					
A.M.		32310	P.M.								
1	10	20	30	40	50	*					
2	10	20	30	40	50	*					
3	10	20	30	40	50	*					
4	10	20	30	40	50	*					
5	10	20	30	40	50	*					
6	10	20	30	40	50	*					
7	10	20	30	40	50	*					
8	10	20	30	40	50	*					
9	10	20	30	40	50	*					
10	10	20	30	40	50	*					
11	10	20	30	40	50	*					
12	10	20	30	40	50	*					

1915

Sault au Recollet
M. P. & I. Ry. Co.

This transfer is good for passage only to the corner of Orag and Chenerville Streets on first M.S.R. car leaving junction point, without further transfer to City lines.

1	2	3	4	5	6	7	8	9	10	11	12
JAN.	FEB.	1	8	14	20	26					
MAR.	APRIL	2	9	15	21	27					
MAY	JUNE	3	10	16	22	28					
AUG.	SEPT.	4	11	17	23	29					
OCT.	NOV.	5	12	18	24	30					
DEC.		6	13	19	25	31					
A.M.		374759	P.M.								
1	10	20	30	40	50	*					
2	10	20	30	40	50	*					
3	10	20	30	40	50	*					
4	10	20	30	40	50	*					
5	10	20	30	40	50	*					
6	10	20	30	40	50	*					
7	10	20	30	40	50	*					
8	10	20	30	40	50	*					
9	10	20	30	40	50	*					
10	10	20	30	40	50	*					
11	10	20	30	40	50	*					
12	10	20	30	40	50	*					

The suburban lines continued to use the larger sized transfer pioneered by the street railway in the 1890's. Note that even as late as 1915 the name Montreal Park & Island Ry. was still in use, as was also the initials "M.S.R." when referring to the city cars.

Collection of Fred Angus.

MT. ROYAL AVE.
MON JAN 27

N	BEARER STARTED FROM	S
1	10 20 30 40 50	
2	10 20 30 40 50	
3	10 20 30 40 50	
4	10	

viewpoint. Consideration was also given to sacrificing restrictions space on the back, in favor of a more lucrative use for product advertizing. At any rate, the merchandizing idea was shelved for the next fifty years and the tear-type solution was abandoned altogether.

Among ideas experimented at the time emerged one design which departed radically from the "one-a-day" previous schemes. While never circulated, the new arrangement sported a format which would eventually become the skeleton of the familiar "Montreal" transfer. It actually listed days from 1 to 15, or 16 to 31 on the left side of the transfer and, alternatively, 7 months from January to July or July to January on the bottom line, the deliberate overspread allowing for semi-annual changeovers to take place over a one-month transition period. This most simplified design drastically reduced printing masters from 365 to 4, with reusability over the years, to boot; all of this

without increasing the number of punches required from a conductor, as an ample supply of transfers, already indented with the day and month, would be supplied on each car at the beginning of every day. This design curiously included odd time spans (the tenth, thirtieth and fiftieth minute of each hour) and did away with crossing lines listings and time intervals between transfer points. Dyed-in-the-wool as it was, the M.T.Co. retained the calendar features, but stuck to transfer points and quarter-hour time spans, introducing instead the notion of the famous transfer stub. The topmost part of the transfer, duplicating its serial number, was to be retained by the conductor for the first twelve hours of operation, while it became an essential part of same for the remaining daily hours of operation. The changeover hour (4 PM) was most appropriately scheduled to match with the evening rush hour, easing control for conductors and motormen alike.

Finally satisfied with these latter changes, the Montreal Tramways Company and its successor maintained this design, with little alterations, for nearly forty years, the only visible

NOTRE DAME (West)
SAT JAN 25⁹

N	BEARER STARTED FROM					S
1	10	20	30	40	50	
2	10	20	30	40	50	
3	10	20	30	40	50	
4	10	20	30	40	50	
5	10	20	30	40	50	
6	10	20	30	40	50	
7	10	20	30	40	50	
8	10	20	30	40	50	
9	10	20	30	40	50	
10	10	20	30	40	50	
11	10	20	30	40	50	
12	10	20	30	40	50	

006942

In 1919 the size of the transfers increased dramatically as can be seen by these two examples, both issued that year. By now the year was again being shown, but only in the form of the last digit (following the day of the month).

Collection of Fred Angus.

ST. CATHERINE
WEDNESDAY MARCH 26⁹

N	BEARER STARTED FROM					S
1	10	20	30	40	50	
2	10	20	30	40	50	
3	10	20	30	40	50	
4	10	20	30	40	50	
5	10	20	30	40	50	
6	10	20	30	40	50	
7	10	20	30	40	50	
8	10	20	30	40	50	
9	10	20	30	40	50	
10	10	20	30	40	50	
11	10	20	30	40	50	
12	10	20	30	40	50	

E LE PORTEUR VIENT DE W

DELORIMIER
MON. LUN. 28 MARCH MARS
DAY 4 A.M. (1921) to 5 P.M. JOUR

N	BEARER STARTED FROM					S
CAR LEFT TERMINUS AT	2461					R.W.N.E. 27174
LE TRAMWAY PARTI DU TERMINUS A	POINTS					Vers Vers La A.S. N.E.
1	15	30	45			30
2	15	30	45			5 30
3	15	30	45			10 25
4	15	30	45			10 20
5	15	30	45			15 29
6	15	30	45			15 20
7	15	30	45			20 15
8	15	30	45			20 15
9	15	30	45			20 10
10	15	30	45			25 10
11	15	30	45			26 10
12	15	30	45			26 5
SEE CONDITIONS ON THE BACK						26 5
VOIR CONDITIONS AU VERSO						26 5
MIDNIGHT						26 5
MINUTE						26 5
SCHEDULE						26 5
RECORDED						26 5
SPECIAL						26 5
E LE PORTEUR VIENT DE O W						26 5

The type of transfer issued by the Montreal Tramways in the early 1920's before a long-lasting standard design evolved about 1924.

Collection of the author.

Transfers issued between 4 P. M. and 4 A. M. must have this coupon attached

305937

Les correspondances émises entre 4 P. M. et 4 A. M. doivent avoir ce coupon

WINDSOR-SNOWDON

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	305937	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

JI | Au | Se | Oc | No | De | Ja

ST. CATHERINE-VICTORIA

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	400000	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

JI | Au | Se | Oc | No | De | Ja

Transfers issued between 4 P. M. and 4 A. M. must have this coupon attached

684502

Les correspondances émises entre 4 P. M. et 4 A. M. doivent avoir ce coupon

ROUTE 48

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	684502	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

Ja | Fe | Mr | Al | Ma | Ju | Ji

Transfers issued between 4 P. M. and 4 A. M. must have this coupon attached

347368

Les correspondances émises entre 4 P. M. et 4 A. M. doivent avoir ce coupon

S. ANTOINE 48

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
16:17	16	347368	1 15 30 45	
17:20	17		2 15 30 45	
18:23	18		3 15 30 45	
19:26	19		4 15 30 45	
20:29	20		5 15 30 45	
21:32	21		6 15 30 45	
22:35	22		7 15 30 45	
23:38	23		8 15 30 45	
24:41	24		9 15 30 45	
25:44	25		10 15 30 45	
26:47	26		11 15 30 45	
27:50	27		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

JI | Au | Se | Oc | No | De | Ja

Examples of a long-lived type. Left: 5:00 P.M. Oct. 31 1949, car 1274. Right: 3:15 P.M. Nov. 10 1950, articulated car 2500. Note number 400000, obtained purely by chance! Collection of Fred Angus.

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	711418	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

Mr | Al | Ma | Ju | Ji | Au | Se | Oc

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	707726	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

Mr | Al | Ma | Ju | Ji | Au | Se | Oc

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	335910	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

Mr | Al | Ma | Ju | Ji | Au | Se | Oc

Hour	Line No.	Transfer Points	Car Left Terminus At	Tramway Est Parti Du Terminus A
18:17	18	811410	1 15 30 45	
19:20	19		2 15 30 45	
20:23	20		3 15 30 45	
21:26	21		4 15 30 45	
22:29	22		5 15 30 45	
23:32	23		6 15 30 45	
24:35	24		7 15 30 45	
25:38	25		8 15 30 45	
26:41	26		9 15 30 45	
27:44	27		10 15 30 45	
28:47	28		11 15 30 45	
29:50	29		12 15 30 45	

Min. After Time Pch. Le porteur vient de
Min. Après L'Heure Partée Bearer started from

See Conditions on the back
Voir Conditions au verso

TRANSFER CORRESPONDANCE 3 rd 2nd
SPECIAL *

Mr | Al | Ma | Ju | Ji | Au | Se | Oc

Variations over the years, all from one route. The first two are from the Tramways Company era (Apr. 14 1949, car 711; Oct. 30 1950) while the others were issued by the Commission. First two, collection of Fred Angus; others, collection of author.

TERMINUS ATWATER - FRONTENAC	
724769	La Voiture Est Partie De Terminus A
15	Voiture Left Terminus At
150	
155	
170	
102	
103	
104	
105	
8	
8A	
34	
85	
94	
Le porteur vient de / Driver started from	
O N W S	
Voir Conditions au verso / See Conditions on back	
ÉCOLIER / SCHOLAR	
CORRESPONDANCE 3 Hms 2 Hms	
TRANSFER 3 rd 2 rd	
SPECIAL *	
Mr | Al | Ma | Ju | JI | Au | Se | Oc	

LASALLE	
713651	La Voiture Est Partie Du Terminus A
111	Voiture Left Terminus At
112	
110	
113	
Le porteur vient de / Driver started from	
O N W S	
Voir Conditions au verso / See Conditions on back	
ÉCOLIER / SCHOLAR	
CORRESPONDANCE 3 Hms 2 Hms	
TRANSFER 3 rd 2 rd	
SPECIAL *	
Mr | Al | Ma | Ju | JI | Au | Se | Oc	

LEGENDRE 98	
001086	La Voiture Est Partie Du Terminus A
TRANSFER POINTS de Correspondance	
1	15 30 45
2	15 30 45
3	15 30 45
4	15 30 45
5	15 30 45
6	15 30 45
7	15 30 45
8	15 30 45
9	15 30 45
10	15 30 45
11	15 30 45
12	15 30 45
Le porteur vient de / Driver started from	
O N W S	
Voir Conditions au verso / See Conditions on back	
ÉCOLIER / SCHOLAR	
CORRESPONDANCE 3 Hms 2 Hms	
TRANSFER 3 rd 2 rd	
SPECIAL *	
Mr | Al | Ma | Ju | JI | Au | Se | Oc	

C. T. M. M. T. C.	
253391	La Voiture Est Partie Du Terminus A
166	Voiture Left Terminus At
167	
168	
169	
170	
171	
172	
173	
174	
175	
Le porteur vient de / Driver started from	
O N W S	
Voir Conditions au verso / See Conditions on back	
ÉCOLIER / SCHOLAR	
CORRESPONDANCE 3 Hms 2 Hms	
TRANSFER 3 rd 2 rd	
SPECIAL *	
Mr | Al | Ma | Ju | JI | Au | Se | Oc	

The end of a long-lived type after forty years. We see the first "group" transfer, then a zone transfer for the City of LaSalle, followed by the last single line issued and, finally, a special transfer listing lines created for Expo 67 service. Collection of the author.

Rail Canada Decisions

By Douglas N.W. Smith

The Canadian Transport Commission passed out of existence at midnight December 31, 1987. It has been replaced by the National Transportation Agency. The Agency will be responsible for regulating railway matters under the terms of the new National Transportation Act which came into effect on January 1, 1988.

The new legislation will considerably speed the processing of railway applications to abandon lines. The railway must give the Agency notice that it intends to file an application to abandon a specific line ninety days before so doing. The Agency then has six months to evaluate the case.

The criteria to determine the economic position of a rail line have been altered under the new legislation. In determining the loss on any given line, the Agency shall only consider the specific costs of handling the traffic and the revenues. Overhead costs, which were included in claims under the old Railway Act, are to be excluded.

If the line is uneconomic, the Agency will order the line abandoned unless it is deemed necessary in the public interest whereupon subsidies for its retention may be paid. If a line is deemed necessary in the public interest, its future must be reviewed at least every three years.

In arriving at its decision as to whether a line is required in the public interest, the Agency has several new criteria and powers. Several new approaches are contained in the legislation. The Agency may make payments to shippers to offset the additional costs they would face due to the loss of their rail service. Drawing from the experience in the United States, the legislation makes it much easier for the railways to sell unwanted lines to short line railways. Provision is also made to permit VIA to purchase any CN or CP line approved for abandonment but which are used by VIA. Such lines may be sold to VIA at their net salvage value.

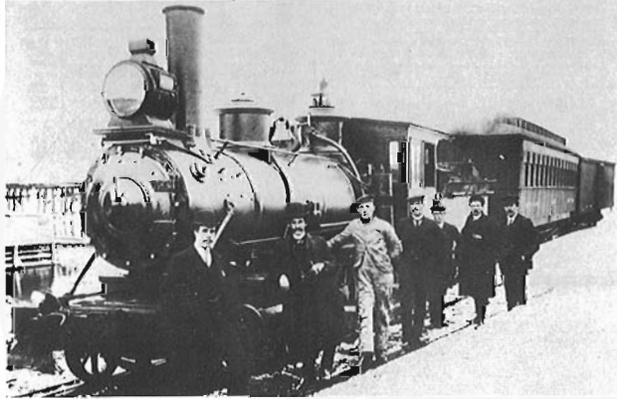
During the first five years of the new legislation, the railways can not abandon more than four per cent of their total route mileage. Up to beginning of March, no notices of intent to abandon have yet been filed by CN or CP.

During the last few days of 1987, the CTC rendered a tremendous number of decisions on branch line abandonment and passenger train service discontinuances. Rather than rush these items into print and not give them the full coverage they deserve, your co-editor has decided to serialize these decisions in this and upcoming issues of "Canadian Rail".

CONTINUING REDUCTIONS IN NEWFOUNDLAND

On December 31, 1987, the Railway Transport Committee issued its decision in regard to the application by CN to discontinue its passenger service between Bishop's Falls and Corner Brook, Newfoundland. This is the last rail passenger service in the province.

In 1969, CN discontinued trans-island passenger train service between Port-aux-Basques and St. John's. While this



Reid Newfoundland Company mixed train at Lewisporte in 1906. Locomotive 22, a 2-6-0 type, which heads the train was built in 1882 for the Harbour Grace Railway and originally carried the number 9. In 1906, one round trip was operated by the mixed train service on Sundays and Mondays while two round trips were operated on Wednesdays and Fridays to connect with the main line trains at Notre Dame Junction.

Credit: T. Norrell Collection, National Museum of Science and Technology.

train was officially known as the "Caribou", it was affectionately called the "Newfie Bullet", a name which satirized the slow, but comfortable means of transport.

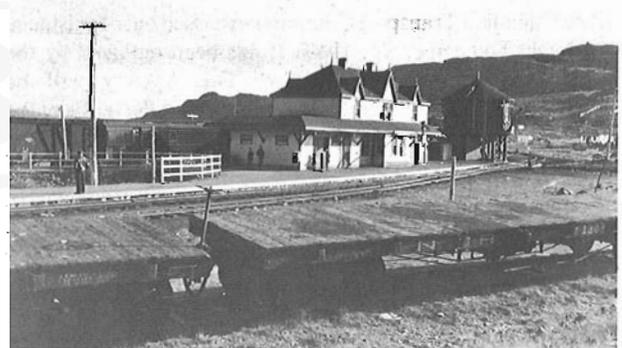
In lieu of the train, CN undertook to operate a bus service on the Trans-Canada Highway. However, the segment of line between Millertown Junction and Howley, a distance of 47 miles, was not accessible by road. The RTC ordered CN to continue to provide rail passenger service into this area. In order to do so, the passenger equipment is switched into and out of the trans-island freight train at the division points of Bishop's Falls and Corner Brook. Up to April 1986, service was provided on a daily basis. Due to declining freight volumes, CN received RTC service on Thursday, the day the freight train does not run.

Following public hearings in September 1987 into CN's application to completely discontinue the train, the RTC concluded that the service is required primarily to access remote summer cottages. Approximately 2,000 trips are made on the train each year. On this basis, the Committee decided that no service was necessary for the months of January, February, March and December. During the months of April, May, October and November, CN has been directed to provide service on Saturdays and Sundays. During the peak travel encompassing the months between June and September, CN is to provide service on Wednesdays, Fridays, and Sundays. When Monday is a statutory holiday, the train will be cancelled on Sunday and operate on the holiday. As CN may be terminating the regular Friday trans-island freight, it is possible that the Friday passenger trips during the summer months will operate as a full fledged passenger train – something which has not happened in almost twenty years.

Also, the CTC approved applications by CN to abandon the Lewisporte Spur and Carbonear Subdivision on December 29, 1987. The cessation of movements of conventional freight cars from the mainland to island points eliminated the need for these lines. All traffic now moves in containers which are trucked from container terminals located on the main line to points on the former branch lines.

For a 38 mile long line, the history of the Carbonear Subdivision is complicated as its mid portion was completed before the two ends. In 1884, the Harbour Grace Railway was finished from Saint John's to Harbour Grace. The routing of the lines to Harbour Grace was less than direct. From St. John's it stretched westwards to Whitbourne, then headed north towards Trinity Bay, and finally turned eastward to reach Harbour Grace on Conception Bay. The ceremony marking the completion of the line was unique in that a member of the Royal Family, His Royal Highness The Prince George, later His Majesty King George V, drove the last spike.

A little more than a decade later steps were taken to extend the line from Harbour Grace to Carbonear and to provide a more direct line from points on Conception Bay to St. John's. Work on the Brigus branch began on October 12, 1897. Construction on the trans-island line had shortly before this date come to an end for the season. With an election campaign underway, the



Brigus Junction marked the point where the line to Carbonear diverted from the trans-island line. A fire destroyed the first station. On April 30, 1915, the new building, which included dining and waiting rooms, was opened.

Credit: National Archives of Canada, PA 141339

APPENDIX 1

First Through Train to Carbonear.

At 8:30 o'clock yesterday morning the first train for Carbonear left the depot. To the people of St. John's who are used to the constant "puff" and whistle of the engines this does not signify much, but to the people of Carbonear it means the fulfillment of long cherished hopes. It is now over ten years since the first rails were laid for the Carbonear branch. These were laid in directly the opposite direction from those of the present; that is, instead of going by way of Mosquito they were laid by way of Lady Lake and came out at the head of Carbonear. Passengers for all towns between Brigus and Carbonear joined the Placentia train at St. John's, and connected with the Brigus Branch train at Brigus Junction. The train was in charge of Conductor Walsh, Engineer Byrne, Fireman Power and Brakesman Brophy and No. 11 was the engine. At 11:40 the Placentia train arrived at Brigus Junction, and all passengers "changed cars." At this place a splendid station house has been erected, and will be under the charge of Mr. Howard who will be the Messrs. Reids' agent here. At 1:45 the "all on board" was given by the conductor and the first accomodation train took its way over the new line. For a couple of miles there is very little to be seen: on both sides of the track are high barren hills, and these do not attract the traveller. The road however, is a very easy one and the ride can be enjoyed with much comfort. Just before arriving at Brigus there is some very fine scenery and there is something new at every turn. At 12:25 the train arrived at Brigus and the passengers were disappointed to find that the station was over a mile from the town. Just the roofs of some of the highest houses and three or four church spires were all that could be seen of Brigus proper. At the station were a great many persons, who were up to see the train. A very pretty station has been erected here but as yet no person has been placed in charge. A short delay was necessary here to drop a large quantity of freight which was on board for this station. The next station after Brigus was Clarke's Beach, and next Bay Robert's. The train stopped here near the R. C. School and the people who were out to see the train cheered most lustily. From Brigus to Bay Roberts the run is a very attractive one. Between the two towns are quite a number of settlements and villages, such as Springfield, Cupids, North River, Bareneed and Coley's Point, all these can be seen as the train rushes along. After Bay Roberts comes Spaniard's Bay, Tilton and then Harbor Grace. Just before arriving at Harbor Grace we were shown the scene of the accident the other day. Nearly all the wood has been removed and but little remains to see. At Harbor Grace quite a number of passengers anxious to take the first run to Carbonear took passage. The train arrived at Carbonear about 3 o'clock; about three-quarters of an hour behind time. This of course was expected as train men did not know the line well and were afraid to run very fast. At Carbonear is a very nice station house, and freight store. Mr. A. Peach is the agent here. Quite a large crowd were present to see the first train come in. All seemed delighted at seeing the first train arrive and the prospect of regular daily railway communication with the city.

This interesting account of the first through train to Carbonear appeared in the Daily News in St. John's Newfoundland on December 8 1898.

Nfld. Railway.

**FREE RAILWAY LANDS.
FREE FARM.
FREE HOME.
A BONUS THROWN IN**

NOTICE.**NFLD. RAILWAY.**

FREIGHT will now be accepted for Brigus, Bay Roberts, Clark's Beach, Spaniard's Bay and Carbonear. Freight Train leaves St. John's at 8.30 every morning.

R. G. REID.

dec7.4i

LANDS along the line of Railway will be granted for Agricultural purposes.

FREE OF COST, under the conditions, as to cultivation prescribed in the Crown Lands Act for lands granted thereunder.

The holders of such lands can qualify for the bounty of \$20 per acre for three acres allowed under the Act for the Encouragement of Agriculture, 1893, by complying with the regulations under that Act, made by the Governor-in-Council.

St. John's, Nov. 21, '98.

R. G. REID.

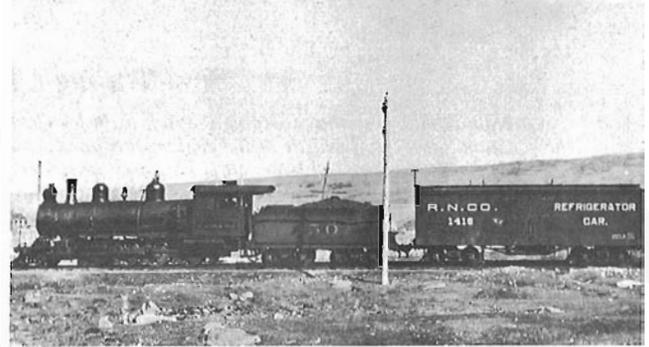
construction equipment, numbering some 14 cars pulled by three locomotives, was moved from Port aux Basques to Brigus Junction. The project helped to employ some of the two thousand men who had been thrown out of work when work on the trans-island line shut down. On September 1, 1898, the Newfoundland Northern & Western Railway opened the 27 mile cutoff from Brigus Junction to Tilton and on December 7, 1898 inaugurated passenger service over the 7 mile extension from Harbour Grace to Carbonear. An account of the opening day of service to Carbonear is contained in Appendix 1.

The old line from Whitbourne to Harbour Grace remained in service for almost two more decades. Indeed, in 1898 when the line to Carbonear was nearing completion, the rails between Whitbourne and Harbour Grace was being replaced. After Reid Newfoundland opened the line to Heart's Content for regular service in 1915, the former Harbour Grace Railway line from Tilton to Back Pond was abandoned.

During the early 1980's, the Brigus Junction-Carbonear line achieved a certain degree of fame. In April 1981, CN rescheduled its mixed train service to provide same-day round trip from St. John's to Carbonear. Prior to the rescheduling, a single coach was more than adequate for the occasional passenger. Up to three coaches were necessary to handle the tourists and school groups who took advantage of the same-day schedule to experience the unique Newfoundland narrow gauge trains. With declining freight loads, CN applied to discontinue the passenger service as the low levels of freight traffic no longer

justified operating a regular schedule. The CTC permitted CN to withdraw the trains in September 1984. With the move to containization, only nine carloads were handled in 1986.

The 9.4 mile line from Notre Dame Junction to Lewisporte was completed by the Newfoundland Northern & Western in 1898. Like the Carbonear Subdivision, most of the freight destined to Lewisporte is now handled in containers. In 1986, only four carloads were handled on the line.



Reid Newfoundland Company #150 is pictured at Harbour Grace in 1915. Built by the Baldwin Locomotive Works as part of an order for two Mikados in 1903, #150 was the first 2-8-2 type locomotive to operate in Newfoundland. The locomotive was scrapped in 1934. Credit: National Archives of Canada, PA 121851

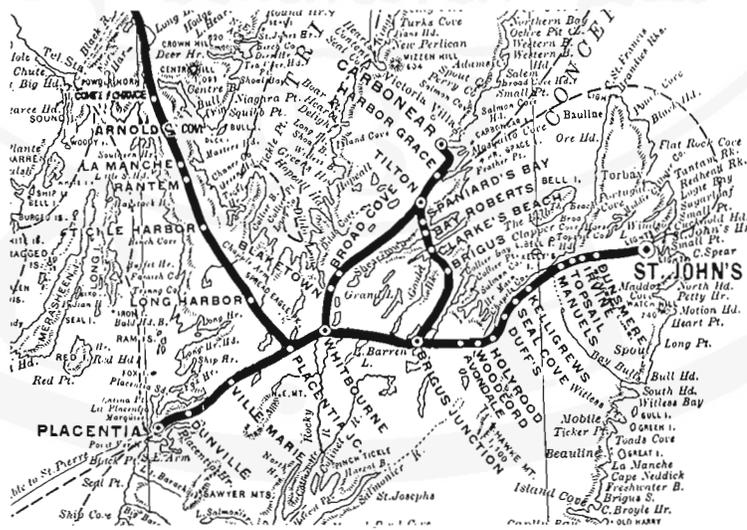
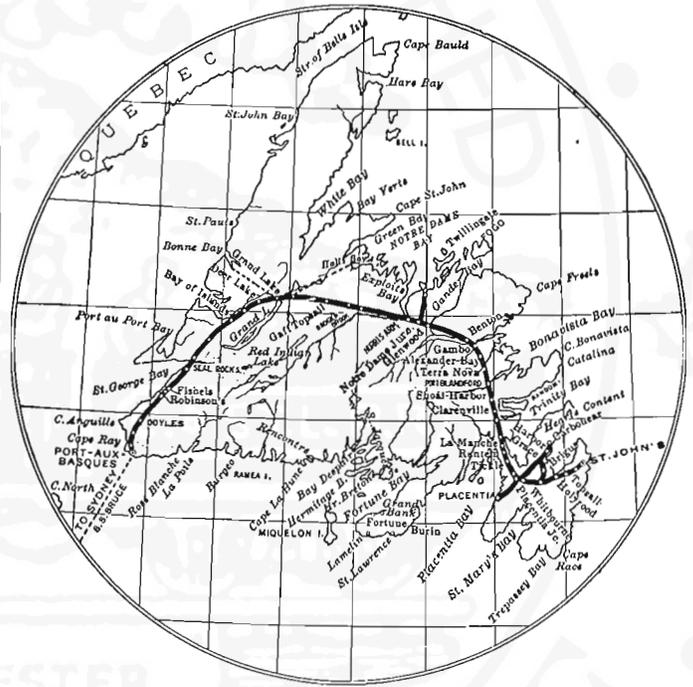
APPENDIX 2

These maps and timetables dated 1903 show the lines between St. John's and Carbonear.

BROAD COVE BRANCH				
No. 15 Accommodation Tuesday, Wednesday Friday 2ND CLASS	STATIONS	Miles	No. 16 Accommodation Tuesday, Wednesday Friday 2ND CLASS	
8.00 pm			Lv.....Whitbourne.....Ar	0
8.30 "*Blaketown.....	6	7.28 "	
9.02 "	.....Broad Cove.....	10	7.00 "	
9.15 "	.....Tilton.....	22	6.40 "	
9.40 pm	.....Harbour Grace.....	27	6.10 am	
	.....*Mosquito.....	30		
	Ar.....Carbonear.....Lv	34		

BRIGUS BRANCH					
No. 3 Accom. Daily except Sunday 2ND CLASS	No. 9 Exp. Monday Saturday 1ST CLASS	STATIONS	Miles	No. 10 Exp. Monday Thursday Saturday 1ST CLASS	No. 4 Accom. Daily except Sunday 2ND CLASS
11.38 am	7.20 pm			Lv....Brigus Junction....Ar	0	8.40 am	7.00 pm
12.15 pm	7.58 "	.....Brigus.....	11	8.03 "	6.15 "
12.45 "	8.21 "	.....*Clark's Beach.....	17	7.39 "	5.35 "
1.00 "	8.33 "	.....Bay Roberts.....	21	7.25 "	5.20 "
1.20 "	8.44 "	.....*Spaniard's Bay.....	24	7.16 "	4.59 "
1.40 "	8.53 "	.....Tilton.....	26	7.07 "	4.37 "
2.00 "	9.12 "	.....Harbour Grace.....	31	6.48 "	4.17 "
2.30 pm	9.40 pm	Ar.....Carbonear.....Lv	38	6.20 am	3.45 pm

* Flag Station.



MORE OF THE SIR WILFRED'S GRAND PLAN DISAPPEARS

In the opening days of the twentieth century, the Dominion's Prime Minister, Sir Wilfred Laurier, decided that an additional transcontinental main line was necessary. That the Grand Trunk and Canadian Northern could not come to an agreement to combine forces to build the line seemed to be of little moment. The seemingly limitless golden harvest of grain flowing from the prairies to eastern ports and the desire to open the northern areas of the Province of Quebec to settlement, caused the government to decide that the National Transcontinental Railway (NTR) would be built from Winnipeg to Quebec City through territory as yet undeveloped. The standards of construction were of the highest order as it was envisaged that the NTR would be a funnel for grain moving from the prairie provinces to trans-Atlantic shipping at Quebec City.

In order to secure the support of the members from the three maritime provinces to the scheme, it was decided to extend the NTR from Quebec City to Moncton. To state that the decision to build the NTR was controversial would be to understate views on the project. Opinions on the validity of the project were so high that in an unprecedented step, the Minister of Railways and Canals resigned his portfolio.

It had been planned that the National Transcontinental would link the established lines of the Grand Trunk in the east with those of its subsidiary, the Grand Trunk Pacific which extended from Winnipeg to Prince Rupert. The Grand Trunk had signed an agreement with the government to take over the NTR when it was completed and pay an annual rental based on a percentage of the costs of construction. By the time the NTR was completed, the Grand Trunk wanted out of the deal. Horrific financial overruns plagued the NTR project. Thus it appeared quite hopeless that revenues would be sufficient to meet the costs of the lease. To complicate matters, the Grand Trunk was experiencing financial problems of its own.

Consequently, the Dominion government turned the line over the Intercolonial Railway. On July 1, 1914, service commenced from Diamond Junction (near Charny) to Escourt. A year later the line was open through to Moncton. The ICR had little need for a line from Quebec to Moncton as it largely paralleled its existing line. The only major centre on the NTR which the ICR did not already directly serve was Edmundston. The CPR and Temiscouata Railway, however, had lines to the city. After the formation of Canadian National, the ICR and NTR lines were both operated as main line routes to the Maritimes.

The situation changed in the fall of 1977. In September 1977, CN opened the Pelletier cut-off from a point near Pelletier, on the former NTR line, to St-Andre, on the former ICR line. This new 15.3 mile long line shortened the distance from Halifax to Montreal by some 35 miles representing a saving of 5% in the distance container traffic had to move to reach points in Central Canada and American Midwest.

Most of CN's freight traffic to and from Atlantic Canada now moves over this route finally justifying the investment in the NTR from Pelletier to Moncton. The line between Pelletier and Charny, Quebec, however, became completely redundant as no

major shippers were located on this segment of the line. In July 1979, the last through train to use the line, the railiner service between Edmundston and Quebec City, was discontinued due to very low patronage levels. On October 16, 1981, a derailment occurred at Daly, Quebec. CN decided not to repair the damage and embargoed traffic between Pelletier and Daly. Traffic volumes ranged from 91 cars in 1981 to no traffic in 1983. Due to this dearth of traffic, the CTC authorized CN to abandon the 128 miles of line between Pelletier and Ste-Clair in January 1985. Reflecting the low level of useage, CN had ceased to clear snow from this segment of the line starting in the winter of 1982.

On December 21, 1987, the CTC authorized CN to abandon 12 miles of the line from Ste-Claire to St-Isidore as freight volumes had fallen from 28 carloads in 1984 to one carload in 1986.

Closely related to the history of the NTR was the ill-fated St. John and Quebec Railway Company. When the Laurier government elected to build the NTR into the Maritimes, Halifax and Saint John vied to be the eastern most terminal of the NTR. Rather than upset either city, the Dominion government chose Moncton as being the point convenient to both ports.

Unmollified, Saint John interests lobbied the provincial government for a charter and financial support to build a line from Saint John to a junction with the NTR at either Grand Falls or Edmundston. Having obtained a provincial charter for the St. John Valley Railway in 1909, the incorporators went to Ottawa for federal subsidies.

Sir Wilfred acceded to their request. However, no progress on construction was made. The standards set by the Dominion government in order for the project to qualify for subsidy money were so high that no contractor would bid on the construction contract for the available funds. While it has never been proven, it is likely that Sir Wilfred established these high standards so that the line would not be built. Its utility was questionable as the ICR already served Fredericton and Saint John. The federal government was facing tremendous funding requirements to complete the main line of the NTR whose costs were exceeding the 1903 estimates by a factor of ten.

Following the Dominion election in 1911, a new Conservative government was installed in Ottawa. The New Brunswick government, which was also Conservative, persuaded the new Dominion government to amend the standards and concluded an agreement to lease the line to the Canadian Government Railways, a name applied to all the railways owned by the federal government, at an annual rental equal to 40% of the revenues. It was anticipated that the rental payment would be sufficient to pay the interest on the bonds which were to be issued by the province to help defray construction costs.

On January 1, 1915, the line was officially opened to traffic from Fredericton to Centreville. Three months later, on March 2, 1915, the line was opened from Fredericton to Gagetown. The service was provided by the Canadian Government Railways. For all the progress on the construction front, the company was experiencing severe financial difficulties. During 1915, the provincial government was forced to take the company over.

The ambitious plans to bridge the St. John and Kennebec Rivers in order to have a separate right-of-way from Fredericton to Saint John as well as to extend the line from Centreville to the NTR main line were casualties of the financial collapse of much of the Canadian railway industry during the opening years of World War I. Faced with hundreds of millions of dollars of liabilities as the National Transcontinental, Grand Trunk Pacific and Canadian Northern hovered on the brink of bankruptcy and the financial requirements to fund the war effort, the government could not justify large expenditures to complete the St. John and Quebec Railway. The costs of the two bridges between Fredericton and Saint John alone were estimated to exceed \$3 million.

Rather than build the bridges, it was decided to secure running rights over CP between Westfield Beach and Saint John. Negotiations over the running rights agreement delayed the start of service between Gagetown and Saint John for several months in 1919. The connection to the NTR main line was effected by using the existing ICR line from Fredericton to McGivney. Canadian National completed an extensive rebuilding of the line and the bridge over the St. John River at Fredericton during 1919 and 1920.

The line from Gagetown to Westfield Beach was not completed until 1919. One of the reasons for the delay was the difficulty in securing rails due to the war industry demand for steel. When CN finally inaugurated service over the line between Gagetown and Saint John on October 3, 1919, it also commenced a tri-weekly through sleeping car service between Saint John and Quebec via McGivney.

The Saint John and Quebec Railway never lived up to the vision of its promoters. The line incurred annual operating deficits and the revenues paid to the New Brunswick government never were sufficient to pay the interest on the bonds. In 1929, the provincial government sold the St. John and Quebec Railway to the Dominion government who turned it over to CN.

During the 1960's, a hydro-electric dam was built on the St. John River between Fredericton and Woodstock. The project flooded out the CN line which closely followed the river. Trackage rights were obtained over the Canadian Pacific line from South Devon, a point just north of Fredericton to Woodstock.

The next section to be abandoned was the line from Gagetown to Westfield Beach. The RTC permitted the abandonment of this section of the line in 1984 as no local traffic had been carried over the line since 1980. In October 1980, CN had cancelled its running rights agreement over the line from Westfield Beach to Saint John.

In October 1986, CN received permission to abandon all but 2.6 miles of its line between Woodstock and Centreville. The RTC felt the remaining trackage in Woodstock should be transferred to CP.

In 1987, CN concluded an intermodal agreement with the Karnes Kitchens Limited located in Woodstock whereby their products moved in trucks to the nearest railhead. As this was the last shipper, the CTC authorized CN to abandon the spur in Woodstock and cease to operate over CP trackage from Woodstock to South Devon on December 9, 1987.

CP TO REBUILD BRIDGE

On April 1, 1987, a combination of high water and ice flows undermined the five span CP bridge at Ste-Anne de la Perade, Quebec. The force of the impact was such that two piers were completely destroyed causing three spans of the bridge to collapse. The bridge, which was built in 1907, was part of CP's main line between Montreal and Quebec City.

At the time of the incident, CP operated one freight train five days per week over the line and VIA operated two daily and one daily except Sunday passenger trains.

CP arranged to detour its trains over CN lines. Initially, the train operated over the Drummondville Subdivision on the south shore of the St. Lawrence River. After the first week, CN commenced a major trackwork programme on the line which necessitated moving the trains to CN lines on the north side of the St. Lawrence.

The first route tried was via Joliet, Hervey Junction and Donaconna. The heavy volume of CN freight on the line and low priority accorded to the CP train resulted in the Montreal-Quebec trip taking 11 to 12½ hours to complete the trip. As crews can only be on duty for 11 hours at a time, CP was having to deadhead train crews.

Effective October 27, 1987, CP rerouted the train over its own lines from Montreal to Shawinigan via Trois-Rivieres and over CN lines from Shawinigan to Quebec via Donaconna. As the CP crews change at Trois-Rivieres, they are able to complete the run before 11 hours have elapsed.

The final modification was to occur after the construction of a connecting link between the CP and CN lines at La Chevrotiere, Quebec which would minimize the distance the CP freight would operate over CN lines. CP had applied for but not received approval from the Governor in Council for long term running rights over CN when the CTC decision was released.

VIA's needs were not so easily solvable. VIA restricted its trains to the Montreal-Trois Rivieres portion of the line. On June 7, 1987, it rescheduled these trains so that one RDC could cover all the daily trips. The loss of the Quebec City market saw passenger levels fall by 50% on the line. Due to the low levels of patronage, VIA reduced the level of service between Montreal and Trois-Rivieres to one train per day on November 29, 1987.

Due to complaints from shippers, municipalities and the public, the CTC held hearings to receive input into its decision as to whether CP should be ordered to rebuild the bridge which it estimates will cost \$7 million. At the hearings, CP argued that it should not be ordered to rebuild the bridge as the future requirements of VIA were not clear and no freight shippers have lost service. VIA is conducting a two year study of all its services which will consider amongst other things whether its Montreal-Quebec services should not be concentrated on one line rather than two as at present. VIA noted that their high speed rail study released in 1984 showed that the line via Trois-Rivieres had much more potential than the CN line via Drummondville. Representatives of on-line municipalities, shippers and the public argued that CP had an obligation to restore the bridge.

The CTC noted in its decision that VIA is CP's single largest customer and that CP as well as VIA are under RTC orders to provide rail passenger service between Montreal and Quebec via Trois-Rivieres. On December 31, 1987, the RTC ordered CP to rebuild the bridge for traffic by October 30, 1988.



C.R.H.A. communications

PACIFIC COAST DIVISION:

During the winter, work continued at the Division's Fraser Mills station including new lighting, the renovation of the attic for storage purposes and, later, a model railroad. John Picur, editor of "SANDHOUSE" wrote: "There are strange noises emanating from the mezzanine level . . . This can only be our gnome of the dome, Norris Adams, busily renovating the attic . . ."

Some of the meetings during late 1987 included photos, from the collection of Ken Merillees, of the PGE in 1927, steam on the Harbours Board line and steam and electric in the northwestern United States. Another meeting featured Brian Peters with a talk on the 'Canadian Explorer' trip which was also written up in "TRAINS" and "PASSENGER TRAIN JOURNAL".

RIDEAU VALLEY DIVISION:

1987 was a busy year for the Rideau Valley Division. Some of the activities have already been reported in COMMUNICATIONS.

Restoration work is progressing well on the CN Smiths Falls station and the exterior looks in top shape with a new roof and coats of paint on the doors and window frames.

CP MLW S-3 #6591 has had a new paint job and looks as she did many years ago. This was a project of three members: Scott Leidenburger, Dale Elliot and Steve Hunter. #6591 even appeared in a colour news photo in the December issue of RAILFAN & RAILROAD Magazine. Other equipment received similar treatment including CN wooden boxcar #534493. A start was made on Canada Starch tank car #CSTX22.

Efforts are proceeding to develop further the museum and eventually commence a tourist operations (hopefully with steam) along a portion CN's line to Napanee. 1988 should determine if it's a go or not.

The Division is planning to issue a quarterly newsletter and has asked members to come up with a name for it. The first edition appeared in December.

SASKATCHEWAN RAILROAD HISTORICAL ASSOCIATION INC.

The Saskatchewan Railroad Historical Association Inc. was formed at a meeting at the CNRA Hall April 9, 1987 with 15 people present.

The non-profit incorporation papers were completed and mailed to Regina, however the papers made a wrong turn and became lost. The name reservation was completed July 31, 1987 and the non-profit incorporation papers were completed and approved October 28, 1987. The application for charitable

donation number was sent to Revenue Canada, Ottawa December 23, 1987. The charitable donation number was received February 8, 1988.

The Ex CPR #6568 660 HP diesel electric switcher locomotive was acquired from Inland Steel Ltd. April 20, 1987 small missing parts were acquired from General Car Shredder Ltd., Winnipeg and the parts have been installed. The traction motors are the only items to be obtained. Repairs to the Generator Armature is the next major work project for the locomotive.

Permission was obtained from the Western Development Museum to remove the pole shed and shop building from 11 street site for the material was received August 28, 1987. The demolition permit was issued September 29, 1987 and demolition is in progress.

A request for a lease on the Hawker Siding was sent to CN Real Estate June 25, 1987 and approval was issued October 27, 1987.

MEMBERSHIP DRIVE

A flyer has been mailed to you which offers a year's membership in the Association to new members at a special discount price.

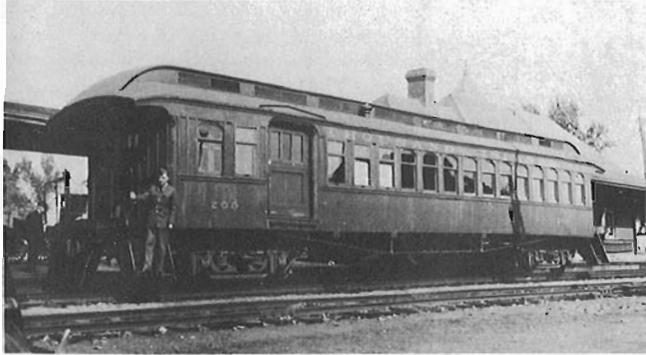
The purpose of this is to increase the number of members in the Association. Last year the Board of Directors reluctantly had to increase the annual membership dues from \$25 to \$27. The reason for this step was to counter the higher costs of producing and mailing Canadian Rail.

If we are to avoid similar increases in the future, it is necessary to augment the number of members. As an inducement to encourage your friends or acquaintances to try Canadian Rail it has been decided to offer you a trial membership at a cost of only \$15. If we are able to increase substantially the number of members there will be no need for a rise in fees in the upcoming year and it will be possible to improve the quality of the magazine.

In order to encourage you to help us in this membership drive, for each new member you sign up, we will reduce the renewal fee for your own 1989 membership by \$3. Thus if you sign up 9 or more new members, your 1989 membership will be free! Thus by helping us to build a larger membership base you will also be rewarding yourself.

Reminder:

Please make sure that you place your own name and membership number on the form provided. Your number is on the upper right-hand corner of the mailing label on the back of your issue of Canadian Rail. This will ensure that you receive your applicable reduction of your next year's dues.



Our Western Canada Liaison Representative, Mr. Norris Adams, sends us these two interesting photos of himself. In the earlier view, Norris, as a "fledgling airman", stands on the steps of car 200 of the Thousand Islands Railway at Gananoque Ontario in 1943, during World War II. In the second view we see Norris "standing guard" at the old roundhouse in Vancouver on May 23 1987 during the celebration of the 100th anniversary of the arrival of the first through passenger train in that city.

CHARITABLE RECEIPTS - 1988

Canadian members who make donations to the Association in 1988 should note the following change in the method of taking credit on their 1988 Income Tax Returns.

"Starting in 1988, the deduction for charitable donations is being converted into a non-refundable federal tax credit of 17% of the first \$250 donated and 29% of the balance. Charitable donations eligible for the credit must not exceed 20% of your net income, and the five-year carry forward period for unused donations remains in place."

- IN MEMORIAM -

RICHARD M. BINNS
1902-1988

An important link with the CRHA of the 1950's was severed with the death, on January 8 1988, of Richard M. Binns. Mr. Binns had been in retirement in Victoria B.C. for more than twenty years but he still took considerable interest in the Association, especially articles in Canadian Rail which dealt with street railway subjects.

Richard Binns was born in Halifax N.S. in 1902 and lived there until 1925 before coming to Montreal. Joining the Montreal Tramways Company, he became Supervisor of Traffic Study, continuing this position in the newly formed Montreal Transportation Commission in 1951. Later he was Director of Traffic in the Commission, a position he held until he retired in 1967.

Mr. Binns's interest in the CRHA started in the late 1940's when the Association began to extend its activities to street railway matters as well as main-line railways. He joined the Association on March 9 1949 as member number 99. For many years after that he was a CRHA director, and he continued his membership continuously until his death.

By the early 1950's it was obvious that the days of street cars in Montreal were numbered, and at that time the CRHA endeavoured to help in the preservation of a representative collection of Montreal trams. This project had begun in 1950 with the acquisition, from the Montreal Tramways Company, of salt car 274. It is mainly due to the efforts of Mr. Binns that the company not only donated the car, but also allowed the Association to keep it, free of charge, in one of the car barns where it could be restored by the members.

The influence of Mr. Binns was felt again when the Transportation Commission, which had taken over the Tramways in 1951, decided to form a collection of its own. Accordingly, as the various car types were retired, certain units were set aside for preservation, selection of which one being largely decided by Mr. Binns, often in consultation with the CRHA! Then in 1963, four years after street car operation ceased, the Commission very generously donated the entire collection to the Association, and in June of that year the cars were moved to the Canadian Railway Museum, thus making it possible for today's Montrealers to see what it was like in the tramways era.

After his retirement in 1967 Mr. Binns wrote a book on the street cars of Montreal which is still the basic authority on the subject. Your editor recalls that, even in recent times, Mr. Binns helped, with his knowledge of the tramways, to ensure the accuracy of any Canadian Rail articles dealing with Montreal street cars. His death closes an important relationship with the Association going back almost forty years.

F.A. March 1988.

First **CRHA ANNUAL AWARDS** for 1987.

You are urged by the Awards Committee to refer to the Annual Awards Program as outlined in the January/February issue of *Canadian Rail*, page 31. Please use the form on page 32 for submissions of your nominations for awards as stated in the program.

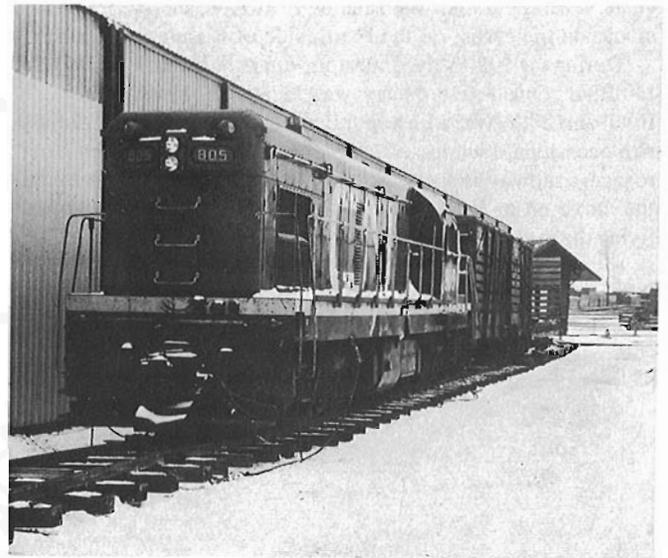
While it may take some of your time to review back copies of your 1987 magazines or books, you should find them interesting reading, and even challenging, in determining which articles you think are the best selections for awards. Please share them with us. You may encourage the authors, and new authors, to write articles for future publication in one of your favourite magazines. You could inspire someone to write a book!

Submissions of names you make regarding the Achievement or Preservation Awards could decide the winners in those categories. While your nominees may not be the successful candidates, their activities will be publicized and become better known to all of us and could be the successful nominees in the future.

All submitted titles and the names of the successful nominees will be published in *Canadian Rail* including the reasons of the Panel of Judges for their selection as winners. Please help us in making the CRHA Annual Awards a success. Submit all documentation prior to 30 April, 1988.

NEWFOUNDLAND PROJECT UPDATE

January 30 1988 was a red letter day at the Canadian Railway Museum at Delson / St. Constant Que. On that day Newfoundland locomotive 805, as well as stock car 7035 and wood-pulp car 14016 were unloaded from the cars on which they had come from the East. The generosity of Terra Transport and Canadian National in donating and transporting this equipment is very much appreciated. A "thank you" to those members who have donated to the special fund to help with the move and unloading, is also very much in order. Thanks to the members, more than \$4500 of the \$8200 required has been received. However, we still need more help to put the campaign "over the top" and complete this worthy project. PLEASE HELP US TO ACHIEVE THIS GOAL.



In the first photo we see stock car 7035 as it arrived aboard flat car 664003. The second view shows the complete train after unloading. Since this photo was taken, considerable work has been done to protect the train from the elements prior to starting restoration in the spring.

Both photos by Fred Angus.

MR. A.J. VENUS WRITES -

Thanks for an interesting and informative article on 'Eighty Years of Steel Cars' for the Montreal Tramway. I look forward to any article in *Canadian Rail* on the tramways. I became interested in the tramways as a youngster in the early 1920's and particularly from 1928 when I started to work on St. James Street, until the demise in 1959. (I was transferred to Ontario in 1964.)

While reading your article, I referred back to the roster of equipment in "Montreal's Electric Street Cars," by Richard M. Binns and noticed that wooden car 813 had been scrapped in 1926, in the text, that it had been in collision and derailed as was 835 in 1917. As I recall, 813 on that fateful morning was the "Early Morning Pickup," for drivers and conductors, though I'm not certain, it was a Sunday. The car, with probably a driver not familiar with the route, raced down the two long blocks on Pie IX Blvd., on a down grade from Rosemont Blvd. and hit the open switch at Masson St. then careened across the intersection to a large vacant lot on the S.W. corner. As I recall, it ended up on its side a complete wreck, therefore it was scrapped.

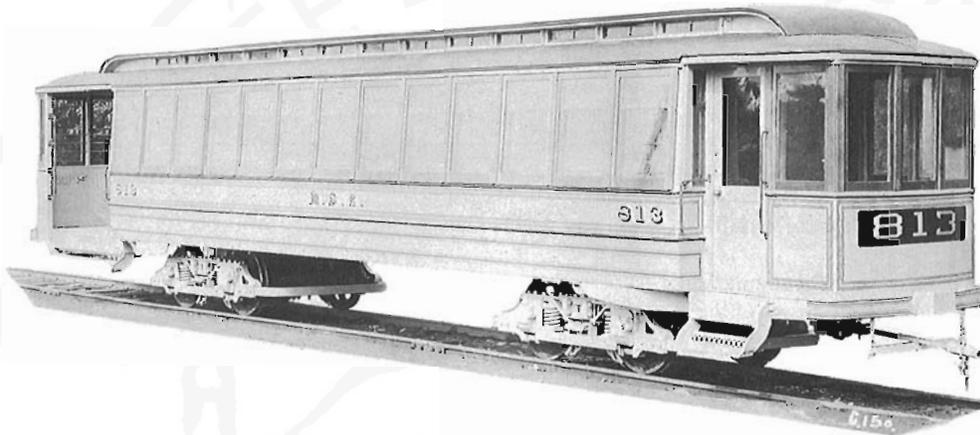
I can recall a 1325 class car on pickup, doing a similar thing, one Sunday morning, while Eastbound on Rosemont Blvd. This car struck an open switch at the corner of Pie IX Blvd., and ended up with its front end through a large Hydro Pole on the S.E. corner. This car (number unknown) was repaired and returned to service. This accident happened in the mid 20's. Also in later years, a loop was built North on 25th Ave., from Rosemont Blvd. to Bellechasse, returning on 26th Ave. Over the

years several cars left the rails at 25th Ave. ending up at, or alongside the curbs, on the North side of Rosemont Blvd.

During the 1920's five limestone quarries existed East of Pie IX Blvd. One active quarry was located N.E. of Rosemont Blvd. and 26th Ave. with a spur line from the former. On at least two occasions, I witnessed a Tramways locomotive attempting to push a railway hopper car up the incline on Pie IX and around the curve on to Rosemont. With wheels spinning and sparks flying they would finally come to a stand still on the curve, then

back down to Masson St. for another run at the grade. I often wondered how they managed the steep incline up to Sherbrooke Street. Eventually the quarry operations were relocated to the South side of Rosemont and a new spur built, but I never saw this in use, as operations ceased in the early 1930's.

I lived on 24th Ave. from 1921 to 1947 and followed the operations of the Montreal Tramways with a great deal of interest. In 1947 I moved to St. Lambert and regularly used the facilities of the M. & SCR.



Montreal street car 813 in happier times, when new at the Can-Car factory in 1907. This is the car that was wrecked in 1926.

*C.R.H.A. Archives.
Can-Car collection.*

CRHA CONVENTION

The date for the 1988 CRHA Convention has now been set for the week-end of September 3 (Labour Day week-end). This is two months later than the date originally proposed, and will allow time to organize an even better program of activities.

A most interesting schedule of events is being planned for your enjoyment including steam operation at the Salem and Hillsborough Railway.

Reserve these dates now, and join us for very enjoyable weekend in Eastern Canada.

Historic Elko station will become Cranbrook landmark

Contributed by Cranbrook Archives, Museums and Landmarks Society

The Elko Station, moved to the Cranbrook Railway Museum site on July 10th, 1987, and has had some basic preliminary work done to it until word is heard on a job-creation application to complete the building.

This basic work is being done now in conjunction with the highway widening and fence alterations at the museum site. For example, the rear of the station is being rebuilt now and the roof line extended because the fence is now removed from the front of the building and the structure must be made secure against anyone entering it from the street side. It should be noted here that the building is facing the proper way – the front faces the train – but the rear faces the street. This back portion at Elko had an addition that projected over 20' out back and was too deep for the Cranbrook site. This addition was also not part of the original design for the station, although it was built at the time the main building was built in 1900. With the rear wall completed,

windows relocated and the roof overhang continued around, the building should look very handsome and closer to the original design. Exterior scraping, sanding and painting will occur at a later date along with all interior improvements. Most of the landscaping, turf and shrubbery is being installed now to cut down on dust, make the site more attractive to the many visitors, and to allow for the highway widening expected in August.

Many of the shrubs are part of the original caragana hedge and lilac bushes at the old C.P.R. – YMCA (late Armories, later Boys Club) and the museum want them preserved for use in the new scheme.

The Cranbrook Rotary and Kinsmen Clubs have helped extremely in the funding of the move. C.P. Rail donated the building & it was moved by Interior Building Movers Ltd. of Kelowna, B.C. with wire alterations by B.C. Telephone and B.C. Hydro crews. Burns and Whyte Construction Ltd. built the

foundation and supporting beam structure, as well as the rear wall and window relocation. They will also build the extension. The building has been designed to be easily moved again when and if a new site is provided. However, there was no choice to locate it now as the building had to be moved immediately from the Elko site.

This new "landmark" at the west end of Baker Street has already caused much public interest of a positive nature. As a spokesman for the Railway Museum said - "if the public likes the look of the building now in its rough, unfinished state, wait until it's completed - there will be no comparison".



The Elko station in July 1987. It has been separated from the back addition, has been lifted and is being moved off its old foundation.



On the move. Elko station is seen during its 43 mile trip to Cranbrook.



At Cranbrook, the station as viewed from the street side. Only the chimney remains to be installed.

BACK COVER:

On January 30 1988 locomotive 805, just arrived from Newfoundland, is unloaded from a flat car and placed on its trucks on a narrow-gauge track at the Canadian Railway Museum at Delson / St. Constant Que.

Photo by Fred Angus.

Canadian Rail

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