

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 466



SEPTEMBER - OCTOBER 1998



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875



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FRONT COVER: It is a summer day in Montreal in 1898, and we are at the corner of St. Catherine and Peel streets, looking eastward. St. Catherine street was then still lined with trees, although most would be gone in a few years. In the distance are two street cars, one of them, No. 472, only two years old, is approaching. Just two months later No. 472 was burned at the Hochelaga carbarn. "Art Work on Montreal" by W.H. Carre, 1898.

BELOW: Hundreds of children crowd on to a group of open trams on a rainy Monday, August 29, 1898, en route to a picnic, sponsored by the newspaper La Presse, at Bout de l'Isle park. Car 215, seen here, burned in the carbarn fire just two and a half weeks later. La Presse, September 3, 1898.

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EDITOR: Fred F. Angus

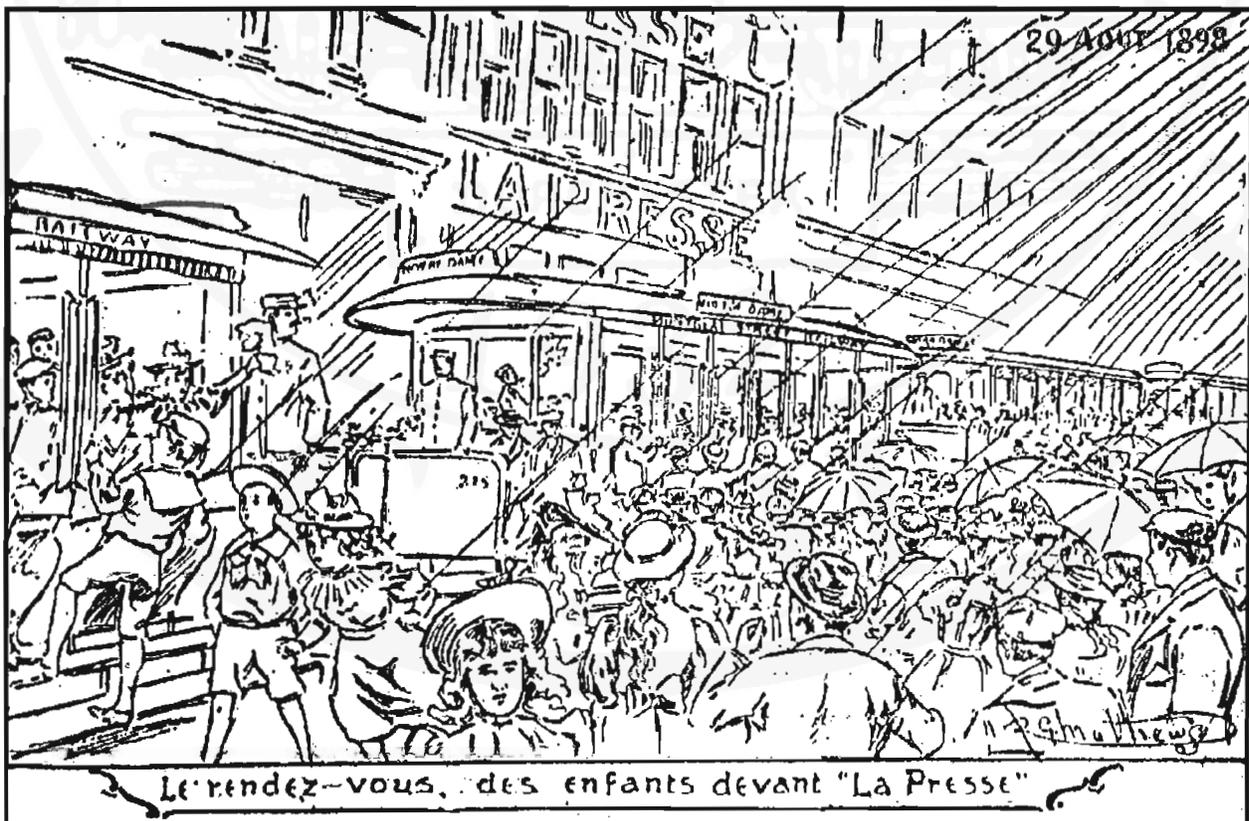
CO-EDITOR: Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

LAYOUT: Fred F. Angus

PRINTING: Procel Printing

DISTRIBUTION: Joncas Postexperts Inc.



The Hochelaga Car barn Fire of 1898

By Fred F. Angus

Ever since the beginning of public urban transit, the danger of fire has been of great concern. The danger was especially great in the early days, when wooden cars were stored in wooden buildings, often adjacent to quantities of hay, used to feed the horses that pulled the cars. When electricity took over from horse power, the danger of inflammable hay disappeared, but it was replaced by the risks of fire started by electrical overloads and short circuits. The fact that these concerns were well founded is seen when one looks at the history of street car systems. There was scarcely a system anywhere that did not, at some time, suffer a loss of equipment from fire. Some of these losses were small, others were major disasters, but all told, thousands of street cars were destroyed by car barn fires. In Canada, the worst such fires were the two that struck the King barn in Toronto in 1912 and 1916 respectively, but many other cities suffered as well. Montreal had had a bad fire in July 1896 when the exhibition buildings in Fletcher's Field burned, along with the car barn of the Montreal Park & Island Railway. The MP&I lost more than half its rolling stock, as well as several cars which had been rented from the Montreal Street Railway. One of the worst, and probably the worst car barn fires of the nineteenth century, occurred exactly 100 years ago when the Hochelaga car barn in Montreal burned early in the morning of September 16, 1898, and sixty nine cars were destroyed.

In September 1898 things were going well for the Montreal Street Railway. The electrification, begun six years before, had been completed in October 1894, and had proved to be fully justified. The number of passengers carried had more than tripled, from 11,631,386 in 1892 to 35,353,036 in 1898. In the same period net earnings had increased more than seven-fold, from \$97,761.59 to \$707,055.30. Many new lines had been built, and new rolling stock was being constructed in the company's own shops. The addition of 60 new open cars in 1898 meant the final retirement of the 75 former horsecars that had been used as trailers behind electric cars (although some remained in storage as late as 1900). There were now 209 open and 221 closed cars in service all of them, for the first time, being motor cars. Early that month the last major obstacles were removed to the construction of the long-anticipated line up Cote des Neiges road, and construction was to begin in the middle of the month. Thursday, September 15 was a typical day for the street railway. The weather was still warm enough for open cars, although closed cars were also in use as well. The busiest route was that on St. Catherine street, and it was, along with other routes, served from the Hochelaga barn in the east end, the largest such facility in the city. As service wound down for the day, the cars returned to their barns. For sixty-two of the passenger cars it would be their last run.

From the very beginning of horsecar service, in 1861, there had been a car shed at Hochelaga, in the east end of the city near Frontenac street. At that time this marked the eastern limits of Montreal, and also the street car system, so it was logical that here would be the place for a car depot. In the early days the building was quite small, in fact as late as 1879 a map shows a fairly small building facing south towards Notre Dame street. The facilities were expanded in the late horse car era, most notably by a new building facing west near St. Catherine

street, built in 1889. However the coming of electrification resulted in much greater expansion, so by 1898 Hochelaga was the site of a major barn, as well as the main shops of the company within which, since 1896, all of the company's passenger cars had been built.

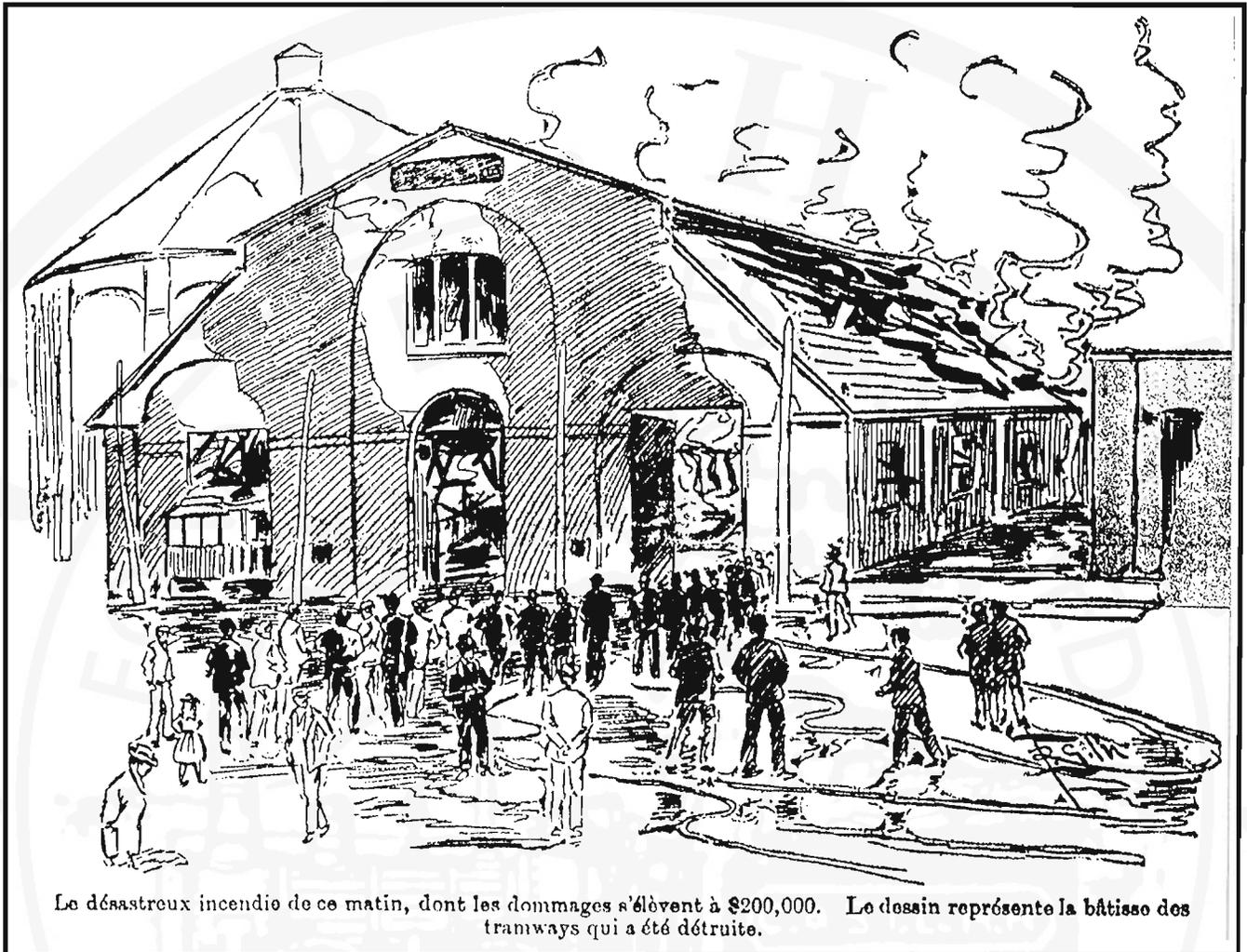
About 2:30 in the morning of September 16, 1898 an employee of the MSR smelled smoke, and noticed a fire in the two-story brick car barn that had been built in 1889. Immediately an alarm was sounded and the firefighters were soon on the job. However, due to the combustible nature of the building and its contents, as well as a brisk wind that was blowing, it was soon obvious that the firemen were fighting a losing battle. In the end they were able to save other MSR buildings, as well as the gas works across the street, but the building where the fire originated, as well as everything in it, was a total loss. So quickly did the flames spread that there was not time to move any of the rolling stock, so 32 closed cars, 28 open cars and 7 sweepers were destroyed. Later, two more open cars were found to be too badly damaged to be economically repaired, so the final toll was 69 pieces of equipment. The destroyed equipment comprised a cross section of all of Montreal's trams. No less than twelve different lots of closed cars, six of opens and two types of sweepers were involved, for a total of twenty types. In fact all types were represented except for some former horse cars, a small lot of Ottawa-built closed cars, and the 25 opens of 1897 which escaped unscathed.

All the newspapers in Montreal reported the story, but some did much better than others. In general, coverage by the French press was considerably better than the English. However the best coverage by far was in *La Presse*, which not only had an excellent article, but also a woodcut drawing, made by an artist on the spot, showing the ruined building. The entire article, in French as written, is reproduced here. However a rough translation appears below:

A TRUE DISASTER.

***The fire in the barns and shops of the Street Railway Company on Frontenac Street.
About \$200,000 in damages***

At 2:30 this morning a fire was reported in the barns and shops of the Street Railway company on Frontenac street. In less than an hour these buildings, of considerable proportions, were a mass of flames. It was this building that housed cars under construction as well as those which were not needed at night when the traffic did not require their use. There were fifty [sic] incomplete cars there at the time the fire broke out. These were estimated as being worth \$1000 each. Also there was a number of cars which were completely finished and had been in use on their routes. It is believed that the fire was caused by an electric wire. In a few moments it engulfed all. The company employees gave the alarm when they saw that the buildings were on fire. There were three consecutive alarms, and soon the fire brigade was on the scene. The speed with which the flames spread was such that, in spite of the efforts of the firemen, they were not able to save anything and had to be content with containing the fire to prevent it from spreading. Everything was burned. The loss is estimated at about \$200,000.



Le désastreux incendio de ce matin, dont les dommages s'élèvent à \$200,000. Le dessin représente la bâtisse des tramways qui a été détruite.

The ruins of Hochelaga car barn, looking east. Notice the large gas holder to the left; for a time it was feared that this might explode. Notice also the partially-burned car on the left; this appears to be an 1897 closed car, one of the newest on the system. La Presse, September 16, 1898.

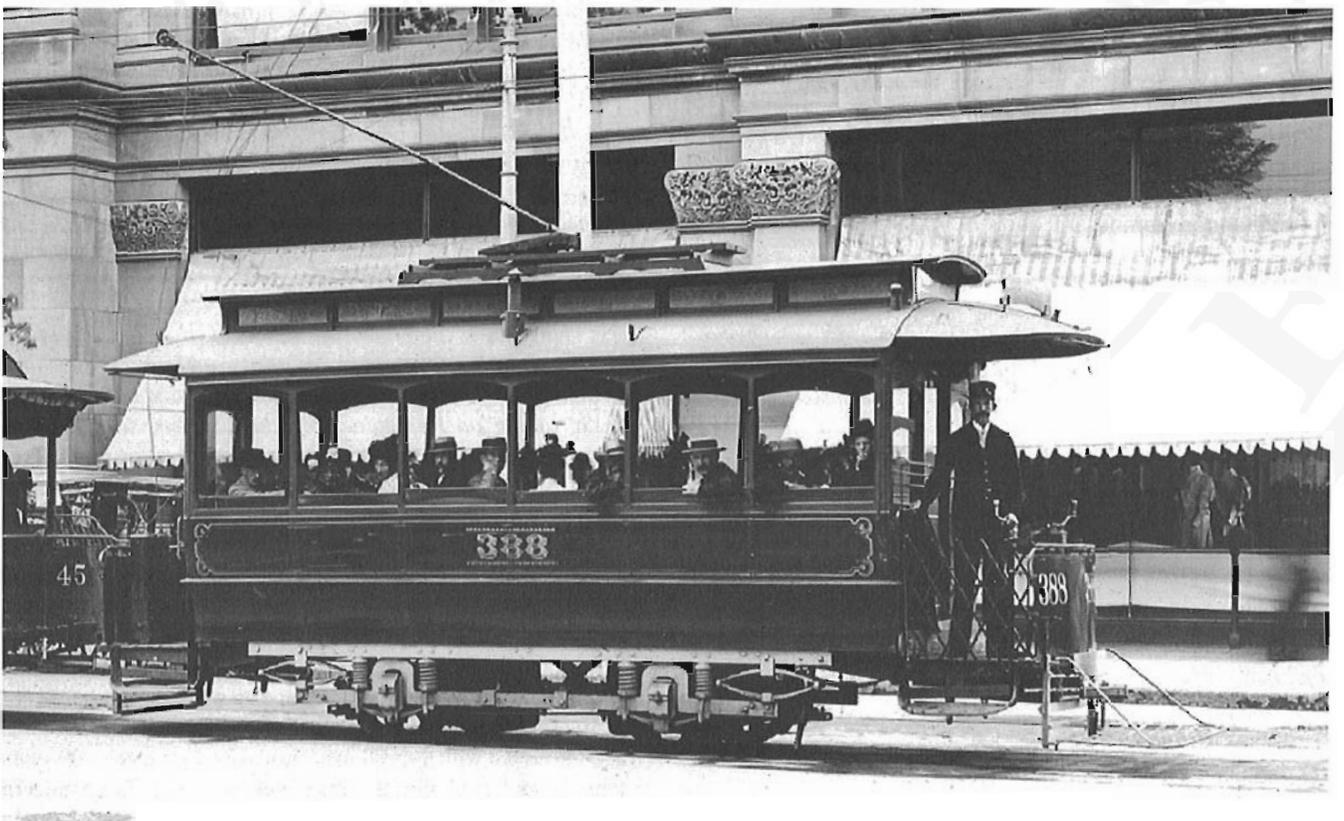
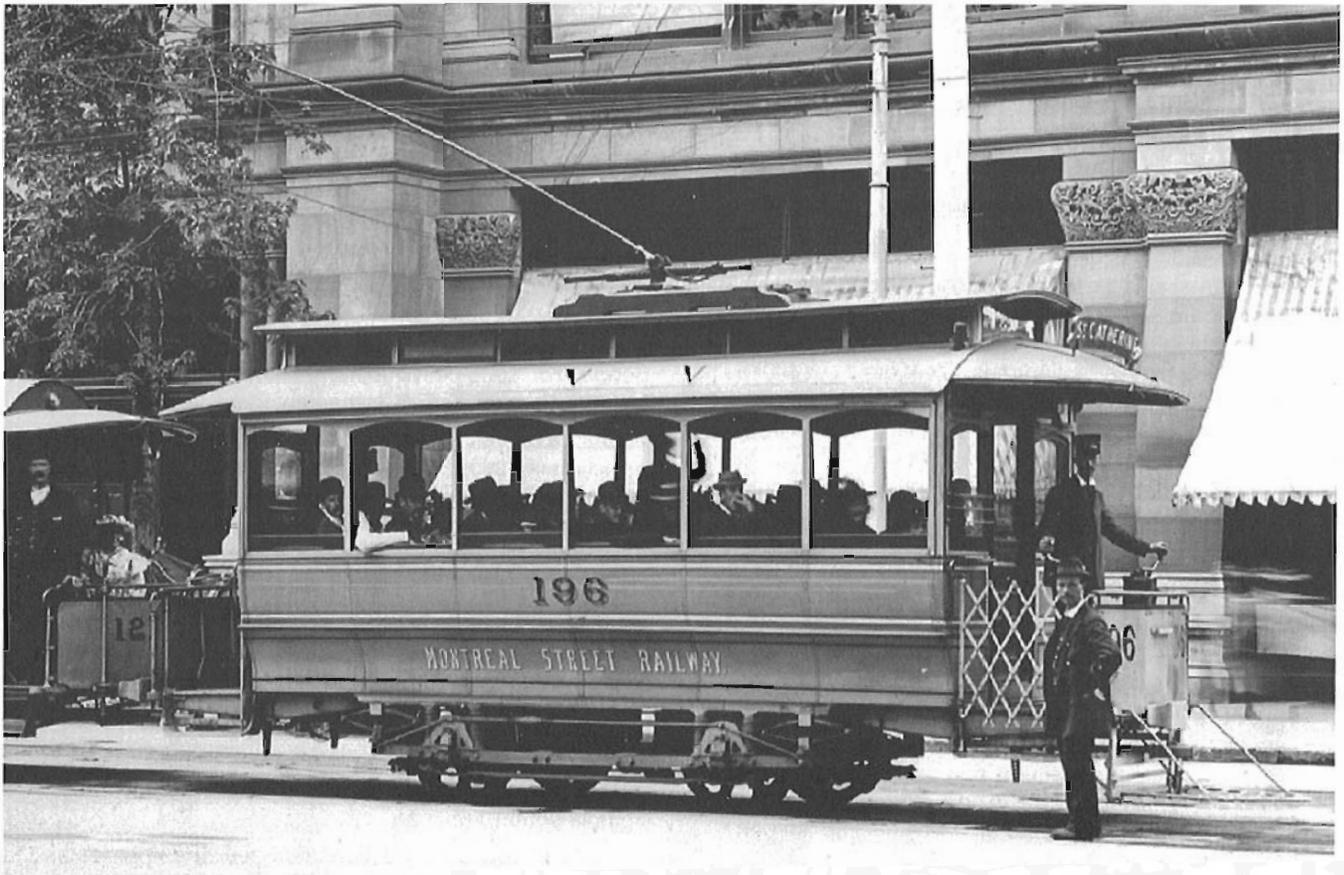
An enormous crowd assembled to see the grand and terrible sight presented by the fire. At one moment there was a veritable panic when it was thought that the buildings of the gas company, near the site of the fire, were going to explode. Flaming pieces of wood fell without ceasing on the roofs of these buildings; happily, however, the roofs were fireproof, being covered with sheet metal. At this point the anticipation of catastrophe was seen when a number of persons living in the vicinity left their houses and went further away, while others were occupied in moving their possessions to a more secure place. When the firemen arrived everything was on fire, and it was completely impossible to save the building or to put out the fire, but they were able to save two other storehouses of the company.

Dr. O.R. de Cotret and Dr. Lamoureux, doctors with the fire brigade, were present to give help to the injured in case of accident. Happily their services were not needed. Our firemen, under the command of chief Benoit and assistant chief Dubois, fought the fire bravely and merit all our praise.

The foundry and shops of the C.P.R. which are to the east of the burning building, were also greatly exposed to the flames. Five times the roof of the foundry caught fire and the firemen of companies No. 1 and 2 of the Canadian Pacific extinguished them each time. Several roofs of houses on Marlboro street were also ignited.

From the latest information received, there were 80 [this is obviously a misprint for 60. Ed.] cars burned, consisting of 28 open cars and 32 closed. These cars are estimated at \$2,500

Opposite Page: Two of the the only three known photos of cars which were destroyed in the 1898 fire. Both 196 and 388 were built by the St Charles Pringle Omnibus Co. of Belleville, Ontario, about 1893. Although bearing different paint schemes and riding on different trucks, the cars are, in fact, identical, being classified as "Lot 2" by the MSR. These photos were taken on St. Catherine street in 1894, on the same day, and show the motor cars hauling trailers converted from horse cars. Number 196 already shows some roof sag, although it was only two years old! Of the fifteen cars in lot 2, Nos. 192, 194, 196, 388 were destroyed. All photos are from CRHA Archives, Binns Collection unless noted otherwise.



UN VRAI DESASTRE

Le feu dans les ateliers et les remises

DE LA COMPAGNIE DU CHEMIN DE FER URBAIN, RUE FRONTENAC

Environ \$200,000 de dommages

A 2.30 heure, ce matin, un incendie s'est déclaré dans les ateliers et les remises de la compagnie du chemin de fer urbain, sur la rue Frontenac. En moins d'une heure, ces constructions aux proportions considérables n'étaient plus qu'une masse de flammes. C'est dans ces bâtiments que l'on gardait les chars en voie de construction et ceux dont on n'avait plus besoin le soir, lorsque le trafic ne nécessitait plus leur emploi. Il y avait là une cinquantaine de chars non terminés au moment où le feu a éclaté. On les estime à environ \$1,000 chacun. Il y en avait aussi un certain nombre de complètement finis et qui avaient circulé dans la journée. On croit que le feu a été mis par un fil électrique. En quelques instants, il embrasait tout. Ce sont les employés de la compagnie qui ont donné l'alarme, s'étant aperçus les premiers que les bâtisses étaient en feu. Il y eut trois alarmes consécutives et bientôt tout la brigade fut sur les lieux. La rapidité avec laquelle les flammes se répandirent fut telle que, malgré les efforts des pompiers, ils ne purent rien sauver et ils durent se contenter de circonscrire le feu, empêcher qu'il ne se propage ailleurs. Tout a été brûlé. On estime les pertes à environ \$200,000.

Une foule énorme s'était rassemblée pour contempler le spectacle à la fois grandiose et terrible que présentait l'incendie. A un moment donné, il y eut une véritable panique. Les gens craignirent que les trois bâtisses de la compagnie du gaz, qui se trouvaient tout proche du foyer de l'incendie, ne fissent explosion. En effet, des tisons enflammés tombaient sans cesse sur la toiture de ces édifices. Heureusement celle-ci était à l'épreuve du feu, étant couverte en lames de fer. On n'en a pas moins redouté une catastrophe à tel point qu'un bon nombre de personnes demeurant dans la voisinage on quitté leur

demeure pour se retirer plus loin, tandis que d'autres s'occupaient à transporter leurs meubles en lieu plus sûr. Quand les pompiers sont arrivés, tout était en feu, et il leur a été complètement impossible de sauver la construction où s'était déclaré l'incendie, mais ils on pu épargner deux hangars de la compagnie.

Le Dr. O.R. de Cotret et le Dr. Lamoureux, médecins de la brigade étaient présents pour donner leurs soins aux blessés, en cas d'accident. Heureusement, on n'en a aucun à enrégistrer.

Nos pompiers, sous le commandement du chef Benoit et du sous-chef Dubois, ont lutté comme des braves en cette circonstance, et ils méritent toutes les félicitations.

La fonderie et les ateliers du C.P.R. qui se trouvaient à l'est de la bâtisse en feu, furent aussi fort exposés. Cinq fois le feu a pris sur la couverture de la fonderie et les pompiers des compagnies No. 1 et 2 du Pacifique ont réussi à l'éteindre chaque fois. Plusieurs toitures de maisons sur la rue Marlboro furent aussi ignifiées.

D'après les dernières informations reçues, il y a eu 80 [sic] chars brûlés, dont 28 chars ouverts et 32 fermés. Ces chars sont estimés à \$2,500 ou \$3,000 chacun. La grande remise brûlé est estimée à \$15,000, les moteurs, balayeuses etc. à \$25,000. La destruction des 28 chars fermés ne gênera guère la compagnie pour donner son service, attendu qu'il y a actuellement 20 nouveaux presque complètement terminés.

Les pertes sont entièrement couvertes par les assurances suivantes: Commercial Union, Londres, Ang.; Atlas Insurance Co., Londres, Ang.; Union Insurance Co., Londres, Ang.; British American Insurance Co., Toronto; Caledonian Insurance Co., Edimbourg, Ecosse; Norwich Union Fire Insurance Co., Londres, Ang.; Royal Insurance Co., Liverpool, Ang.; Scotland Union and Montreal Insurance Co., Londres, Ang.

On va recommencer immédiatement la construction du du bâtiment brûlé. Ce dernier avait été construit en 1889.

La Presse, le 16 Septembre, 1898.

to \$3,000 each. The big barn burned is estimated at \$15,000 and the motors, sweepers etc. at \$25,000. The destruction of 28 closed cars [this is probably meant to be open cars. Ed.] will not seriously impede the company's service, as there are 20 new ones under construction, almost complete.

The losses are entirely covered by the following insurance companies: Commercial Union, London, England; Atlas Insurance Co., London, England; Union Insurance Co., London, England; British American Insurance Co., Toronto; Caledonian Insurance Co., Edinburgh, Scotland; Norwich Union Fire Insurance Co., London, England; Royal Insurance Co., Liverpool, England; Scotland Union and Montreal Insurance Co., London, England.

Rebuilding of the burned building will begin immediately. The building was built in 1889.

The ashes were not yet cool when a special meeting of the directors of the MSR was called. The report of the manager

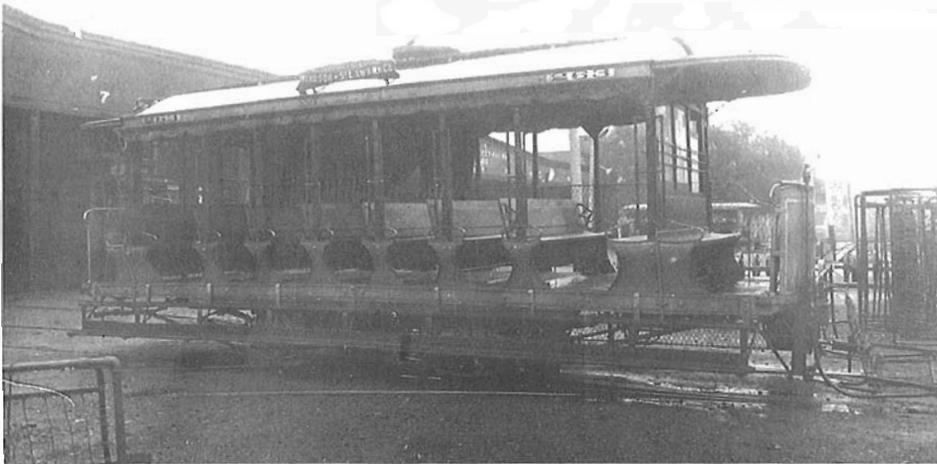
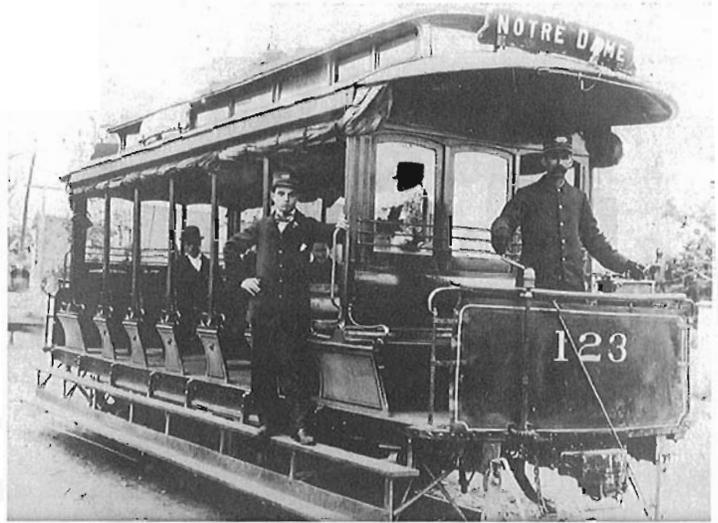
was short and to the point: "At 2:30 A.M. this day, fire broke out at one of the Company's car sheds at Hochelaga - cause unknown - total loss of Building Number 20 and a large quantity of rolling stock contained therein, a statement of which is being prepared." The most immediate consideration was to provide rush hour service for the morning of September 16. By judicious use of undamaged equipment, and moving of some rolling stock from other barns, this was done with little or no inconvenience to the traveling public. However it was urgent that two things be done - rebuild the destroyed building, and replace the burned rolling stock. The company had fire insurance policies with no less than eight insurance companies, and together they provided full coverage so work on these two objectives could begin almost immediately. The first objective was accomplished with a speed that causes one to marvel, 100 years later. Work began almost immediately on a very large modern car barn, which was sufficiently completed so as to be placed in service in January 1899, only four months after the fire! The

The cars shown on these three page are representatives of classes of which some were destroyed in the fire of 1898.

RIGHT: 123 was of lot 3, built by St. Charles in 1893. Of this lot, Nos. 9, 15, 19, 23, 145 and 149 were burned. Photo taken about 1895.

BELOW: 263 belonged to lot 7, built by MSR in 1896. Sister cars 215, 223, 227, 233, 267 were destroyed. This photo was taken at St. Denis barn about 1910.

Right, BOTTOM: One of the earliest groups of electric cars was lot 4, ten cars built by Newburyport in 1892. Numbers 276 and 284 were burned in 1898, but 274 is still with us, and was the first piece of railway rolling stock preserved by the CRHA. In is seen here on an excursion in June, 1957.



NOTE: No cars of lots 1, 4, or 8 (open), nor lots 1, 10, 11, or 14 (closed) were destroyed in 1898 (by the way, lot 10 consisted of only one car, No. 350, "The Rocket"). No decent photos have come to light showing members of lots 2, 5, or 6 (open), nor lots 3, 5, or 9 (closed). However we do show representatives of all other lots which had members burned in the fire.

replacement rolling stock would take a bit longer since the company decided to build all new equipment in its own Hochelaga shops which, fortunately, appear to have escaped damage.

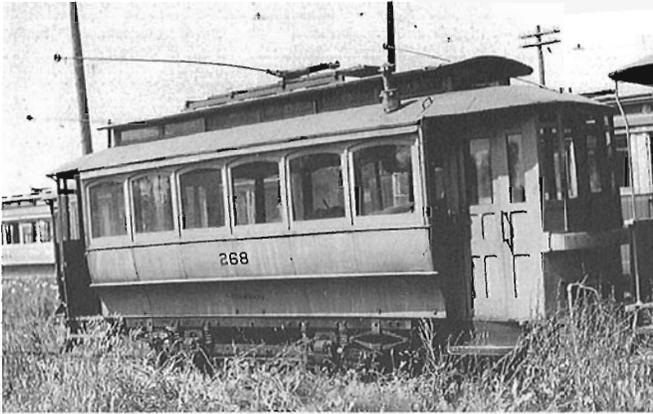
There was, however, one urgent problem regarding rolling stock. By mid-September the summer was almost over, and within two months or less it was expected that the snow would be falling. The fire had destroyed seven sweepers, more than half of the entire fleet. There was just not enough time to build seven new sweepers before the snows moved in. Accordingly, three new "off the shelf" sweepers were bought from J.G. Brill in Philadelphia, while the MSR built four more in its own shops. All were completed and in service by the end of 1898, and there were no undue problems with snow clearing that winter.

It was decided to replace both open and closed cars with an equal number of new units, and give them the same numbers as the destroyed ones. Of course the new ones did not resemble the old ones, but were the latest design, and all were placed in service in the first months of 1899 (a few may have been completed late in 1898, the records are ambiguous here, but for simplicity we will show them all as 1899). The closed cars were almost identical to those built in 1897, but the opens differed considerably from the 1898 type in that only the right side was open, the left side being closed except for the open windows. In addition to the replacement cars, the MSR built many additional cars which were identical, and were completed the same year. Another large lot of almost identical rolling stock

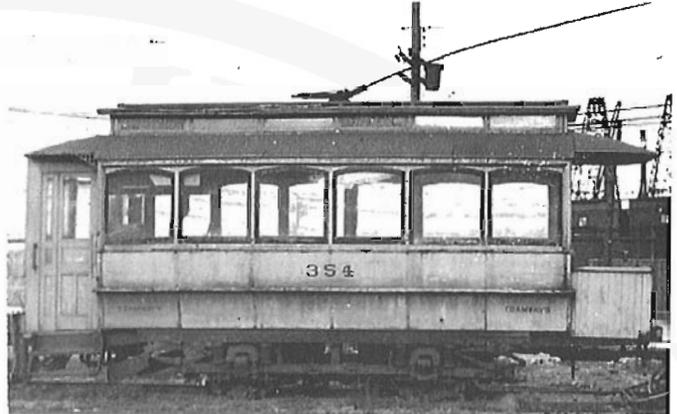


was built in 1900, before the construction of single-truck cars was discontinued in favour of double-truck types. In this article we will only consider those cars, built in 1899, which bore the same numbers as those burned.

The Montreal Street Railway recovered very quickly from its ordeal by fire. By the summer of 1899 there was little to remind one of the disaster of September 16. Lines were extended, new cars were built and soon the system entered the



A car that survived a long time was 268, a member of lot 6, built by Lariviere about 1892. Of this lot, 266, 370, 378 were destroyed in 1898. 268 survived as a salt car until 1950. Photo taken at Youville Shops in 1948.



Lot 8 was a group built by Crossen in Cobourg about 1893. 304, 306, 316, 356, 382 were burned. 354 became a salt car and lasted until 1953. This photo was taken in 1948.



LEFT: Lot 7 was a group of 18 cars built by the Toronto Railway Co. about 1894. Numbers 400, 408, 412, 426 were burned in 1898, but 404, shown here at Hochelaga about 1903, lasted until 1916.

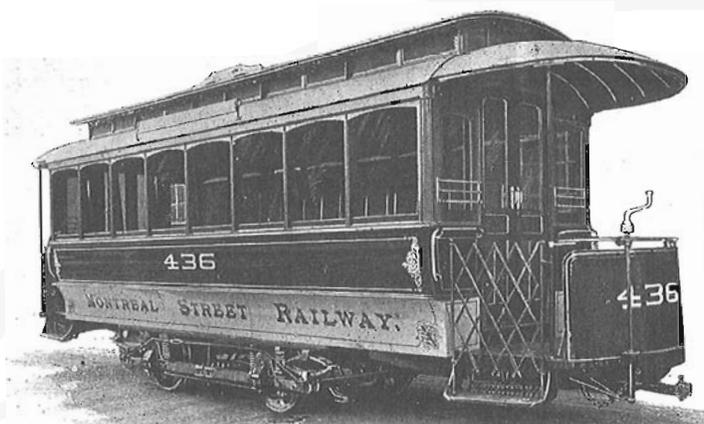
BELOW: This photo has often been reproduced but it's still good. It shows 440, a member of lot 12 (Lariviere 1895) at Place d'Armes just before the Federal election of 1896. It is one of the earliest photos to show a Montreal tram with vestibules. Of lot 12, only car 446 was burned in 1898. 440 was scrapped in 1916.

twentieth century, the first decade of which was the most prosperous of its entire history. Starting about 1905, older equipment of the 1890s began to be retired, and at the same time some of the open cars were rebuilt as "convertible" (with removable sides) so they could be used year-round. Soon some of the single-truck closed trams, including most of those built in 1899, were rebuilt with longer platforms for the new Pay-As-You-Enter system. However, by 1913 the end was near for single-truckers, especially the open ones, and at that time the first of the "replacement cars" of 1899 disappeared. With the wholesale retirement of most of the single-truck passenger equipment after World War I, the sight of an 1899 car, especially an open, became a rare sight. A few of these old cars, including one (No. 194) of the "replacement" group, had a new career as a result of the Halifax Explosion of 1917. With Halifax in urgent need of equipment to replace that destroyed in the explosion, several old cars were bought from Montreal and sent to Halifax where they served until the arrival of the Birneys in the early 1920s.

Some of the old trams remaining in Montreal also fell victim to fire when, in 1920, a number of those in storage were destroyed in a blaze at St. Henry barn. This loss was not nearly as serious as the fire of 1898 since the cars involved were retired and would soon have been scrapped anyway.

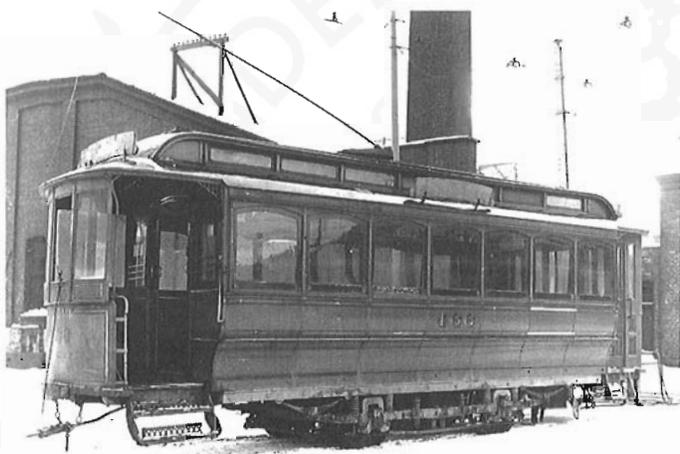


1923, 1924 and 1925 saw the scrapping of most of the 1899 cars, and by the end of the decade only one of the "replacement" passenger cars remained. This one, No. 284, has an interesting story. In 1919 it became Montreal's first one-man car when it was converted for use on the very short run on Glen Road between St. Antoine and St. Catherine streets. It thus antedated the Birneys by five years, and was the begin-

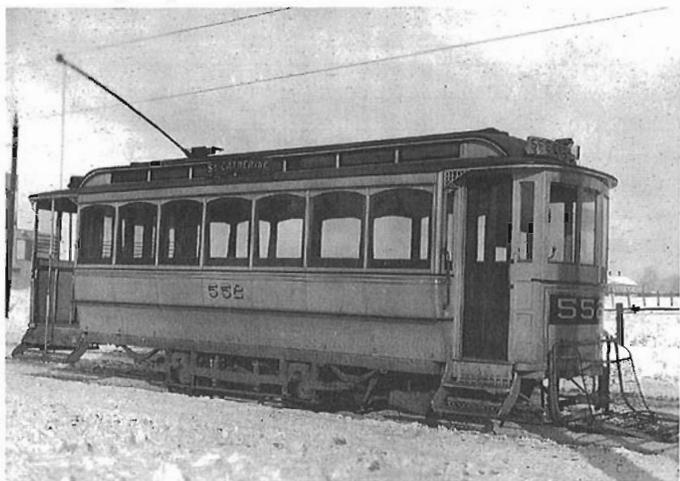


ABOVE AND LEFT: A rare comparison of the largest city cars to operate in Montreal before 1900 as they appeared at the beginning and end of their careers. These were the four members of lot 13, built by Ottawa in 1895. Above, left we have one of the few Ottawa Car Co. builder's photos to survive, number 436 as built. Directly above we see 432 as it appeared in 1948 as a salt car. Of this lot, 430 was destroyed in the fire of 1898.

Photo of car 436: National Archives of Canada, Merrilees Collection, No. PA-166485.



ABOVE AND BELOW: 466 and 552 belonged to lot 15 (MSR 1896) and lot 16 (MSR 1897) respectively. They were then Montreal's newest closed cars and the first with the "Montreal Roof". Of lot 15, only car 472 was burned in 1898. However lot 16 was not as fortunate, for Nos. 514, 566, 592, 596 perished in the blaze. 466 is seen here almost "as built", while 552 is pictured after it was rebuilt for Pay-As-You-Enter in 1908. 552 was scrapped in 1913, while 466 lasted until 1923.



ning of the end for two-man operation (although that end did not come for another 39 years). Unfortunately there is no known photo of 284 as a one-man car, although it does appear in a view near Windsor station taken years earlier, in 1904. When the Glen bus replaced this shuttle car in 1931, old 284 was

retired, and was scrapped in 1935, the last of the series. The "replacement" sweepers had longer lives. The first to go was No. 7 in 1925. Five more (2, 3, 4, 6, 9) went in 1929. However, sweeper No. 12, built by the MSR in 1898, survived until 1950 when it was scrapped, the very last survivor of the "replacement" equipment.

The new Hochelaga car barn had a long, useful life. For many years it was the most important east-end barn, and served many major routes. The name "Montreal Tramways Co." replaced the former "Montreal Street Railway" above the doors after 1911 but strangely the new name, which differed in length from the old, was never centered but remained off-center until it was taken off in 1952 after the company was taken over by the city. The date "1898" remained prominently displayed until the end, and the structure was little changed over the years. In later times, a newer barn across the street supplemented the older building, but the 1898 structure continued in active use. Finally, in February 1956, with the abandonment of the St. Catherine street line slated for the following September, the old building was torn down to make way for the new Frontenac bus terminal. Eventually this terminal too was abolished when the Metro was built, and still later Hochelaga ceased being used as an operating division after more than 120 years.

Largely due to the experience of 1898, the Montreal system became very concerned about the danger of fire, and thereafter there was never a serious fire in an operating barn. The fire of 1920, while serious, was in a storage shed, and destroyed cars already written off. However the danger of fire is always present, both in operating systems, and with preserved equipment. This was tragically emphasized in 1994 with the disastrous fire at the Salem and Hillsborough Railway in New Brunswick, when so much irreplaceable historic equipment was lost. That fire also began in the early hours of the morning, and, ironically, the date was - September 16! It was, almost to the minute, exactly 96 years since that time, now a century ago, when the Hochelaga car barn burned down.

CARS DESTROYED IN HOCHELAGA FIRE 1898

CAR	LOT	BUILDER	DATE				
OPEN CARS							
9	3	St. Charles	1893	208	3	Crossen	c1892
15	3	St. Charles	1893	210	3	Crossen	c1892
19	3	St. Charles	1893	212	3	Crossen	c1892
23	3	St. Charles	1893	238	9	Ottawa	c1893
65	2	Lariviere	1893	248	9	Ottawa	c1893
75	2	Lariviere	1893	266	6	Lariviere	c1893
81	2	Lariviere	1893	276	4	Newburyport	1892
89	2	Lariviere	1893	284	4	Newburyport	1892
91	2	Lariviere	1893	296	5	Briggs	1892
93	2	Lariviere	1893	304	8	Crossen	1893
101	2	Lariviere	1893	306	8	Crossen	1893
107	2	Lariviere	1893	316	8	Crossen	1893
115	2	Lariviere	1893	356	8	Crossen	1893
145	3	St. Charles	1894	370	6	Lariviere	c1893
149	3	St. Charles	1894	378	6	Lariviere	c1893
173	5	Toronto	1895	382	8	Crossen	c1893
185	5	Toronto	1895	388	2	St. Charles	c1894
197	?	Unknown	c1895	400	7	Toronto	c1894
201	?	Unknown	c1895	408	7	Toronto	c1894
203	?	Unknown	c1895	412	7	Toronto	c1894
205	?	Unknown	c1895	426	7	Toronto	c1894
215	7	M.S.R.	1896	430	13	Ottawa	1895
223	7	M.S.R.	1896	446	12	Lariviere	1895
227	7	M.S.R.	1896	472	15	M.S.R.	1896
233	7	M.S.R.	1896	514	16	M.S.R.	1897
267	7	M.S.R.	1896	542	16	M.S.R.	1897
283	6	Lariviere	1896	566	16	M.S.R.	1897
359	9	M.S.R.	1898	592	16	M.S.R.	1897
429	9	M.S.R.	1898	596	16	M.S.R.	1897
471	9	M.S.R.	1898	S W E E P E R S			
192	2	St. Charles	c1892	2	-	Toronto	1892
194	2	St. Charles	c1892	3	-	Toronto	1892
196	2	St. Charles	c1892	4	-	Toronto	1892
				6	-	Toronto	1892
				7	-	Toronto	1893
				9	-	Toronto	1893
				12	-	Lariviere	1896

Note: The foregoing information is from hand-written notes made by Mr. D.E. Blair in 1903, copies of which are in the Binns collection at the Canadian Railway Museum. Since they were prepared five years after the fact, it is possible that there may be some errors or omissions. It is unlikely, however that any more data will be forthcoming after 100 years, so we will accept these figures as being complete. Lot numbers were officially assigned by the company at the time the equipment was ordered. There is duplication between lot numbers for open and closed cars, thus the lot must specify "open" or "closed" to be complete. The assignment of lot numbers was discontinued with the beginning of double-truck cars in 1900.



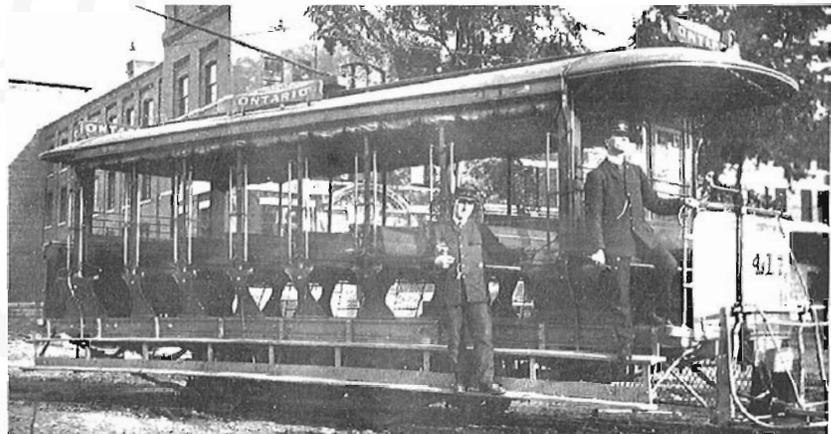
CARS BUILT TO REPLACE THOSE DESTROYED IN 1898 FIRE

CAR	REMARKS	SCRAPPED		
OPEN CARS (ALL M.S.R. 1899, LOT 10)			208	1923
9		1924	210	1919
15		1922	212	1924
19	Conv.	1922	238	1923
23	Conv.	1915	248	1923
65		1922	266	1923
75	Burned at St. Henry	1920	276	1924
81		1924	284	To one-man car in 1919 1935
89	Burned at St. Henry	1920	296	1923
91	Conv.	1925	304	1923
93		1925	306	1927
101	Conv.	1925	316	1917
107	Conv.	1924	356	1924
115	Conv.	1922	370	1917
145	Conv. To tool Car in 1914	1917	378	Burned at St. Henry 1920
149	Conv. Burned at St. Henry	1920	382	1928
173		1922	388	To farebox car in 1921 1936
185	Conv.	1924	400	Burned at St. Henry 1920
197		1924	408	1924
201		1924	412	1923
203		1922	426	1927
205	Conv.	1924	430	1924
215	Conv.	1924	446	1923
223		1916	472	1924
227	Burned at St. Henry	1920	514	1923
233		1924	542	1917
267		1925	546	1923
283	Conv.	1925	592	To tool car in 1925 1929
359		1924	596	1924
429		1922	S W E E P E R S	
471	Burned at St. Henry	1920	2	Built by Brill 1898 1929
C L O S E D C A R S (ALL M.S.R. 1899, LOT 18)			3	Built by Brill 1898 1929
ALL CONVERTED TO P.A.Y.E. IN 1908			4	Built by Brill 1898 1929
192		1917	6	Built by M.S.R. 1898 1929
194	To Halifax in 1918	c. 1923	7	Built by M.S.R. 1898 1925
196		1924	9	Built by M.S.R. 1898 1929
			12	Built by M.S.R. 1898 1950

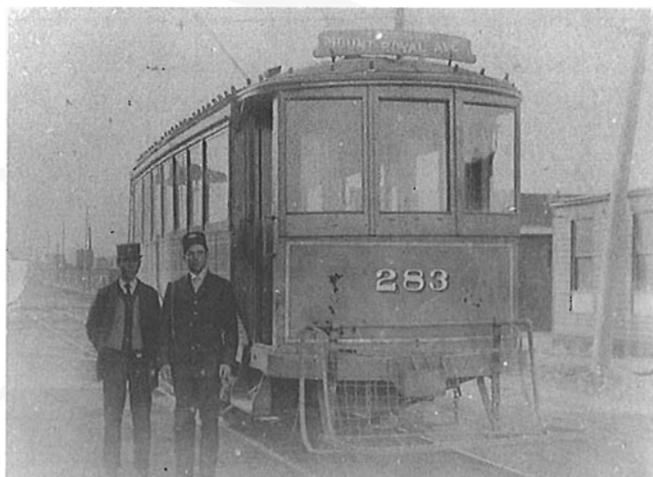
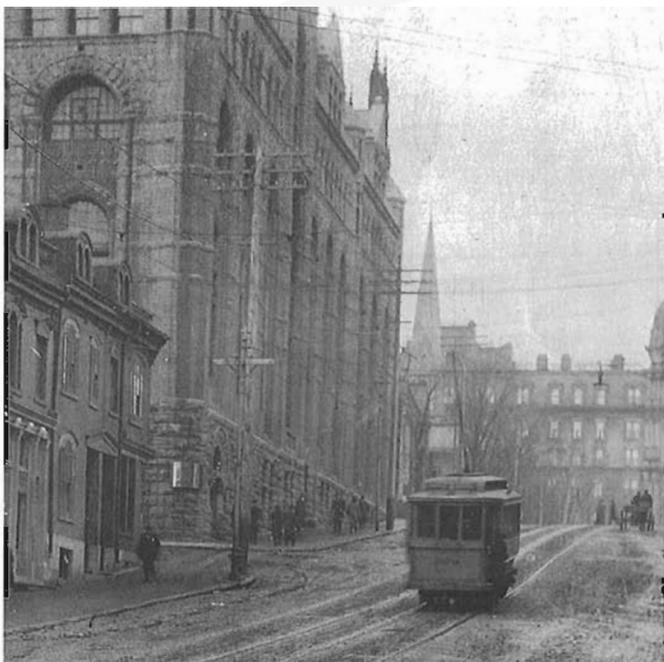
Note: "Conv." indicates that car was rebuilt as a convertible in 1904-1905.

OPPOSITE: Two MSR tickets printed in March, 1898, the type in use at the time of the fire. They were green, with advertising on the back, and came in strips of 6 for 25 cents. Three of the six were in English and three in French. 15,000,000 were printed in this lot, but only a few survive. Collection of Fred Angus

RIGHT: 417 represented Montreal's newest open cars at the time, lot 9, built by MSR in 1898. Of these 60 cars only three, 359, 429, 471, perished in the 1898 fire. Photo at Ontario and Viau streets in 1907.



Some Views of the "Replacement" cars of 1899

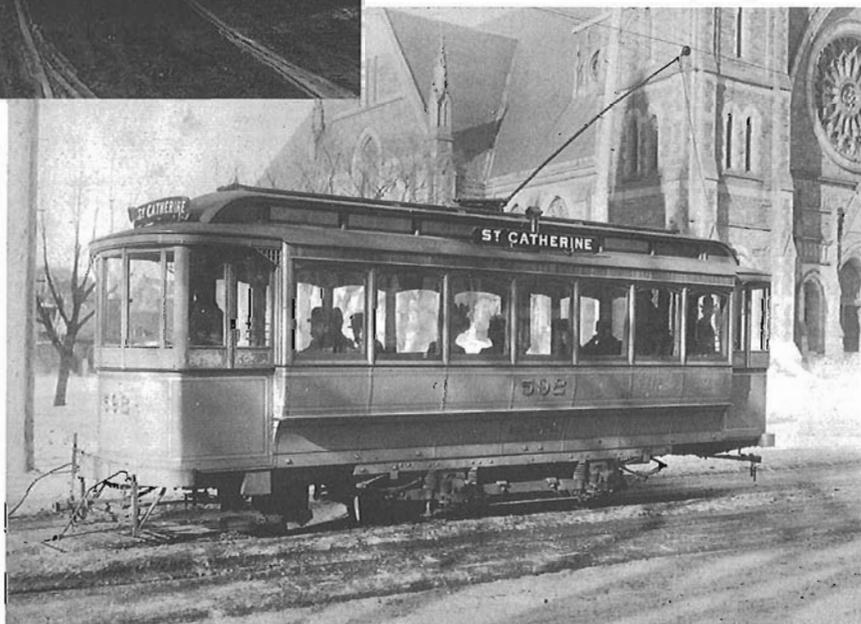


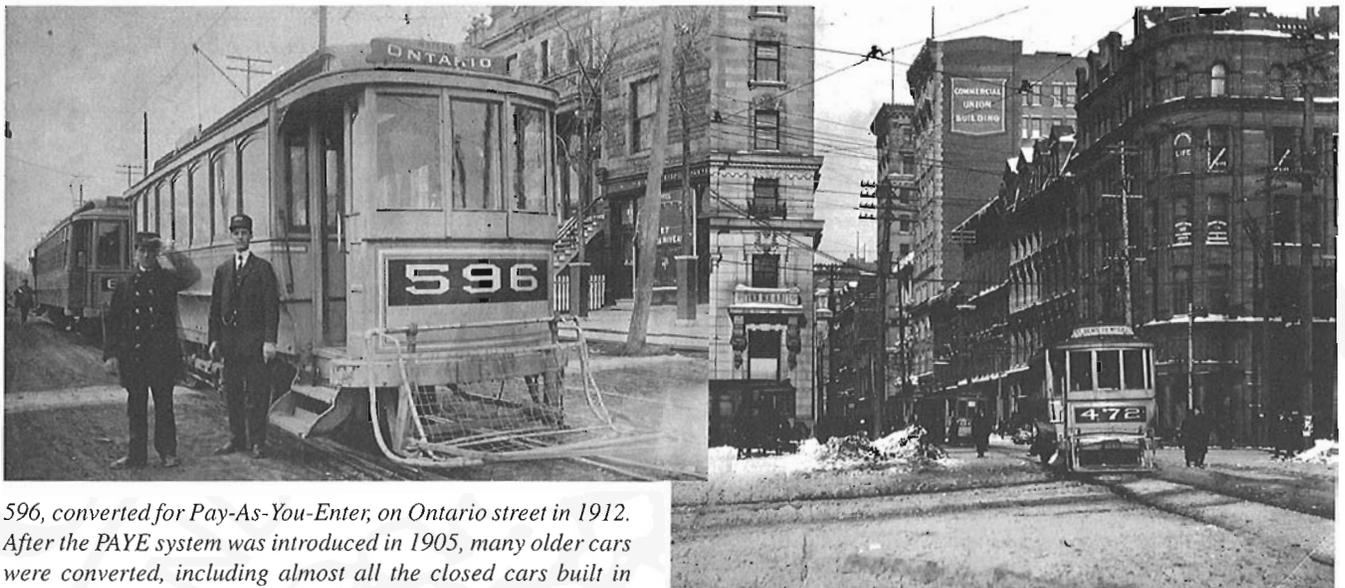
On these two pages we show some photos of the trams that were built by the MSR in 1899 to replace those burned in 1898. All have the same numbers as the destroyed cars. Some of those depicted are almost as built, while others are after modifications done over the years.



ABOVE: 283 and 284 have consecutive numbers, but that is only a coincidence. 283 (above, right) is shown as a "convertible" with the sides on for use as a closed car. This was done to 75 of the 1899-1900 opens in 1904 and 1905 in order to get more use out of them. Originally it looked like 233, seen to the left. Number 284 (above, left) is seen passing Windsor station in 1904. Fifteen years later it became Montreal's first one-man tram, and it lasted until 1935. No photo is known showing it in its one-man configuration. LEFT: open cars 233 and 333 on Wellington street in 1907. 233 is a "replacement" car of 1899, while 333 is an 1897 fully open car (lot 8), all of which survived the fire of 1898

RIGHT: The second-highest number of a "replacement" car was 592. Here we see it passing St. James Methodist church on St. Catherine street when new in 1899 or 1900. The clue to the date is the old style fender which was replaced by the "basket" type soon after the turn of the century.



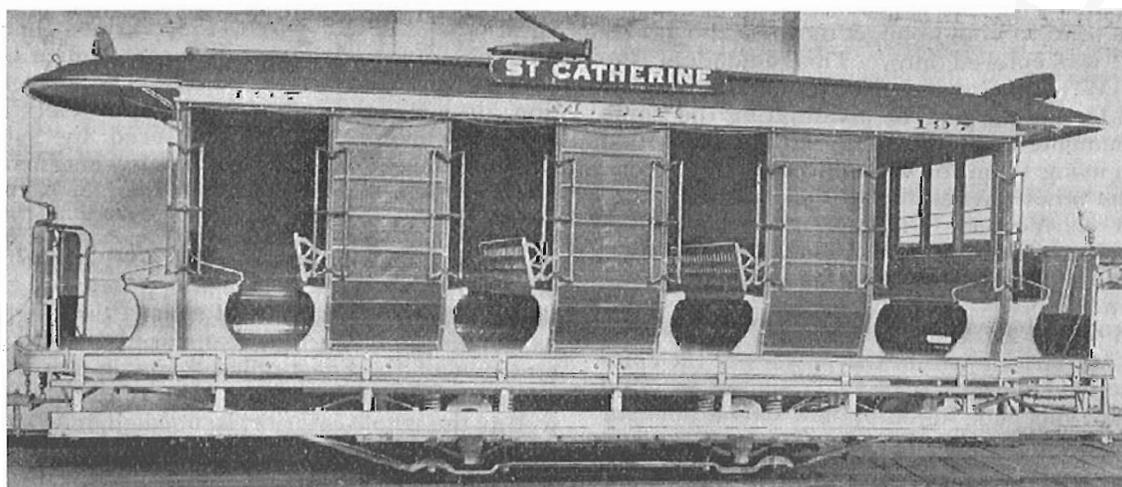


596, converted for Pay-As-You-Enter, on Ontario street in 1912. After the PAYE system was introduced in 1905, many older cars were converted, including almost all the closed cars built in 1896, 1897 and 1899. This one was done in 1908. 596 was the highest number of any replacement car.

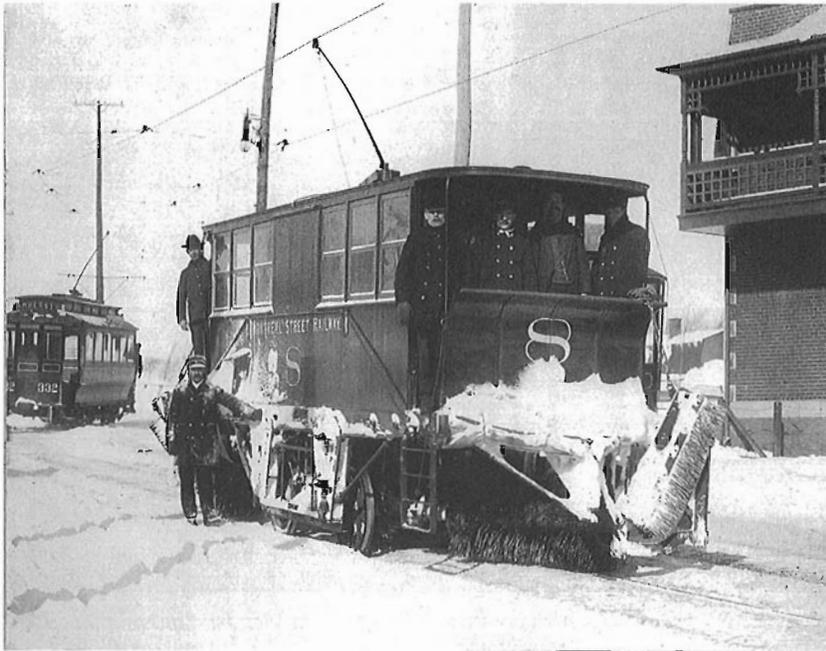
472, also converted for PAYE, in Victoria Square about 1910. The original 472 appears in the photo on the front cover.



LEFT: A view of new 378 in 1903, in almost its original condition. Other than a change of fender type, very little had been altered since 1899. Most of these were later rebuilt for PAYE. Note: The light spot is on the original photo, and is not the fault of the printer.

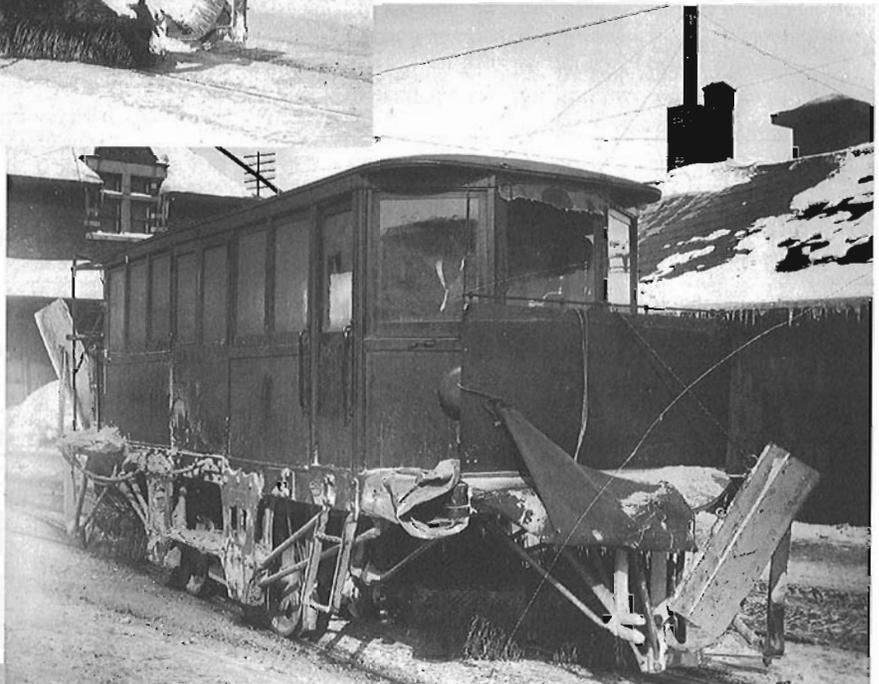


Open car 197 is shown here at Hochelaga in the spring of 1899, just after it was placed in service. This was a new design in which the left side was closed below the belt rail. 145 of these were built in 1899 and 1900, and 75 of these were later made convertible like 283 on the opposite page. Photo from the Railway and Shipping World, May, 1899.



LEFT: Toronto-built sweeper 8 in action in an early view taken in 1893. Also visible is passenger car 332, a crossen car of lot 8. Sweeper 8 was similar to Nos. 2, 3, 4, 6, 7, 9 which were burned. No 8 lasted until 1925.

RIGHT: Sweeper No. 2 was built by Brill in 1898 and was one of three hurriedly purchased that year to replace those burned. All three served until 1929.

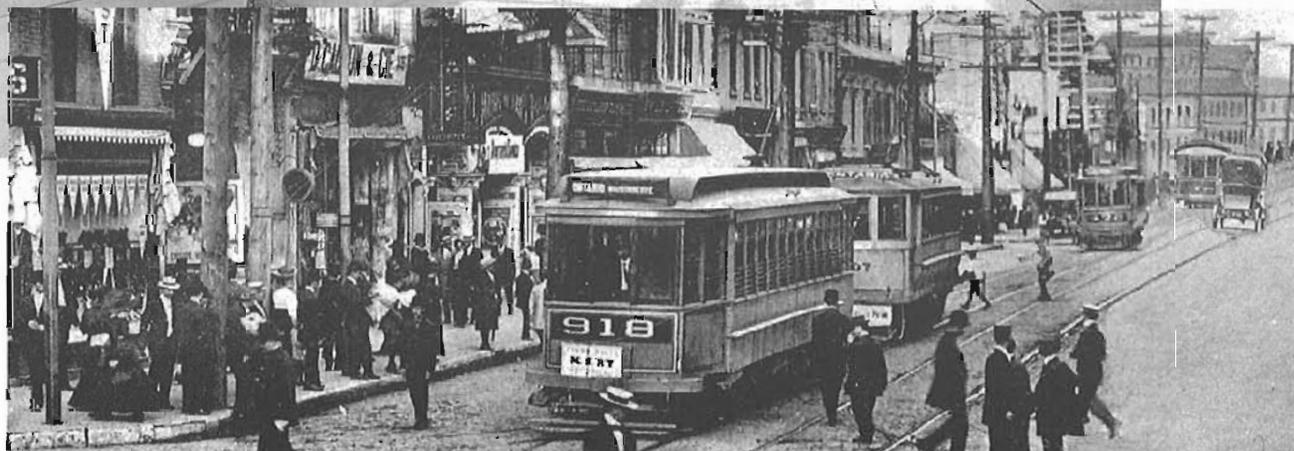
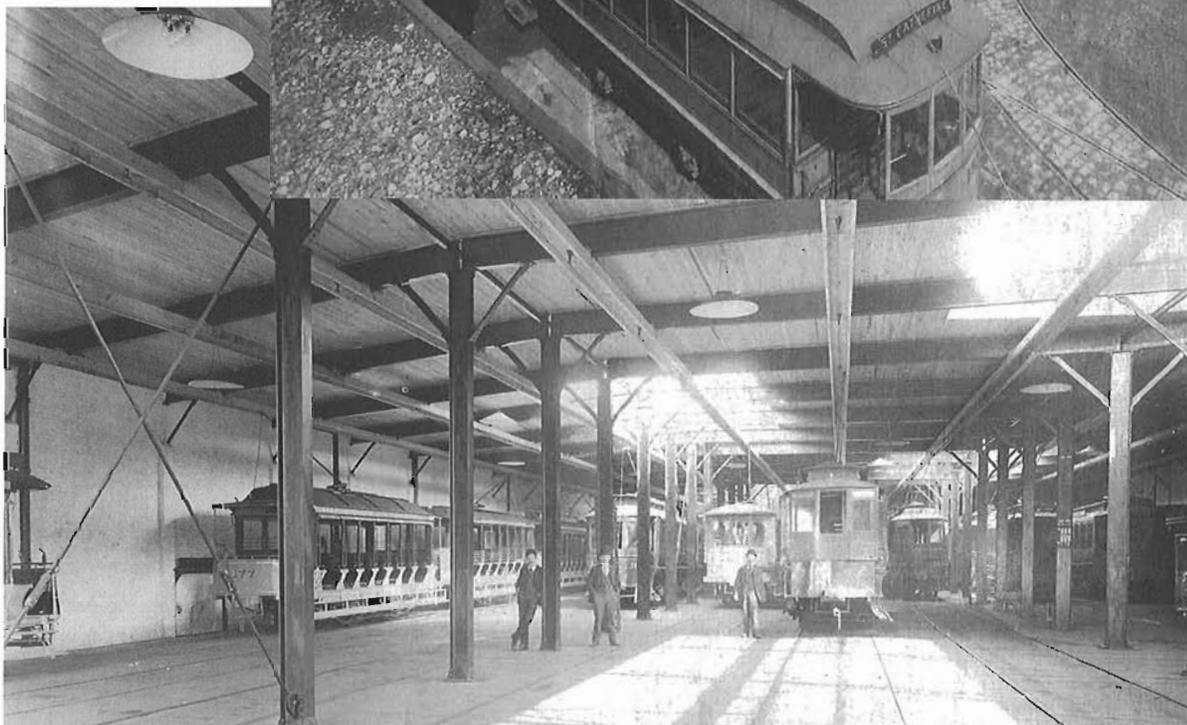
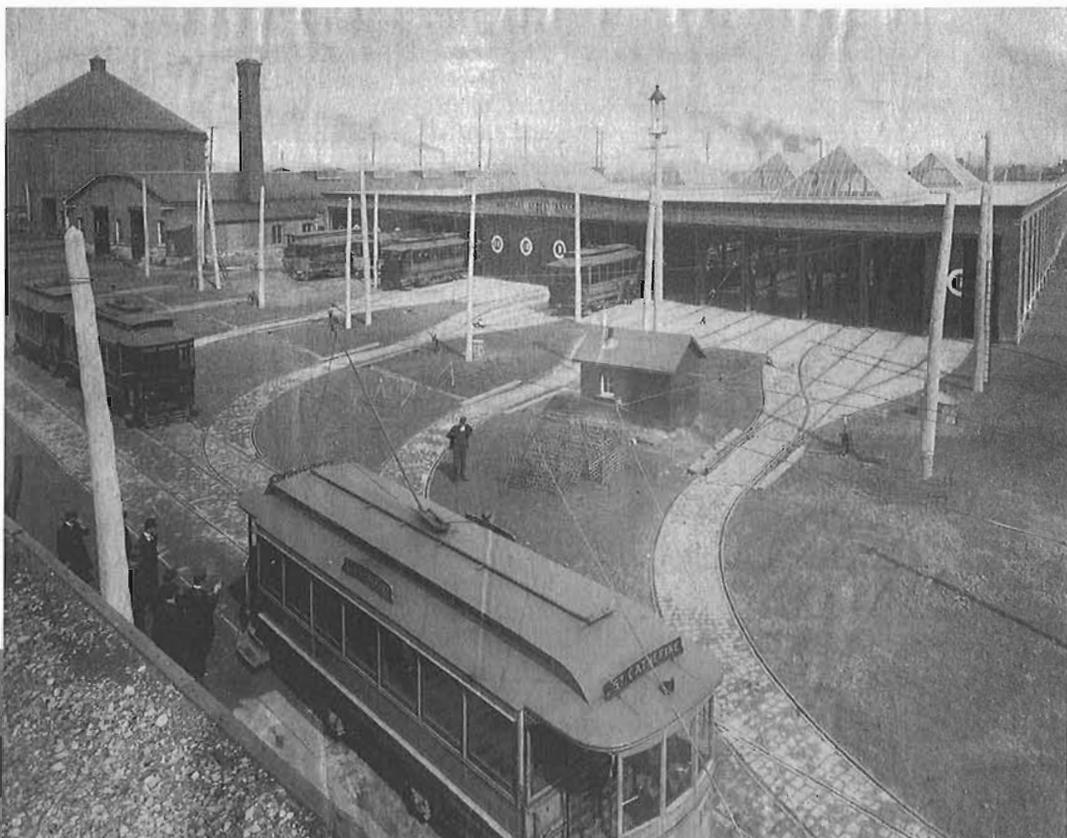


BELOW: Sweeper 6 was one of the four built by the MSR in 1898 to complete the replacement of the seven sweepers burned. This one was retired in 1929, but a similar unit, No. 12, lasted until 1950.



OPPOSITE BOTTOM: As we reach the end of this article we are once again on St. Catherine street as we were when we started back in 1898, this time at the corner of St. Lawrence Main. Once again we see street cars approaching, and one of them (third car) is No. 472 as it was in our opening picture (front cover). But it's a different 472 now, and a different, and much larger MSR. For it is now 1909, more than a decade after the Hochelaga fire which is only a distant memory. The newest cars are big PAYE ones, even bigger than three year old 918, seen in the foreground. Even new 472 is getting old and will soon be relegated to rush-hour-only service. The MSR is at the peak of its prosperity, BUT, if you look carefully in the distance you will see the first foreshadowing of doom; the early automobiles, the new means of transportation that will eventually spell the end of the street cars. Private collection

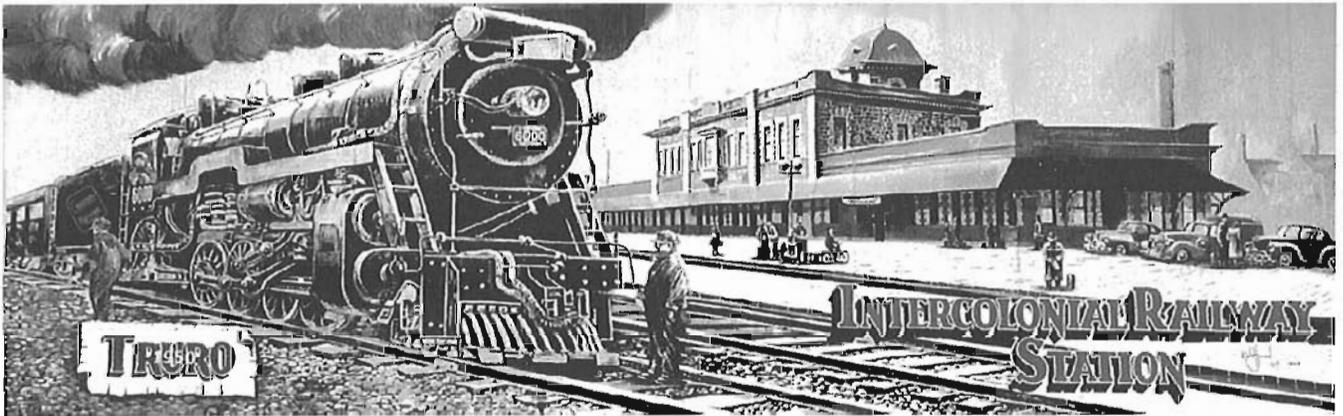
RIGHT AND BELOW: By the spring of 1899 Hochelaga car barn had passed its ordeal by fire and was intact again with the most up-to-date facilities. These two rare views were taken in April 1899 and show both the exterior and interior of the new barn. Also visible is a large variety of rolling stock. The 1898 Hochelaga barn served well until 1956.



Mural, Mural on the Wall

In recent times there has been a considerable effort to decorate cities and towns across the country. Often this decoration takes the form of a mural on a vacant wall, perhaps overlooking a vacant lot where another building once stood. Many of these murals are true works of art in their own right, and take a great deal of effort to paint. Since they often deal with local history, quite a few of them involve trains, especially if the town was originally developed by the railway.

In this article are depicted a few murals depicting railway subjects, ranging from Nova Scotia to Manitoba. There are many more across Canada, and we would like to picture as many as possible. Any members having photos of such murals are invited to send them in, as it is hoped that this will be an ongoing project to record these works of art for posterity.



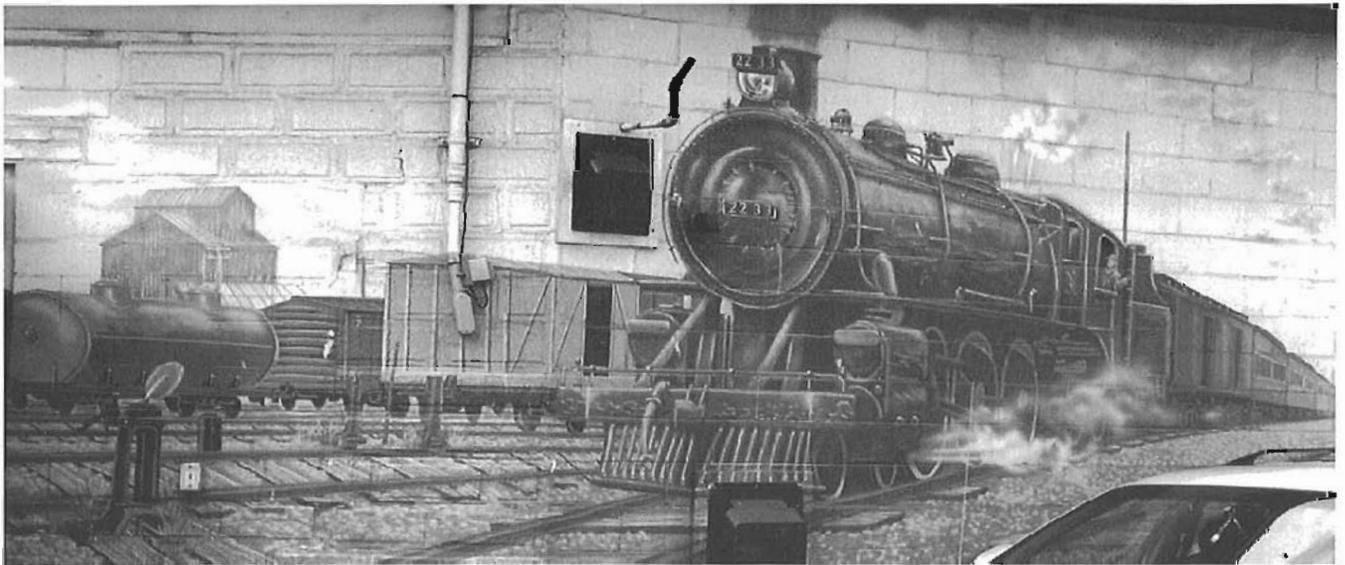
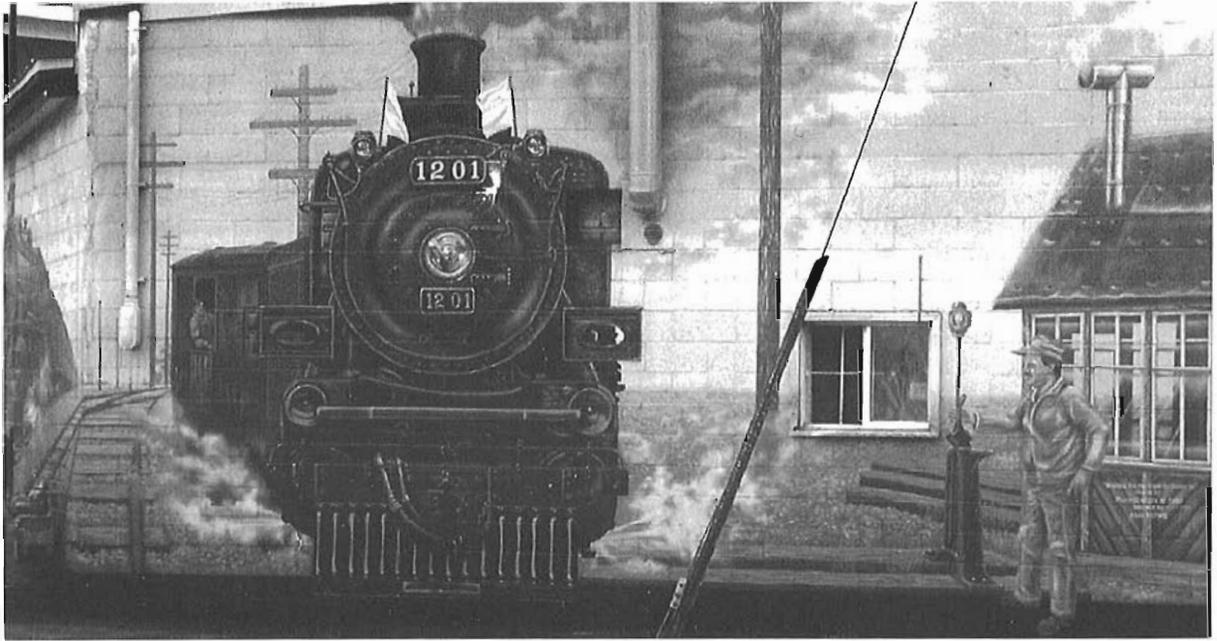
Truro, Nova Scotia, about 1950, showing CNR locomotive 6000 and the old Intercolonial station which is now gone.



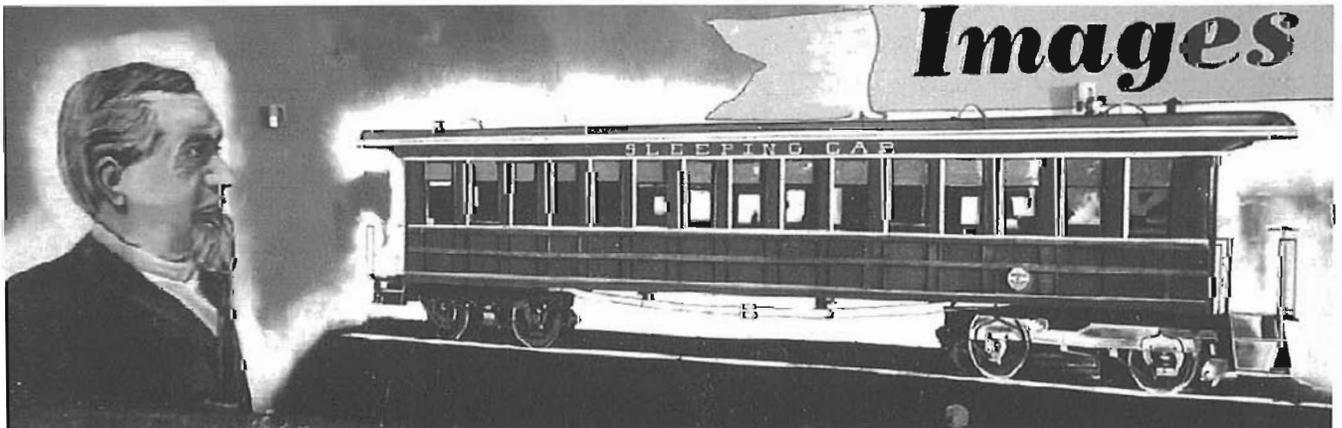
Amherst, Nova Scotia, showing the station (which is still in use today) and various means of transportation including both CNR steam and diesel locomotives, as well as the Chignecto Ship Railway, which was begun in the 1890's but never completed..



McAdam, New Brunswick. A scene during World War II, when so much traffic was being carried on the "Short Line" to Saint John.



Two murals, both on the same building, at Smths Falls, Ontario, showing considerable railway activity.



A Mural of George Pullman and his first sleeping car, at Cobourg, Ontario. The connection between Cobourg and Mr. Pullman has not been determined, but that city was the site of the large Crossen car building plant. See page 124 for a Crossen-built street car.



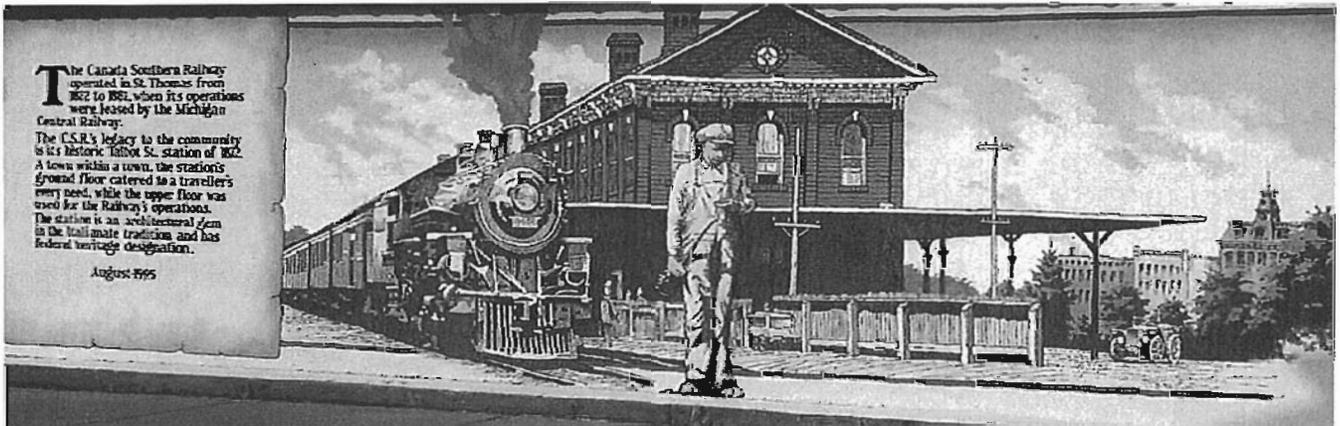
LEFT: A mural in Belleville, Ontario, showing the newspapers which reported the last train on Pinnacle Street. The occasion, in June 1964, was commemorated by a railway festival which starred CNR steam locomotive 6167.

MIDDLE: This mural, at St. Thomas, Ontario, shows the huge Canada Southern station in that city in its days of glory.

BOTTOM: Up north, in Cochrane, Ontario, we see locomotive 137 of the T&NO, now Ontario Northland. This locomotive is displayed as part of a museum train only a few blocks away from this picture.

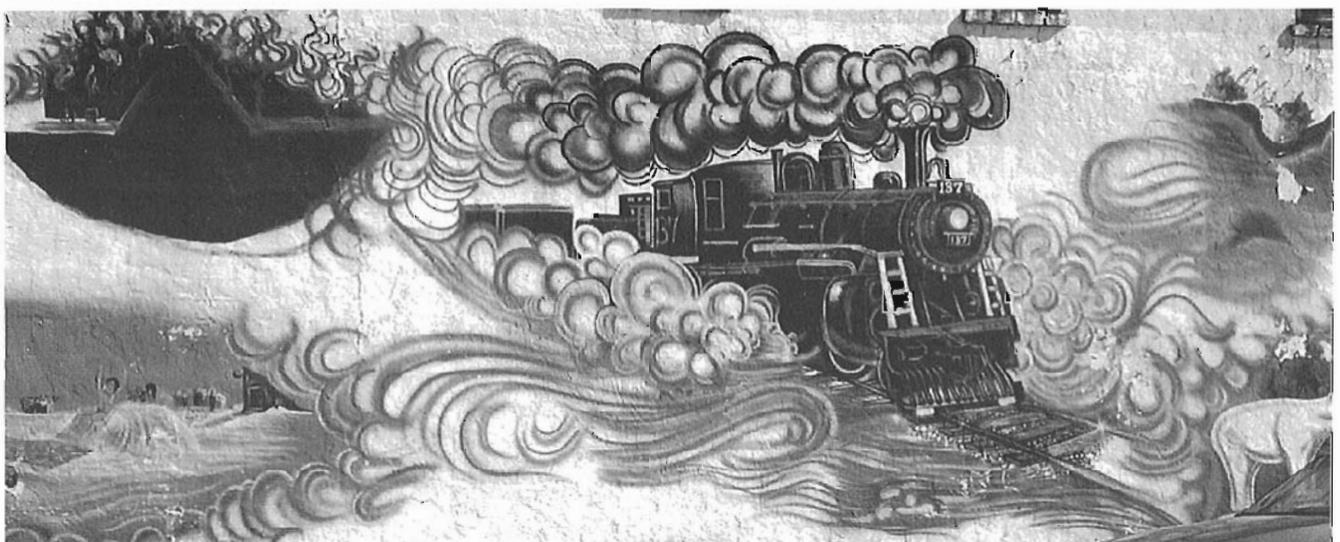
OPPOSITE, TOP (TWO PICTURES): Both these murals are at White River, Ontario. The first shows the CPR station in both the steam and diesel era, while the second is a scene at White River station during World War I. The soldier in the picture had just purchased a bear cub at White River, and he named it "Winnie" for his home town of Winnipeg. He later took the bear to England where it became the inspiration for A.A. Milne's famous character "Winnie the Pooh".

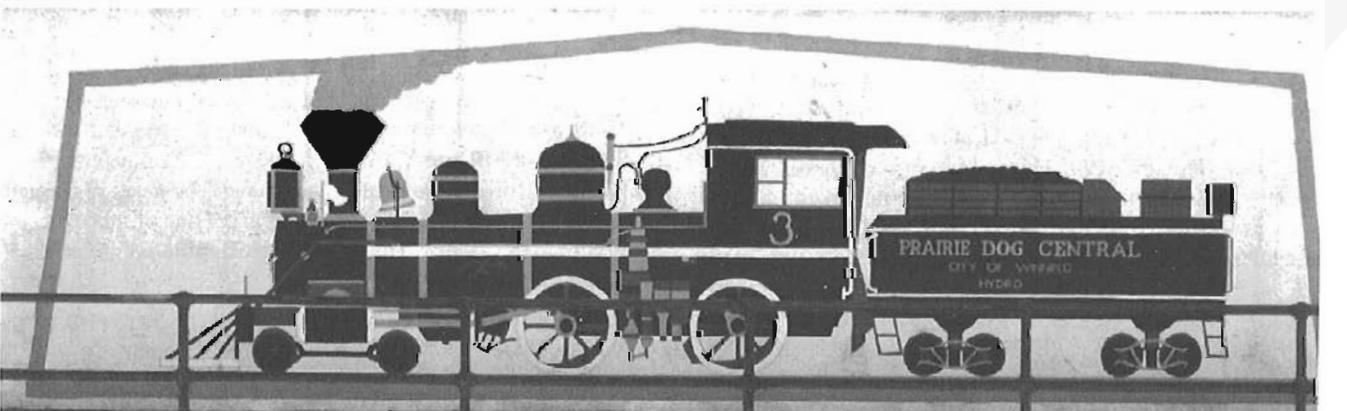
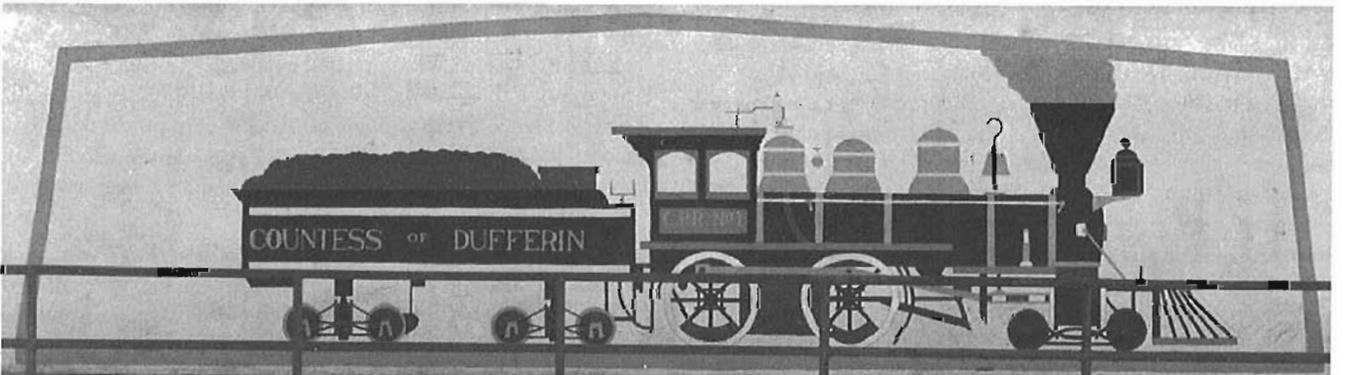
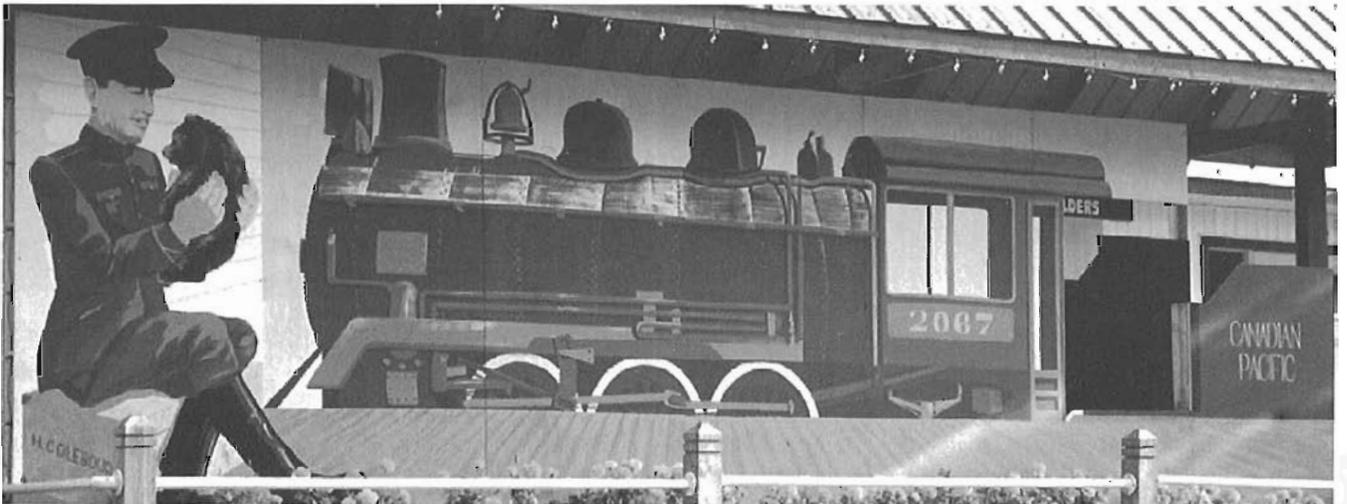
OPPOSITE, BOTTOM (TWO PICTURES): Both these murals are on the approach to an underpass in Winnipeg, Manitoba. One shows the locomotive "Countess of Dufferin" which was the first locomotive used in Manitoba (1877). The other is the 1882 CPR locomotive used on the famous excursion train the "Prairie Dog Central".



The Canada Southern Railway operated in St. Thomas from 1852 to 1981 when its operations were leased by the Michigan Central Railway. The C.S.R.'s legacy to the community is its historic Telford St. station of 1852. A town within a town, the station's ground floor catered to a traveller's every need, while the upper floor was used for the Railway's operations. The station is an architectural gem in the Italianate tradition and has federal heritage designation.

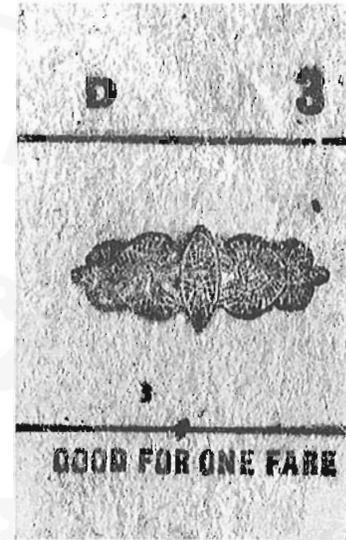
August 1995





Street Car Tickets That Went Down With The Titanic (and Came Up Again)

By Fred Angus



Collectors of old tickets and other ephemera are used to finding them in strange places. Although they often are found in an old trunk, or perhaps a cookie jar, they sometimes turn up in odd locations. One of the strangest places yet where Toronto street car tickets have been found is in the wreck of the *Titanic* at the bottom of the ocean!

Major Arthur Peuchen (1859-1929) of Toronto was the president of Standard Chemical Company, founded in 1897. He had a house at 599 Jarvis street, and a country estate called "Woodlands" on Lake Simcoe. He frequently crossed the ocean both on business and in connection with his activities in the Canadian Militia. In fact in 1911 he had been chosen to ride as a marshal in the parade for the Coronation of George V. In the spring of 1912 it was business that took him to Europe, where he remained for a month. In April it was time to return home and he decided that it would be an interesting experience to cross on the maiden voyage of the new White Star liner *Titanic*. Among his fellow passengers was Charles M. Hays, the president of the Grand Trunk, and his family. Mr. Hays was returning to Canada where he planned to officiate at the grand opening of the Chateau Laurier hotel in Ottawa on April 26.

I am sure that everyone knows what happened next, so there is no need to go into details. Suffice it to say that the *Titanic* struck an iceberg and sank with a loss of more than 1500 lives, including Mr. Hays. After the collision, Major Peuchen showed the ice to Mr. Hays and remarked that the ship was starting to list, a bad sign. Hays did not seem concerned but, as we all know, Peuchen was right. Since Peuchen was an amateur yachtsman, he volunteered to help with the launching of the lifeboats, and his offer was accepted. Paying a last visit to his cabin, No. 104 on "C" deck, he gathered up a few items but left behind \$200,000 in bonds, \$17,000 in stock and, presumably, his wallet.

When lifeboat No. 6 was launched, barely one-third full, there was a shortage of crew to man it so Major Peuchen, with his nautical experience, was ordered to get in it and row. Coincidentally, this was the same boat in which was the famous "Unsinkable" Molly Brown of Denver, Colorado. At some time during the momentous events of the night, Major Peuchen lost his wallet. However, he himself survived the disaster, being picked up by the *Carpathia*, and eventually he returned to Toronto. For a time he was criticized by some simply because he survived when so many other men died, but in time it was realized that his serving on boat No. 6 helped in the survival of those on board. In 1914 he retired from Standard chemical, and he died in Toronto in 1929 at the age of 70.

In September 1985, the wreck of the *Titanic* was discovered at the bottom of the ocean, more than two miles down. Two years later a number of artifacts were salvaged from the debris field near the ship and brought to the surface. Among the items recovered was a wallet, surprisingly well preserved. After cleaning, conservation and preservation, it was found, from cards and papers contained therein, to be that of Major Peuchen. Among the various things in the wallet were three Toronto street car tickets. These were of the standard type then being issued by the old Toronto Railway, printed on blue cardboard with a picture of an early Toronto electric car, and the signature of William McKenzie, the president of the company. The name Toronto was overprinted in red. The ticket illustrated here is of exactly the same type, but is not one of those recovered from the *Titanic*! However, at an exhibition of *Titanic* relics at Memphis Tenn. in 1997 the actual tickets were exhibited.

So we see that three Toronto street car tickets went down with the *Titanic* and, 75 years later, came up again. Tickets of this type are quite common but, as relics of the *Titanic*, these ones are priceless.

Canadian Pacific Donates an FPA-4

By Len Thibeault



6765 in service. Photographer and date unknown.

On Friday May 29th 1998 an example of Canada's most recognized icon of streamlined diesel power, FPA-4 #6765, rolled into the Canadian Railway Museum's property and became the only such unit to be preserved in her native country.

Built by Montreal Locomotive Works between 1958 and 1959; #6765 (Builder date: 12/12/1958) and her thirty-three sisters were a Canadian only model developed out of the 244-equipped FPA/FA lines previously purchased by both CN and CP. Mechanically identical to their freight cousins the RS18, the FPA-4 model was only purchased by Canadian National and was destined to handle most passenger assignments east of Winnipeg. As the CN/CP pool train era came to a close on October 31st 1965, CN embarked on a passenger train revitalisation program (the Delagrave era which introduced Red, White & Blue fares) and decided to put the majority of these speedsters in Rapido service in the Windsor-Quebec corridor being the only CN diesels to be geared for 92 mph.

The year 1976 came along and with it, a new era in passenger service would take place in Canada. VIA Rail, a new crown agency, would splash the units in its blue and yellow paint scheme and keep these veterans in both corridor and eastern Canada long-distance service. Anxious to replace them, VIA would place an order for thirty-two LRC units from the same builder who had built the FPA-4 some twenty years earlier. But if the FPA-4s were simplicity personified; the LRC locomotives were not. They experienced a rash of mechanical problems, which to this day, continue to plague most of them.

And so, the MLW cab units would continue to assume their role until April 1st 1989; when a federal law requiring all leading locomotives to be equipped with the RSC safety control, came into effect. For economic reasons, VIA Rail would not install the device on these units, preferring instead to finally retire them.

This well-deserved retirement did not however go unnoticed. The FPA-4 would prove itself quite popular on the used locomotive market; a good number of them would see additional service with our American neighbours. From the Napa Valley Wine Train, Grand Canyon Railway to the Cuyahoga Valley Scenic Railroad, their lives were not over. In total, 17 cab and 4 booster units have migrated south of the border.

#6765 however would suffer an interesting twist of fate. She and four other similar MLW cab units along with 3 B-units, were sold to the Windsor and Hantsport (WHRC) in Nova Scotia with the intent to be used in gypsum-hauling service on the former Dominion Atlantic. Ill-equipped for freight service; #s 6761, 6765, 6783 & B-unit #6861 would be traded for an equal number of RS-23 end-cab

switchers to CP Rail, destined to be used as part sources for the RS 18 fleet.



6765 with ONR 1400 at the Canadian Railway Museum on August 9, 1998. Photo by Fred Angus

But as the old CP MLW fleet was being retired, ample parts for the remaining operating horses were now available; thus the FPA4s ended up spending most of their days languishing in a dead line at StL&H's St-Luc Yard. Of the four remaining units, #s 6761 & 6783 would go to the New Brunswick East Coast for parts source and scrapping and #6861 is scheduled to go to the Wainright Ry. Museum in Alberta.

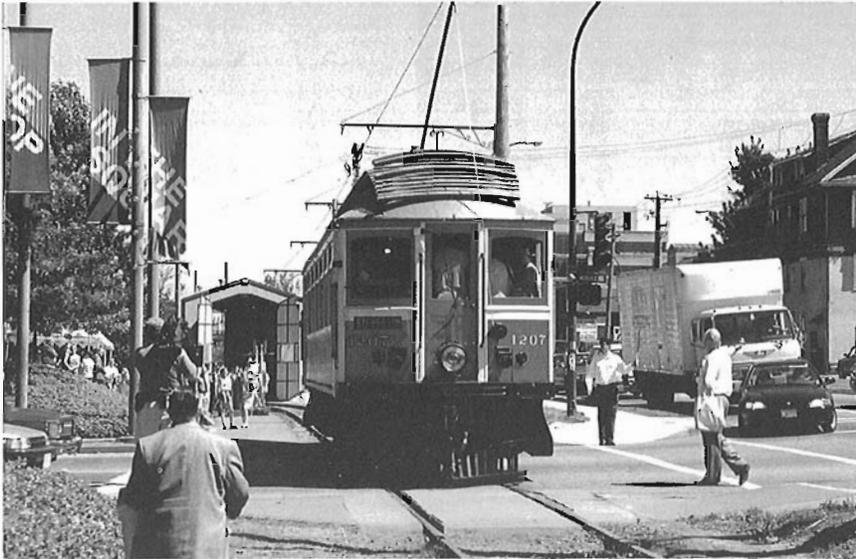
The C.R.H.A. would like to thank those who made this important donation possible or contributed towards it: Canadian Pacific Ry./St-Lawrence & Hudson, Gulio Capuano, Charles DeJean and Alan Blackburn.

For those wishing to read additional material on these historic locomotives; please see the following back issues of Canadian Rail: Issue # 280 of May 1975, article written by B. Biglow and J.J. Shaughnessy and Issue # 192 of October 1967, article by M.W. Dean & W.G. Blevins.

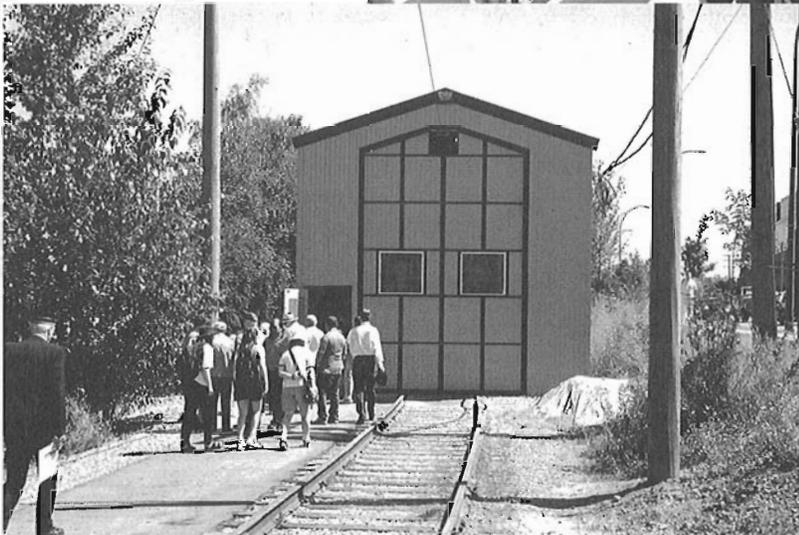
Vancouver Heritage Trolley Line Opens

By William Bailey

In Canadian Rail No. 460, September-October 1997, we published an article, by Peter Murphy, called "The Rebirth of 1231". This was about the rebuilding of a former B.C. Electric interurban car for use on the proposed heritage trolley line in Vancouver. To bring the story up to date, we are happy to report that, on July 29, 1998, the line officially opened. As Bill Bailey said "It was a great event". He has sent these photos of the event. It is in order here to mention that Mr. Bailey has been given the CRHA Preservation award for 1997 for his work in the restoration of the B.C. Electric interurban cars.



LEFT AND BELOW: Some of the festivities at the opening of the heritage trolley line. 1207 was built in the B.C. Electric's own shops in 1905.



LEFT: The car barn which houses the operating equipment.

RIGHT: Inside car 1207 on the opening day.

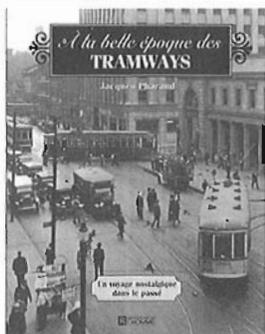


LEFT: A cake, in the form of a flat version of 1207, was served as part of the celebration.

BELOW: A view of the right of way, showing the beautiful condition of track and overhead. This is what the B.C. Electric looked like when it was new!



Book Reviews



A LA BELLE EPOQUE DES TRAMWAYS

By Jacques Pharand

Published by Les Editions de L'Homme

955 Rue Amherst

Montreal P.Q. H2L 3K4

Price \$29.95

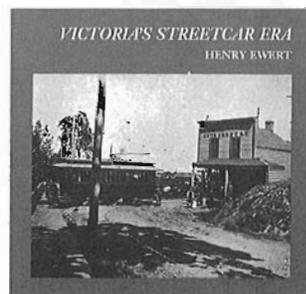
We have had this book for some months, but decided to include this review in this issue which contains a major article dealing with Montreal street cars. This 288 page book, written in French, is a nostalgic history of the street car era in Montreal from 1861 to 1959. While the majority of the book deals with the period of electric traction (1892-1959) there is a 14 page chapter concerning the horse car system which flourished for more than thirty years. There is also some account of the Metro and the suburban commuter lines, even including the new electric multiple-unit cars of 1995. Despite the fact that your editor has been involved in publications on this subject, I feel that this is the best overall history of the Montreal tramways system to appear to date.

The story starts even before the street railway, with the Montreal and Lachine Railway of 1847, and its connecting omnibus. Then it continues with the first serious plans for a street railway, in 1859, which plans were successful on November 27, 1861, when the first horse car line opened. The history of the City Passenger Railway and its successor the Montreal Street Railway (MSR) is covered including information of extensions to routes, new lines and additional equipment and finally, about 1890, the first concrete proposals for the use of electric power. By 1892 electrification was a reality, and the period of great expansion began - this continued for more than twenty years. Also covered are such companies as the Park & Island and the Terminal Railway, which eventually joined the city system, and the Montreal & Southern Counties which did not. Under the unified management of the Tramways company (1911 to 1951) the system reached its maximum extent and then began a slow decline as automobiles and busses (started in 1919) took more and more passengers from the tram cars. The war years saw unprecedented traffic, then, after municipal ownership began in 1951, the street car lines were converted to bus, and the last run was made on August 30, 1959.

Other than the basic history, the book also contains stories and anecdotes about the tramways which give a sense of character to the system. There is also sufficient information about the corporate structure of the various companies to put the whole thing in proper perspective; it is not just about tracks and rolling stock. Some of the histories of individual routes are illustrated with schematic maps which makes it easier to follow. The photographs are an extremely important part of the book. There are hundreds of

them; some are well known while others are completely new to your reviewer (and I've seen plenty of pictures of Montreal street cars). Some of the more interesting concern mishaps. We have all seen the view of car 1575 after the collision of October 31, 1921, but how about the one of 772 on its side in January 1927, or 2867 with the water up to its floor boards in 1938? A few of the photo credits are wrong (I noticed two or three of my own photos erroneously credited), but this is to be expected when photos come from so many sources. Also very important are the photos of tickets and transfers. Most of these are in full colour and of good quality, and they range in age from the 1890s to the 1960s (yes, the 1960s, since it also includes the early days of the Metro.

It would certainly be desirable if an English version could be produced as then this book would reach a much wider market among traction enthusiasts. It is rumoured that such a project is being planned. However, even those readers who do not know much French will enjoy the photos and the maps and will pick up enough of the text to get a good feel for the Montreal street car system, the biggest in Canada. F.A.



VICTORIA'S STREETCAR ERA

By Henry Ewert

Published by Sono Nis Press

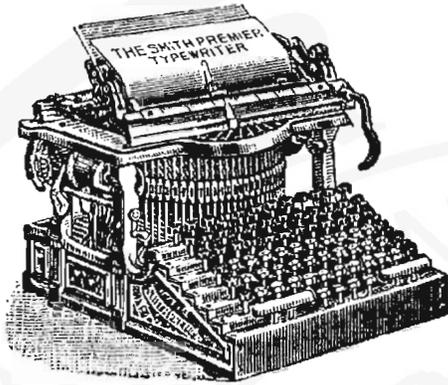
1745 Blanshard Street

Victoria, B.C. V8W 2J8

Although this 168 page book was published in 1992, it is still the definitive history of one of Canada's earliest electric railways, that of British Columbia's capital city. Construction began in 1889, and the first lines opened on February 22, 1890. Although a horse railway had been contemplated originally, the Victoria street cars were electric from the start, and remained such until the last run in 1948.

This book gives the whole story from the very first plans of the 1880s to the final surrender of the trolleys under the onslaught of automobiles and busses. From the National Electric Tramway and Lighting company of 1890 we follow the system from its small beginnings, through the terrible disaster at the Point Ellice bridge in 1896, and the reorganization under the British Columbia Electric Railway Company the following year. Under B.C. Electric, we follow the story through its greatest years, including the short-lived Saanich interurban line, then on through the war years and eventual decline. There are many photos, including a surprisingly large number of very early views. We also find maps, car plans and a detailed roster of equipment. Also pictured are tickets, timetables and other ephemera which round out the story. In view of the recent opening of the heritage trolley line in British Columbia, it is a good time to read more about the B.C. Electric. F.A.

Letters to the Editor



Mr. John Fleischmann, P.O. Box 221, Smithville Ontario, L0R 2A0 writes (4 July 1998):

RE: BEYOND CANAAN TO WATERLOO (Canadian Rail, Jan.-Feb. 1998)

This article was of particular interest to me for several reasons since both St. Johns (St-Jean-sur-Richelieu) and Iberville were my home towns between 1952 and 1961.

1. In the school year 1952-53 a number of my friends commuted on the CNR from St. Johns to St. Lambert to attend school. Another group including myself commuted on the CPR to attend schools in Montreal West and Montreal. With both lines double tracked, it was quite a set of diamonds where they crossed. Our morning train was the overnight from Boston while the CN train was the overnight from New York. When the two approached the diamond, ours always took precedence to cross the diamonds.

2. A few years later, to attend Bishop's University in Lennoxville, I frequently used the direct route on CP, often on a set of Budd RDCs. Standing on the rear vestibule, I could see the speedometer read in excess of 90 mph on straight track. A few years later, CP must have disconnected the rear speedometer to avoid being seen how fast their RDC's travelled.

3. The following is the most important point of my letter. I'm assuming Lorne Perry never experienced travelling the stretch between Iberville and Farnham on CVR track. Neither did I. However, such a track must have existed for, in the fifties, the road bed of an abandoned line was clearly visible with the rails long gone. From the east side of the Richelieu River in Iberville, about a mile apart from each other, both CPR and CVR headed straight to converge at the yard in Farnham. West of the yard at Farnham, I remember a side road crossing CP's double track, and perhaps less than 100 feet south, again crossing the roadbed of the abandoned CVR. Although I don't presently have a topographical map of the region, I believe having seen the two lines between Iberville and Farnham on an old map. The question now is: was number 606 originally a train running entirely on CN and CV track without having to run on "foreign" CP track and without having to run backwards on the Lemoyne subdivision?

4. Was the Lemoyne subdivision formerly not more than the "tiny piece of track"? Was Iberville a CVR junction with lines radiating north to CP, east to Farnham and south to Vermont?

Mr. David Phillips, Senior Climatologist, Environment Canada, 4905 Dufferin Street, Downsview, Ontario, M3H 5T4 writes (July 17, 1998):

I am currently compiling stories and anecdotes of significant weather and climate events that occurred in Canada from 1750 to 1980. In this effort, my research assistant and I have been examining a variety of historical resources including newspapers, monographs, journals, registers and logbooks for mention of weather events. Our focus has been severe or unusual weather occurrences such as cyclones, severe storms, blizzards, drought, flooding, cold and warm spells, etc. In particular, we are fascinated by the impacts that severe and unusual weather have had on people and property and how the impact of weather extremes on society has changed over the years.

We are convinced that the work done by individuals associated with various local and regional historical societies represents an invaluable source of information for our research. To tap into this effort, we are contacting several historical associations and organizations to learn what references they may have about significant weather occurrences in and around their community. For example the mention of significant weather happenings documented in your society's publications, journals or local newspapers would be extremely valuable to us.

If you are familiar with any stories, anecdotes or references, we would be delighted to hear from you. Please do not go into any lengthy effort on our behalf, only flag material that is readily available. All material contributed can be returned upon your request. Please be assured that all sources will be properly credited. Your contribution may be mailed to the address above or faxed to us at (416)-739-4380. If you require any additional information, please feel free to contact my assistant, Lisa Wiley at (416) 739-4180.

Mr. David Hardman, 94 Regent Street, London, Ontario, N6A 2G4 writes:

I am looking for plans and photos of the Iron Ore Co. of Canada's electric locomotives (London G.M. factory where they were built didn't have manpower to help me) and the Hudson Bay mining and Smelting Company's No. 93 steeple cab electric loco, preferably showing it also in its original owner's livery (Panama Canal) as well as HBM livery.

I am also looking for photos of Mexican U.S.R.A. light 2-8-2 locos and S.P. of M.'s M4 class 2-6-0 locos (M4 was the S.P. class). Also looking for photos of Stelco (Hamilton) No. 6335 and 6336 plant locomotives, preferably as battery or gas electric.

Can any member help any of these gentlemen?

Mr. Ray Corley points out the following corrections to the article on the LRC locomotives in the July-August issue:

Page 92, line 2: "G771A" should be "GTA-17PA1".

Same line: "4-752E8" should be "4-752PC6".

Page 92, lines 20 and 21: Delete "some sources state 3725 hp"

Page 92 last line: read "reduced by one locomotive and re-issued as M9109. Only 11 LRCs were shipped in 1981 and 10 in 1982".

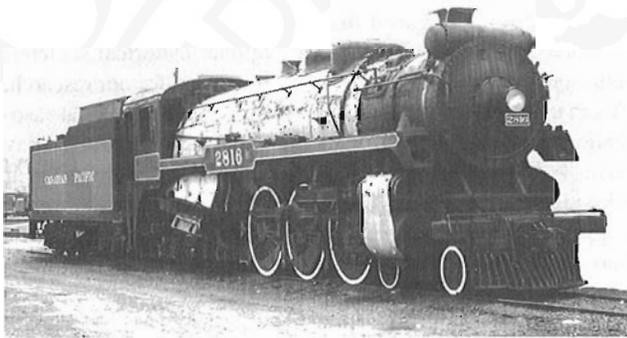
Page 93, line 3: After "LRC-2" add "Same engine used but rated at only 3725 hp".

Page 93, line 16: After "6921-6930" add "order M-6125".

The Business Car



CPR 2816 TO GO BACK IN STEAM



What would have seemed like a dream a few years ago is coming true, the Canadian Pacific Railway has re-acquired steam locomotive 2816 and is going to have it restored to operating condition!

Built by Montreal Locomotive Works in December 1930 (construction number 68535) No. 2816 was an "unstreamlined Hudson", and was one of the last locomotives built for the CPR before the Depression brought a temporary halt to new construction. Retired from service in 1960, this locomotive was reactivated early in 1961 to provide steam for the Glen Yard while the stationary boilers there were being rebuilt. It travelled to and from the Glen on its own power and thus may have been the last steam locomotive to run in the service of the CPR.

In 1964, the 2816 went to Steamtown U.S.A. which was then in Bellows Falls Vermont. When Steamtown moved to Scranton, Pennsylvania, 2816 went too, and has remained there until this summer when it returned to Canada. The above photo was taken by Fred Angus at Scranton on July 7, 1998.

As we go to press, 2816 is west of Winnipeg heading for Vancouver where it will be restored to operating condition. CPR intends to use it on a "Millenium Train" which is planned to run throughout the system in 1999 and 2000.

BIG BOY TO BE RESTORED

CPR 2816 is not the only steam locomotive that is going to be restored to working order. South of the border, a movie company is paying \$2 million (U.S.) to restore one of the largest steam locomotives ever built, Union Pacific Big Boy No. 4018, which has been in a museum in Dallas Texas for 33 years. Our member Mike Riedel, who lives near Dallas, sends this excellent article from the Dallas Morning news of August 14, 1998. Due to its interest to all enthusiasts of the steam locomotive, we reprint it in full:

LOCOMOTIVE LEGEND



By Jacquelyn Floyd, of The Dallas morning News

Longer than two mobile homes, heavier than 300 pickups and comatose for the last 33 years, Big Boy lumbered to life Thursday [August 13, 1998] with astonishing ease. For a few magic minutes, the 56-year-old Union Pacific antique was the mightiest steam locomotive rolling the rails. And to an adoring crowd that watched with the awe due an Apollo liftoff, it mattered not one whit that Big Boy was hitched to a proletarian yellow diesel and rolled up and down the same stretch of track. It was history, awakened from the dead. "It's so awesome" murmured one bystander, as dazed as if an office building had uncoupled from its neighbor and rumbled down Commerce Street.

Big Boy is the 600-ton, cast-iron crown jewel in the Age of Steam Railroad Museum's collection at Fair Park. Since 1965, the gargantuan locomotive has been a popular "static display" - you can look at it, but it doesn't do anything - but Thursday's short trip was the first leg of its journey back to working order. When its \$2 million, six-month overhaul is finished, it will be the world's biggest operating steam locomotive. It also will be a movie star. Part of the restoration is being underwritten by an independent, Dallas-based film company that plans to use the locomotive in a feature movie to be shot in North Texas. "It didn't even groan," said an exultant Bob LaPrette, the museum's executive director, after the locomotive's eagerly anticipated trial run to loosen up its long-dormant mechanism. "That's very good news for the restoration. The museum has taken really good care of it".

No one would characterize the iron leviathan as fragile or delicate, but the locomotive is irreplaceable. Built in 1942 to haul freight trains over the Wasach Mountains on the daunting Cheyenne-to-Ogden run, there were only 25 locomotives produced in the Union Pacific 4018 series, informally called the "Big Boy" by railroad wonks [sic] around the world. Eight of them survive in displays around the country, but Dallas' Big Boy is in the best condition by far - a testament not only to its care but to the local climate, benevolent at least to large iron objects. "To see an engine in this condition that has been sitting for 30 years is pretty amazing", said Gary Bensman, an Osceola, Wis., expert in train restoration who will rebuild Big Boy. The job will require an acre of floor space to lay out the 30,000 engine parts Mr. Bensman will have to dismantle.

Movie producer Danny Bishop of McKinney, who teaches film at Southern Methodist University, has had Big Boy on the brain for months, working on a script that will feature the engine when its restoration is finished. His company, High Ball Productions, will make his film about workers who accept a railroad magnate's challenge to run the old locomotive from Texas to Canada. [yes, there is some "Canadian content" in this article]. During a little ceremony be-

fore the locomotive rolled, Mr. Bishop, dressed like his crew in railroad-man overalls, choked up a little on a speech in which he talked about Big Boy as though it were his brother. "They expected him to travel up the Rockies at 40 miles per hour", he said. "He travelled up the Rockies at 80 miles per hour. When the war came, he took soldiers. In peacetime, he took oranges for Christmas. Prom dresses". Its wheels are taller than most people, and it dwarfs its neighbouring exhibits, but there's a nostalgic familiarity about the Big Boy. Its shape, if not its size, is instantly recognizable to any child who ever owned a Little Golden Book copy of *The Little Engine That Could*. And it was poetry in motion to the 150 or so train-crazed onlookers in an audience tht was almost exclusively male and included a noticeably large number of engineers, draftsmen and others of technological bent. They crowded along a fence enclosing the little rail yard, fingers hooked through the chain links like kids at a ballpark. "Incredible," murmured one 50-something man in Cole Haan shoes and Polo shirt, expertly focusing a Nikon. "It's tremendous just to see all those parts working together," rhapsodized the scientifically named Newton Beam, a retired mechanical engineer. "This just doesn't happen every day."

Many in the crowd happily paid an enterprising huckster \$3 for plastic button that crowed "I saw 4018 Big Boy Move!" - souvenirs certain to inspire envy in anyone who recognizes the reference. One man hoisted his camcorder over his head to avoid fence links in his video; Roger Meier, an electrical engineer and not the Cadillac man, brought a stepladder from home to shoot unobstructed photos. Software analyst Noel Presley ("like Elvis" he patiently confirmed), suggested that steam locomotives have organic qualities that humans would do well to emulate. "They have a very open personality," he said. "Everything that makes it work, you can watch happen. This is beauty."

A CNR LOCOMOTIVE IN OHIO



Another Canadian locomotive in the United States is former CNR No. 1551 on the Ohio Central. This 4-6-0 was built by Montreal Locomotive Works (construction number 50778) in April 1912, as Canadian Northern No. 1354. Under Canadian National it kept that number, but in October 1956 it was renumbered 1551 to avoid numerical conflict with the new diesels. Retired in 1960, it was sold to the Edaville Railroad in September 1961 and later came to Ohio. The Ohio Central runs regular excursions, often using 1551, at Sugarcreek. Sadly, they have announced that, due to increased freight traffic, 1998 will

be their last year of regular trips. However 1551 will be retained and will be used on occasional special excursions.

Because 1551 was built in the month the *Titanic* sank, the story is told that this was one of the last engines ordered by the president of Canadian National [sic] but he never lived to see it as he went down on the *Titanic*. Unfortunately for the story, it was the president of the Grand Trunk that went down, and the engine was ordered by the rival Canadian Northern!

OTTAWA POLICE CAR WRECKED BY TRAIN

The following story was retrieved from the Internet on August 15, 1998. This actually happened, although it sounds more like a plot from an old "Keystone Kops" movie. The account is reprinted word for word, and sounds quite funny, except for the police, and the passengers on the train:

"On Friday afternoon, an Ottawa-Carleton Police cruiser was turned into instant scrap metal by a Via Rail train out of Montreal headed for Ottawa. It seems that the Ottawa cops were chasing a car which veered onto a double track right-of-way east of Ottawa and the cops followed in "Hot Pursuit". When the suspect car got jammed in the rails, the occupants abandoned the car and fled on foot followed by the cops who radioed VIA to stop the trains. Unfortunately, a VIA passenger came on the scene within minutes and creamed both cars. The cops were quoted as saying, they were sure the VIA Train would stop when the engineer saw the cars on the tracks. (HeeHee). Both the cop and RR scanner conversations were very colourful.

There are unconfirmed reports that the Ottawa Police pursuit manual is being rewritten this weekend to include the following item: 1. Don't park the cruiser on railway tracks under any circumstances. Just because your red flashing lights are on doesn't mean the damned train is going to stop. Incidentally, the Ottawa bound Via passengers were cooped-up in the train for a couple of hours while machine gun bearing cops hunted for the fleeing suspects. Even though the train was only a few minutes out of the station, nobody from VIA thought to get a bus out to pick up the passengers and get them to the destination in a reasonable fashion."

6710 REPAINTED

Last issue we reported that former CNR electric locomotive 6710 has been placed on exhibition at the new station at Deux Montagnes, Que. On September 17 we received word that this historic locomotive is being cleaned and repainted in the proper colours. The city of Deux Montagnes is very proud of 6710 and is giving it a good home.

LARGER TYPE

One complaint that has been made quite frequently about Canadian Rail is the size of the type. Unless the reader has excellent vision, it is a bit difficult to read some of the articles. As an experiment, with this issue we are changing the type size from 9-point to 9.5, still using the Times Roman font. The downside of this is, of course, that it takes up more space. Please let us know what you think of the new type size. If it is favourably received we will continue it.

BACK COVER: No, it's not a view of the B.C. Electric interurban line in 1910, or even 1948, although one could be forgiven for thinking it was. It actually is the new Vancouver Heritage Trolley line on its opening day, July 29, 1998. The condition of the line, and the two cars, 1207 and 1311, is immaculate. Photo by William Bailey

Canadian Rail

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