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P.O. BOX 22.



News

STATION "B"

Report

MONTREAL 2, QUEBEC

NUMBER 116

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NOVEMBER 1960.

SEVENTY FIVE YEARS AGO - The Honourable Donald A. Smith drives the last spike completing the Canadian Pacific Railway from the Atlantic to the Pacific. 9:22 AM, Saturday, November 7th, 1885.



#### THE SPIKE

Silver or gold? Van Horne had rumbled "Iron".

No flags or bands announced this ceremony,

No Morse in circulation through the world,

And though the vital words like Eagle Pass,

Craigellachie, were trembling in their belfries,

No hands were at the ropes. ....

--- E.J. Pratt.



## EAGLE PASS - NOVEMBER 7TH, 1885

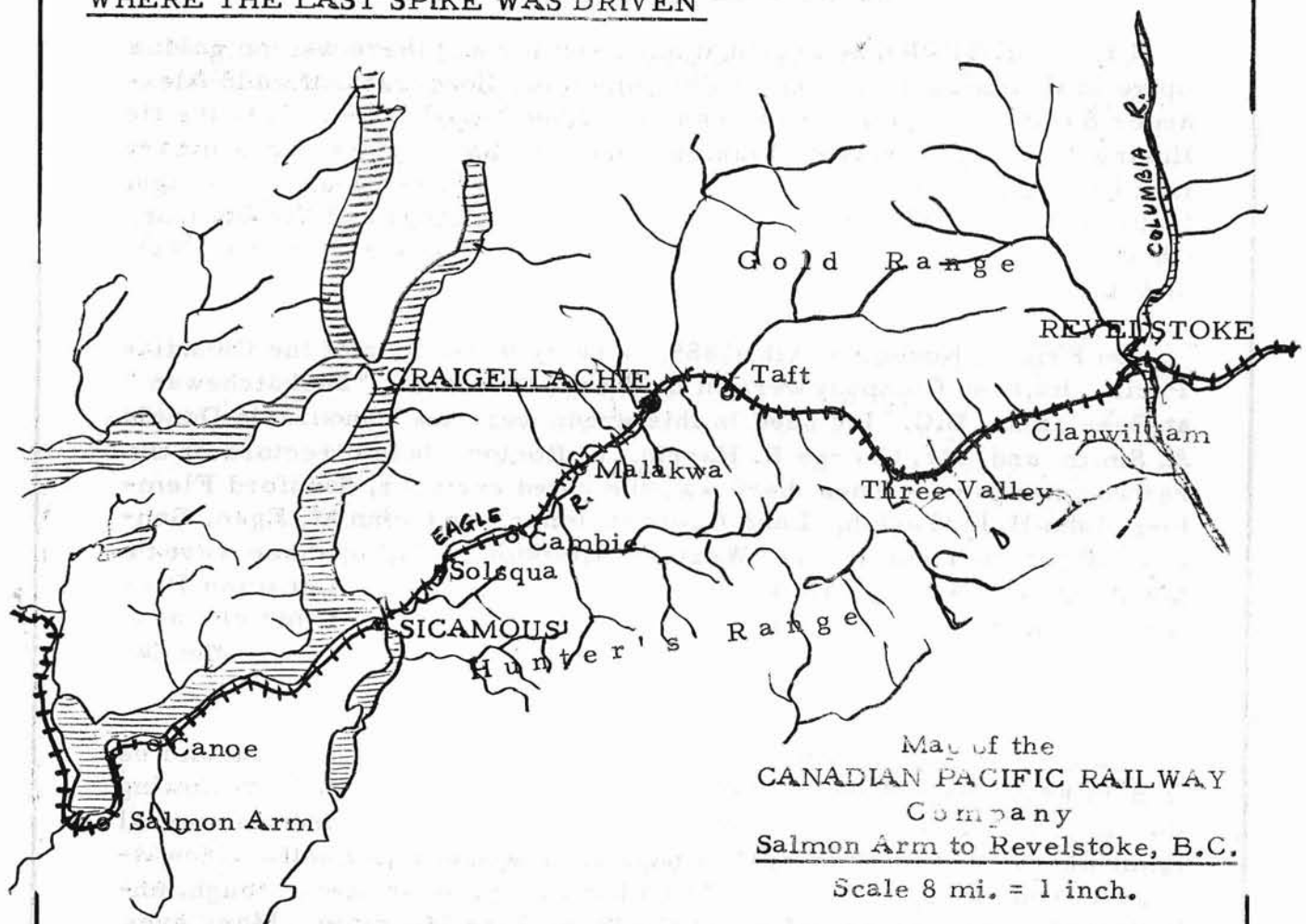
LET THE STORY be exploded once and for all; there was no golden spike at Craigellachie. The spike which the Honourable Donald Alexander Smith, later Lord Strathcona and Mount Royal drove into the tie linking the rails between Montreal and Port Moody was an ordinary iron one, just like all of the others used in construction, taken right from the keg. This was the intention of the officers and the Company when it became obvious that the rails would be joined in Eagle Pass, and this was the way it was carried out.

On Friday, November 6th, 1885, a party of officers of the Canadian Pacific Railway Company were on board the official car "Saskatchewan" at Revelstoke, B.C. Included in this group were the Honourable Donald A. Smith and Mr. George R. Harris, of Boston, both directors of the railway company. Then there was the noted engineer, Sandford Fleming, John H. McTavish, Land Commissioner, and John M. Egan, General Superintendent of the Western Division. All of these were the guests of William C. Van Horne, Vice-President of the Canadian Pacific Railway who, with his secretary, Arthur Piers, and his business car attendant, Jimmie French, made up the group on board the car "Saskatchewan".

Late that day, Van Horne was advised that the last rail would be laid in Eagle Pass, some 29 miles to the west, early on the following morning. Accordingly, engine 148 was coupled up, and the special train which was to be the first to pass from Atlantic to Pacific tidewater, climbed slowly out of the Columbia valley, over new, rough, unballasted track into the valleys of the Monashene Mountains. Many eyes watched over the passage of the train -- Herbert S. Holt, for example, was on duty at a sliding "mud cut" which had been giving trouble.

Early on the morning of the seventh, the train arrived at the gap in the rails; just a little after nine o'clock that morning, the last rail lay in place. It was only natural that Donald Smith should be the one selected to perform the crowning act of this transcontinental drama -- as the senior in years and experience among the progenitors of this railway of which Prime Minister Mackenzie, in 1875, had said "could not likely be completed in ten years with all the power of men and all the money of the Empire". Smith grasped the spike maul, took a few swings at the spike -- and bent it. The spike was pried out. Egan took another from the keg, inserted it, and, gingerly this time, Smith tapped carefully until the spike was anchored in the tie. Then, with effort worthy of a professional tracklayer, he drove it home. Arthur Piers looked at his watch. It was just 9:22 AM, Pacific Time. There was silence for some seconds after the last blows faded into echoes in the Gold Range, as if it was difficult for the minds of those present to conceive that this project, one of the most ambitious in the world at the time it was started, was now finally completed.

## WHERE THE LAST SPIKE WAS DRIVEN



Suddenly and spontaneously, cheer upon cheer rent the November air; some called for a speech from Van Horne, and his reply was noted for its modesty and for its brevity -- "All I can say is that the work has been well done in every way". With a powerful sense of the dramatic, the proceedings were brought to an abrupt end by the conductor calling, "All aboard for the Pacific! "

On Sunday, November 8th, 1885, the train which included the official car "Saskatchewan" arrived at Port Moody on Burrard Inlet, the first to cross the Dominion of Canada from sea to sea.

The name "Craigellachie" which has since been applied to the station which marks the spot where the last spike was driven, is the Scottish war cry of the clan of Grant, and it means "Stand Fast". Both Smith and his cousin, George Stephen, first President of the C.P.R., were descendants of the Grants, and had used this word between them as a symbol of encouragement whenever matters had seemed hopeless. Van Horne wrote later that he was much impressed by this, and determined that if he was still with the Canadian Pacific Railway when the last spike should be driven, the site would be named "Craigellachie".



VICTOR MORIN, LL.D.

The Editorial Committee observes, with profound regret, the passing of Notary Victor Morin, in his 96th year, on September 20th, 1960.

Victor Morin, born at St. Hyacinthe, in what is now the Province of Quebec, on August 15th, 1865, was one of French Canada's most outstanding men of culture and letters. The many accomplishments and successes of his long and useful life are a matter of record; suffice it to say that he was Honorary President of the Canadian Railroad Historical Association from its inception in 1932, until 1957. At the same time, he relinquished a long-term presidency of the Antiquarian & Numismatic Society of Montreal -- the famed Chateau de Ramezay Museum. He was a Notary, an honorary Doctor of Laws, a past President of the Royal Society of Canada, a Professor of Law at the University of Montreal, one of the founders of the Chateau de Ramezay, and also of the Civic Library of Montreal and, during his Presidency of the St. Jean Baptiste Society, largely responsible for the erection of the Cross on Mount Royal which is one of Montreal's most distinctive landmarks.

Victor Morin was the father of thirteen children, many of whom survive him. The members of the Association join with the Officers and Directors in extending their deep and abiding sympathy to the family of Victor Morin, a calm, gracious and beloved personality.

R. I. P.THE NOVEMBER MEETING:

The Regular Monthly Meeting of the Association will be held on Wednesday, November 9th, 1960, in the McConnell Engineering Building, McGill University, Milton and University Streets, Montreal, beginning at 8:15 PM. Mr. O.S.A. Lavallee, who addressed the Association at the October meeting on the topic "Craigellach 7e, Before and After" will show, by cinematograph, a collection of photographs of railway operations along the Canadian Pacific Railway in the Rockies in the 1880s; Members are cordially invited to bring friends as guests.

ASSOCIATION NEWS

At an investiture held at Government

House in Ottawa on October 14th, Donald Forbes Angus, Honourary President and charter member of the Association was made a Knight of Grace of the Order of Saint John of Jerusalem. Mr. Angus has been active in the Order for some years, having, until recently, held the post of Provincial Commissioner for Quebec. On behalf of the officers and members of the Association, the Editorial Committee extends its sincere congratulations to Mr. Angus on this attainment.

At the October meeting, which was held on October 12th, the following persons were elected to Regular Membership in the Association:

Mr. Robert L'Esperance  
Mr. James B. Porteous

Mr. William T. Stewart

At the same meeting, the following persons were introduced as candidates for election to Regular Membership at the November meeting:

Mr. Jean-Guy Major  
Mr. Gerald McGurhill  
Mr. Peter Murphy  
Mr. Peter Nicholls  
Mr. E.A. Springer

The following persons were introduced as candidates for election to Junior Membership at the November meeting:

Mr. John Hay  
Mr. Douglas Henry  
Mr. Jacques Loiselle  
Mr. Lindsay Terreau  
Mr. Kenneth Wilson

New members are reminded that if they wish to take part in Committee work, or in any of the many activities of the Association, they may get information by calling the Membership Committee Chairman, Mr. Stephen Cheasley at HU.4-6262, or his lieutenant, Mr. Michael Taylor, at OR.1-5436.

#### FALL FOLIAGE 1960

The Trip Committee staged another successful weekend of trips, with approximately 85 persons going on the Tenth Anniversary Excursion from Montreal to Huberdeau on Saturday, October 15th. Approximately 150 were present for the trip on Sunday, October 16th, when the destination was Ste. Agathe. The attendance was very good, in spite of overcast weather conditions on both days.

The Saturday trip, our first excursion using a diesel-electric road locomotive, marked ten years of CRHA trips, which had commenced on October 1st, 1950, over this same route. The locomotive was a General Motors 1200 h.p. road switcher No. 1914, of a design quite unfamiliar to our friends from the United States. The train included three cars and from all accounts, the participants enjoyed themselves

very much, the Huberdeau line possessing a twisting and undulating charm. Many picture stops were made along the line. The passengers were so punctual in embarking and in disembarking that the Trip Committee was able to put two or three more stops into the schedule, and still manage to return to Montreal right on time.

On Sunday, October 16th, the motive power was provided by Canadian Pacific G-5 class 4-6-2 No. 1270, which was the only steam locomotive running on the entire system that day. The engine performed well and flawlessly, though the Sunday morning weather had deteriorated below that of Saturday, and one moving picture run was made out of a fog near Val Morin. The return trip in the afternoon was slightly better and the sun managed to break through at St. Jerome, so the passengers were permitted off the train to take pictures of No. 1270 in sunlight.

On the Saturday trip, Mr. E.G. Wild represented the Canadian National Railways, while the Sunday trip saw Mr. Jack Beatty represented the Canadian Pacific Passenger Department, while Assistant Superintendent Mr. W.H. Oattes came along as well. Both trips kept right on schedule throughout, and both returned to Montreal on time.

#### FUTURE TRIPS

On the Fall Foliage weekend, a folder was distributed giving details of yet another excursion to be held this fall, on Sunday, November 6th. A folder was also mailed with the last News Report. An account of this trip, which is to mark the Seventy-fifth Anniversary of the Driving of the Last Spike at Craigellachie, completing the Canadian Pacific Railway from Montreal to Port Moody, on November 7th 1885, will be given in the December number. Through a special arrangement with the Canadian Pacific Railway, this train is to be hauled by A-1 class 4-4-0 No. 29.



Seventy-Five Years Ago.....

EAGLE PASS, NOVEMBER 7TH, 1885

by Omer S.A. Lavallee.

The event which Canadian railway people will remember this month is one of the first magnitude in Canadian transportation history. The completion of the railway from the East to the Pacific Coast is an accomplishment which should rank, in importance, beside the birth of Canadian railways in 1836, the maiden voyage of the steamer "Accommodation" in 1809, and the completion of the Intercolonial Railway in 1876, for it was an event freighted with destiny for Canada as a whole, gathering in one motion, as it were, half a continent of deserted prairie and tumbled mountains, from which the bountiful heartland of the Canadian prairie and the far-famed playground of the Rocky Mountains was subsequently carved.

Under the headline "1871-1885, Fourteen Years' Patience Rewarded At Last", the edition of the Victoria Daily Colonist of Sunday, November 8th, 1885, printed a very complete contemporary account of the completion of the Canadian Pacific Railway in Eagle Pass. In a dispatch "By C.P.R. Telegraph Exclusively to the Colonist" and dated "End of Track, November 7th, 8 p.m.", the paper had this to say:

"Track laying commenced at six o'clock this morning on last mile, and at nine o'clock, the last rails had been brought forward and measured for cutting in two, which latter was done with one while the other was partly cut and left intact until the official party should arrive. Major Rogers made several blows with a heavy sledge on the last rail, helping to cut it. One twenty foot rail was taken up and placed on one of the trucks to be laid when the Van Horne party who are expected in a few minutes arrive. Every one at the connection is

## JUBILANT OVER THE COMPLETION

of the line, and especially those who have been so intimately connected with its construction. Yesterday the weather was clear and cold. During the night heavy rain fell and forty miles west of here there is a foot of snow on the track. At Gorge Creek, the weather is cloudy and raining slightly. Photographers are on the spot to photograph the proceedings. Mr. M.J. Haney, general superintendent of the Pacific Division, arrived several days previously in his official car....."

In a second dispatch, dated "Eagle Pass, November 7th" the Colonist goes on to say, "The train consisted of the official car, sleeper and baggage car, and as soon as the engine stopped, a short distance from the end of track, the tracklayers began placing the last 20 feet. This was accomplished and in about fifteen minutes, the last spike was placed in position for driving. This honour was relegated to Hon. D.A. Smith, Major Rogers, C.E., holding up the tie. The official party and visitors were then formed on each side of the track while the photographer took several views, after which the honourable gentleman commenced driving the spike, which was an iron one, the venerable major keeping the tie well up. A few well-aimed blows firmly fixed the spike to the rail, thus completing connection with the Atlantic and Pacific. As the last blow was struck, a hearty cheer burst forth from the crowd, which consisted altogether of about 150 persons. Three other rousing cheers were given for the success of the Canadian Pacific, proposed by J.M. Ross, C.E. and the ceremony, of driving the last spike of the great transcontinental line was completed. Manager Van Horne was asked to say a few words on the occasion. He said: All that I have

Figure 1. Schematic diagram of the experimental setup. The subject is seated in a chair and views the target through a video camera. The target is a light source that is controlled by a computer. The subject's hand is positioned at the starting point, and the target is moved to the starting point. The subject's hand is then moved to the target, and the target is moved to the starting point. The subject's hand is then moved to the target, and the target is moved to the starting point. The subject's hand is then moved to the target, and the target is moved to the starting point.

$\text{C}_6\text{H}_5\text{N}(\text{CH}_3)_2 \rightarrow \text{C}_6\text{H}_5\text{NH}_2 + \text{CH}_3\text{CN}$



got to say is that it was well done in every way. The ceremony was very simple, in contrast to the spread made by the Northern Pacific, and it is hoped that as great a success will attend the Van Horne spike-driving as disaster did that of Villard. The news was at once telegraphed east and west, and will soon be known on both continents. After the cars had passed over the connection, the last spike was driven from its place, cut into small pieces, and distributed to members of the party. Van Horne sent messages to the President in England, to High Commissioner Tupper, to Governor-General Lansdowne, Lieutenant-Governor Cornwall, and others. After the ceremony, the train was backed to the tank for water, and superintendent Haney's train proceeded to Chickamoose Narrows. In conversation with Mr Van Horne, he said that he had been connected with the railroad since 1881, when there were but fifteen miles built, and now that he had reached the pinnacle of success in the effort to build the line, he was happy and satisfied. The trip from Winnipeg to the first crossing of the Columbia was made in thirty-three and a half hours, the distance being 1022 miles; but when the line was ballasted and in working order, they expected to go from Winnipeg to Port Moody in about 45 hours' time . . . . . "

The third despatch, dated Kamloops November 7th, continued: "Engine 148 and a train of three cars in charge of Engineer Mee and Conductor Selkirk rounded the curve at 10.10, mountain time. The cars were the general manager's official coach "Matapedia", an elegant and luxurious affair, the "Saskatchewan", and another car divided into various compartments for culinary, eating, and sleeping purposes. The party consisted of General Manager Van Horne, Vice-President of the CPR, Hon. Donald A Smith, manager of the Hudson's Bay Co. in Canada, and directors Sandford Fleming, C.E., Mr Harris of Boston, H.H. Abbott, the company solicitor, J.H. McTavish, CPR land commissioner of Winnipeg, J M Egan, manager of the North American Contracting Company, who has charge of all work east of Griffin Lake, and H B Peers, Mr Van Horne's private secretary."

The fourth despatch was sent from Spence's Bridge, also on November 7th, and said in part: "Official train in charge of Engineer Mee and Conductor Trodden passed the western train at Sickamoose Narrows, leaving latter point at 12.15 pm, mountain time. Superintendent Haney, Major Rogers, and Mr H J. Cambie, C.E., accompanied the party, and good time was made along the shores of Shuswap and Thompson Rivers. Kamloops reached at 3.50 pm, where a stop of half an hour was made, and Justice and Mrs. Walkem, Mr Speaker Mara of the Legislative Assembly, Mr Graham of the H.B. Company, and Marcus Smith, the Dominion Government engineer visited the party, the latter going on board the train and proceeding with it. A large crowd gathered at the Cosmopolitan Hotel to see the novel sight, and as the official car passed, gave three rousing cheers. A few minutes' stay was made at Savona's station, and Engineer McNab took charge of the throttle. Very quick time was made to Spence's Bridge, the distance of fifty miles being covered in little over an hour. A few minutes' stop was made, and the train started for North Bend, where they will remain for the night, running through the canyons of the Fraser to Moody by daylight."

The fifth despatch came also from Spence's Bridge, and since the word "Craigellachie" had only been presented that day to an unsuspecting world, the correspondent of the "Colonist" may be forgiven for misspelling it when he telegraphed: "The point where the last spike was driven was christened 'Craiglea' and the name tegrated all over two continents."



If there are certain errors or inconsistencies in the "Colonist" account, they may well be forgiven. However, merely to reconcile this account with that usually given, we would observe that in the third dispatch above, the statement that the train "rounded the curve at 10:10 mountain time" refers of course to Eagle Pass, and not to Kamloops from which station the dispatch was sent. 10:10 mountain time is 9:10 Pacific time, or only twelve minutes before Smith drove the last spike at 9:22 a.m., Pacific time, according to Arthur Piers. In the same dispatch, Arthur Piers' name is wrongly given as "H.B. Peers". In the second dispatch, the statement that Van Horne sent a message "to the president in England" refers, of course, to the fact that George Stephen, later Lord Mount Stephen, the first President of the Railway, was not at the Eagle Pass ceremony, but was then in England looking after the railway's financial affairs.

The memo made in Arthur Piers' diary at the time of the Eagle Pass ceremony, states: "Last spike driven by Hon. D. A. Smith on Saturday 7th November 1885, at 9:22 a.m. (Pacific Time), at station 1514 -- or 15.94 miles east of centre of Sica-mous Bridge, or 11.02 miles west of west end of Griffin Lake".

The same edition of the "Colonist" gave an editorial no less than twenty-four inches in length, almost fifteen hundred words, to the completion of the railway, ending with the tribute, ".....it is therefore with feelings of loyalty to the Dominion and of hopefulness for our future that we hail the completion of the Canadian Pacific Railway."

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NOTE: Enclosed with this issue of the News Report is a copy of the description of the Last Spike Ceremony, handed out to passengers on board the special train which took part in the reenactment of the famous ceremony sponsored by C.R.H.A. at a point on the St.Lin Subdivision, near Montreal, on November 6th, 1960.

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WEEKEND IN WINNIPEG,  
by Steve Walbridge.

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A TRIP ON THE City of Winnipeg Hydro Railway behind a 4-4-0 built in 1882, a visit to see the unusual equipment of the Greater Winnipeg Water District Railway, and a trip through the Canadian Pacific Railway yards to see the steam engines stored at Weston Shops is a combination that was difficult to resist. The Winnipeg Model Railroad Club arranged just such a series of events for the weekend of October 15th and 16th, 1960, when they played hosts to a Convention of the Thousand Lakes Region of the National Model Railroad Association.

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CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

News Report No. 116

November, 1960.

Editorial Address:

P.O.Box 22, Station "B" Montreal 2.

Editor: Omer S.A. Lavallee

Asst. Editor: William Pharoah

Publisher: John Saunders

Committee: Anthony Clegg,

David R. Henderson,

Paul R. McGee

Lorne C. Perry

The City of Winnipeg's "City Hydro" constructed a railway from Lac du Bonnet, 80 miles northeast of Winnipeg, to Pointe du Bois, Manitoba, in 1908. In 1928, a branch was built from Pointe du Bois to Slave Falls. These lines were built to transport equipment and supplies required to build powerhouses at the two latter points.

The City of Winchester, a "City Holo", constituted a township from 1750 on forward.

THE NATIONAL MODEL KENNEL ASSOCIATION

A TRIP ON THE CITY OF MONTPELIER

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GORDON C. BERRY  
 BRYAN K. MCGEE  
 DANA H. HENDERSON  
 COMMITTEE: WILSON C. JESS  
 EDITOR: JOHN GUNDELIN  
 WEST EDITOR: WILLIAM BRYSON  
 EDITOR: OWEN G. TAYLOR  
 P.O. Box 22, Station "B," Montreal 2  
 EDITORIAL ADDRESS:  
 NOVEMBER, 1990  
 NEWS REPORT NO. 118  
 ASSOCIATION  
 CANADIAN RAILROAD HISTORICAL



From a junction with the Canadian Pacific Railway at Lac du Bonnet, the City Hydro line runs eastward for 26 miles through fairly flat farm and bush country. It crosses the Winnipeg River on a bridge which is shared with highway traffic. At this point, the trains stop to couple up to a water siphon, drawing water from the river. The track follows the contour of the country, with numerous curves and few rock cuts. Short sections of track rise over outcroppings of grey and brown granite up grades of nearly 5%. Some of the tracks are built over logs through swamps. In all, the 56-lb. rail provides an interesting, if not always smooth, road. The six-mile line southward to Slave Falls branches southward just outside of Pointe du Bois. Snow fences of discarded ties, in herring-bone fashion similar to the cedar rail fences one sees on Lower Quebec farms, attest to the ingenuity of the maintenance-of-way personnel.

Engine No. 3 is a masterpiece of maintenance and good housekeeping. Built in 1882 for the Canadian Pacific by Dubs and Company of Glasgow, Scotland, its shiny side rods still bear the CPR markings "22" and "138". Mechanically, it has many features which first appeared on engines much its junior. Air sanders were added in 1957; its snow plough, permanently mounted, brushes the tall grass at the edge of the right-of-way to one side as it passes. The paint is spotless, and one would not hesitate to eat his lunch off its deck. Engineer Arthur Bateman, a retired CNR engineer, obviously enjoys every minute of his runs on No. 3, and gives the unmistakable Canadian Pacific bell and whistle full and frequent exercise where no crossings exist for miles. Fireman Clifford Shand, although having fired No. 3 for only eight trips, has acquired the necessary skills in short order. Normally, he operates a rail-bus between Pointe du Bois and Slave Falls. Conductor David Hodge succeeded his father who enjoyed 30 years of service on the line. One of the most interested passengers was Dan Spadini, who retired recently after 47 years at Pointe du Bois, 42 of which were spent firing No. 3 after it arrived on the scene in 1918.

The wooden combine is as well-kept and spotless as No. 3. Believed to have been built by Pullman, it shows a number 103 in gold numerals high on the varnished transom in the express section. The open vestibules at each end are painted a bright yellow. Fresh green paint, with yellow lettering on the outside of the car is outdone on the inside by white enamelled ceilings and varnished woodwork in the coach section. The reversible wicker seats are in excellent condition. A stove and a large "powder room" behind brightly varnished wood panels complete the interior.

At Pointe du Bois, motorized rail equipment, which is used much more frequently than No. 3, was arranged on exhibition. A Mack rail-bus, built in 1922 for the Northern Pacific, a Mack truck of 1930 vintage, a Ford rail-car built locally in 1935-36, and a Davenport gas-electric locomotive built in 1927, complete the roster of motive power. In addition, a well-kept snow plough with a front-end cupola and a few flat cars were also seen. The hospitality of City Hydro in firing up No. 3 for this occasion, and of its employees during the trip and later in their recreation centre would be difficult to surpass.

A visit to the Greater Winnipeg Water District Railroad was very interesting, and included a short run in Mack car 31. This railroad was built in 1912 to transport materials used in constructing the 92-mile long aqueduct which brings Winnipeg's water supply from Shoal Lake on the Manitoba-Ontario border. Three 44-hp General Electric diesels now provide the motive power for trainloads of gravel.



In addition to Mack Car 31, built in 1928, which provides thrice weekly passenger service on the line, a 1948 Packard rail car, and a Peerless car of uncertain age were on exhibit.

The Canadian Pacific then played host to the group by operating a two coach train from St. Boniface, (a most unusual occurrence in itself), to the yards at Weston Shops where dozens of steam locomotives are stored. The last locomotive to be stored saw service in mid-September. This visit provided a long sought opportunity to photograph No. 3100, a 4-8-4 which, along with 3101 used to haul the overnight trains between Montreal and Toronto until about 1953. A particularly interesting sight was No. 2850, which hauled the Royal Train in 1939 during the visit of King George VI. Minus the crowns on its running boards, and the Royal coat of arms, it still carries the raised numbers 2850. A generous assortment of 5100, 5400, 6900, 5700, 1200, 1000, and 2300 series engines provided numerous opportunities for photos. A steam crane, built about 1884 and still in almost daily use, was on view not far from a hand-power turntable.

This was a long-to-be-remembered weekend, excellently planned and carried out by the Winnipeg Model Railroad Club.

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#### THE NEW TIMETABLES

by Forster A. Kemp

Canada's two major railways published their winter schedules on October 30, and, as usual, the publications contained fewer trains and more advertising material. Both were changed in format. The Canadian National introduced a new red-and-white cover with the sloped letters "CN" featured instead of the traditional maple leaf and wafer insignia which descended from the Grand Trunk design of 1896. The new design is also used on the Montreal suburban folders, St Eustache(green), Cartierville (brown), St. Hyacinthe(red). Folder A is still 80 pages in length. Canadian Pacific took the opportunity to re-arrange its passenger schedule layout, shortening the contents from 64 to 48 pages. All mixed train schedules have been excluded, and lists of stations served by mixed trains published at the back of the timetable. Passengers are advised to consult agents for schedules.

Passenger Services Discontinued The following passenger services have apparently been discontinued, ending passenger service over their routes.

Canadian National Railways:

CN 361-366 New Glasgow - Pictou N.S. effective November 19  
 CN 333-334 Pictou - Oxford Juct. N.S. " " "  
 CN Mixed 221-222 Barrys Bay - Whitney, Ontario  
 CN Mixed 388-389 Lindsay - Haliburton, Ontario (September 3)  
 CN 660-661-61 62-662-663 " Hamilton - Allandale - Meaford, Ont. (June 19)  
 GTW 22 & 57 Durand - Muskegon, Michigan

Canadian Pacific Railway(subsidiaries included)

DAR Mixed 21-22 Windsor - Truro, N.S.  
 QCR Mixed Tring Juct. - Megantic, Que.  
 QCR Mixed Vallee Juct. - Lac Frontiere, Que.  
 CPR Mixed 782-783 Sharbot Lake - Renfrew, Ont.



CPR 447-449 448-450 Chalk River - Mattawa, Ont. - Angliers, Que.  
CPR 201-202 North Portal - Moose Jaw, Sask. (effective December 31)  
CPR Mixed 740-743 744-745 Guelph Juct. - Guelph, Ontario

### Passenger Services Reduced

#### Canadian National Railways

GT 16-17 Island Pond, Vt. - Portland, Me. discontinued Sept. 5 to June, 1961  
CN 27-28 Montreal - Ste. Rosalie withdrawn.  
CN 107-108 Hervey - Fitzpatrick, Que. withdrawn.  
CN 83-84 Montreal - Hawkesbury, Ont. (Sunday only) withdrawn.  
CN 77 Toronto - London, Ont. withdrawn June 26, 1960.  
CN 40 London - Toronto, Ont. via Stratford replaced by No. 16 June 26.  
GTW 19-54 Detroit - Durand, Mich. withdrawn, replaced by suburban trains 70-75 Detroit - Pontiac, Mich.  
CN 102-103 Capreol, Ont. - Winnipeg withdrawn.  
CN 11-12 Winnipeg - Saskatoon withdrawn (Nos. 3-4 make local stops.  
CN 187-184 Toronto - Niagara Falls, Ont. (Saturday only) withdrawn.  
CN 649-650-658 Cochrane - Kapuskasing, Ont. replaced by bus service.  
CN 27-36 Toronto - Stratford, Ont. Saturday service cancelled.  
CN Mixed 225-226 Dauphin, Man. - Rorketon, Man. reduced to weekly ser.  
CN 65-66 Regina - Swan River reduced to twice-weekly service.

#### Canadian Pacific Railway

CPR 309-310 Calgary - Fort MacLeod - Lethbridge, Alta. RDC reduced to tri-weekly service.  
CPR 311-312 Calgary - Vulcan - Lethbridge. RDC reduced to four times weekly service. Calgary - Lethbridge service reduced to one trip daily. Nos. 309-311 and 310-312 have the same terminal times.

### Equipment Changes

The removal of sleeping and dining service from CNR Nos. 3, 4, 53, and 54 "The Continental", and CPR Nos. 3, 4, 7, and 8 "The Dominion", was well publicized. On "The Dominion", sleepers operate between Montreal - Sudbury, Toronto - Sudbury - Sault Ste. Marie, and Fort William - Winnipeg. Parlour cars with dining service run Montreal - Ottawa. On "The Continental" there are sleepers Montreal - North Bay (thence to Englehurst via O.N.R.), Saskatoon - Edmonton, and Kamloops Juct. - Vancouver (Kelowna sleeper via trains 193-194). A parlour grill car operates Montreal - Ottawa on No. 3, but returns on No. 4 only on Sunday.

Cafeteria cars are included in several trains on CNR lines, replacing diners and dinette cars. The "Super Continental" carries both dining and dinette cars, while "The Canadian" carries two Skyline Coffee Shop dome coaches and a dining room car. Dome lounge sleepers now run on CPR Nos. 41-42, "The Atlantic Limited", between Montreal and Saint John, N.B.. They are also used as parlour cars in Montreal - Quebec pool trains 155-156, "The Viger", and 153-154, "The Frontenac", as well as in Saturday train 142. Stainless steel coaches and sleepers have been distributed to these and other trains on the CPR.

### Other Changes

Canadian National Railways now shows a mixed train weekly between St. Eustache and Lac Remi, Que. This service was begun last June. Diesel motor unit D-11 is now used on Senneterre - Noranda -



Rouyn trains 621-622. It hauls a through coach from Montreal. Canadian National Railways has changed the name of its Sudbury Junction station to Sudbury and no longer operates the branch trains which formerly took passengers from trains at the junction to the old downtown Sudbury station, a distance of 5.3 miles.

A new symbol appears in C N timetables. It is V, meaning "Vending Machines - Food" and it appears at Detroit, Michigan and Capreol, Ont..

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#### CANADIAN RAILWAY MUSEUM CAUSE CONTINUES TO GAIN MOMENTUM

The idea of a Railway Museum in Canada, originally voiced by the C.R.H.A. for the Montreal area, seems to be spreading. In mid-October the Halifax Chronicle Herald commented as follows:

"While the future of Nova Scotia's pioneer locomotive Samson continues to be clouded by indecision, it is becoming increasingly apparent that there is need for a full-fledged railroad museum in this province.

"Such an institution not only would provide suitable accommodation for that veteran which is in storage in New Glasgow but would also serve as a showplace for many other engines and allied equipment which have played important parts in this vital field of public service.

"The time for such a step to be taken is now. The past decade has witnessed the transition from steam to diesel. It still should be possible to obtain at least one of the iron horses for permanent exhibition, but this will not be the case much longer. Another factor to be considered is that many still live who have worked on these transportation lines. Soon they will be gone and the loss of their mementoes could quickly follow. Tickets, passes, timecards, switch-keys, conductors' punches, lanterns, hand hewn ties and even the various types of rails, are only a few of the items which could be gathered now.

"As a site for such a museum, Truro appears to be a natural if only because of its central position in the rail network of the province.

"There appears to be no doubt but that such an investment would appeal to our own people as well as visitors. Similar establishments elsewhere are attracting surprising numbers. Such interest is also well indicated by the reception accorded the railroading series which 'J.B.King' has been writing for this newspaper."

Meanwhile, according to motive power forms issued by the Canadian National Railways, the following locomotives have been sold to the C.R.H.A. effective September 15, 1960: 49, 1520, 2601, 3239, 4190, 5550, 5702, 6015, 6153. A brief description of these engines can be found in the September, 1960 issue of the News Report.

Other items of interest in the motive power forms are that locomotive 2616 has been turned over to the Rotary club at Haliburton and that 6213 has been sent to the C.N. Exhibition at Toronto eff. Sept.1/60.

A department of news and commentary, by  
**OBSERVATIONS** Anthony Clegg

...TEN YEARS AGO..... (November 1950 issue of News Report)

- " The assignment of two diesel locomotives to the Shawinigan Falls Terminal Railway in September (CPR 7010 and CNR 8010) has brought the use of electric engines to an end, after fifty years of juice operation.
- " The Sudbury - Copper Cliff Street Railway ceased operation of its electric rail lines on Saturday, Sept. 30, 1950. The whistle of SCCSR No. 30 was donated to the Association by Greenspoon Brothers.
- " The A.C. & H.B. Ry. are awaiting delivery of five diesel road switchers from G.M.D.L., London, Ont. "
- e "Haulers", the electric locomotives that hauled the long-distance trains through Mount Royal Tunnel to the waiting steam or diesel locomotives at Val Royal or Gohier have been abandoned as uneconomic by the Canadian National Railways. During the past year or so, the haulers have been pulling the trains and their diesel locomotives through the tunnel but now only diesel power will be used except on the local commuter trains. This change has already resulted in an obnoxious smell in the tunnel and the situation will no doubt become worse when the Place Ville Marie hole is covered over. However, it is to be hoped that the greatly reduced visibility in the tunnel will not result in a re-occurrence of the January 12, 1946 tragedy, when diesels 7903 and 15819 met with disastrous results. From that time until recent days, diesels were banned except in emergencies, and safe clean service has been maintained by electric traction.
- e It has been reported that the Sydney and Louisburg Railway has purchased six Alco 1000 H.P. switchers from the Minneapolis and St. Louis.
- e The Canadian Pacific Railway has announced plans to abolish free transportation for a wide range of people from the Governor-General to fire rangers. The plan, which goes into effect January 1, 1961, will no doubt be followed by the Canadian National Railways and the other Canadian lines. Cancellation of free transportation privileges will effect all passholders except Members of Parliament, Senators, and the Company's own employees. Employees and dependents of other railways will be required to pay half-fare. The CPR also proposed that existing legislation, which obligates the railway companies to provide passes for M.P.'s, Senators, and employees, be rescinded.
- e Due to the strike of four operating brotherhoods against the Rutland Railway and the cessation of all train operations over the line, the CN-CV system has revised its track layout in the Rouses Point - Alburg area, taking back into the CN-CV system the gauntlet bridge tracks formerly leased to the Rutland line for operation and joint use.
- e The Canadian Pacific Railway is continuing with the conversion of passenger cars into service boarding cars. Recent cars converted have been dining car "ASHBY", 3-compartment 2-bedroom buffet solarium "JAMES



BAY", 10-compartment "GLEN AVON", and several cafe-parlour cars. Several of the 2800-2814 series colonist cars have also been converted. The last of the 14-single bedroom cars with names in the "GRAND" series have been withdrawn from service on trains 21 and 22 and sent to Angus Shops for conversion. There were ten of these cars, having an appearance like cars of the Pullman Company because of exterior air conditioning ducts. The single bedrooms were fitted with permanent beds, not convertible for day use. They were usually operated in Montreal - Toronto and Ottawa - Toronto night trains. Although they had superior riding qualities, the price of single bedrooms is much more than that of roomettes and duplex-roomettes, which have become popular in recent years, and cars 2112 and 2212 usually had vacant rooms. They will probably become service bunk or boarding cars. ...F.A.K.

- e Canadian National Railways has completed another step in its modernized signalling program with the extension of centralized traffic control from Winnipeg-Sioux Lookout to Armstrong, Ont., a total distance of nearly 400 miles. The system enables all train movements between these points to be supervised by one man seated at a central control panel in the CNR's Winnipeg station. CTC also is in operation in the Company's Winnipeg terminals. Work is now under way to install CTC west of Winnipeg between Portage laPrairie and Melville. This system is expected to go into operation during 1961.
- e The Canadian Pacific Railway has applied to the Board of Transport Commissioners for permission to abandon two Dominion Atlantic routes in the Annapolis Valley. The routes involved are in the Weston subdivision from Centreville to Weston and in Kingsport Subdivision from near Aldershot to Kingsport. Total length is about 30 miles. The CPR applied to discontinue the Centreville-Weston route two years ago but the Transport Commissioners advised the Company to hold off on the possibility traffic would increase. The railway, however, says in its latest submission that traffic has reached new lows.
- e Canadian National Railways is testing a new type of air-tight car in which temperature can be brought down to minus 320 degrees Fahrenheit by liquid nitrogen. The car, designed primarily for the frozen food industry, left Vancouver recently with 70,000 pounds of frozen broccoli, cauliflower, raspberries and blackberries, consigned to York Farms, Toronto on its initial test in Canada.
- e A new method of bracing cargo in a Canadian Pacific freight car began tests at Lethbridge, Alta. on Oct. 13, for the first time in Canada. Inflatable rubber dunnage, an air mattress-like affair manufactured by the Firestone Industrial Products Company, was used to prevent shifting in a carload of beer being moved from Sicks' Lethbridge Brewery Ltd. to Edmonton. One of the CPR's insulated boxcars, especially suited for such shipments because of its construction and its ability to be heated in cold weather, was loaded with 2,800 dozen bottles in cartons, leaving a space of about eight inches across the car between the side doors. The inflatable dunnage was placed in this space and air forced into the bag to appropriate pressure. The method greatly reduces damage and, at the same time, is cheaper and quicker than wooden shoring.
- e Late in October, Canadian National Railways offered for sale, its two Headquarters Buildings in downtown Montreal. Located at 360 and 355 McGill Street and constructed about 1900, the buildings will be surplus when the Railways' new structure on Lagachetiere street is completed in the spring of next year.

- e A first step has been taken by the National Capital Commission on railway unification in Ottawa with an application to the Board of Transport Commissioners for permission to connect CPR and CNR tracks at Walkley Road, Gladstone Avenue and at Bell's Corners. Alan K. Hay, chairman of the commission, said a final agreement is near between the railways, providing for unification in the Ontario portion of the National Capital. When completed, it will remove 35 miles of track from the metropolitan area, eliminate 70 level crossings and make available for desirable redevelopment, a total of 440 acres of railway-occupied land. The establishment of a terminal company to operate the railways in the Ottawa area will not take place for some time. When that time comes, however, a number of additional rail lines will be removed. They are: The CPR main line from Nepean Bay to Bell's Corners, the CPR Ottawa - Hull connection via the Interprovincial Bridge, the CPR Sussex Street spur, the CNR connection to the Chaudiere area via the crosstown tracks, the CPR Broad Street yards and local freight terminal, the CNR Nicholas Street and Ottawa East roundhouse facilities. Future construction projects are reported to include: building a new union station in the Hurdman area, building various track connections between the CPR and CNR to permit joint operation, building a new freight switch yard at Walkley Road for the CPR, building a diesel locomotive shop for the proposed terminal company at Walkley, building trackage in new industrial area at Hurdman, building a freight shed on the Russell Road for CPR, building five structures on the CPR Prescott subdivision to eliminate existing railway level crossings on heavy traffic city streets, extending the existing railway signal system to include new rail connection and the new union station, re-building existing telegraph lines on the CPR Carleton Place subdivision when it is abandoned.
- e Another extension of the Pacific Great Eastern Railway has been proposed by the B.C. Government. The new route would lead north from Fort St. John across the Beatton river to the Alberta border where it would link with the NAR, building westward from Hines Creek. It is estimated the project would cost \$25 million. The railway extension, if approved by NAR officials, would place the PGE in line with the proposed Pine Point railway -- the joint CNR-CPR line planned to tap the mineral riches of Pine Point on the Great Slave Lake. The PGE and the NAR now link at Dawson Creek. The proposed new link would be between Fort St. John and Hines Creek.
- e Permission has been granted by the Board of Transport Commissioners for the National system to discontinue passenger service on the "Short Line" between Oxford Juct. and Stellarton, N.S. via Pugwash, Tatamagouche, and Pictou. The discontinuance of this run will bring to an end local train service in the Stellarton - New Glasgow area.
- e The official opening of the CNR's new automatic classification yard in Moncton took place November 2. Premiers of the four Atlantic Provinces were on hand to watch the President of the National System drive the symbolic "last spike" to complete the yard.
- e The 20,400 Ton Empress of France has been placed in brokers hands, according to a Canadian Pacific statement issued in London, England, Oct. 4, and she will be withdrawn from the Company's Atlantic service at the end of her last voyage from Montreal to Liverpool on Nov. 30, where she is due on December 6. The entry in April, 1961 of the new £8,000,000 Empress of Canada, 27,300 tons, now building at Vickers-Armstrongs Naval Yard, Walker-on-Tyne, will make the Empress of France redundant to the Company's normal requirements.





## RAILWAYS.

### Canadian National's New Insignia !?!?

Some time ago it was announced that the Canadian National Railways System was going to adopt a new look - new colours, a new crest, etc. Now, although no official word has been received, it looks as if the new insignia and colours have been adopted. The last edition of the National System's timetables appeared with a radically new red and white cover design - and now literature is appearing with a new "C.N." insignia as shown at the top of this page.

This design may not be officially approved and may be only a trial. Frankly we prefer the former maple-leaf crest; we should like to receive opinions on this from our readers.

If adopted, this design will be the sixth type of crest used by the National System since its inception in 1918.

In the early years of the Canadian National a modified form of the Canadian Government Railways insignia was used, followed by a somewhat oval-shaped design that did not last very long. After the Canadian National had absorbed the Grand Trunk Railway, in 1923, the tilted rectangle of the latter railway was used with "Canadian National" wording. In the 1940's a maple leaf was added as a background for the rectangle, while only a few years ago the tilt of the square was eliminated and the presently-recognized crest came into general use.

On November 8th last, Postmaster-General Hamilton inaugurated a two-week experimental run of mail service between Quebec and Toronto using the "piggy-back" system of trucks and trains.

Under the system, mail is loaded into trailers and carried on flat cars between the two cities. The railways have loaned trucks and trailers to the Post Office Department for the experiment.

Dayliner service on the Pacific Great Eastern Railway between Prince George and Fort St. John will be cancelled before the end of the year. Most likely date for the last run of this short-lived service is November 20th or November 27th. In its place, a passenger car will be added to the regular freight train, providing mixed train service to the northern point three times each week. The railway blamed a shortage of passengers on the cancellation.

- e Through the World Bank, Canadians are currently financing another CNR, the Colombian National Railroads. Recently, the international bank approved a loan to provide equipment for the CNR's new Atlantic Railroad in Colombia. When the railroad is completed, it will interconnect Colombia's railway systems and provide the first fast and reliable transportation between Atlantic Ocean ports, central Colombia and the Pacific. The Bank's funds will finance purchases of 16 diesel locomotives as well as rolling stock and maintenance equipment.
- e Highway traffic across Montreal's Victoria Bridge returned to normal at 12 o'clock noon, Friday, October 21, with completion of the new rail diversion to the south shore. Initial work to adapt the bridge to the St. Lawrence Seaway operations began in 1957 and the whole project now has been completed several months ahead of schedule.
- e The Orient Express, a favorite setting for adventure and spy fiction, is discontinuing its Vienna-Budapest-Bucharest run, reports Canadian Press. Some days, the Austrian railroad administration announced, there wasn't a single passenger. The western terminus of the train is Calais, France. Henceforth the express, which runs three times a week, will go only as far east as Vienna.
- e The first of sixty new high speed electric locomotives, costing \$32 million, were placed in service recently by the Pennsylvania Railroad. They will replace ninety older and less powerful engines.
- e A fully automatic subway train, with no crew members aboard, was successfully tested in New York recently and the transit authority described the train as "fool proof" saying it planned to place it in operation between Grand Central Terminal and Times Square. This aroused the ire of Transport Workers Union President Quill who promptly threatened a strike if the train is placed in regular service.
- e Pullman-Standard division of Pullman, Inc. has announced it has received orders for 323 of its new 87-foot piggyback flatcars. The floors of the new cars are only 31 inches above the rail, almost a foot lower than normal. This will help solve overhead clearance problems in piggybacking, the company said. Trailer Train Co., railroad-owned pool, ordered 200 of the new cars and 123 were ordered by North American Car Co., a rail car leasing firm.
- e Two United Kingdom companies, Eagle Star Insurance Company and Second Covent Garden Property Company, have agreed to become joint owners of Place Ville Marie, a large real estate development located on the CNR's Central Station property in Montreal. Webb & Knapp (Canada) and the two U.K. firms will provide \$30 million in equity capital and debentures. Earlier, \$50 million of permanent mortgage financing was announced. Under the agreement, Webb & Knapp (Canada) and the U.K. group will each own an equal amount of stock in a new holding company, Trizec Corp. Ltd.. Place Ville Marie Corp., formerly a subsidiary of Webb & Knapp (Canada) becomes a wholly-owned subsidiary of Trizec.

THE EDITORIAL COMMITTEE extends congratulations to all who participated in our recent contest aimed at introducing the News Report to new readers. The results of the contest were extremely gratifying and we particularly congratulate the two following contest winners whose efforts resulted in the most new News Report subscriptions:

MR. DOUGLAS BROWN	Lachine, Que.
MR. REGINALD BUTTON	Hamilton, Ont.