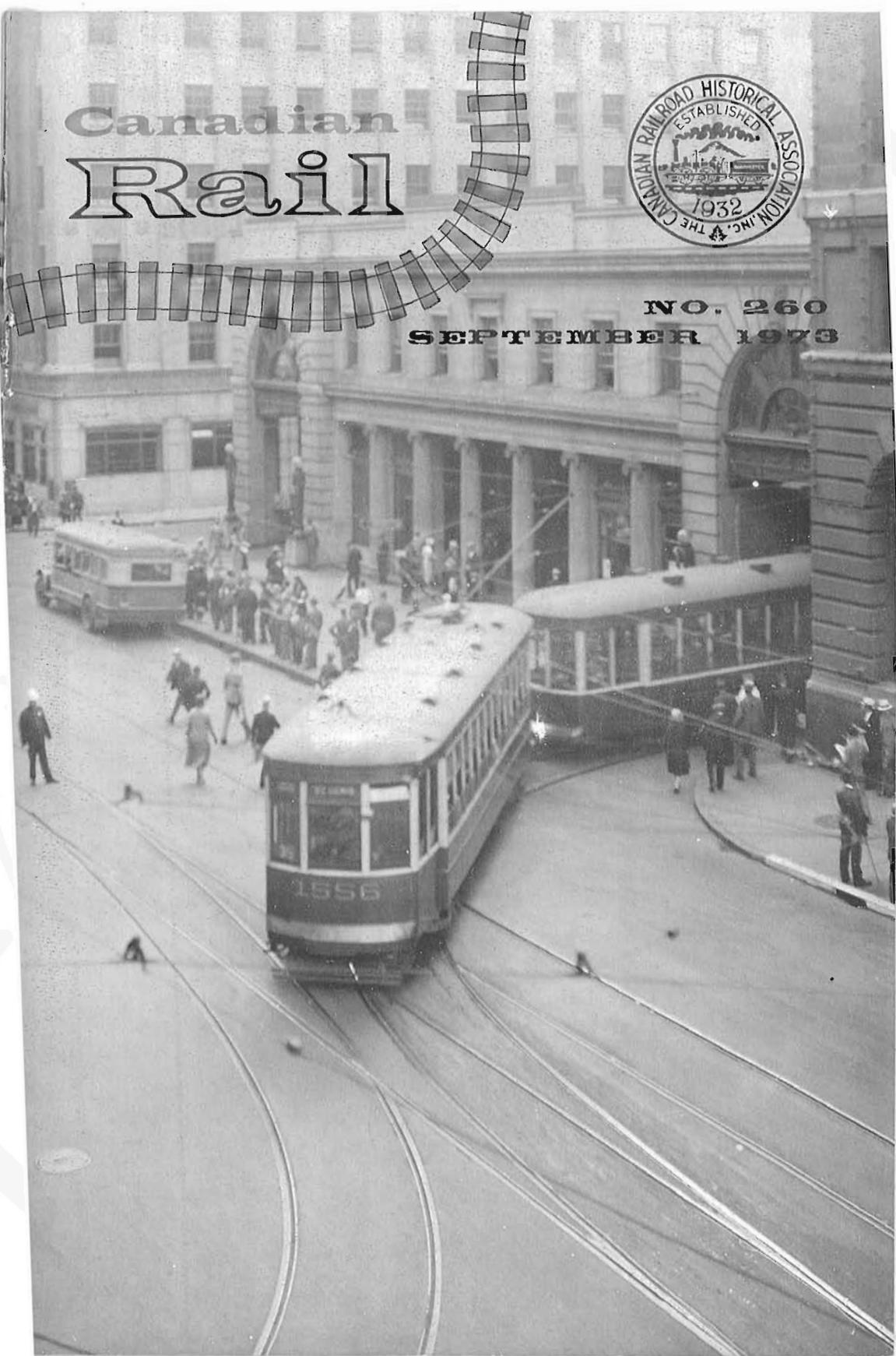


# Canadian Rail



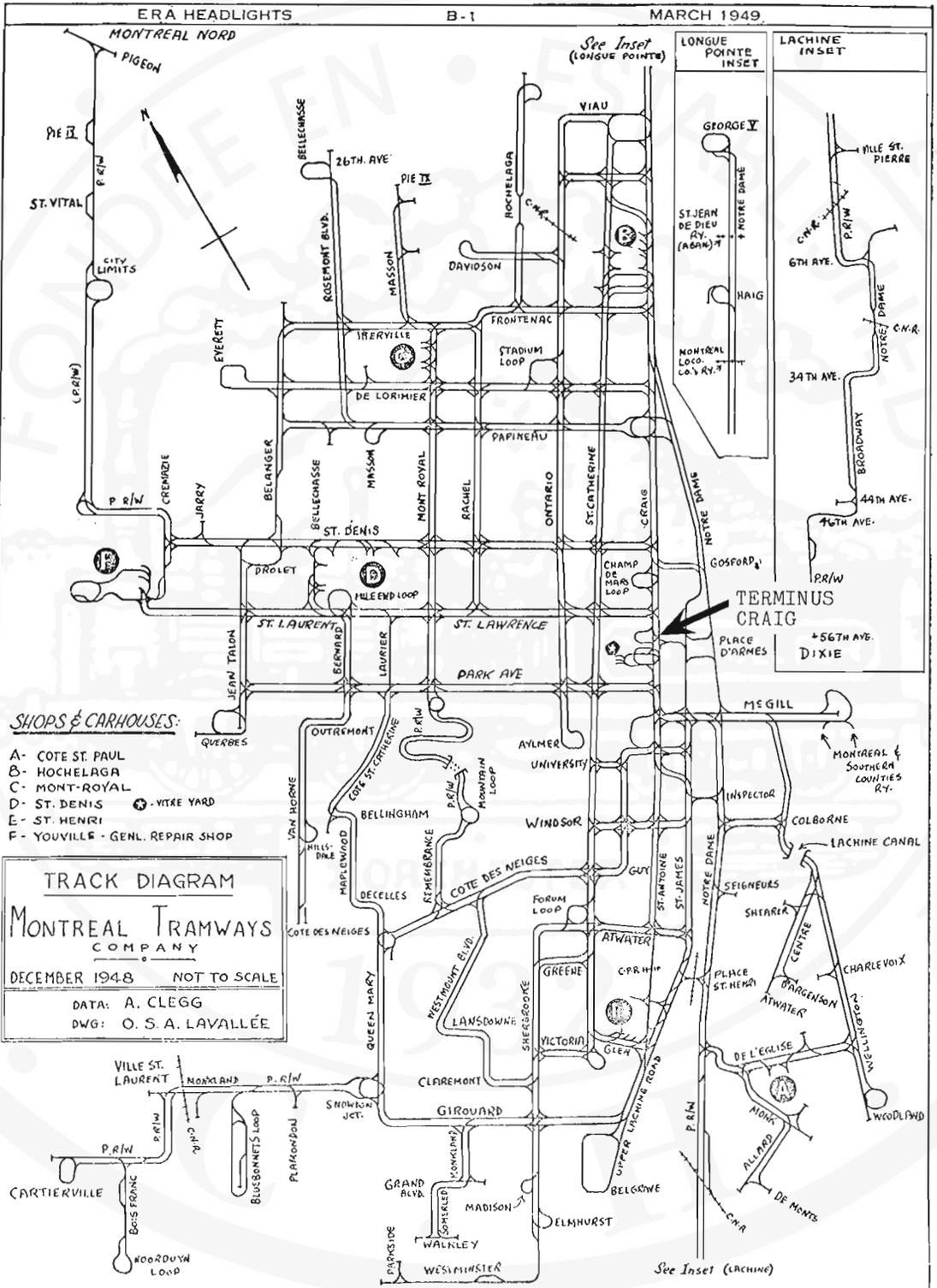
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ERA HEADLIGHTS

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MARCH 1949



# TERMINUS CRAIG



M. Peter Murphy

**W**hen Gabriel Cotte lay dying in 1795, he could not have imagined that his modest property on the banks of the little stream just outside the walls of the Town of Montréal would, one day, become the site of a transfer point for millions of passengers on Montréal's urban electric railway.

The City of Montréal, Canada, like most other major cities in the world, grew from a small, walled settlement, below the Rapids of La Chine in the St. Lawrence River to a bustling metropolis and year-'round river port. From its early beginnings to the present day, Montréal's development was a steady process that required constant innovation and improvement to maintain its day-to-day order and its continuing progress.

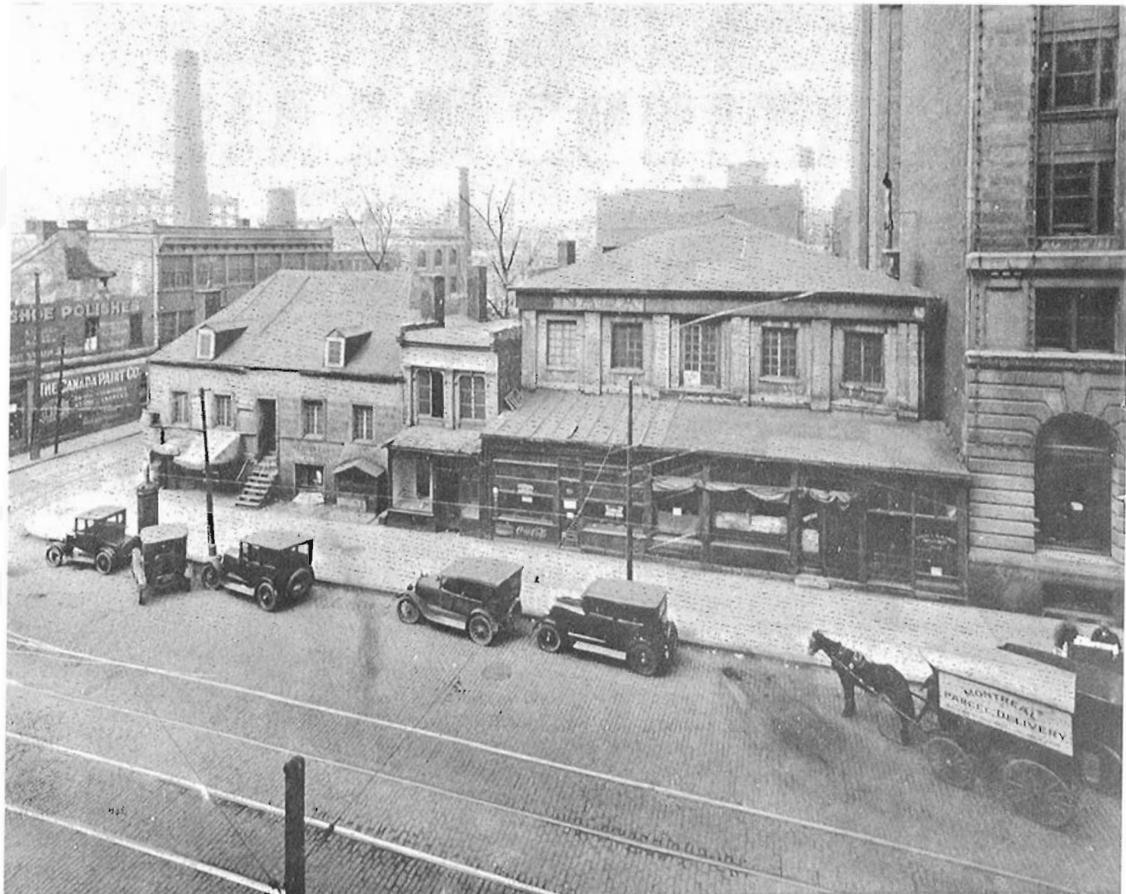
At an early stage, some form of public transportation became essential and the horse-drawn "caleche" and rustic wagon appeared, soon to be displaced - at least in part - by the horse-drawn car running on iron rails. With the perfecting of the transmission and utilization of electricity, electric trams rolled along the City's streets and afterwards were, in their turn, displaced by rubber-tyred busses and an underground METRO subway system.

In the early 1920s, the City of Montréal, Canada, had expanded over a wide area of the Island of Montréal in the St. Lawrence River, particularly east and west along the river-bank. In addition to the east-west current of traffic thereby initiated, many other hundreds of travellers from the surrounding districts of the Island came to the City to work, to shop and to conduct their business.

One of the principle arteries of the growing City was Craig Street, which ran along the northwest side of the former City wall, between Notre-Dame and Lagachetière Streets, in the valley of the little rivulet which wound its way from the farmlands on the eastern slope of Mont-Royal to the Rivière-St-Pierre near St-Henri.

**A** ON THE COVER THIS MONTH IS A 1932 SCENE ON CRAIG STREET IN FRONT OF "Terminus Craig". A route 35 - St-Denis - two-car train emerges from the east portal of the terminus, while a St-Hubert Street bus loads passengers in front of the terminal building.

Photo CRHA Archives: MUCTC Collection.



↑ ON APRIL 9, 1925, THE SITE FOR THE PROPOSED CRAIG STREET TERMINUS had been expropriated and the shops and dwellings had been vacated in preparation for demolition. Photo courtesy MUCTC.

As the City began its slow transition from the hill of the Place d'Armes to that of Beaver Hall, in the direction of Mont-Royal, Craig Street became a more and more congested thoroughfare, carrying as it did most of the connecting east-west streetcar routes. In 1923, no less than 18 lines operated along Craig Street in the blocks between Boulevard St-Laurent and Bleury Street, passing the property once owned by Gabriel Cotte, in the process. While the bulk of the traffic flowed east and west, there were several north-south streetcar routes which also terminated in this area.

The most noteworthy of these were the lines on St-Denis Street, Boulevard St-Laurent, Amherst and Bleury Streets, which were all important, heavily-travelled lines. As all of these routes converged to Craig Street, the car-carrying capacity of the twin tracks was overwhelmed and many traffic-jams, resulting in delays to cars and passengers, occurred. These chronic congestions on Craig Street resulted in protracted delays to cars and crews and, in fact, added several extra miles and many minutes to the runs of some of the streetcars. This was a serious and intolerable situation for the Montreal Tramways Company.

Since the patterns of traffic in this area of Montréal had now been firmly established, the Montreal Tramways Company decided in 1924 to erect a "Central Passenger Terminal" on Craig Street. It was intended to remove the passenger-transfer traffic from the

street and thus accelerate the streetcars.

The terminal was to be located strategically between St-Urbain and Coté Streets, on the north side of Craig Street, midway between the two important north-south arteries of Bleury Street and Boulevard St-Laurent. The new terminal, it was hoped, would eliminate once and for all the chronic problem of traffic-jams on Craig Street. And it proved to be a plan that worked.

Land was acquired on the west side of the Montreal Light, Heat and Power Company's building at 107 Craig Street West. In later years, the Montreal Tramways Company would build their head-office building at 159 Craig Street West and these two buildings, together with the new terminal and the yards and carbarns at the rear, would form the nerve-centre of the MTC operations in central Montréal. In the 150-year period since Gabriel Cotte had owned this land, many things had occurred. In fact, in later years, the Montreal School of Medicine and Surgery stood on this site!

At the beginning of the twentieth century, there was on this property a row of two and three-story shops and dwellings, unique to the Craig Street area. The parcel of land contemplated for

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↓ ONE MONTH AND FOUR DAYS LATER - MAY 13, 1925 - ONLY A FEW BRICKS WERE left on the lot at the corner of Graig and Coté Streets. Admittedly, there were also two trees at the rear of the property.

Photo courtesy MUCTC.

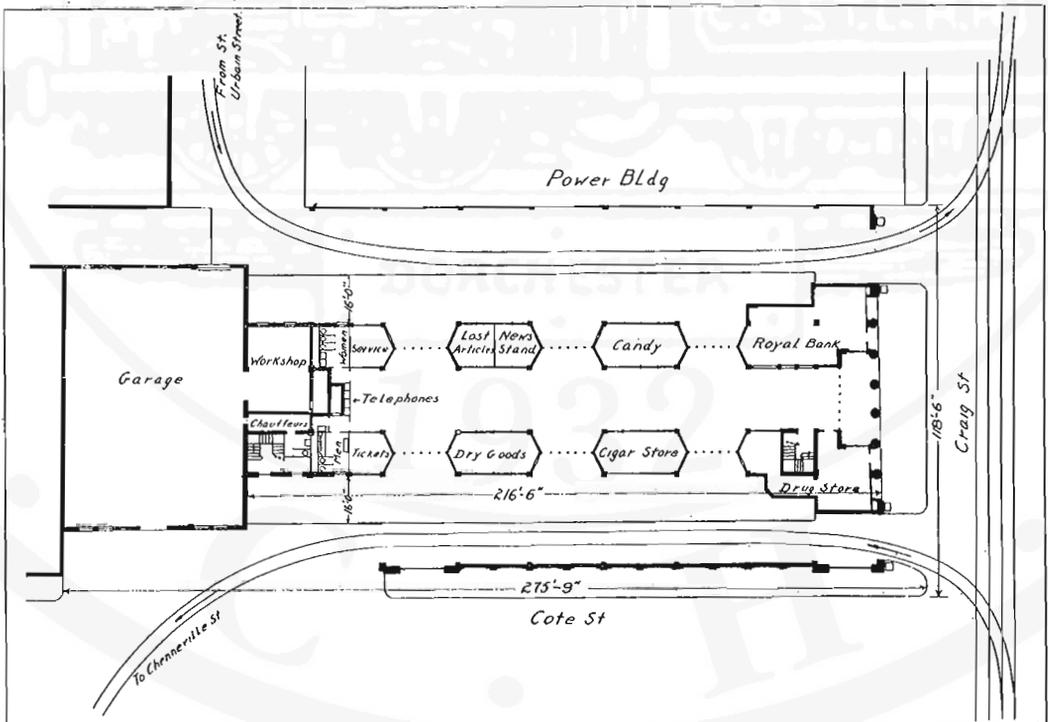


the new building actually measured 118 feet 6 inches frontage on Craig Street and 275 feet 9 inches in depth, north along Coté Street. Early in 1925, the few small buildings remaining on the site were demolished and the land was levelled and readied for the start of construction in May of that year.

The new streetcar passenger terminal was planned to be an impressive structure, indeed. The front was to be built of Benedict stone and would occupy the full frontage on Craig Street. The depth of the building was 216 feet, the remaining 59 feet and a few inches would be used for streetcar storage tracks and facilities and an automobile garage. In actual fact, the building was not designed to be a terminal in the strict sense of the word. Rather, it was a two-sided streetcar station, with a concourse in between.

The construction of the new terminal took some seven months to complete and streetcars first used it on December 20, 1925, in the midst of the pre-Christmas hustle and bustle. The completed building was no less impressive than the designer's initial sketches. The frontal facade had two large arched entrances for single tracks on the east and west sides, through which westbound and eastbound cars could loop around to return in the opposite direction. On the east side, St-Urbain Street provided the right-of-way outside the terminal building for the turning operation, while Chenneville Street was used on the west.

Six massive Ionic columns stood before seven bronze doors in the facade of the building. This was the main passenger access to the concourse of the terminal. The interior was designed after the most profound study of the traffic requirements. It was functional and very modern for that time, having most of the facilities available in today's METRO stations.



Street Level Layout, Montreal Tramways Co. Craig St. Passenger Terminal.





In the main concourse, there was a drug store, a tobacconist's shop, a newspaper stand, a confectionary shop and clothing stores for men and women. A ticket office for tramway patrons, a lost-and-found office and toilet facilities were located nearby.

On both sides of the concourse and separated from it by swinging doors, were the boarding platforms, on the same level as the concourse, 16 feet wide and some 216 feet long. In spite of the length of platform provided, it was not unusual to see, at the peak of operation, cars waiting on Craig Street and St-Urbain Street, to enter the terminus.

The entire terminal was designed for maximum efficiency, passenger convenience and attractive appearance. Indeed, during its first months of operation, the new terminal proved to be so efficient that, within a short time, it exceeded the Company's wildest expectations. The congestion on Craig Street disappeared like magic.

Streetcars coming along Craig Street from the east turned north on St-Urbain and ran along the east side of the street to a tunnel entrance, where they made a complete 180-degree turn west to south through the rear of the Montreal Light, Heat & Power Company's building, emerging inside the terminal at the eastbound platform. After unloading and loading, the cars cautiously emerged from the eastern portal of the building, turning east on Craig for their outward journey.

Cars coming along Craig Street from the west turned north and immediately entered the terminal through the west portal. After discharging and receiving passengers, the cars exited from the building onto Coté Street, through the storage yards west to Chenneville Street. Here, they turned south to Craig Street, where they turned west to continue their outward runs.

When the terminal was first opened, no less than 13 carlines turned here and some 18 lines in all were affected in one way or another. But the destination signs of incoming cars were uniformly the same and it was from these signs that the terminal became known to most Montrealers as "Terminus Craig-Craig Terminus".

The streetcar route-numbers displaying this sign at the beginning were the following:

1 - Amherst	55 - St-Laurent
23 - St-Denis/Ahunsic	68 - St-Denis/Cremazie
35 - St-Denis/Christophe-Coloumb	77 - St-Denis/Mile End

All of these routes entered the east side of Terminus Craig.

Cars arriving from the west and north routes, through the western portal of the building, were:

9 - Windsor/St-Denis	64 - Sherbrooke Street W/ Notre-Dame-de-Grace
31 - St-Henri/Notre-Dame-de-Grace	80 - Bleury
49 - St-Henri/Short Line	96 - Van Horne
60 - Wellington/Short Line	

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THIS IS HOW "TERMINUS CRAIG" LOOKED IN FEBRUARY, 1926, SOME TWO MONTHS after it had been opened to the public. A route 9 - Windsor-St-Denis - car enters the terminal on the west loop, while a route 35 - St-Denis - car emerges through the east portal. In front of the terminus, a primitive autobus, probably a St-Hubert Street run, loads passengers. Photo courtesy MUCTC.

With the opening of Terminus Craig - and some minor adjustments in the streetcar routes - the beneficial results were immediately apparent. Congestion on Craig Street, between Bleury and Boulevard St-Laurent, became a thing of the past and the trams could maintain their schedules without difficulty.

It was possible to cut approximately 6 minutes from the schedule of every car on routes using Craig Street. Moreover, some 600 car-miles were saved each day with the opening of the new transfer point. Several streetcar stops in the vicinity of Terminus Craig were also eliminated, with the centralization of passenger facilities in the majestic and modern building.

But the numbers of vehicles other than streetcars on Craig Street continued to increase and the Montreal Tramways Company was obliged to install a traffic light on Craig Street in the 1920s, to halt motor traffic while streetcars exited from Terminus Craig via the portal on the east side. This was the first traffic light to be installed on a street in Montréal.

The unrestricted right-of-way which the streetcars enjoyed in the new terminal simplified and facilitated the turning of large numbers of cars. No switching or reverse movements were necessary. The cars could unload and reload passengers through all doors in rush-hour periods, as passengers deposited their fares in fare-boxes as they passed from Craig Street into the terminal concourse. Passengers transferring from a west-end route to an eastbound car simply crossed the concourse from one loading platform to the other at Terminus Craig.

When Terminus Craig had been in use for a few months, traffic checks showed that, on an average day between 5.00 and 6.00 p.m. some 110 cars entered the terminal on the west loop and about 130 cars entered on the east loop. On one extraordinary day, 168 cars per hour were accommodated on one loop only, when a fire in the vicinity required the rerouting of a number of streetcar lines to the opposite side of the terminal.

From the day of its opening, Terminus Craig played a most important role in the operation of Montréal's urban transit system. It handled an ever-increasing number of passengers each succeeding year, including the unanticipated increases generated by World War II. However, times were changing and the rubber-tired autobus was carrying a larger and larger percentage of the travellers in Montréal. In the initial years of bus operation, as evidenced by some of the pictures accompanying this article, busses loaded on Craig Street in front of the terminal, but were not operated through the building, as streetcar traffic was given priority over the east and west loop-tracks.

At the beginning of the 1950s, the age of the streetcar in Terminus Craig was drawing to a close. As route after route was "bused", the rubber-tired vehicles finally broke the "electric" barrier and began to use the private right-of-way in the terminal, hitherto

→ TWENTY-FOUR DAYS BEFORE CHRISTMAS, 1928, THE VIEW ON CRAIG STREET looking east from St-Urbain included a congested mixture of autos, trucks, trams and horse-drawn wagons. The tracks in the lower left corner of the picture curve north and loop around to become the east loop of Terminus Craig. Photo CRHA Archives: MUCTC Collection.





reserved for the streetcars. This new practice, however, was not without incident, as, on more than one occasion, a red-faced bus-driver was embarrassed by the sound of his bus-body scraping along one of the stone walls at the entrance or exit to the building. Although adequate for the streetcars, the clearances had not been calculated for non-rail vehicles and the busses required very careful manoeuvring to keep them on a true - and unscraped - course, through the terminal.

The first major reduction in streetcar service which affected Terminus Craig occurred in October 1952, with the conversion of the Boulevard St-Laurent route to busses. The St-Denis route was converted only one year later, in 1953. These streetcar lines had formerly turned on the east loop of Terminus Craig and the busses which replaced the trams were soon the major users of the east side of the terminus. With the advent of busses on St-Denis Street, the two-car streetcar trains in Montréal virtually disappeared. For many years, these trainsets of one motor, one trailer, had provided reliable service on the two above-mentioned routes. Although these two-streetcar trains were subsequently used on other routes in the City, they were never utilized to the degree that they were on the St-Laurent and St-Denis lines.

And so, line by line, the tram routes were replaced by busses, until, in 1957, the Papineau and Rosemont Avenue routes were cut back east to Papineau Square in the east-central part of the City and streetcar operation on the east loop of Terminus Craig was no more.

On the west side of the Terminus, the situation was no more encouraging. Notre-Dame and Sherbrooke Streets and Girouard Avenue routes having been converted to bus operation, the only streetcar lines turning through Terminus Craig were Number 96, Van Horne Avenue and Number 80, Bleury-Park Avenue. These operations were also of short duration and both were bussed in August 1958. And the clang of the streetcar gong was heard no more at Terminus Craig.

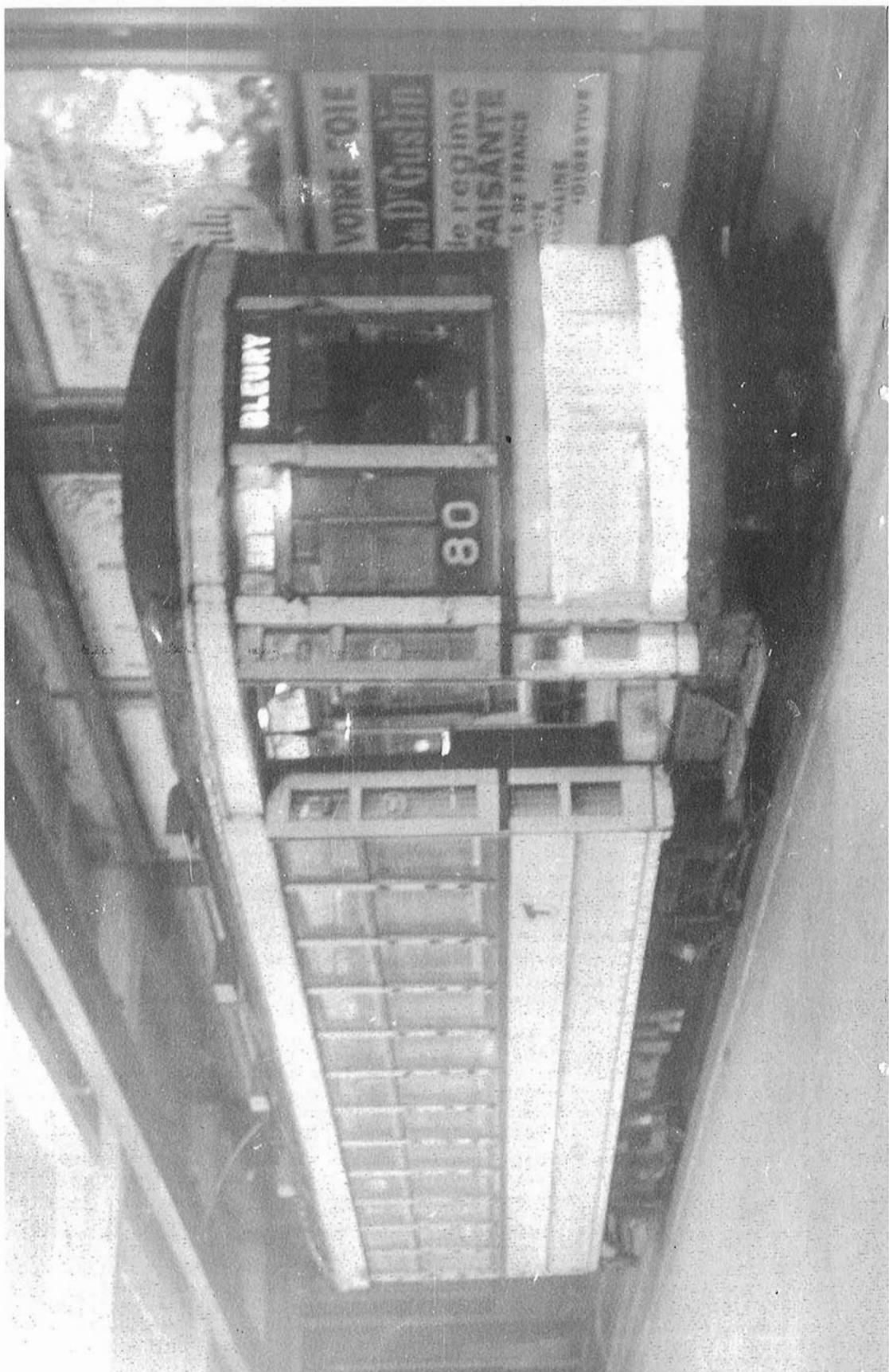
Nevertheless, the terminal building was to provide several more years of efficient accommodation to Montréalers, albeit by bus rather than by streetcar. Moreover, by 1970, a walk-way connected it to the underground Place d'Armes MÉTRO station, thus providing access to a new and different rail-travel mode in Montréal.

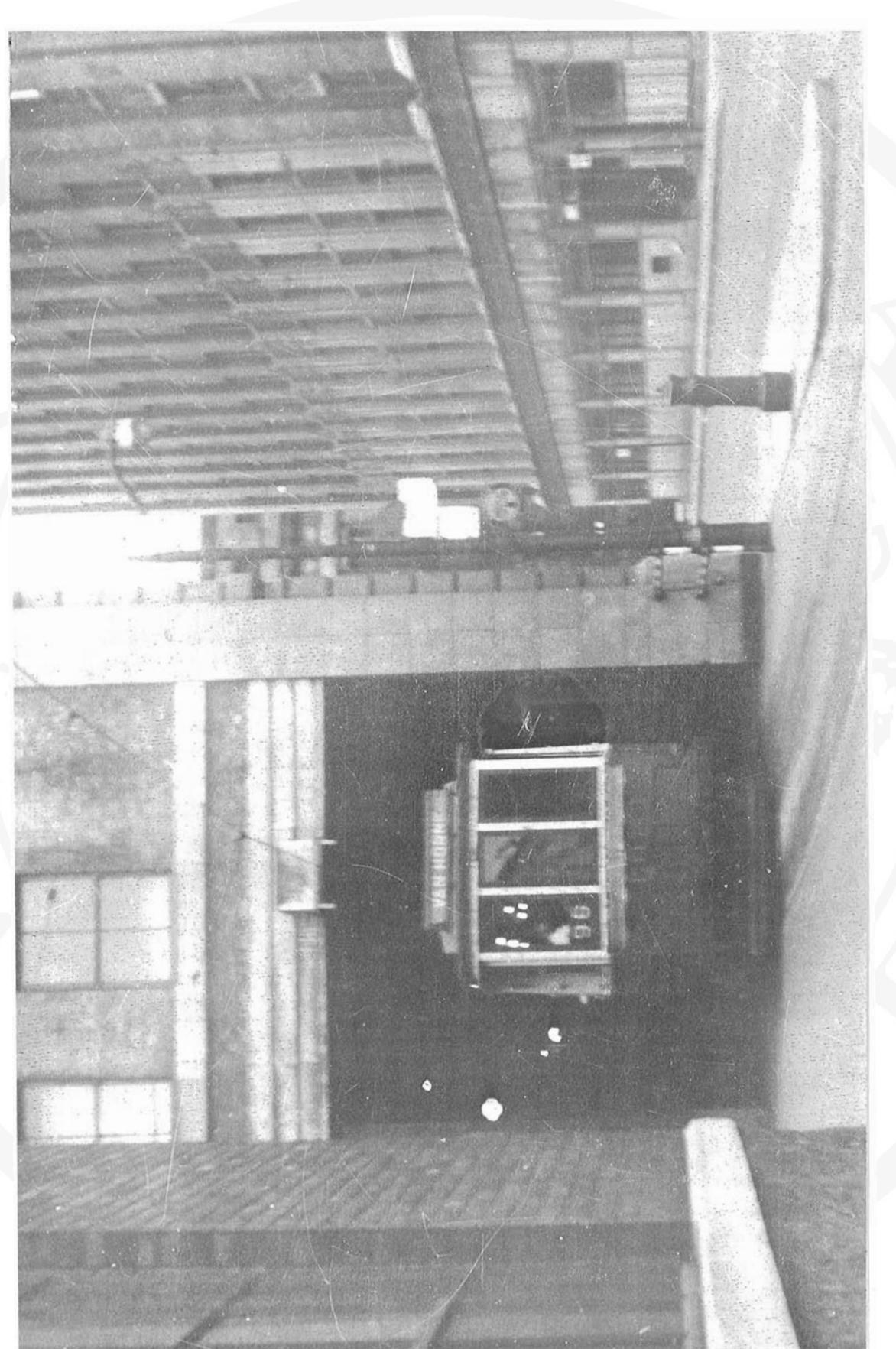
In 1971, the Government of Québec decided to push on with the construction of the mid-Montréal portion of the Trans-Canada Highway. Building this bi-level expressway necessitated considerable open-cut construction and the surveyed route passed close behind Terminus Craig. For this reason, Terminus Craig finally had to be closed to busses, since there was no longer sufficient turning space at the rear to permit the busses to exit from the building. Coté Street had disappeared and so had the car-storage yard and the barns. At the same time, the Montreal Light, Heat and Power Company's building on the east side of Terminus Craig was demolished.

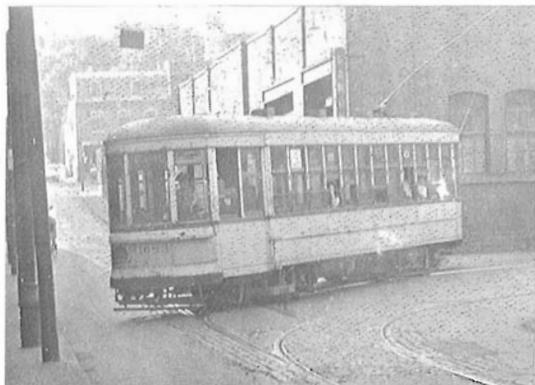
But Terminus Craig still stands in 1973. Its twin tramway portals on the east and west sides are now sealed and the terrazo

← MTC CAR 2004 ON ROUTE 1 - AMHERST - DEPARTS FROM THE EAST SIDE OF Terminus Craig, while a single car and a two-car train wait for a route 97 - Van Horne - car to enter the terminus. A year later, in 1933, Car 2004 was converted to a double-end car. The large stone building on the west side of the terminus is the Montreal Tramways Company's headquarters, which today is still the headquarters of the Montréal Urban Community Transit Commission.

Photo CRHA Archives: MUCTC Collection.







ONLY EIGHT MONTHS BEFORE THE last streetcar operation in Terminus Craig, MTC car 1683 on route 80 - Bleury - waits for passengers, one November night in 1957. Photo courtesy F.F.Angus.

MTC CAR 1317 EXITS NORTH FROM THE WEST SIDE OF TERMINUS CRAIG, PASSING along Coté Street through the yards to Chenneville and Craig Streets. Today, this car is at the Canadian Railway Museum. Photo courtesy D. Latour.

CAR 1683, A CONVERTED TRAILER FOR ONE-MAN OPERATION, CAME AROUND THE west loop onto Chenneville Street, in the last days of streetcar operation in Terminus Craig. The notice was posted in the fourth window. Photo by the Author.

THE STREETCARS WERE REPLACED AT TERMINUS CRAIG BY GENERAL MOTORS BUSES. Here is MTC Number 5117 on May 31, 1970, exiting from the terminus onto Coté Street. Photo courtesy D. Latour.

concourse no longer echos to the passage of hundreds of hustling commuters, hurrying to catch their streetcars. Through the east side of the building, there is the access passage to the Place d'Armes METRO station and, during the morning and evening rush-hours, thousands of Montrealers still animate the historic building. The second floor is occupied by the Bus Planning Division of the Montréal Urban Community Transit Commission. Were it not for the fact that space was not available elsewhere for this department, Terminus Craig might have been demolished in 1972.

Well then, how long will Terminus Craig hold out? There is no certain answer to this question and, when the time comes, no amount of clamour from the antiquarians and architects will postpone the inevitable march of progress. When that day comes, some Montrealers may perhaps recall a few of the nearly 50 years during which millions of travellers began and ended their daily journeys in this famous building. Most will not remember, but there will surely be a few who will never forget Montréal's great downtown streetcar station, Terminus Craig.

#### Sources

CANADIAN RAIL	various issues
C.R.H.A. NEWS REPORT	various issues
CANADIAN RAILWAY AND MARINE WORLD	April, 1926

#### Acknowledgements

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# THE FAR-WEST TROLLEY

Being an Appreciation of the Streetcars of  
Victoria, British Columbia.

John E. Hoffmeister

Once upon a time, British Columbia's capital city of Victoria on Vancouver Island, like most large cities in North America, had an extensive, efficient electric railway system. For the 58 years of its continuous operation, from its inauguration in 1890, the street railway system kept expanding to its ultimate development as a city system, fed by a busy interurban route.

It maintained this stable condition for 40 years, but finally succumbed to the unnatural competition of road transport. Now, 25 years after the abandonment of the streetcar and interurban systems, soaring numbers of private automobiles, impending gasoline shortages, noisy diesel busses and an increasingly-aware, pollution-conscious public all make one wonder at the untimely and, in retrospect, unjustified abandonment of this type of public transport.

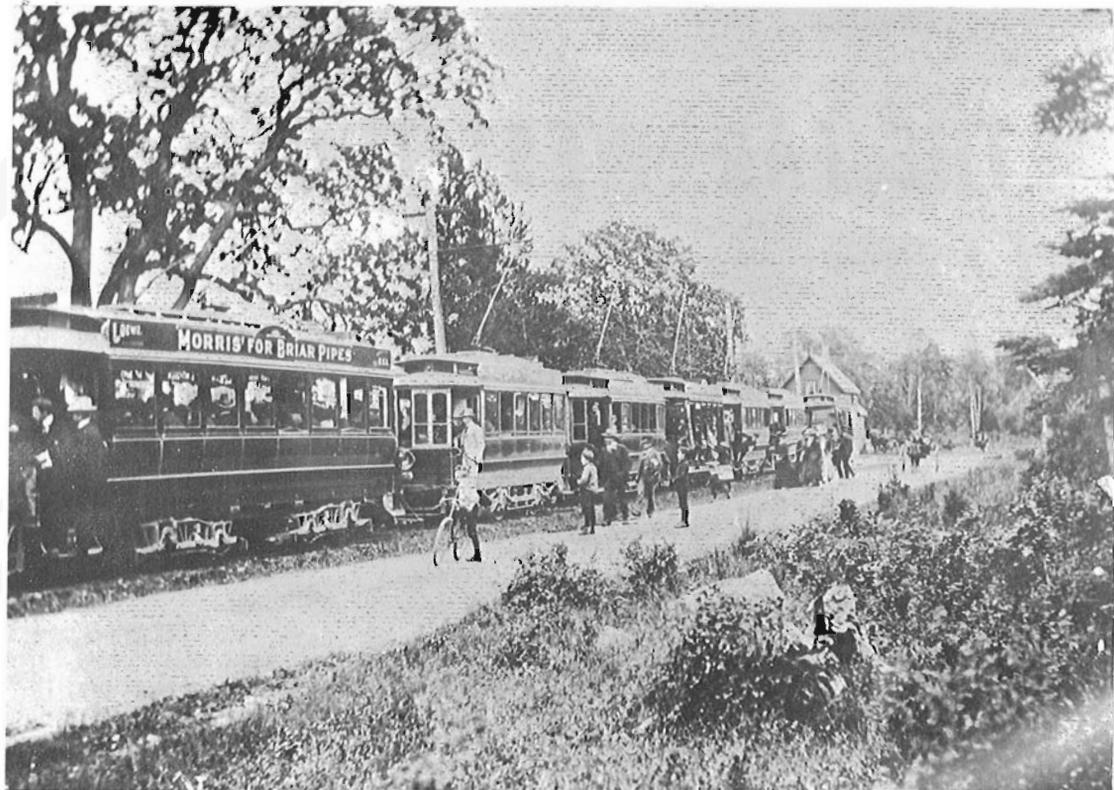
It is correct to say that the electric railway created no environmental pollution. In general, the noisiest of electric cars was quieter than the quietest of busses. Above all, streetcars were a reliable and inexpensive means of transportation for a significant number of Victoria's citizens. On analysis, it could be said that Victoria's electric railway system was fairly typical of those that could be found across the length and breadth of North America, thirty-or-so years ago.

Street railway service in Victoria began on Saturday, February 22, 1890, when single-truck Car 1 of the National Electric Tramways ventured forth along the tracks on Store Street, in the direction of the downtown area. A generating station at Store Street furnished the power for the system, which had a handful of single-truck cars, providing Victorians with the beginnings of "modern" transportation.

Service was interrupted briefly in 1892, when a fire burned out part of the generating station. Electricity was then a tricky thing to handle. Records of this period of the system's history, prior to the purchase of the original company by the British Columbia Electric Railway, are rather sketchy, so one can only assume that National Electric never thought much about major expansions of the system, other than to the municipalities of Oak Bay and Esquimalt.

With the acquisition of the system by the BCER in 1897, major improvements in service followed rapidly. Routes were extended and new cars purchased. The Ross Bay line, which served the southernmost sections of Victoria, was extended to Foul Bay in 1904. Electric cars reached the Gorge, a scenic saltwater arm of the Pacific Ocean, in 1905 and the Hillside District in 1912. Excursions were a popular diversion then, and the Company ran cars to the Gorge Park and to Windsor Park in Oak Bay. These excursions were well patronized until Henry Ford's machine finally stole their passengers.

By the 1920s, heavy double-truck cars were speeding to the Uplands, Burnside, the Willows, Gonzales, Hillside, Mount Tolmie, Gor-



↑ SEVEN OF VICTORIA'S STRETCARS LINED UP ON NEWPORT AVENUE, NEAR THE corner of Saratoga, to take the crowd from a lacrosse match at B.C. Electric Park - now Windsor Park - back to the City. The year was 1892. Photo courtesy Archives of British Columbia.

ge and Esquimalt. But it was on June 18, 1913, with the opening of the Saanich Interurban Line by Provincial Premier Richard McBride, that Victoria's electric system finally reached its most ambitious extent.

This new 22-mile-long line began at Douglas and Pandora Streets and ran north along Douglas to Burnside Road, where it turned onto its own private right-of-way. Onward, the line followed the western slope of the Saanich Peninsula, to Brentwood Bay. Turning northeast, it passed through Saanichton, missed the town of Sidney - the Victoria & Sidney Railway had the franchise here - and terminated at Deep Bay, later renamed Deep Cove.

Officially, the interurban line was known as "District 5" of the British Columbia Electric Railway, because the BCER had four other lines with interurban status on the lower mainland of British Columbia. These were Central Park, Lulu Island, Fraser Valley and Burnaby Lake.

Construction of the Saanich Interurban line resulted in an expenditure of over a million dollars and included a very short branch to Meadowlands, a locality on the shore at Patricia Bay. Freight traffic never developed to a significant degree, owing to the presence of two competing common carriers on the Saanich Peninsula. These were the Victoria & Sidney Railway, previously mentioned, and the Canadian Northern Pacific Railway of Messrs. Mackenzie and Mann, which later became part of the Canadian National Railway Company. The Victoria & Sidney was abandoned in 1919 and the CNR line is mostly dismembered today. But the abandonment of the V&S was too late to save the Saanich Interurban.

Original equipment on the Saanich line consisted of eight heavy steel interurban cars, built by the St. Louis Car Company, St. Louis, Missouri, U.S.A. and carrying road numbers 1237 through 1244. The "St. Louies" had been built for a Stone and Webster Company line in the United States, but were picked up by the BCER when the original sale failed to materialize. Initially, the cars were painted Pullman green, with black underbody and gold lettering. It was not until later years that the more familiar red and cream colour-scheme of the BCER appeared, identifying at a glance the Saanich Interurban cars as being part of the BCER electric traction empire!

By 1922, the interurban was in serious trouble. A highly competitive bus service had been inaugurated on the peninsula and, before long, the 1200s had departed for the mainland electric districts, where their capacious interiors could be filled with passengers more routinely. Their replacements on the interurban run were two city cars from Victoria, Numbers 22 and 23.

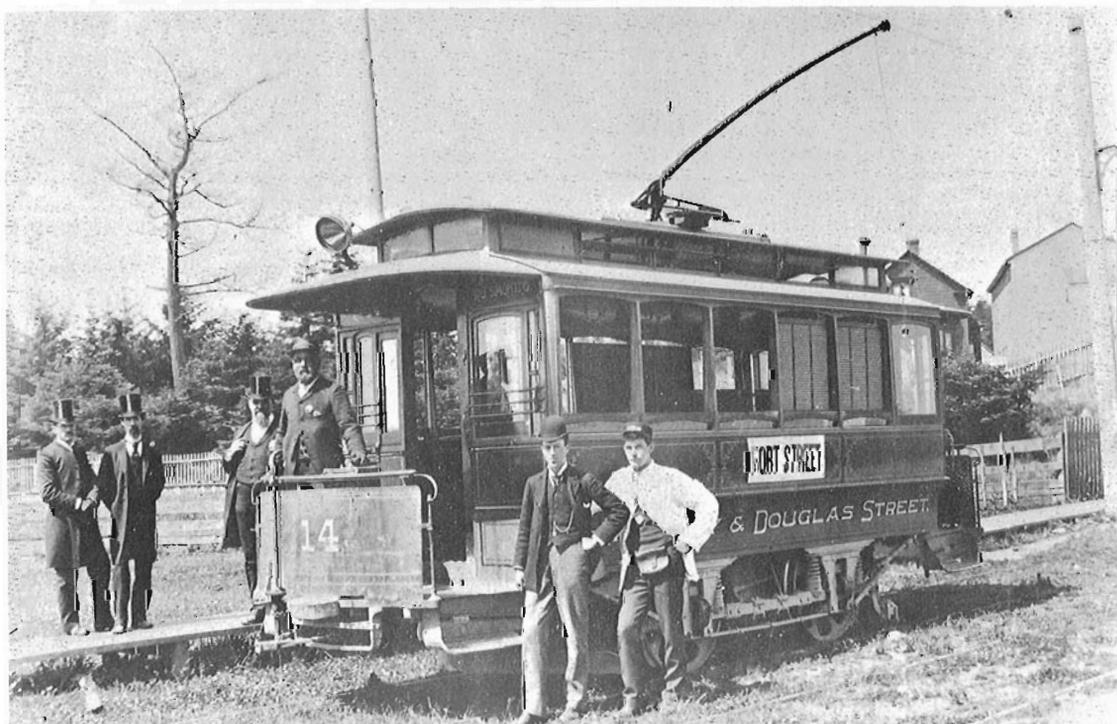
This last-ditch attempt to maintain service unfortunately - or inevitably - proved ineffectual and the interurban line faded "into

↓ CONSOLIDATED RAILWAY & LIGHT COMPANY'S SINGLE-TRUCK CAR 14 ON THE FORT Street, Victoria run in 1896. The track is completely weed-grown after only six years of service.

↻ CAR 22, WITH MOTORMAN AND CONDUCTOR, PAUSES IN OAK BAY MUNICIPALITY in the 1920s. Car 22 relieved the St. Louis interurbans on the Saanich run and ended her career on Route 10 - Mt. Tolmie.

BCER DOUBLE-TRUCK CAR 235 ON ROUTE 3 - BEACON HILL - TRAVELLING ALONG Superior Street towards Government Street in June, 1948.

Photos courtesy Archives of British Columbia.







the sunset" on October 31, 1924. Cars 22 & 23 finished their days on Route 10, Mount Tolmie.

Today, it is possible to drive along most of the old interurban right-of-way by taking Wallace Drive in Central Saanich Municipality, Tatlow Road in North Saanich Municipality and - of course - Interurban Road in Saanich itself. The rails were taken up in the spring after the abandonment (1925), thus demoting the Victoria system to a "streetcar only" operation and writing "finis" to the only attempt to create an interurban system on Vancouver Island.

The British Columbia Electric Railway Company was fortunate in having shops with better-than-average equipment at Kitsilano, on the mainland in Vancouver. While the Company generally ordered cars from the Preston Car and Coach Company of Preston, Ontario, the St. Louis Car Company of St. Louis, Missouri, U.S.A. and the J.G. Brill Company of Philadelphia, U.S.A., as well as several minor builders. It relied heavily on home-built cars for many of its urban and suburban - or interurban - lines.

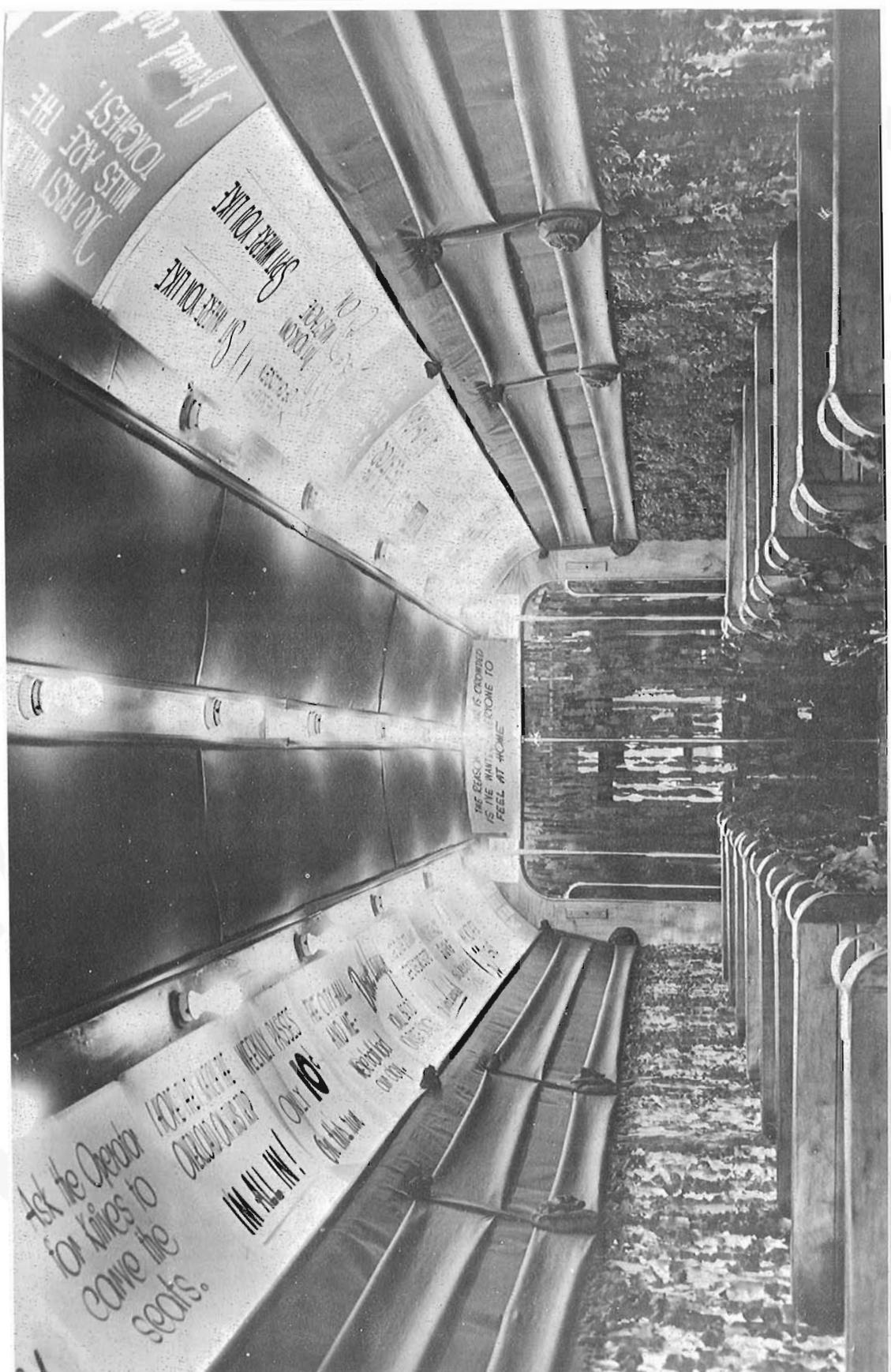
The majority of Victoria's streetcars were wooden-bodied, double-truck, single-entrance, rear-exit trams, in charge of a motorman-conductor. The cars ran on routes which fanned out over the city from a central depot, located at Pandora and Douglas Streets. An intricate system of switches gave access to the street from the barn. Car maintenance was generally carried out in the shops along Pembroke and Chatham Streets, adjacent to the Albion Yards of the Esquimalt and Nanaimo Railway.

During the final years of operation, service in Victoria was provided by a fleet of 10 Company-built Birney cars, Numbers 400 through 409, and about 30 of the longer and heavier double-truck cars. During World War II, the Victoria streetcar system carried more than 14 million passengers annually. Perhaps the most interesting sight in that era was Car 252, or one of its counterparts, on Route 9 - Uplands, charging along the private right-of-way through Uplands Park in Oak Bay Municipality, to the picturesque loop at Midland Circle, where the motorman had always to step down from the front entrance, with the switch-iron, to line the switch for the journey back to the city.

When World War II ended, the Company lost no time in announcing to the travellers (1946) that the Victoria streetcar operation would be converted entirely to busses. It was their intention, however, to phase out the trams gradually, route by route. It was rather ironic that many of the streetcars had been completely rebuilt and repainted only a year or two before the end of the service. In the opinion of some - amongst whom is the writer of this article - that, had several of the larger routes been retained, with the logical conversion of the shorter runs, such as Outer Wharf, to bus operation, Victoria would have retained a streetcar system which would have been, at one and the same time, an unequalled transit system and a unique tourist attraction. But this was not to be.

The end came on Monday, July 5, 1948, when Motorman Walter Peddle notched up the controller on Car 383, rolling out of the barns for the last run to Beacon Hill, bringing down the curtain on 58 years of electric streetcar operation in the city of Victoria.

Car 383, lined in black crepe and adorned with special signs for this last run, carried a large crowd of nostalgic well-wishers, very few of whom were joyful on this particular occasion. With the



Ask the Operator  
for knives to  
come the  
seats.

HOPE TO SEE  
ORLANDO BERRY

WEEKLY PRIZES  
Only 10  
IN ALL IN!

RECOGNIZABLE  
AND WE  
REVEALED  
ON TV

REVEALED  
ON TV

THE FIRST MILK  
MILKS ARE THE  
TASTIEST.

SO WINE ON LINE

100%  
PURE  
WINE

THE REASON  
WE WANT TO  
COME TO  
FEEL AT HOME



BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY'S CAR 383 WAS ABLAZE WITH lights before commencing its final run on July 5, 1948. A funeral atmosphere was created by lengths of black crepe which hung from the sills and rattan seats to the slotted floor. Numerous special posters were displayed above the windows for the final run.

MOTORMAN WALTER PEDDLE TOOK CAR 383 PAST THE EMPRESS HOTEL OF THE Canadian Pacific Railway Company for the very last time on Monday, July 5, 1948. The '47 Dodge motor car in the inbound lane would be as much of a rarity today as would the 303!

Photos courtesy Archives of British Columbia.

symbolic reversal of the trolley pole at Niagara and Douglas Streets, adjacent to Beacon Hill Park, Car 383 rumbled off towards the City, to disappear forever.

The bodies of a selected few of the streetcars were subsequently purchased by private citizens for summer cottages and storage sheds, the inevitable fate of all redundant streetcars and were set up at various locations on Vancouver Island.

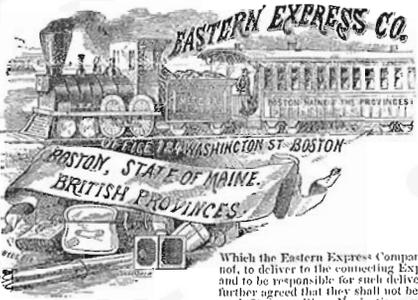
But, in time, and with very few exceptions, these too reverted to piles of decaying wood. Happily, there was one notable exception, Car 400, a single-truck Birney Safety Car, which was to enjoy a better fate. This car was restored to its original appearance and is today in the Provincial Museum at Victoria - as recounted in another article in CANADIAN RAIL.

The remainder of the cars, including Number 383, were unceremoniously scrapped and burned in the E&N yards, in the fall of 1948. It was a sad occasion. Ironically, they were towed there by an O-6-0 steam engine, a switcher which would itself in one short year be replaced by the increasingly-popular diesel-electric locomotive.

When the busses arrived in Victoria, they were Canadian Car & Foundry Company C-36 models, along with a handful of the Mack Motor Car Company's product. In 1957, General Motors of Canada Canadian Car and Foundry diesel busses appeared, which, in time and under British Columbia Hydro Authority control, would displace the original gas busses, sending them, in their turn, to the scrap-yard and the camp-site.

Service to suburban areas around Victoria improved greatly with the advent of the highway bus, but service in the capital city has suffered commensurately. The only legacy from the streetcar era - other than the partly covered rails at Midland Circle - are the fare-boxes on the busses. They are the very same fare-boxes that used to ride the rails and today roll through Victoria's streets and suburbs in rubber-tired, panorama-windowed boxes!

And speaking of busses, perhaps the most interesting rubber-tired vehicles on Victoria's streets in 1973 are several, original London (England) Transport double-decker busses, operated by as many companies. But these are for tourists and in real service, it would take a good few of them to carry the rush-hour crowds that once enjoyed dependable daily transportation on Victoria's far-west electric railways.



September, 1973.

# WAYBILLS

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FOR THE EASTERN EXPRESS COMPANY, *Monkeyway*

A SHORT LIFE - AND AN UNHAPPY ONE! FOR THE THIRD TIME SINCE 1968, United Aircraft Company's TURBOTRAIN rolled out of the dark caverns of Canadian National's Central Station, Montréal, to the trumpets and drums of CN's p.r. and advertising people. The new TURBO was in the expanded nine-car configuration and its schedule had been lengthened from 3 hours 59 minutes to 4 hours 10 minutes for the Montréal-Toronto run. UAC said that more than 120 modifications had been made since the train was removed from service on 1 February 1971.

And on 22 June 1973, the sleek, high-speed TURBO resumed passenger service on the 335-mile run between Montréal and Toronto.

And on 23 June 1973, the sleek, crestfallen TURBO crept back to the caverns of CN's Central Station, after the westbound set had failed and surrendered its passengers to a regular train.

If at first you don't succeed.....



"Well, we could try an ad in the paper—low mileage, like new, one owner . . ."

Courtesy Yardley Jones & Montreal STAR

WHO IS DOING WHAT, AND WITH WHICH, AND TO WHOM ? IN AN INTERVIEW with a reporter from the Lethbridge HERALD on 9 June 1973, Mr. Pierre Burton, author of THE GREAT RAILWAY 1881-1885, told of how he was supervising the production of the Canadian Broadcasting Corporation's more-expensive-than-Jalna, ten-part documentary on the building of the Canadian Pacific Railway. Mr. Burton affirmed that he was a stickler for accuracy and, in fact, had historical control written into his contract with the CBC. Mr. Burton confirmed that a team of researchers had been working for twelve months on everything from how rails were laid in the '80s to construction-cr-w costumes.

It sounded as though the TV production would be a model of historical accuracy. Shortly thereafter, it became a little hard to reconcile these statements with two articles which appeared in the May and June 1973 issues of Canadian National Railways' KEEPING TRACK. In the May issue, there was an account by Maurice Simms of the filming of the "Driving of the Last Spike on the Canadian Pacific" ceremony, which was re-enacted on a seldom-used Canadian National line near Caledon East, 30 miles northwest of Toronto, Ontario, and 2000 miles east of Craigellachie, B.C. The story said that the Caledon West location had "similar terrain. The location of nearby firs, and other leafless trees, helped re-create accurately the scene on the snowless November day when the last spike was hammered home".

The story said that the historical event could not be filmed at the original site at Craigellachie, British Columbia, near Revelstoke, because a lot of changes have taken place there since 1885!

In the June issue of KEEPING TRACK, another article explained that former Canadian National Railways' baggage car Number 8029, now the property of the Alberta Pioneer Railway Association, and built originally as a coach in 1877 for the Intercolonial Railway, would, later this summer, be used in the filming of the CBC's television series based on Mr. Pierre Burton's two books about the construction of the Canadian Pacific.

A postscript to this article noted that Canadian National had helped the Canadian Broadcasting Corporation in its filming of the CPR history on two previous occasions: the one described above at Caledon East and earlier in the year at CN's ornate Parkdale station at Toronto.

But never mind! A return to historical accuracy - or a reasonable facsimile thereof - was reported by the Lethbridge HERALD. Some of the "record" track-laying scenes were filmed on CP RAIL's Strathmore Subdivision (Gleichen to Shepard, Alberta), about fifty miles east of Calgary. According to Mr. Burton, scenes for the fifth episode, "The Railway General", were filmed on the Cassils Subdivision, a branch from the Brooks Subdivision (Medicine Hat to Brooks, Alberta).

The track-laying sequence, to appear in the Sixth or Seventh Episode, will last 30 seconds on the TV screen.

Ex-Canadian Pacific Railway 4-4-0 Number 136, owned by Mr. Niel McCarten of Toronto, Ontario, and leased and restored to operating condition by Ontario Rail Association, is reported by the HERALD to be "masquerading as Number 144" and "in its guise as CPR 144, it will carry a sporty, diamond-shaped affair on top, along with a new number, 148".

If the reader finds some of the foregoing slightly contradictory and somewhat incredible, he is invited to ponder on an in-

direct remark by Canadian Broadcasting Corporation Producer Jim Murray, who would only say, when questioned, that the series would be "the most expensive production the CBC has ever done....bigger than Jalna".

According to present CBC plans, the series will be televised at 21:00 hours (9 p.m.) each Sunday night in March and April 1974. It ought to be quite a production! And completely historically accurate, of course!

STEAM POWER CONTINUES TO MAKE THE HEADLINES IN EASTERN CANADIAN NEWSPAPERS. After the Delaware & Hudson GREAT STEAM SPECTACULAR of 28-29 April, ex-Canadian Pacific Railway class D-10 Number 1057, ran from West Toronto to Orangeville, Ontario, on 27 May, restored by the Ontario Rail Association and lettered "Credit Valley Railway". The same locomotive was reported to have run again on June 2, from John Street, Toronto, to the festival at Unionville, at times "with a little help from her friends", a Canadian National Railways diesel unit! A third excursion took place on 23 June, when Number 1057 hauled some 300 people to Orangeville - a second time! At the beginning of July, Number 1057 was leased by the National Capital Commission of Ottawa, to haul excursion trains on Sundays only (July & August) from the Nation's capital to Carleton Place, 31.8 miles west. Mr. Dave McIntosh, Adviser to Communications Policy of the NCC told a reporter of the Ottawa CITIZEN that the experimental operation would incur a deficit of around \$ 30,000, despite the income from tickets at \$ 5 each. Some \$ 50,000 from the NCC's operating budget set up the project.

Meanwhile, and as recounted elsewhere, Niel McCarten's ex-CPR 4-4-0 Number 136 was certified for operation by CP RAIL and the Railway Transport Committee on 27 May and loaded on a flat car for the journey west to Calgary, arriving there on 30 May. Thereafter, Number 136 appeared in the CBC's TV production of THE GREAT RAILWAY.

While all this was going on west of Winnipeg, Dr. David Baird of Ottawa's Museum of Science and Technology finalized an agreement with the Ontario Rail Association for the repair to running condition of ex-Canadian Pacific Railway 4-6-2 Number 1201, exhibited at the museum for the last several years. A side-wall of the museum had to be breached to permit Number 1201 to reach the rails of Canadian National Railways, nearby. The locomotive was sent to CP RAIL's John Street roundhouse, Toronto, where it arrived on 1 June 1973.

With regret, it is reported that Ontario Northland Railway steam locomotive Number 137 (ex-Canadian National Railways Number 2164) was damaged beyond repair in the roundhouse fire at Englehart, Ontario, last autumn.

As described in the article by Mr. Barry MacLeod of Sydney, Nova Scotia, the CAPE BRETON STEAM RAILWAY made its first official run on 1 July 1973, with steam engine Number 42 on the head-end.

South of the border, the Delaware & Hudson was planning trips with pairs of its PA 1s, during the late summer and autumn. And as if all this weren't enough, STEAMTOWN of Bellows Falls, Vt., is planning to bring back ex-Nickel Plate Berkshire Number 759 for a one-way trip from Boston, MASS to Montpelier, VT, this fall - or so the story goes. S.S.Worthen.

FOR THE PAST SEVERAL YEARS, THE GEOGRAPHY DIVISION OF THE SURVEYS and Mapping Branch, Department of Energy, Mines and Resources, Government of Canada, has been working hard to produce a definitive map of the railways of Canada of today, large and small. In this project, they have been assisted by members of the Canadian Railroad Historical Association. These two new maps - one for eastern and one for western Canada - have been produced in the English and French languages and will form part of the National Atlas of Canada (1972).

In fact, the new maps show both the railways and canals of Canada and are very accurate. Canadian National Railways are shown in red, while CP RAIL lines are printed in blue, which is a change from the traditional practice when the Canadian Pacific Railway was the "All-Red Route". Other railways are shown in black, with abbreviations of the names of the different companies.

The new maps are ideal for the railway enthusiast, although the railway historian is somewhat at a disadvantage since former railway lines, now relocated or abandoned, are not shown. However, for general purposes, the new maps of Canada's railways and canals are most informative and useful and their creators in the Geography Division are to be congratulated on their publication.

Further information on these maps of Canada's railways and canals may be obtained by writing CRHA PUBLICATIONS, P.O.Box 148, Saint-Constant, Québec.

IN MID-JULY 1973, THE CAPE BRETON STEAM RAILWAY'S NUMBER 42 AND three passenger coaches ran from Victoria Junction to Sydney, Nova Scotia, over the tracks of the DEVCO Railway and through the interchange with Canadian National Railways, to the main line west. Spurred on by her phenomenal summer success, Number 42 & train were headed for the Canso Causeway, but stopped about four miles west on CN's Sydney Subdivision at Sydney River. The trip out and back was a surprise to the local residents, as it was the first time that they had seen - and heard - a steam locomotive on the main line since CN ceased steam locomotive operation in the early 1960s.

Barry MacLeod.

FIRST WELLAND, THEN NIAGARA FALLS AND NOW ST. THOMAS, ONTARIO, HAVE made arrangements with Canadian National and other railway companies to relocate their lines in these cities to the mutual advantage of city and railway. St. Thomas, a mid-southwestern Ontario city, population 25,000, endured 26 freights daily over the 80 miles of trackage through the city. Necessary, according to city fathers, is a drastic improvement in this situation.

Timing: over the next 15 years; cost: about \$ 18 million.

Proposal: consolidation of east-west rail lines on a new route to the north of the city. Financing: relocation cost, \$ 18 million; credit for salvage value of railway material and land, \$ 2.8 million.

Alternative cost of an "in-city" expressway connection to Highway 401 would be \$ 1.75 million with an added "out-of-city" connection to Highway 401 expense of \$ 17 million.

The city fathers know what they want to do and how they propose to do it. Now, it's just a matter of convincing Federal and Provincial governments that they should help with this essential project.

W.J.Bedbrook.

CONSERVATIONISTS AND POLITICIANS ARE CONTINUING THE BATTLE OVER THE transportation mode to be used to bring oil from the Arctic shores and goods from Canada's southern latitudes to the Northwest Territories and the "North Slope" areas. The Federal Government ordered a full stop in the construction of the highway to the Northwest Territories late in 1972 and a further one-year delay has been recommended so that the alternative of a railway can be given more thorough study.

Walter Firth, newly elected New Democratic Party representative for the Northwest Territories says a railway would be cheaper to build, ecologically safer and economically more beneficial to the North. Bryan Pearson, Eastern Arctic member of the Territorial Council, recommends that the existing Great Slave Lake Railway to Hay River and Pine Point, N.W.T., be extended to link the Arctic Ocean coast, the west coast of Hudson Bay and the port of Churchill, Manitoba.

That certainly would be some railway!

John Welsh.

MR. HAL RIEGGER, OUR MEMBER FROM NORTHERN CALIFORNIA, WAS EXPLORING the former Great Northern Railway (U.S.A.) branch from Oroville, Washington, U.S.A. to Princeton, B.C., this July. The highway between Keremeos and Princeton, B.C., parallels the now-abandoned right-of-way, through the valley of the Similkameen River. The railroad crossed the river several times on open-top, wooden-sided bridges, which are still standing. While not negotiable by ordinary automobiles, these bridges are still used by wardens of the British Columbia Forest Service. Mr. Riegger photographed these unique wooden bridges from several angles.

The branch ends "officially" at Keremeos, but the part north of the International Boundary has had its maintenance deferred and is heavily overgrown by weeds and brush. About two miles southeast of Keremeos, Mr. Riegger was surprised to find a fairly new B-N box-car. This convinced him that he should examine this B-N branch in greater detail on the way back to northern California!

ONE RESULT OF THE MIDSUMMER FEDERAL-PROVINCIAL PRIME MINISTERS' CONFERENCE was the signing of an agreement whereby the Government of Canada and the Government of British Columbia will share the cost of building five new railway lines in the northwest part of the Province and the large-scale development of port facilities at north-coast Prince Rupert, recently designated as a national harbour.

In addition, the Province will share with Ottawa the cost of construction of a 40-mile, \$ 20 million rail link between Ashcroft, B.C. - in the valley of the Thompson River, on both CN and CP RAIL transcontinental lines - and Clinton, B.C., on the main line of the British Columbia Railway. This would provide an alternate connection from the east to Vancouver, in the event of interruptions of one or both main lines in the Fraser River canyon.

The Federal government will share the cost of construction of part of the BCR's Dease Lake extension, to Groundhog, B.C., together with the extension onward to Dease Lake. The BCR plans a new branch from Klappan, near Dease Lake, to Telegraph Creek, to serve the new mineral industries in the area.

Also on the drawing board is an extension of the BCR from Dease Lake to Lower Post, just south of the Yukon boundary. This

line would serve the mines in the area, the concentrates from some of which now follow the "container Route" of the White Pass & Yukon to Whitehorse, Y.T. and Skagway, Alaska.

Included in the same agreement is a Canadian National extension from Terrace, B.C. to Groundhog on the BCR's Dease Lake line.

While prairie grain will continue to flow through Vancouver, B.C. Premier Dave Barrett wants to make sure that coal mined in northern B.C. near the BCR will be exported through Britannia Bay, BCR's proposed new superport on Howe Sound, between North Vancouver and Squamish, B.C. Federal government Environment Minister Jack Davis said that there was a "general understanding" in the agreement that mineral and forest products would be shipped via Prince Rupert and that would seem to be the justification of the Terrace-Groundhog connection.

Projected Federal cost of the railway construction program is about \$ 167 million over a 10-year period, while the Province's share will be about \$ 135 million. Work on this portion of the agreement will start immediately and is planned for completion in 1978.

Cost-sharing arrangements for the estimated \$ 23 million program for upgrading of port facilities for Prince Rupert, B.C., have not yet been completed.

IT IS REPORTED THAT CP RAIL WILL ABANDON A PORTION OF THE KOOTENAY

Division of its southern British Columbia line, between Fort Steele and Spences Bridge. The part to be abandoned will be the Carmi Subdivision, between Midway and Penticton. As many readers will realize, this is the former main line of the Kettle Valley Railway, which was leased by the Canadian Pacific Railway from 1 July 1913 and opened for service from Midway to Hope, B. C., via the Coquihalla Canyon, on 31 July 1916. The reason for the proposed abandonment is said to be the lack of traffic over this difficult and remote section of the Carmi Subdivision.

The Princeton and Osoyoos Subdivisions and the Nicola Spur will be operated as a branch, as will the Boundary Subdivision from Castlegar to Midway.

In June 1973, part of the Carmi Subdivision west of McCulloch Summit was used in the filming of the Fraser River canyon sequences for the Canadian Broadcasting Corporation's production of Pierre Burton's book "The Last Spike". Ex-Canadian Pacific steam locomotive Number 136, with a train of a passenger car, a baggage car and a freight car of the 1885 era, was photographed on several of the high wooden trestles over the deep gulches which the line crosses on the descent high above Okanagan Lake to Penticton, B.C. Mr. Jack Hewitson of CP RAIL, Montréal, was the engineer of Number 136 in these sequences.

Editorial Staff.

SOME TIME AGO - AND IN CONNECTION WITH THE WRITING OF HIS NEW BOOK

"The Railways of Canada" - our member Dr. Robert F. Legget of Ottawa, Canada, wrote to the Editor to ask if Canadian National Railways ever had a six-hour-flat Montréal-Toronto schedule in the days when their crack trains were hauled by steam locomotives. The Editor thought he remembered that they did, but decided to ask around. Mr. John Welsh, our correspondent from Dorval, Québec, set the record straight by supplying the following timetable from the Canadian Official Railway Guides of 1930-1931:

<u>May 1930</u>	<u>February 1931</u>	<u>CANADIAN</u>	<u>May 1930</u>	<u>February 1931</u>
Train 15	Train 15	NATIONAL RAILWAYS	Train 6	Train 6



FAMOUS TRAIN 15, THE afternoon "Pool" train of Canadian National/Canadian Pacific, with engine Number 5701, a K-5-a 4-6-4 on the head-end. This locomotive was built by Montreal Locomotive Works in September, 1930. The picture was taken in August, 1947. CRHA, E.A.Toohy Coll.

3.00 p.m.	3.00 p.m.	lv. Montréal	ar. 10.00 p.m.	10.00 p.m.
-	4.07	Cornwall	-	8.51
5.00 p.m.	5.05 p.m.	ar. Brockville	lv. 8.00 p.m.	7.55 p.m.
5.05 p.m.	5.10 p.m.	lv. Brockville	ar. 7.55 p.m.	7.50 p.m.
6.00	6.02	Kingston	7.00	7.00
7.00	7.00	Belleville	6.01	6.05
8.20	-	Oshawa	4.40	-
9.00 p.m.	9.00 p.m.	ar. Toronto	lv. 4.00 p.m.	4.00 p.m.

Mr. Welsh points out that in the public timetable of May, 1930, there was no stop at Cornwall, Ontario. Subsequently, such a hue-and-cry arose from the outraged citizens and local politicians, that sufficient pressure was exerted to oblige CN to include a stop here in the next timetable. Because of the necessity to keep station-stops to a minimum, Trains 15 and 6 ceased to stop at Oshawa, which city was apparently unable to whip up a storm of public opinion sufficiently strong to retain the service formerly provided by these two trains.

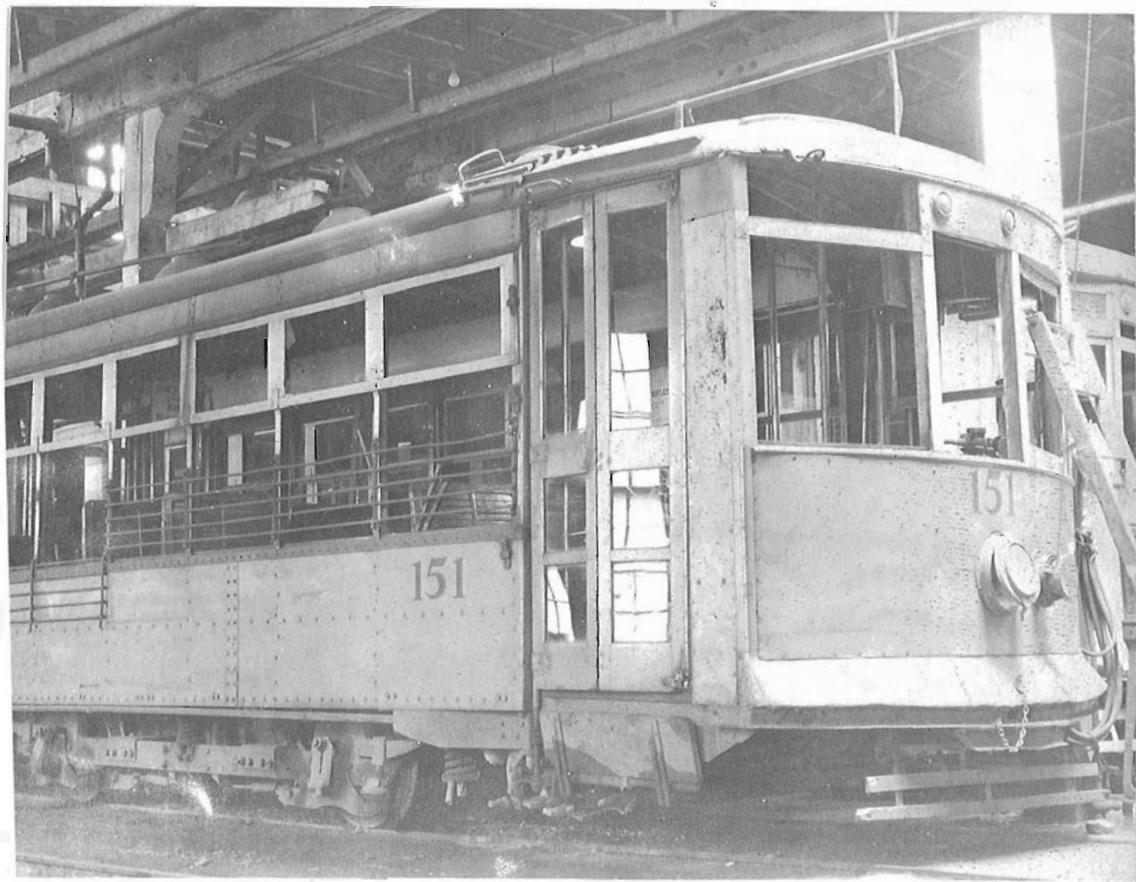
The December 1971 CN public timetable showed CN RAPIDO Train 51 leaving Montréal, Central Station at 11:50 hours and arriving at Toronto Union Station at 16:49 hours, while afternoon RAPIDO Train 65 departed Montréal at 16:40 and arrived Toronto Union Station at 21:39 hours.

If the reader wishes to draw any conclusions from these figures, he should not overlook, in addition to the differences in motive power, other important factors such as right-of-way relocations, modern signalling and servicing stops.

In the same era, 1930-1931, Canadian Pacific Railway operated Trains 19 and 38, departing Montréal at 12:00 (1930) and 1.00 p.m. (1931), making 14 station stops and arriving Toronto Union Station at 7.45 p.m. (1930) and 8.40 p.m. (1931). Train 38 left Toronto at 2.00 p.m. (1930 & 1931) and arrived at Montréal at 9.45 p.m. (1930-1931).



**2** HALIFAX, NOVA SCOTIA, WAS ONCE THE STRONGHOLD OF THE BIRNEY SAFETY car. Here is Number 51, photographed in the car shops on May 30, 1949. CRHA, E.A.Toohy Collection.



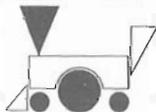
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