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MONTREAL AND SOUTHERN COUNTIES RAILWAY

by T. C. H. Smith

The following article is a reprint of a lecture presented before the Canadian Railroad Historical Association, Chateau de Ramezay, Montreal, October Thirteenth, Nineteen Hundred and Thirty-Seven.

Electric railways have not the same popular appeal as steam railways. They lack the glamour of the steam locomotive. Small boys do not gaze with awe as an electric car hums past; nor do grown men run about with cameras to get a "shot" at the Interurban, as it quietly comes to a stop at the terminal station. However, electric railways have done as much for the development and progress of the territory, through which they pass, as have the steam railroads. The Canadian Railroad Historical Association is a society interested in railroad history, so some part of our interest should be given to the study and recording the development of electric railways.

Electric railways are especially suited for fast and frequent service. They can be operated economically by small trains of one or two cars, and so have a great advantage in this respect over steam trains. Single cars can be run at frequent intervals, instead of trains of several cars pulled by a steam locomotive, and manned by a crew of five or more, running several hours apart.

An electric railway was first operated in Canada in 1885, when this novelty was shown at the Toronto Exhibition Grounds. This was only of an experimental nature and operated for only two weeks in the year. In 1886 the City of Windsor had an electric street railway one and a quarter miles long.

The City of St. Catherines, this past September, celebrated the 50th Anniversary of what they claim to be, the first thoroughly practical electrified, all-year transportation system in Canada. This commemorated the replacing of horse cars on the railway between St. Catherines and Thorold by electrically powered cars. This was on the Niagara, St. Catherines and Toronto Railway, now a part of the Canadian National Electric railways.

The Ottawa Electric dates from 1891 and in 1892 the street railways of Montreal and Toronto were electrified. There was a great boom of electric railway building in southwestern Ontario from this time up to about 1914. Lines were built connecting the various towns and cities, but many of these are now abandoned, as the automobile has encroached on their field of service. The Province of Quebec has only a small number of electric railways in its territory, none of which has been abandoned. The largest of these I am to speak about to-night, the Montreal and Southern Counties Railway. This electric road is closely related to the steam railroads, as it belongs to the Canadian National and operates in part over right-of-way that was once steam railroad.

The Montreal and Southern Counties Railway Company was chartered on June 29, 1897 under chapter 56 of the Statutes of Canada, amended

in 1892, 1902, 1905 and 1910. However, nothing was done with this charter for some time after it was first granted.

In 1904 the first transportation system to the South Shore opposite the Island of Montreal, apart from the steam trains, was inaugurated by the Montreal and South Shore Auto Car Co. This was the first bus line in Canada, and was started when the automobile was in its infancy. The Company operated three open and two closed buses. They were made in Harvey, Illinois and were 25 h.p.

The bus route started at the west side of Victoria Square, ran along St. James St., down Inspector, across Chaboillez Square, along Notre Dame down Murray, across the Wellington St. bridge, and out St. Etienne St., now Bridge St., to the Victoria bridge. The line terminated on Aberdeen Ave., St. Lambert. The purpose was to give a passenger service between St. Lambert and Montreal, but the Company was financed mostly by Montreal citizens. The bus line did not last long as the streets in Montreal and St. Lambert were in such poor condition that operation became unpractical.

When application was made to the alderman of St. Anne's ward to improve St. Etienne St. the enthusiastic reply was, "By J-, we'll put a new skin on it". This new skin, however consisted of a layer of old macadam which tore the bus tires to pieces. Another incident, which will appear strange in this age of the motor car, is complaint from the City Engineer that the oil and gasoline dropping from the buses on Victoria Square was ruining the asphalt.

In 1905, by an amendment to their charter, the M. & S.C. Ry. Co. was empowered to take over the bus company, and replace it by an electric railway. Here is an instance where a bus line succumbed to the railway. We shall likely live to see this occur again.

In order to build a railway between Montreal and the South Shore it was necessary to cross the river

by a bridge, so application was made to the Grand Trunk Railway for a right-of-way on the downstream side of the Victoria Bridge. At that time vehicular traffic used both sides of the bridge, the double train tracks being in the centre. There was only one approach to the bridge at the east end so it was necessary for vehicles to cross the railway tracks at both ends of the structure. Today this has been entirely eliminated.

After considerable negotiation with the G.T.R. authorities, and a personal inspection of the situation by Sir Alfred Smithers, Chairman of the Board, permission was granted to the M. & S.C. to build a track on the downstream side of the bridge. The upstream side to be used for vehicles moving in both directions as it is to-day. The G.T.R. took a controlling interest of the stock, and undertook to finance the construction of the railroad.

The M. & S.C. next secured rights over government property by lease, along Riverside, Mill St. and Black's Bridge to Common St. Application was made to the City of Montreal for a franchise to operate over the city streets along Youville, Grey Nun and Common Streets. The tracks of the Montreal Street Railway to be used on McGill St.

The granting of the lease and franchise was strongly opposed by the Montreal Street Railway and others. It was necessary for the representatives of the M. & S.C. to attend 145 regular and special meetings of the City Council, before this right was granted. The balance of the trackage through the South Shore towns is on C.N.R. property or largely by perpetual rights from the original owners.

Construction was started on the line early in 1909 and was completed between Montreal and St. Lambert City Hall, Nov. 1, 1909. Service was started on Friday, Nov. 1, 1909 with two passenger cars. This number was later increased to

eight. The terminal at Montreal on the present site, foot of McGill Street, consisted of a combination baggage-passenger car as station.

The line was extended to Montreal South and Longueuil in May 28, 1910. The tracks in Longueuil ran along St. Laurent St. down to St. Charles on Montarville, at which point a spur was built a short time later down to the wharf. The main line continued along St. Charles St., the main street of Longueuil, to Chambly Road up Chambly Road to the station at the corner of Chambly Road and St. Laurent. Then returning along St. Laurent to Montreal South.

On September 2, 1911 an extension was completed from St. Lambert to the Ranelagh Country Club to accommodate golfers.

On Nov. 1, 1912, the line was completed from Ranelagh, where the G.T.R. St. Johns line is crossed, through Greenfield Park and Mackayville to the junction with the G.T.R. line to St. Hyacinthe. At this point, the line which was formerly Montreal and Province Line Railway is met. It might be of interest to give a brief review of this line.

Chartered in 1871 as the Montreal Chambly and Sorel, the line was opened on Sept. 25, 1873 from Longueuil to Chambly under the name of Montreal, Portland and Boston. The line was continued on through Marieville, St. Angele, Farnham to Freightsburg in 1877. It was operated till July 1, 1891 by the Southeastern, and then by the Central Vermont. In March 2, 1896, the property was foreclosed and the name changed to Montreal and Province Line Railway, the Central Vermont obtaining control of all the stock. The Central Vermont operated trains over this line from Sheldon, Vt. to Montreal. The part from Longueuil to the junction with the G.T.R. had been abandoned some years previous, and the G.T.R. tracks used from the junction in to Montreal.

The Montreal and Southern Counties obtained rights to electrify this line of the Central Vermont

and to operate their trains over it as far as Richelieu, service starting on June 28, 1913. The work was completed to Marieville on Sept. 28, 1913, and to St. Cesaire on May 3, 1914. The M. & S.C. built tracks on from St. Cesaire to Granby commencing service to that place on April 30, 1916. The Central Vermont received \$1,500 a year for the privilege of allowing electric power poles on their right of way, and \$22,027.45 a year for joint use of certain tracks as an electric railway.

On August 31, 1925 the operation of the steam trains of the Central Vermont from Farnham, through St. Angele and Marieville to Montreal was abandoned, the trains being routed via St. Johns. The line between Marieville and St. Angele was electrified and an electric train service commenced January 6, 1926. From 1913 until 1925 there was joint operation of electric and steam trains over portions of the M. & S.C. route. Due to this it was necessary that the M. & S.C. be operated by the standard rules in use on steam roads and this system is still the practice.

Service on certain portions of the M. & S.C. tracks has been discontinued. The spur down to the wharf at Longueuil was abandoned about 1915, but the tracks are still there in good condition. A car used to run from the station to the wharf connecting with a ferry to Montreal. Considerable freight was handled over this line from boats, being delivered by the M. & S.C. to Longueuil and St. Lambert. The line in Longueuil running along St. Charles St. was abandoned about 1926. And when the Harbor Commission bridge was built, all service to Longueuil was abandoned, a loop being built at St. Helene St. in Montreal South, where the cars now turn about. The tracks are still in place through the streets of Longueuil. The spur into the Golf Club has also been abandoned.

The source of power for this railway, at the start, was obtained

from the Grand Trunk Point St. Charles shops, generated by steam, from 1909 to 1913. From that date to the present time power is purchased from Montreal Light, Heat & Power Co. Direct current is used, and there are substations at St. Lambert, East Greenfield, Chambly, Marieville, Rougemont, D'Arcy's Corners and Granby. Multiple control is in use on the trains. By this device two or more motor cars may be coupled together and a motorman on the front car controls the operation of the motors on the individual cars. Trailers without motors are also in use.

The trains are operated by standard rules, with the dispatching office at St. Lambert. The selector system of telephones connect the dispatcher with various stations along the lines. There are ten telegraph stations with operators in charge, which may be used in case of failure of the telephone system. All first class trains are run on time table schedule and additional service is given by the use of one or more sections of the scheduled train. The dispatching office is at the main office building at St. Lambert. The dispatcher used to be located in the tower at East End Junction, Victoria Bridge.

An excellent suburban passenger service is given with cars running between Montreal South and Montreal every twenty minutes, and a service from Mackayville, through Greenfield Park connecting with Montreal every forty minutes. The interurban service affords three trains each way between Montreal and Granby. A way freight operates each way daily giving freight service between Granby and Montreal, including St.

Angeles. Owing to the sharp curves through the subway beneath the C.N.R. tracks at East End Junction, electric locomotives or freight cars can not pass through. Freight cars from Montreal are taken by C.N.R. to M. & S. C. Jet., at the east end of the C.N.R. Southwark yard, and there transferred to the electric line for Granby and intervening points. Freight cars for St. Lambert are transferred from the C.N.R. at the cross over track just east of Victoria bridge.

An express service runs three times each way, daily, between Granby and Montreal. A mail service is carried twice daily from Montreal to Granby and intervening points, with letter boxes on the cars.

The weight of rail was originally 60 lbs. This was increased to 80 lbs. and replacements are being made at the present time in St. Lambert with 100 lb. rail. The equipment at present consists of: Passenger cars 35, Baggage and express 8, Locomotives 3, Work and miscellaneous cars 10, In 1936 the number of passengers carried was: Suburban 1,772,451, Interurban 351,202, Total 2,103,653.

The suburban fare to Montreal is three tickets for 25¢. There is also a weekly pass sold for \$1.00 which entitles the holder to ride as often during that week as he wishes. This is extensively used by the daily commuters. In 1909, when the line started the fare was 15¢ single, 25¢ return, and a 10-ride strip of tickets for 75¢. Mr. W. B. Powell is in possession of the first ticket of each series issued on November 1, 1909.

We wish to acknowledge the kind assistance given by Mr. W. B. Powell, former General Manager, and Mr. A. Carbee, Assistant Superintendent of the Montreal and Southern Counties Railway. Most of the information contained in this paper was given by these men.

Locomotive List, IV

Locomotives of the Quebec Central Railway

Compiled by Robert R. Brown

<u>Q.C.R.</u> <u>Number</u>	<u>C.P.R.</u> <u>Number</u>	<u>Type</u>	<u>Cylinders</u>	<u>Drivers</u>	<u>Built</u>	<u>Builder</u>	<u>Acquired</u>
1*		4-4-0	16x24	60	1874	Mason	
2		4-4-0	16x24	60	1874	Mason	
3		4-4-0	16x24	60	1874	Rhode I.	
4**		4-4-0	16x24	60	1874	Rhode I.	
5**							
6							
7							
8							
9							
10		4-4-0	18x24	62	1888	Portland	
11		4-4-0	18x24	62	1888	Portland	
12		4-4-0	18x24	62	1888	Portland	
13		4-4-0	17x24	62	1890	Kingston	
14		4-4-0	17x24	62	1890	Kingston	
15		4-4-0	18x24	62	1895	Rhode I	
16		4-4-0	17x24	63	1896	Kingston	
17		4-4-0	17x24	63	1896	Kingston	
18***		4-4-0	17x24	63	1897	Kingston	
19		4-4-0	17x24	63	1897	Kingston	
18		4-4-0	18x24	66	1902	Manchester	
19		4-4-0	18x24	66	1902	Manchester	
20		4-4-0	18x24	63	1899	Kingston	
21		4-4-0	18x24	63	1899	Kingston	
22		2-6-0	18x26	63	1902	G.T.R.	
23		2-6-0	18x26	63	1902	G.T.R.	
24		4-4-0	18x24	66	1904	Montreal	
25		4-4-0	18x24	66	1904	Montreal	
26		2-6-0	20x26	56	1906	Kingston	
27		2-6-0	20x26	56	1906	Kingston	
28		2-6-0	20x26	56	1906	Kingston	
29		2-6-0	20x26	56	1906	Kingston	
30		4-4-0	18x24	63	1908	Kingston	
31		4-4-0	18x24	63	1908	Kingston	
32		2-6-0	20x26	56	1908	Kingston	
33		2-6-0	20x26	56	1908	Kingston	
34		4-6-0	20x26	66	1910	Kingston	
35		4-6-0	20x26	66	1910	Kingston	
36		2-6-0	20x26	56	1910	Kingston	
37		2-6-0	20x26	56	1910	Kingston	
38		2-6-0	20x26	56	1912	Kingston	
39		2-6-0	20x26	56	1912	Kingston	
40		4-6-0	20x26	63	1912	Kingston	
41		4-6-0	20x26	63	1912	Kingston	
42		4-6-0	21x26	63	1913	Kingston	
43		4-6-0	21x26	63	1913	Kingston	
44		4-6-0	21x26	63	1913	Kingston	
45		4-6-0	21x26	63	1913	Kingston	

<u>C.C.R.</u> <u>Number</u>	<u>C.P.R.</u> <u>Number</u>	<u>Type</u>	<u>Cylinders</u>	<u>Drivers</u>	<u>Built</u>	<u>Builder</u>	<u>Acquired</u>
43	3500	2-8-0	22-1/2x28	57	1907	C.P.R.	1914
47	525	4-6-0	20x26	63	1903	N.British	1916
48	524	4-6-0	20x26	63	1903	N.British	1916
49	3300	2-8-0	20x26	57	1904	C.P.R.	1917
50	3301	2-8-0	20x26	57	1904	C.P.R.	1917
51	3302	2-8-0	20x26	57	1904	C.P.R.	1917
52	3424	2-8-0	21x28	57	1904	Alco	1918
53	3426	2-8-0	21x28	57	1904	Alco	1918
54	3410	2-8-0	21x28	57	1904	Kingston	1920
55	3427	2-8-0	21x28	57	1904	Kingston	1920
56	878	4-6-0	21x28	63	1910	C.P.R.	1921
57	940	4-6-0	21x28	63	1911	C.P.R.	1920
58	3560	2-8-0	22-1/2x28	57	1909	C.P.R.	1923
59	3561	2-8-0	22-1/2x28	57	1909	C.P.R.	1923
60	2536	4-6-2	22-1/2x28	70	1908	C.P.R.	1926
61	2573	4-6-2	22-1/2x28	70	1908	C.P.R.	1926
62	3554	2-8-0	22-1/2x28	57	1908	C.P.R.	1926
63	3462	2-8-0	22-1/2x28	57	1907	C.P.R.	1926
64	3563	2-8-0	22-1/2x28	57	1909	C.P.R.	1926
65	2554	4-6-2	22-1/2x28	70	1909	C.P.R.	1926
66	2556	4-6-2	22-1/2x28	70	1908	C.P.R.	1929
67	2588	4-6-2	22-1/2x28	70	1914	C.P.R.	1930

NOTES:

* Named engines: 1."J.G.Robertson"; 2."R.D Morkill"; 3."L.N.Larochelle"
4."Chas.A.Scott". Nos.3 and 4, ex Levis and Kennebec.

** Data on Nos. 5 to 9 is lacking

*** Nos.18 and 19 sold about 1902 and Nos.11 and 12 in 1923 to the
Terrebonne Railway. In 1935 C.P.R numbers were restored on the
engines acquired from that road.

NEWS OF THE ASSOCIATION

Resume of the Minutes

N.B.: Unless otherwise stated, it is to be understood that the meetings were held in the Chateau de Ramezay with the President acting as chairman.

Meeting of February 21st: This meeting was held at the home of M. August Angers in St.Lambert. Among the donations received at this meeting were the station nameboards of Frelighsburg and Stone, Que., stations on a line recently abandoned by the C.N.R. There was offered for sale the surveyor's protractor of Sir Sanford Fleming. It was acquired by Mr.L.A.Renaud and is now in the Collection of Mr.Jobt.Beford.

Meeting of March 8th: Mr. R. W. Shepherd presented to the Association a very comprehensive and valuable collection of pictures of the steamboats which have plied the

Ottawa and St.Lawrence rivers. The lecture of the evening was delivered by Mr. R.C.Johnston, General Superintendent, Montreal District, Canadian National Railways, who spoke in a masterly fashion on the operation of the Montreal Terminals.

Meeting of April 12th: Two important donations were received by the Association, first, the gift by Mr. O.A.Trudeau of a complete file of the Canadian National Railways Magazine, 1923-38, and, second, by Mrs. J. R.Madison of the pen used by Premier Fleming to sign the contract between the St.John Valley Railway and the Province of New Brunswick. Plans for summer excursions were discussed at some length and it was tentatively decided to inspect the Mtl.Terminal, the Johns-Manville railway at Danville, Que.and the Singer Sewing Machine Co.railway at Thurso, Que.