


Canadian Rail



Number 156 / June 1964



Belœil, June 29, 1864.

PRECISELY one hundred years ago this month, on June 29th, 1864, a special passenger train on the Grand Trunk Railway of Canada, carrying three hundred and fifty German immigrants, went through an open drawbridge at the village of Belœil, Que., thus precipitating Canada's worst railway accident. Ninety seven immigrants, the conductor and the locomotive fireman and, two days later, a curious onlooker, succumbed, carrying the death toll up to an even one hundred.

The passengers had come from Europe on the sailing vessel "Neckar", disembarked at Quebec, and were ferried to Levis where they were loaded on the ill-fated train, which consisted of two baggage cars, seven cars normally used for produce but temporarily fitted up for passengers, a second-class coach and a brake van. The train was pulled by the 4-4-0 locomotive "HAM", No. 168 of the G. T. R., a product of the works of D.C.Gunn at Hamilton. Special trains had depleted the supply of engine- and train-crew at Richmond, the intermediate divisional point between Levis and Montreal, and the locomotive foreman persuaded William Burney, a newly-promoted engine driver, to take the train to Montreal, even though he had never operated a locomotive over the section. Conductor, fireman and brakeman completed the crew.

Approaching the Richelieu River bridge between St. Hilaire and Belœil at about 1:15 AM, the train failed to make a mandatory stop at the east end of the bridge, provided for in the Company rules. The engineer apparently failed to see the danger signal, indicating that the drawbridge was open, until it was too late, and the train plunged through the opening onto a barge which was being towed by a tugboat.

Help was dispatched immediately from Montreal, and the injured rushed to hospitals. Many succumbed as a result of their wounds, but among the survivors was the luckless engineman, Burney, who was arrested and made to stand trial at a coroner's inquest. He was found guilty of incompetence, but the railway was sharply criticized for lack of operating or mechanical examinations, laxness in the exercise of discipline, and lack of judgment on the part of its officers.

The unfortunate victims did not die in vain. In the aftermath of the terrible tragedy came badly-needed discipline, regulation of practice and operation, full and competent crews, and a host of mechanical improvements. It is said that the Belœil accident was one of the factors which encouraged Westinghouse to develop and perfect his air brake. All of these developments have combined to give modern railway travel an enviable record for safety, proved by the fact that Canada's worst accident by far is now one hundred years behind us.

OTTAWA, ARNPRIOR & PARRY SOUND

by Omer Lavallee

THE PRINCIPAL MOTIVATING FACTOR behind the construction of the Canada Atlantic Railway between Ottawa and the international boundary near East Alburgh, Vermont, in the 1880s, was the conveyance of lumber and allied products from the valley of the Ottawa above our nation's capital, to a direct connection with the railways of the eastern United States. The Canada Atlantic was the project of Ottawa's lumber baron, John Rudolphus Booth, and its financing was principally through bonds owned by Booth and his family, rather than by the more normal channels of equity capital. Within a short time of its opening between Ottawa and Coteau, Que., in 1883, it had established an operating liaison with the Grand Trunk, and through passenger trains operating between Montreal and Coteau over the GT, and from Coteau to Ottawa on the CAR, offered a prestige service in an era when the efforts of most railways, in Canada at least, were turned toward development rather than refinement. In the late 1880s, this service was at least able to boast that it offered Canada's first electrically-illuminated trains. Later, as the Nineteenth Century drew to a close, three high-speed Baldwin-built Vauclain compound 4-4-2 type engines gave neighbouring and parallel Canadian Pacific services serious competition and spirited rivalry; one of these locomotives boasted the largest driving wheels ever provided a Canadian railway locomotive -- 84 $\frac{1}{4}$ " in diameter!

Once his basic services were established and operating, Booth turned his attention westward to his extensive landholdings in the wilderness lying between Ottawa and Georgian Bay, which lay partly in what is now Algonquin Park, and in 1888 incorporated two railway companies: the Ottawa, Arnprior & Renfrew Railway Company, and the Ottawa & Parry Sound Railway Company. These charters carried powers to build, respectively, from Ottawa to Renfrew, and from Renfrew to what is now Scotia, on the Toronto-North Bay railway. After acquiring rights-of-way and other concomitant property necessary to construction, the true purpose of the two companies was shown, in 1891, when they were amalgamated as the Ottawa, Arnprior & Parry Sound Railway Company.

Surveying of the route was carried on under the personal direction of the Chief Engineer of the Canada Atlantic, Mr. George A. Mountain, and a route chosen following the valley of the Madawaska into the interior. Construction was begun in 1892, and in May, 1893, the first 36-mile section was opened to traffic between the capital and Arnprior. The Ottawa "Journal" carried a long and detailed account of this event:

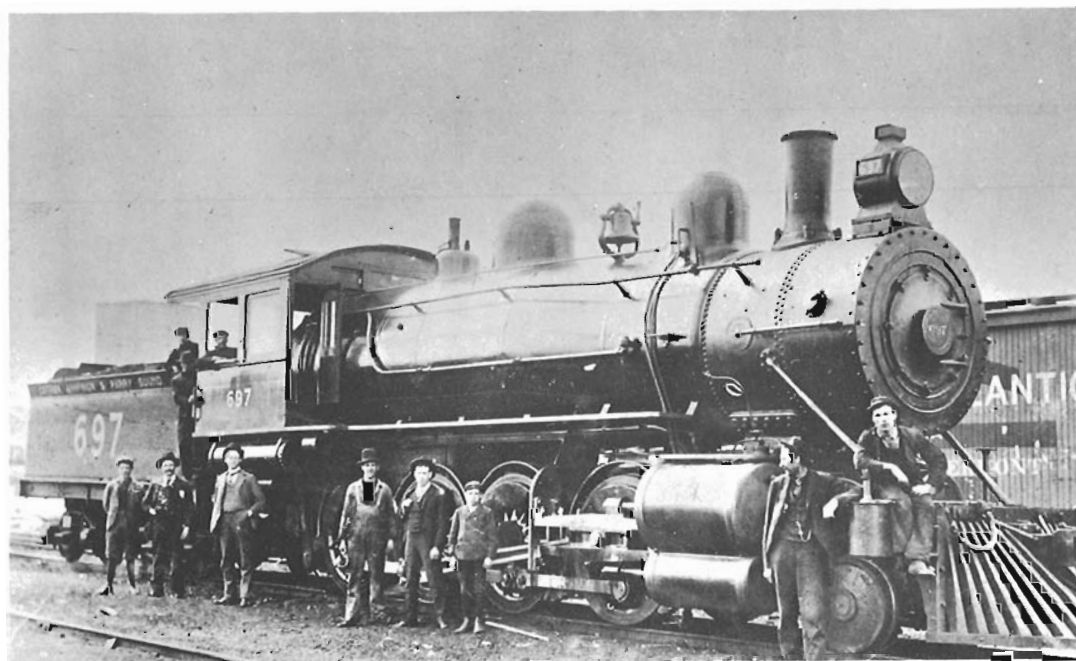
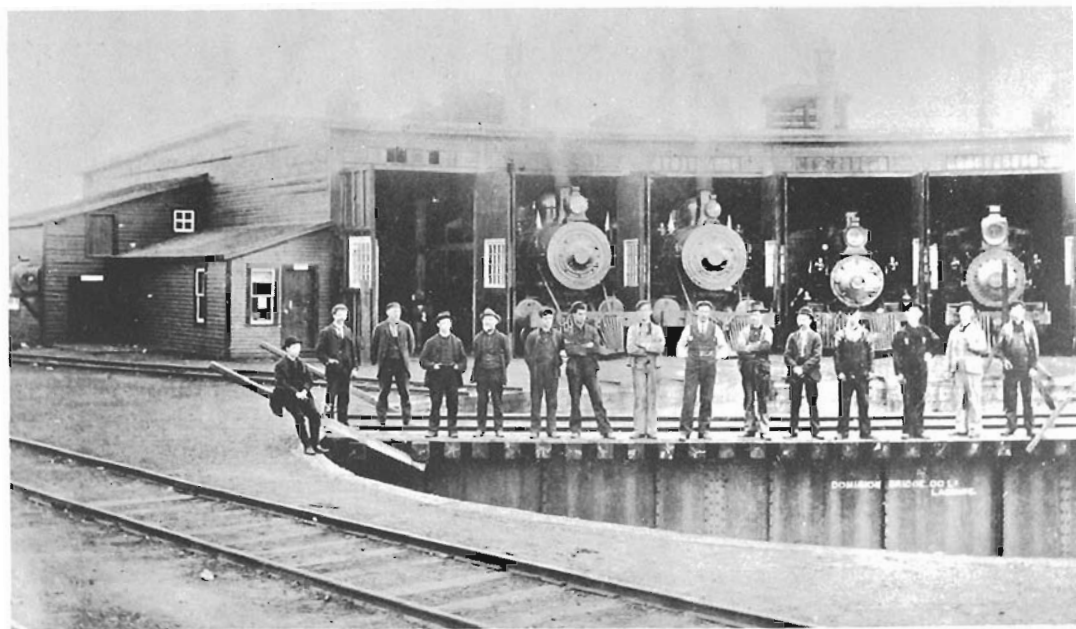
" The first passenger coach over the Ottawa, Arnprior & Parry Sound Railway was run between the capital and Arnprior yesterday. It was "a special" for operating purposes, and on board were Mr. John R. Booth, Mr. Geo. A. Mountain, chief engineer, and other officials of the new line.....

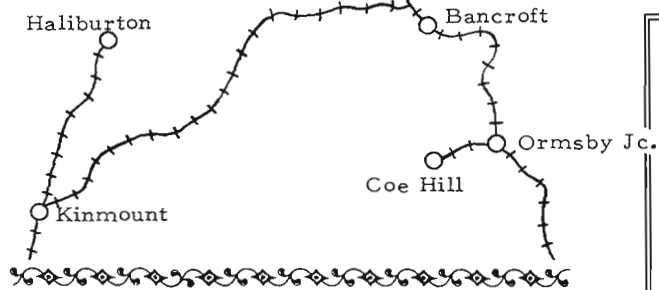
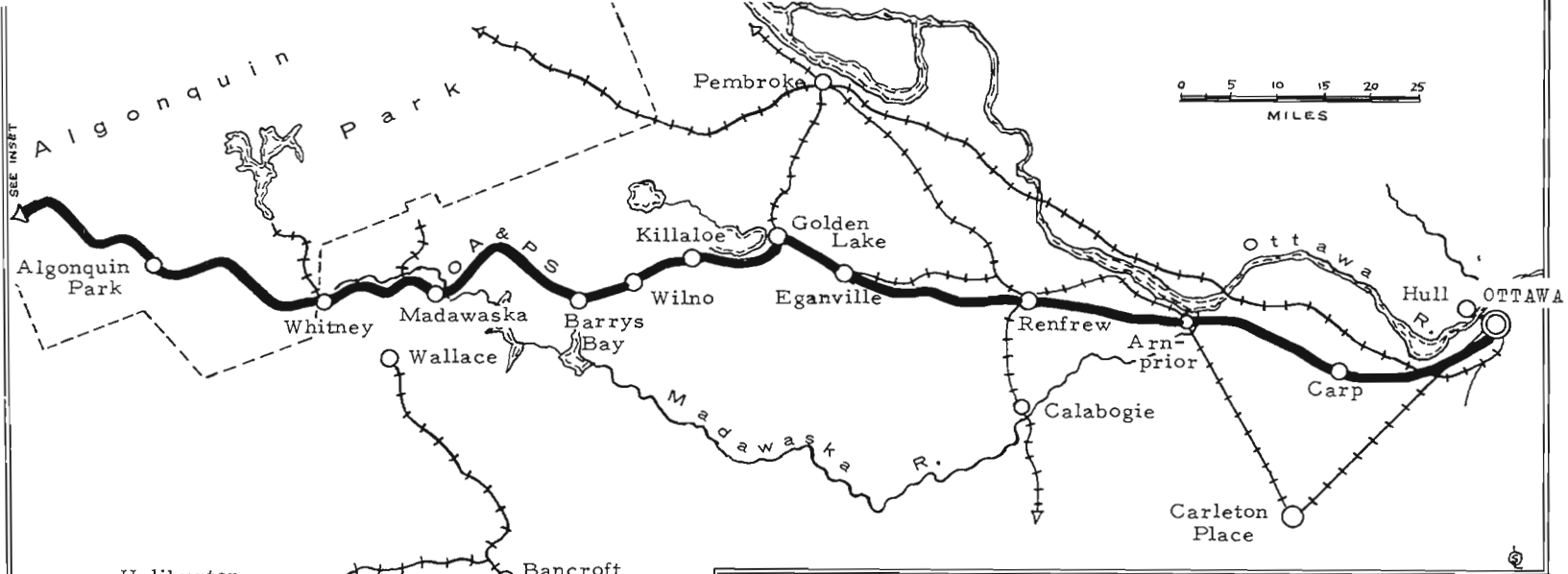
" Considering that the road is not yet ballasted, the "run" was made in splendid style, an average of twenty-five miles an hour being made..... The "special" left the Elgin street station at 8:30 on its flight to the west. After crossing the trestle work at Preston street, a magnificent view is presented

to the sightseer.....

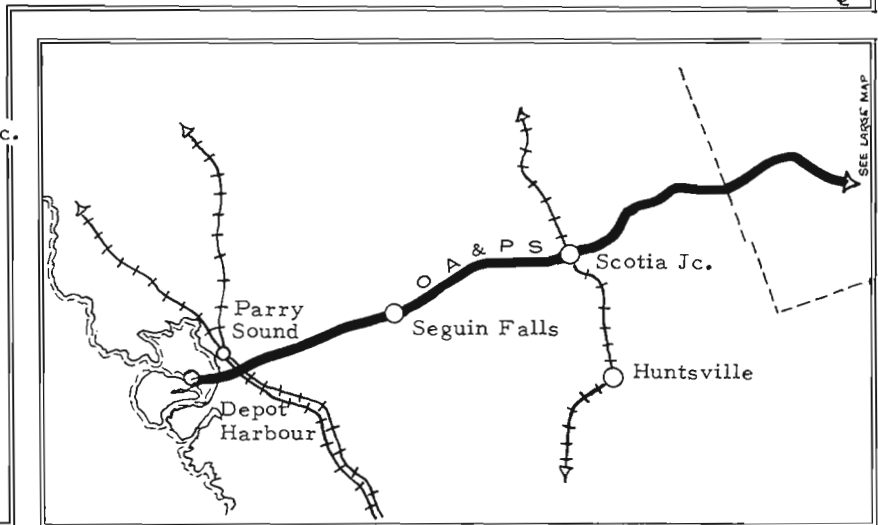
- " The first point of importance reached on the way is the Carp village, 19 miles west of Ottawa, and by the number of freight cars standing on the siding, a stranger would be apt to think the road had been in running order for ever so long. Here everything is bustle.....
- " Kinburn eight miles further west is next reached, and it may be stated that these eight miles are the straightest piece of railroad line in America. (As a statement of fact, this assertion is open to question!-- OSAL) Kinburn is a pretty little village surrounded by a very rich agricultural country, and the evidence of its producing qualities can be seen in the grain shed erected close to the siding, into which farmers are constantly pouring their grain for shipment. At this point the bustle witnessed at the Carp is repeated only in greater volume. As the train sped through there yesterday, 19 teams were busy unloading their cereal binders.....
- " Galetta is the next point of importance reached. Here the Mississippi is spanned by a magnificent steel bridge of the most modern pattern and of great strength. The iron superstructure rests upon two massive stone abutments and an equally massive pier in midstream. The cutwater of the pier, as well as all the masonry is built to resist not only the river currents and freshets, but it looks strong enough to successfully resist even the hand of time itself.
- " Arnprior, an ambitious town of 3,000 inhabitants, was reached a few minutes after ten o'clock. This bustling little hive is overjoyed at the building of the Parry Sound railway, for they expect and not without good and sufficient reasons, that the new road will give a boom to everything..... The chief industry of the town is the great sawmills of the McLaughlin Brothers, who employ about 700 men and have an annual output of 85,000,000 feet of lumber..... Next week, work on the new railway bridge spanning the Madawaska will be commenced. It will be an iron superstructure resting on stonework.
- " As soon as the weather permits, ballasting trains will be put on the road, and the ballasting completed at the very earliest moment. The rails on the road are of Sheffield manufacture, weighing 72 pounds to the yard. They are the best rail in the market. When all the ties are laid, there will be 3,000 to the mile, some 350 more to the mile than any railway in the Dominion. The idea of placing additional ties is to solidify the road bed..... As the road is today, coaches glide smoothly, but when the additional ties are placed and the ballasting completed, there will not be a jolt and the road will be capable of bearing a speed of a mile a minute.....
- " Freighting on the new road is very active. This morning, the engine "Nellie Bly" with J. King at the lever and J. Blythe as assistant took up ten cars of merchandise and four empty box cars. The train was in charge of Conductor A. O'Boyle, with Messrs. Nicholson and Arris as brakemen..... "

RIGHT (Top): The original roundhouse at Madawaska was a five-stalled wooden structure, later replaced by a concrete structure whose walls still stand.
 (Bottom): Ottawa, Arnprior & Parry Sound No. 697 was a powerful Baldwin-built Vauclain Compound 2-8-0. These engines formed the backbone of the OA&PS power pool.





Map of the
OTTAWA, **A**RNPRIOR & **P**ARRY **S**OUND
RAILWAY **C**OMPANY,
 and adjacent railways.



Following the opening to Arnprior, construction was held up while a dispute with the Canadian Pacific was resolved before the Board of Railway Commissioners, relating to the laying of a level crossing over the CP by the OA&PS just to the west of the station. In testimony before the Board, Mr. Booth contended that the overhead crossing of the CPR in Nepean Township just to the west of Ottawa was put in on the understanding that the CPR would not oppose a level crossing in Arnprior, but the CP denied this. The Board, however, ruled in favour of the Parry Sound railway, permitting the crossing 500 feet west of the station, so that long trains on either line stopped at Arnprior, would not interfere with the other railway.

Shortly afterward, open litigation between the OA&PS and the Canadian Pacific flared again, when the two railways contested the use of Haggarty Pass, a narrow defile in the Opeongo Mountains to the west of Renfrew. But once again the Booth interests emerged victorious, and construction was carried from Arnprior and Golden Lake over the Pass to Barrys Bay and Madawaska by September, 1894.

Twisting and curving its way over the rocky overlay of the Laurentian Shield, the Ottawa, Arnprior & Parry Sound reached Cache Lake, in what is now Algonquin Park in May, 1895, and reached the Toronto-North Bay line of the Grand Trunk on December 1st, 1896. The terrain was hilly and mountainous west of Golden Lake, the rails reaching an elevation of 1,021 feet at Haggarty Pass, after a seven-mile climb from Killaloe station on an average grade of 1%. The maximum summit of 1,605 feet was reached at the watershed between Brule Lake and Rainy Lake, twenty-seven miles east of Scotia.

While the last section was being completed, the Parry Sound line acquired and amalgamated with the Parry Sound Colonization Railway, enabling it to reach Georgian Bay at Depot Harbour, 396.6 miles from the junction with the Central Vermont Railway at East Alburgh, Vt. In 1899, the OA&PS was absorbed into the parent Canada Atlantic Railway Company.

Though construction of the OA&PS was motivated originally by the lumber traffic, the extension to Georgian Bay was made with the intention of providing a new route eastward for wheat; grain elevators were built at Depot Harbour, and ships were chartered on the Great Lakes under the title of the Canada Atlantic Transit Company. This diversification brought with it other problems quite unconnected with the lumber industry which had given it birth, such as the provision of deep water channels at Depot Harbour and at Coteau Landing. The Booths accordingly decided to divest themselves of their railway system, and it was sold to the Grand Trunk Railway of Canada in 1905 for £2,880,000. The transfer of ownership did not come about before bids had been received from other roads, such as the Canadian Northern and the New York-owned Rutland Railroad, of which the Canada Atlantic would have been a natural extension.

Both in its independent phase and while under the control of the Grand Trunk, the erstwhile Ottawa, Arnprior & Parry Sound was divided into two operating

Left: As completed in 1896, the Ottawa, Arnprior & Parry Sound Railway extended from the Ottawa River to Georgian Bay, a distance of 262 miles through what was then a timbered wilderness.

subdivisions, one extending 130 miles from Ottawa to Madawaska, and the other the remaining 134 miles to Depot Harbour. Madawaska was provided with a yard and extensive engine terminal facilities. The remains of a Grand Trunk-era concrete roundhouse and shop remain to this day, abandoned to the wilderness.

A Grand Trunk timetable for the summer of 1908 shows daily-except-Sunday passenger service in both directions between Ottawa and Depot Harbour. West-bound, No. 53 left Ottawa at 11:50 AM and arrived at Depot Harbour at 9:20 PM. The corresponding eastward service, No. 52, left Depot Harbour at 7:15 AM and arrived at Ottawa at 4:30 PM. The two trains crossed at Eganville, when on time.

Two known logging railways fed lumber to the CAR lines in the area between Madawaska and Whitney; one, the Egan Estates Railway (also known as the McCauley Central Railway), which was also owned by the Booth family, operated a line north for about 15 miles to Booth Lake and Shirley Lake. It connected with the OA&PS at Egan Estates Junction, $4\frac{1}{2}$ miles west of Madawaska. Another line, the Whitney & Opeongo Railway, ran north from Whitney for 14 miles to Opeongo Lake. The Whitney & Opeongo connection is now used as a wye by Canadian National Railways at Whitney, the present western terminus of the line. Both logging railways were abandoned more than thirty years ago.

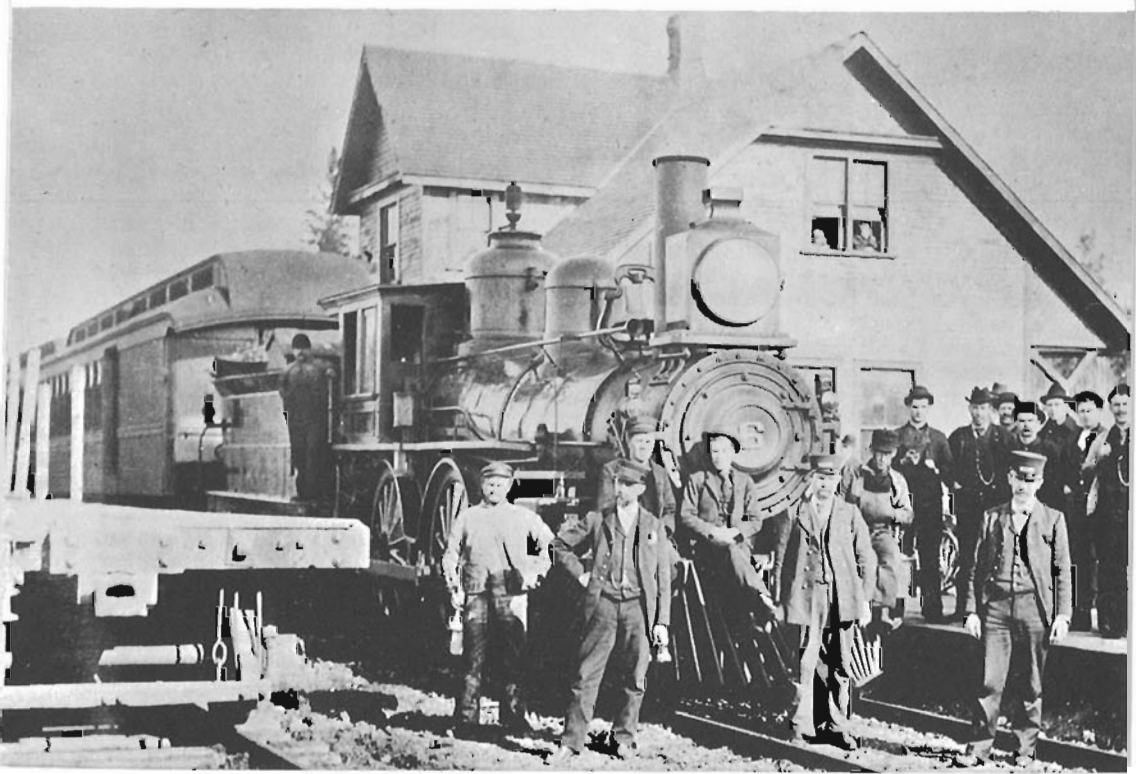
The Ottawa-Depot Harbour line remained intact until 1933, when a washout, said to have been caused by a beaver dam, interrupted the connection between Two Rivers and Algonquin Park stations, about six miles apart. Operation between the two stations was discontinued effective March 1st of that year, but the rails were not dismantled until 1940-42. On December 31st, 1946, operation was discontinued between Whitney wye, mile 145.94, and Two Rivers, mile 162.40, and the track lifted in the summer of 1952. Westward from Algonquin Park to Kearney, operation was discontinued in May 1959 and track dismantled immediately. The line west of Scotia was abandoned in 1955.

Today, the rails of the former Ottawa, Arnprior & Parry Sound Railway end in the woods 220 miles short of Georgian Bay, just as they did when the line was under construction seventy years ago. Much of the line is still laid with 72-pound rail with "OA&PS" markings, but Canadian National diesels, with smooth and un-hurried efficiency, now perform the meagre services.

RIGHT (Top): Canada's only standard-gauge "Mason-Fairlie Bogie", Canada Atlantic Ry. 0-6-6 No. 4, is pictured here with a freight on O.A. & P.S. rails at Killaloe. It was formerly the "Mansfield" of the Burlington & Lamoille RR, a Vermont short line.

(Bottom): Also apparently taken at Killaloe, a dapper 4-4-0, Canada Atlantic No. 6, pauses with passengers, crew, and the inevitable station idlers.

(All photos collection late W.G.Cole)



J.R. BOOTH'S ROAD TODAY.....

The OA&PS Revisited



by Fred Angus

SUNDAY, MAY 24, 1964 was a cool sunny day in Ottawa, as more than 200 rail enthusiasts prepared to board a special C.N.R. train at Union Station. The occasion was the Ottawa Railfans excursion, sponsored by Bill Williams and Al Barr, to Whitney, Ontario, over the line of the former Canada Atlantic Railway. Precisely at 8:30 A.M., E.D.T., the six car train, hauled by CN "A" unit 6779, and consisting of baggage car 9131, cafeteria car 424, and coaches 3241, 3211, 5622 and 5431, left the station to start the twelve-hour, 297-mile round trip.

The line had been built in the 1890s as the Ottawa, Arnprior & Parry Sound Railway, which was a company formed by the amalgamation of the Ottawa, Arnprior & Renfrew Railway, and the Ottawa & Parry Sound Railway Co. The O. A. & P. S. was controlled by the J. R. Booth interests and was, in effect, a westward extension of the Canada Atlantic Railway, to connect with the Great Lakes at Georgian Bay, and so provide a route Eastward from the Lakes via the O. A. & P. S. and C. A. railways.

The O. A. & P. S. reached Arnprior in May, 1893, and after some dispute, crossed the C.P.R. main line at grade, was extended to Madawaska by September, 1894, Cache Lake in May 1895, and to Scotia by the end of 1896. At this time, the O.A.&P. S. amalgamated with the Parry Sound Colonization Railway, and so achieved its connection with Georgian Bay. In 1899 the line was formally absorbed by the parent Canada Atlantic, and in 1905 was sold, with the rest of the C. A. Ry., to the Grand Trunk, finally becoming, in 1923, a part of Canadian National Railways.

After 1940, abandonments took place in the Western portions of the former O. A. & P. S. At first the line was cut near Two Rivers because of a washout, but by 1959 the abandonment had been extended to include the whole line west of Whitney. Passenger service between Ottawa and Barry's Bay survived until 1962, but that too is now gone, so this trip was the first over this line for many of the excursionists.

Leaving Ottawa, the train ran 15 miles on the Beachburg Subdivision, then entered the Renfrew Subdivision on which it continued the remainder of the trip to Whitney. The first stop took place at Arnprior where a runpast was made. The next 45 miles was covered without stopping, while the scenery changed gradually to a more rugged character as the train passed into the Laurentian Shield. After a photo stop at Golden Lake the most spectacular part of the trip began as the line climbed up "Haggarty Pass" on a continuous grade with many curves, reminiscent of the now-abandoned Montfort Subdivision, North of Montreal. The line became more level

(Photograph at bottom of page 152)

THE O.A. & P.S. REVISITED

beyond Wilno, 1021 feet above sea level, but continued gradually upward to more than 1200 feet at Whitney. At Madawaska a movie run was made on the bridge over the Madawaska River, and the participants were afforded the opportunity of inspecting the ruins of the Grand Trunk roundhouse. This structure, which was used for less than twenty years in the 1910-30 period, gave the impression of an ancient Roman ruin rather than a 20th century railroad building. The turntable pit and decaying crossties showed its true origin.

Another 16 miles carried the special to Whitney, the present end of the line. Here, the only shower of the day caused many to remain aboard while the engine and baggage car were turned on the wye, leaving the cafe car to bring up the rear on the return journey. By this time the rain had stopped, and the excursionists spent the half hour remaining, exploring the area. It was seen that much of the rail near the station bore the inscription: CAMMELS TOUGHENED STEEL W 1895 SEC b O A & P S RAILWAY, revealing that this was the original rail with which the line had been laid, nearly seventy years ago, and in continuous use since that time.

Leaving Whitney, the train proceeded East, another run-past was held about 2 miles out of Whitney, then a stop at Barry's Bay to inspect the old wooden water tank, still in good condition, although now, alas, empty. No further stops were made, and as the sun started to set, the train began passing through the suburbs of Ottawa, which was reached at 8:40 PM.

Thus ended a trip which was over new territory for most of us, and the members of the C. R. H. A. who attended sincerely wish the sponsors of the excursion every success in continuing to run these trips, which are most enjoyable and interesting.

1964 SUMMER WORK FUND - Acknowledgments

The Association gratefully acknowledges receipt of the amounts listed opposite, which are contributions to the Summer Work Fund as a result of the recent appeal of the Railway Committee. The purpose of this fund is to provide a labour force recruited from the junior membership during the school vacation period, to paint and restore locomotives and rolling stock for display.

It is still not too late for further contributions. May we urge YOU to send in your donation to the Fund at Box 22, Station B, Montreal 2. Every donation will be acknowledged by mail.

| | |
|------------------------------|-----------------|
| Mr. Charles Viau | \$100.00 |
| Mr. A.J. Adams | 3.00 |
| Mr. Elliott Durnford | 10.00 |
| Mr. Brewster Barry | 10.00 |
| Mr. F.W. Gallagher | 10.00 |
| Mr. William Clarke | 15.00 |
| Mr. Bruce Wilkie | 5.00 |
| Mr. Donald McCartney | 50.00 |
| Southern Printing Co'y | 50.00 |
| Mr. V.H. Coley | 5.00 |
| Anonymous | 25.00 |
| Mr. Osborne M. Taylor | 5.00 |
| Mr. W.R. Donaldson | 10.00 |
| Mr. Neil Robertson | 5.00 |
| Mr. Bill Williams | 56.59 |
| Mrs. Munroe | 2.00 |
| Rocky Mountain Branch ... | 10.00 |
| TOTAL..... | <u>\$371.59</u> |



MONKTON & BUCTOUCHE
RAILWAY

Lot 381

SNOWPLOW FOR A MARITIME SHORTLINE.

A Canadian railway byway was the Moncton & Buctouche Railway, which operated in the Province of New Brunswick between the communities encompassed by its corporate title. 31.8 miles long, the Buctouche & Moncton, as it was originally known, was completed in 1888 and pursued a notably impecunious career until, by then reorganized and renamed, it was taken over by the Canadian government in 1918 to form part of what is now Canadian National Railways.

When icy winds blew in from the Straits of Northumberland, bringing snow in their wake, the M&BR used the services of this snowplow to good advantage; it was built by the renowned car-building firm of Rhodes Curry & Company, of nearby Amherst, N.S., in the early years of the present century.

(Photograph at left)

+:

OUR COVER PHOTOGRAPH

FEW RAILWAY ARTIFACTS are as redolent of the "Gay Nineties" as the narrow-vestibuled passenger car. Confined to a relatively short period immediately preceding the ascendancy of the full-width vestibule, photographs of this feature on Canadian equipment are a rarity. The subject of our cover is a Canadian Pacific sleeping car, "Enoshima", one of a series named imaginatively with an Oriental flavour, and built by the CPR at Montreal in 1893. Subsequently converted into an official car, this unit was most recently car #11, and was recently sold to the Puget Sound Railway Historical Association, in the U.S.A. Another of the same breed was the sleeping car "Calcutta", later E&N "Malahat" and instruction car #56, now preserved at Delson. In the course of seventy seasons, both "Enoshima" and "Calcutta", alas, have lost their narrow vestibules.

OTTAWA, ARNPRIOR & PARRY SOUND PROFILE

AS AN APPENDIX to our account of the Whitney excursion, and the historical summary of the Ottawa, Arnprior & Parry Sound Railway, we reproduce, on the succeeding pages, a mileage and elevation table of the Ottawa-Depot Harbour railway, as prepared for the government in 1915 by the Grand Trunk Railway.

The OA&PS was generally undulating, with a general climb upward from Ottawa to Killaloe. Just west of this station, the railway climbed into the Laurentian Shield, and the most pronounced upgrade was about 50 feet to the mile, or one percent. The highest point on the line was at Mile 319.2, where a maximum elevation of 1,605 feet was reached. Westward, the railway dropped a little over a thousand feet to the western terminal at Depot Harbour, near Parry Sound.

Mileage on the railway was reckoned from the eastern end of the parent Canada Atlantic Railway, at Alburgh Junction, Vermont.

| Miles from Alburgh Junc. | GRAND TRUNK RAILWAY—OTTAWA DIVISION | Elevation above mean sea level |
|-----------------------------|--|--------------------------------------|
| 134.9 | Ottawa, Central station..... | 213.7 |
| 135.8 | Chaudière junction..... | 206 |
| 136.0 | Canadian Pacific Ry., Prescott branch, crossing, Can. Pac. Ry., rail, 207; G. T. Ry., rail..... | 229 |
| 139.3 | Summit, rail..... | 279 |
| 141.5 | Graham Bay station..... | 225 |
| 142.2 | Canadian Pacific Ry., main line, crossing, Can. Pac. Ry., rail, 217.7; G. T. Ry. rail..... | 241.6 |
| 147.5 | South March station..... | 283.1 |
| 153.5 | Carp station..... | 310.3 |
| 154.1 | Carp brook, water, 302; rail..... | 309.7 |
| 161.9 | Kinburn station..... | 311.5 |
| 164.5 | Summit, ground, 345; rail..... | 338 |
| 166.3 | Mississippi river, water, 270; rail..... | 290.0 |
| 166.5 | Galetta station..... | 292.7 |
| 168.8 | Marshall Bay station..... | 312.2 |
| 171.3 | Madawaska river, water, 254; bed, 251; rail..... | 292 |
| 171.6 | Arnprior station..... | 300 |
| 172.0 | Canadian Pacific Ry., main line, crossing, 168.0 miles from Montreal | 300.1 |
| 176.8 | Dochert brook, bed, 369; rail..... | 393 |
| 179.2 | Glasgow station..... | 443 |
| 182.3 | Summit, ground, 503; rail..... | 498 |
| 183.1 | Goshen station..... | 495 |
| 188.0 | Renfrew station..... | 421.2 |
| 189.0 | Renfrew junction, Canadian Pacific Ry., Kingston and Pembroke branch, crossing..... | 402.8 |
| 194.2 | Admaston station..... | 412 |
| 199.9 | Douglas station..... | 437 |
| 202.9 | Caldwell station..... | 495 |
| 210.2 | Eganville station..... | 570 |
| 210.7 | Hurd brook, water, 566; rail..... | 579 |
| 217.9 | Golden Lake, junction with Pembroke branch..... | 590 |
| 218.7 | Golden lake, water (Sept. 19, 1913)..... | 553 |
| 227.1 | Killaloe station..... | 594 |
| 228.7 | Brennan brook, water, 588; rail..... | 597 |
| 235.5 | Wilno station..... | 956 |
| 237.4 | Summit, "Hagarty pass," ground, 1,024; rail..... | 1,021 |
| 242.0 | Barrys Bay station..... | 984 |
| 242.0 | Lake Kamanisseg, water (Oct. 2, 1900)..... | 927 |
| 246.3 | Otter lake, water, 1,021; rail..... | 1,026 |
| 246.7 | Carson lake, water, 992; rail..... | 1,002 |
| 250.2 | Ground, 1,202; rail..... | 1,180 |
| 251.3 | Aylen Lake station..... | 1,157.2 |
| 254.0 | Gun lake, water, 1,166; rail..... | 1,182 |
| 254.3 | Gun brook, bed, 1,166; rail..... | 1,171 |
| 257.0 | Opeongo Forks..... | 1,126 |
| 257.0 | Opeongo river, water, 1,067; rail..... | 1,080 |
| 262.8 | Madawaska river, water, 1,008; rail..... | 1,031 |
| 263.1 | Madawaska station..... | 1,035.0 |
| 266.7 | Egan Estate station..... | 1,093.6 |
| 267.6 | Macaulay Central junction, with Macaulay Central railway..... | 1,053 |
| 268.9 | Bay of Madawaska river, bed, 1,039; rail..... | 1,052 |
| 271.0 | L'Amable brook, water, 1,119; rail..... | 1,134 |
| 271.2 | L'Amable station..... | 1,127 |
| 272.8 | Madawaska river, water, 1,177; rail..... | 1,188 |
| 277.9 | Rapid lake, water, 1,237; rail..... | 1,248 |
| 278.9 | Whitney, junction with Whitney and Opeongo railway..... | 1,268.7 |
| 280.4 | Long lake, water, 1,281; rail..... | 1,290 |
| 282.0 | Summit, ground, 300 ft. east, 1,330; rail..... | 1,320 |
| 286.8 | Rock lake, water..... | 1,281 |
| 289.8 | Rock Lake station..... | 1,292.1 |

| Miles from Alburgh Junc. | GRAND TRUNK RAILWAY--OTTAWA DIVISION | Elevation above mean sea level |
|-----------------------------|--|--------------------------------------|
| 292.2 | Whitefish lake, water, 1,281; rail | 1,294 |
| 295.7 | Lake of Two Rivers, water, 1,289; rail | 1,297 |
| 298.0 | Madawaska river, water (June 23, 1914), 1,294; rail | 1,309.5 |
| 300.5 | Madawaska river, water (June 23, 1914), 1,335; rail | 1,386.0 |
| 301.8 | Cache lake, water, 1,406; rail | 1,414 |
| 302.0 | Algonquin Park station | 1,418.9 |
| 304.8 | Summit, ground, 1,509; rail | 1,497 |
| 305.9 | Source lake, water, 1,467; rail | 1,475 |
| 309.2 | Joe lake, water (June 25, 1914) | 1,381.4 |
| 309.4 | Joe Lake station | 1,395.6 |
| 309.9 | Canoe lake, water, 1,379; rail | 1,393 |
| 310.0 | Canoe Lake station | 1,392.1 |
| 313.9 | Potter lake, water, 1,426; rail | 1,437 |
| 316.3 | Brulé Lake station | 1,470.7 |
| 319.2 | Summit, highest point on the line, rail | 1,605.0 |
| 319.8 | Stream, water, 1,517; rail | 1,546.6 |
| 322.5 | Rainy lake, water, 1,438; rail | 1,452 |
| 324.2 | Rainy Lake station | 1,452.2 |
| 325.0 | Rainy river, water, 1,432; rail | 1,439 |
| 328.1 | Summit, ground, 200 ft. west, 1,536; rail | 1,527 |
| 328.3 | Round lake, water, 1,510; rail | 1,518 |
| 333.0 | Cashman brook, water, 1,355; rail | 1,433 |
| 333.6 | Ravensworth station | 1,411.7 |
| 335.9 | Tonawanda river, water, 1,261; rail | 1,292.9 |
| 337.1 | Lake, water, 1,260; rail | 1,267 |
| 340.8 | Kearney station | 1,109.8 |
| 346.2 | Scotia, junction with Toronto and North Bay division | 1,081.8* |
| 349.4 | Government road crossing | 1,143 |
| 350.6 | Summit, ground, 1,151; rail | 1,146 |
| 351.7 | Mud Lake siding | 1,138 |
| 355.1 | Depression, bed, 1,013; rail | 1,028 |
| 357.1 | Sprucedale station | 1,074.5 |
| 360.1 | Whitehall station | 1,097.8 |
| 363.7 | Bear Lake station | 1,038.3 |
| 364.1 | Bear lake, water | 1,030 |
| 366.6 | Seguin river, water (Aug. 7, 1914), 969.5; rail | 980.6 |
| 369.2 | Seguin Falls station | 962.8 |
| 369.7 | Seguin river, water, 936; rail | 979.7 |
| 373.8 | Lake, water, 950; rail | 961 |
| 374.7 | Diamond lake, water, 892; rail | 896 |
| 375.1 | Edgington station | 891.3 |
| 377.7 | Branch of Seguin river, water, 746; bed, 739; rail | 775 |
| 377.7 | Marsh, Maple and Duck lakes, water | 746 |
| 378.5 | Maple Lake station | 797.0 |
| 380.9 | Beatty siding (summit), ground, 914; rail | 901.2 |
| 384.1 | Pender lake, water, 839; rail | 851 |
| 386.8 | Falding station (closed) | 770 |
| 388.1 | Otter Lake station | 736.9 |
| 389.0 | Otter lake, water | 681 |
| 389.5 | Boyne river, water, 681; bed, 678; rail | 688 |
| 389.8 | Potabawinnana lake, water | 676 |
| 390.6 | James Bay junction, with Canadian Northern Ry., Toronto and Capreol | 686.3 |
| 391.1 | Canadian Northern Ry., Toronto and Capreol, crossing, C. N. Ry., rail, 686; G. T. Ry., rail | 660 |
| 391.1 | Canadian Pacific Ry., Toronto and Sudbury, crossing, Can. Pac. Ry., rail, 684; G. T. Ry., rail | 659 |
| 392.1 | Boyne river, water, 623; rail | 635 |
| 393.8 | Rose Point station | 600.2 |
| 396.6 | Depot Harbour station | 590 |
| | Lake Huron, mean water (1871-1900) | 581 |

CREDIT VALLEY MEMOIRS

by ALFRED PRICE*

*These memoirs were written in 1926 by Mr. Price, following his retirement from the post of General Manager, Eastern Lines, of the Canadian Pacific Railway Company, and are now published for the first time.



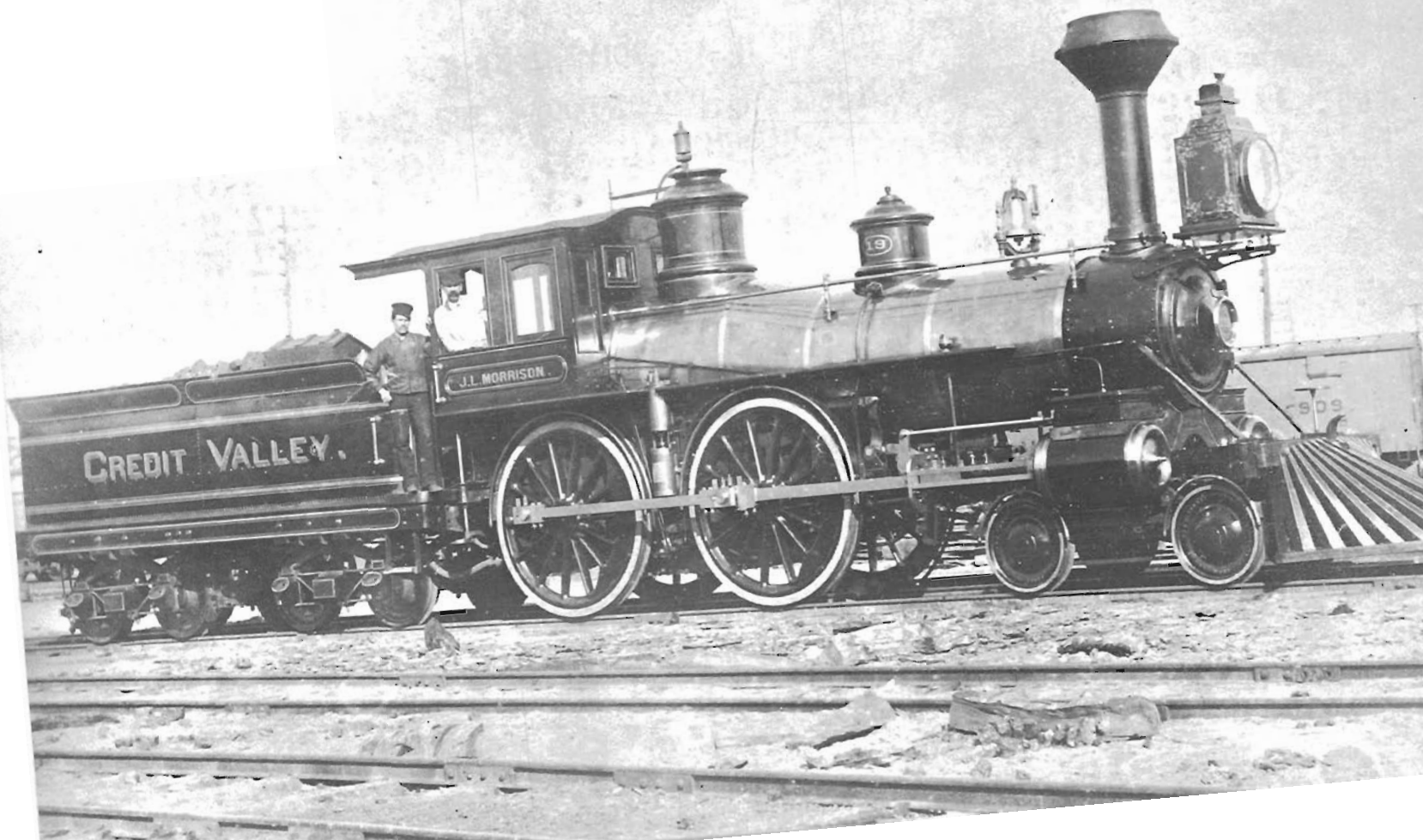
GEORGE LAIDLAW, after having taken the leading part in the construction of the Toronto, Grey & Bruce and the Toronto & Nipissing railways (the former now that portion of the Canadian Pacific Railway between Toronto and Owen Sound and west of Orangeville, and the latter the line of Canadian National Railways between Toronto and Coboconk) foresaw the advantages to the City of Toronto and to the people living west thereof, of a railway from Toronto to Woodstock, Ingersoll and St. Thomas, connecting with the Michigan Central, and also north from Streetsville Junction to Orangeville and Elora.

A great amount of preliminary work was necessary, and Mr. Laidlaw, with characteristic energy wrote pamphlets to the various municipal bodies and to representative farmers and others along the proposed routes, setting forth the advantages to them of a railway that would enable them to get their produce to the City of Toronto and their supplies from there. He also travelled extensively throughout the territory delivering speeches urging his hearers to render financial aid to the enterprise. As a result, bonuses were granted by the municipalities and townships amounting to \$750,000; the City of Toronto also subscribed \$350,000 and the Province of Ontario \$3,000 per mile, the latter sum amounting to approximately \$525,000.

On February 15th, 1871, a charter was secured from the Provincial Government for the construction of the railway, and men were sent out to arrange for the necessary right-of-way on the most favourable terms possible. In the meantime Mr. Laidlaw was obliged to go to London to secure rails and fastenings, and notwithstanding the most strenuous opposition on the part of the Grand Trunk interests, he, with the aid of the Hon. Edward Blake, succeeded in getting on credit what were required for the undertaking.

Railway building in those days was a strenuous job, and the man who undertook it had no bed of roses. The building of the Credit Valley was no exception to this rule. Hampered for the want of funds, opposed by existing railways in its efforts to secure an entrance to the City of Toronto, a strike of all its employees around Toronto in 1880 and innumerable other obstacles made the task one of almost insurmountable difficulty.

RIGHT: Typical of the motive power of the Credit Valley Railway was the handsome 4-4-0 "J.L. Morrison", named after one of the original directors of the road. It was built by Kingston (#234) in 1881. (OSAL)



Credit Valley Railway

Running in Connection with Port Dover Railway.

NO. 2 TIME TABLE, NO. 2.

Taking effect Monday, 9th September, 1878.

| Miles. | GOING EAST. | | STATIONS. | GOING WEST. | | Miles. |
|--------|-------------|-------|------------------------------------|-------------|-------|--------|
| | No.1. | No.3. | | No.2. | No.4. | |
| | A.M. | P.M. | | A.M. | P.M. | |
| 0 | 7.40 | 4.00 | Dep. Ingersoll. | 9.15 | 5.25 | 10 |
| 2 | 7.45 | 4.05 | × Centreville. | 9.10 | 5.20 | 8 |
| 3 | 7.55 | 4.15 | Beachville. | 9.00 | 5.10 | 5 |
| 10 | 8.10 | 4.30 | Woodstock. | 8.45 | 4.55 | 0 |
| — | 8.15 | 4.35 | Arr. Woodstock, P.D.&L.H.R'y. Dep. | 8.40 | 4.50 | — |

× Flag Station—Will stop on signal.

C. LAIDLAW,

September, 1878.

Managing Director.

CREDIT VALLEY RAILWAY (cont'd)

In 1876, just fifty years ago, the Directors were:

| | |
|---------------------------|-------------------------------|
| George Laidlaw, President | C.G. Campbell, Vice President |
| John Gardner | John Macnab |
| James L. Morrison | R.W. Elliott |
| Angus Morrison | William Arthurs |
| Robert Hay, | |

and there does ~~not appear to have~~ been many changes in the personnel of the Board during the time that the Credit Valley existed as a separate corporation.

The railway was then under construction, and three years later, on September 19th, 1879, it was formally opened by His Excellency the Marquis of Lorne, who was at that time the Governor General of Canada. The ceremony took place at Milton, the Chairman being Hon. George W. Allan, Chairman of the Trustees of the Municipal Trust Fund of the Credit Valley Railway. A large number of Directors and business men from Toronto and other parts of Ontario were present, the whole party having gone out from Toronto on a special train pulled by the C.V.R. engine "R.W. ELLIOTT", built at Kingston. Arches had been erected at Cooksville, Streetsville and Milton, all of which as well as the locomotive were bedecked with flowers and evergreens. Besides the parties named and designated, the following officers of the Company were present:

| | |
|----------------|------------------------|
| James Ross, | General Superintendent |
| J.C. Bailey, | Chief Engineer |
| J.H. Barber, | Assistant Engineer |
| H.S. Holt, | Assistant Engineer |
| H.E. Suckling, | Secretary-Treasurer. |

The railway had several uncompleted gaps, but a little later in the year the bridge over the Grand River at Galt and the branches north of Streetsville Junction were ready for traffic so that regular services were established between Parkdale and Ingersoll and between Streetsville and Orangeville and Elora. However, before the formal opening regular trains were running between Milton and Parkdale, and a bus service between Parkdale and the Toronto Union Station carrying about six hundred passengers per day to and from the Toronto Exhibition. It was not very long after the formal opening until most all of the men employed in the vicinity of Toronto went on strike for wages which were four months in arrears; after being away but a few days, the Company raised sufficient funds with which to pay them and they returned to their work.

But there were other signs of poverty. Sometimes the railway was so hard up and its credit gone that the officers were at their wit's end to keep a supply of coal on hand for the use of their engines. Then Peter Stephen would be sent down to the Grand Trunk yard to see what he could do to induce the yardmen to place a car of coal on the interchange track. This plan succeeded for a time, but there was a stop to this mode of keeping up a supply of Credit Valley fuel. Perhaps the owners objected to being filched of their coal, or possibly the yardmen became unreasonable in their demands. In any case, the Company was hampered, even to the extent of delaying passenger trains until arrangements could be made with "Paddy" Burns to send some coal up to the Parkdale station in



CREDIT VALLEY RAILWAY (cont'd)

carts, and there to shovel it into the tender of an outgoing locomotive, which would be standing coupled to the cars with passengers aboard, and all ready to pull out.

There were many amusing experiences in the office of the Treasurer, Mr. Suckling. He had between his desk and the office door, a number of screens so arranged that a person having any business with him would have to talk around them, or thread his way through. One day, however, a great, husky, bullying navy from the grading gang came to town, and instead of observing the usual formalities, he simply plunged through the screens, knocking them down and smashing them. As he reached the surprised Treasurer, he demanded in thundering tones that he disgorge enough cash to satisfy his claim for wages. For a moment, Suckling thought that his hour had come but his assistant, Ross Mackenzie, a giant in stature and strength and, with Suckling, a member of the championship team of the Toronto Lacrosse Club, hove in sight, and grabbing the obstreperous individual by the scruff of the neck and the seat of the pants, ran him out of the office and hurled him down the stairs!

There was considerable talk in those days of a snow plough that had been invented at Orangeville by a man by the name of Jull. The Postmaster at Toronto, John Leslie, had acquired some interest in the plough and arrangements were made by him with the Credit Valley officers to demonstrate its practicability. The plough was not ready for the test until the last snow of the season had fallen; nevertheless, it was sent to Parkdale, and a gang of men went into fence corners and other shady places, and with their shovels brought forth enough snow for the demonstration. Up to that time, the Credit Valley had used only "bucking" ploughs, and it was claimed that the new plough represented quite a distinct advance in principle over the old one; that by placing a locomotive at the rear, coupling it up, connecting the steam with the plough and pushing it close against the snow, the front end with a series of knives would revolve, reduce the snow to powder and throw it through a funnel over the right-of-way fence: The test was pronounced a success, and from the modest little rotary plough that demonstrated its power over the elements on that day over forty-five years ago, the enormous steel rotary plough of today was evolved.

On March 25th, 1883, the railway secured a Dominion charter and on November 30th of the same year, the Ontario & Quebec Railway, which had been completed between Toronto Junction and Smiths Falls; the Toronto, Grey & Bruce Railway; and the Credit Valley Railway were consolidated under one management. Of course, the Canadian Pacific Railway was in control, but it was not until the following year, January 1884, that the amalgamated railways were absorbed by it.

(continued p. 153)

LOCOMOTIVE and "FIRE WATER" (Left)

Even the thought that our readers might think that we had abandoned our allegiance to the principles of temperance did not deter us from publishing this interesting photograph in this issue. It shows Grand Trunk Railway 2-6-0 No. 517 coupled to a car of fire-water. The latter was consigned to a gentleman in Vancouver who, we presume, must have been planning an enormous binge! While we cannot be sure of this, we do know that No. 517 was built at Point St. Charles Works in 1881, had 18x26" cylinders and 63" drivers, carried 140 pounds pressure, was renumbered 2410 in 1910 and was scrapped prior to 1923. :::::

CREDIT VALLEY RAILWAY (concluded)

It was in 1883 that the track connections were made between the Credit Valley and the Ontario & Quebec railways at Toronto Junction, and a set of telegraph instruments were installed in a little shack placed for the purpose, approximately on the site of the present passenger station at West Toronto. At that time, there were no streets nor houses for miles around, except an occasional farm house. This is mentioned simply for the reason that since then a marvellous development has taken place in that section of the City of Toronto, and it is hard to realize that only a little over forty years ago, West Toronto was nothing but farms.

When the Credit Valley began running trains, they were operated with what was then regarded as modern equipment, but before long many new devices were introduced. The old "pin and link" coupling was superseded by the automatic draw bar; what was then known as the "Armstrong" brake, a system whereby the speed of trains was controlled by hand, gave place to the Westinghouse air brake and instead of passenger cars being heated by stoves, Baker heaters were installed. A couple of antiquated parlour cars were bought from the New York Central and placed on the run between Toronto and St. Thomas. The rear ends were rounded and when repainted and renamed "Victoria" and "Humber", they were quite popular. However, in time, the sills rotted and they were withdrawn and tied up in the Parkdale yard where they remained until they became the property of Canadian Pacific. One day, Mr. Van Horne was passing through the yard with Car Foreman Joe O'Brien, saw the cars and asked about them, and when told of the condition they were in said, "Burn the damned things!" and before he had left the premises, the order was carried out.

The President, George Laidlaw, who was instrumental in building of no less than four railways in Ontario, the Toronto, Grey & Bruce, the Toronto & Nipissing, the Credit Valley -- all converging on Toronto -- and the Victoria Railway from Lindsay to Haliburton, and to whose faith, energy, perseverance and force of character, Toronto owes more than to any other one man her present commercial supremacy in the Province of Ontario, retired to his farm on Balsam Lake near Coboconk after the Credit Valley had been taken over, and lived quietly there until 1889, when he passed away at the comparatively early age of sixty one. His name is almost forgotten now, but his monument is 675 miles of railway throughout some of the most productive parts of Ontario, and all doing tribute to the City of Toronto.

CANADIAN PACIFIC'S NEW TORONTO YARD OPENS JUNE 16TH

Canadian Pacific Railway opened its new \$15,000,000 electronic and computer-controlled hump yard at Agincourt, near Toronto, on Tuesday, June 16th. The opening took place at a spectacular ceremony in which a 90-foot, tri-level automobile carrier was released to break through a barricade of five hundred helium-filled balloons which were sent skyward to mark the inauguration of what is claimed to be Canada's most modern railway yard. Signal for the release of the car was given by Senator J. J. Connolly, Government leader in the Senate, who substituted for Transport Minister John W. Pickersgill. Those in attendance included the President of Canadian Pacific, Mr. N.R. Crump, directors and officers of the Company and 500 invited guests.

(continued on opposite page)



The public works director of the City of Montreal recently announced that tunnelling of the city's rapid-transit underground "Metro" system has almost reached the half-way mark, two years after work commenced in May, 1962. More than six miles of the projected 15.1-mile initial system have been completely excavated; four miles of the excavations have been concreted and work is going on apace at the station structures.

Excavation of all of the "east-west" Line No. 1 is now under contract. In the shopping area, this route follows Burnside Street and as a consequence, much of this thoroughfare is closed to traffic. Street diversions are in place where main streets cross the route at right angles, such as at Bleury and Atwater; at the latter, use of the "cut-and-cover" principle for the Metro station enables the track area to be observed in open air during the construction stage.

Contracts have now been let for all of the "north-south" Line No. 2, except that portion in the downtown area. The city authorities expect that the first contracts for Line No. 4 -- to connect the city with the International Exposition site in the St. Lawrence River and with the city of Longueuil on the south shore -- will be awarded following opening of tenders on June 23rd.

Construction has been under way for some time on the yard and shop facilities at Cremazie and St. Lawrence, on the site of the former Youville general repair shop of the Montreal Transportation Commission; the basic track diagram for the new facility is shown on page 153. Due to the utilization of the pneumatic running gear principle, it is apparently necessary to shelter all above ground tracks from direct precipitation; as a consequence, all of the Youville yard layout is to be covered with pre-cast concrete form roof supported upon steel framing, as illustrated on page 152. Much of this structure has now been completed. Delivery of the rolling stock and other supplies by railway is evidently anticipated, as Canadian National Railways has completed a siding from the l'Assomption Subdivision into that part of the MTC property north of Legendre Street, with provision to connect across the street with the Metro.

CPR'S NEW TORONTO YARD (continued)

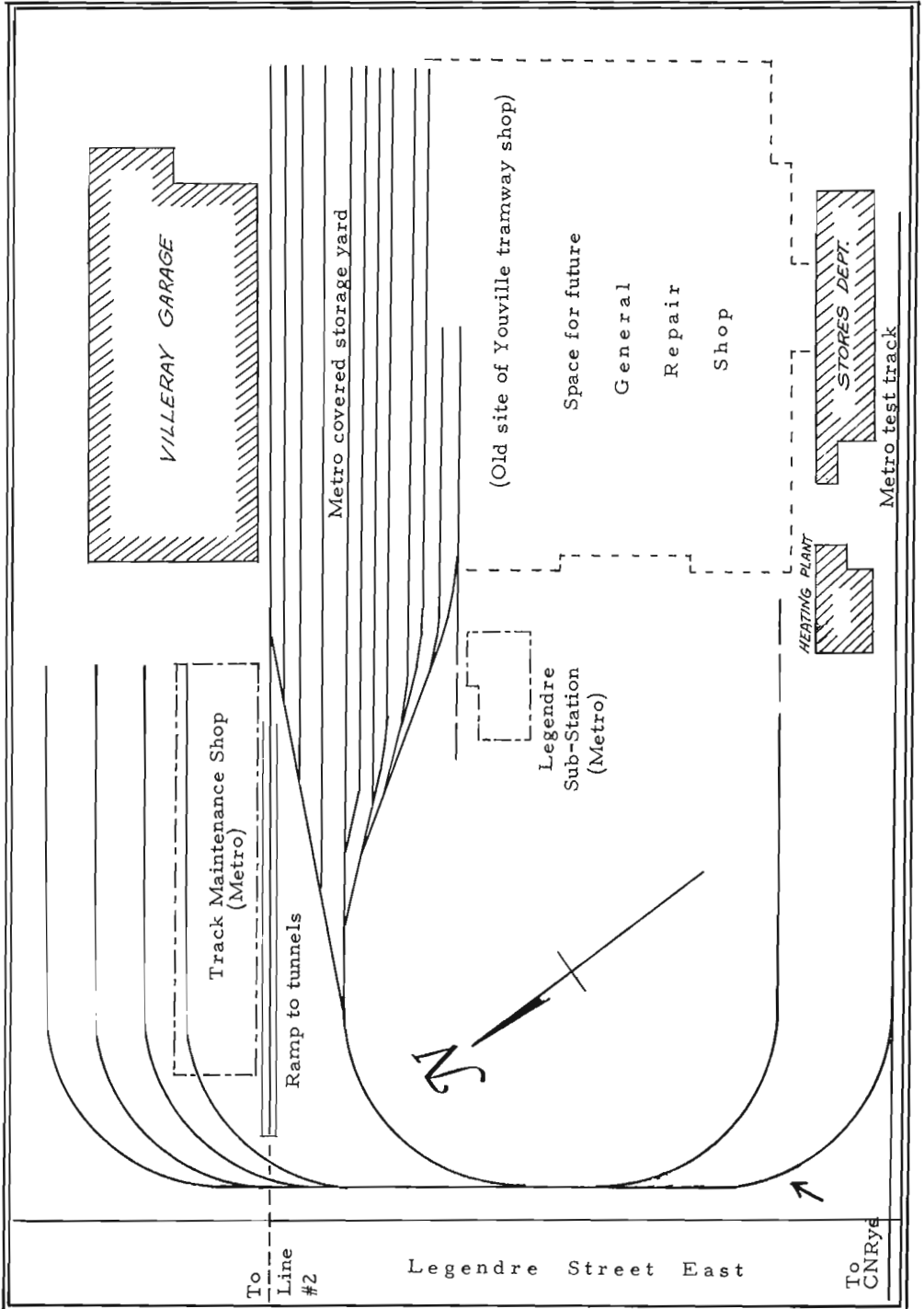
The new yard makes use of such space age industrial aids as an electronic computer, radar, television, radio, microwave, and a number of automatic and remote-control devices. Enlistment of such advanced technology will enable Canadian Pacific to cut in half the time required to handle cars passing through the greater Toronto area. It is the fifth "push button" type yard to be placed in service in Canada in recent years, the other facilities being CP's St. Luc Yard at Montreal, and CN's Montreal, Moncton and Winnipeg yards.

The yard contains 90 miles of track and 311 switches, with capacity for more than 5,000 freight cars. It occupies 432 acres and employs 820 individuals. The customary "hump" leads to a 63-track classification yard. Speed of cars on the hump is governed by electronic readings on a car's "rollability", its weight, the track into which it is being directed, and the number of cars already in that track; these factors are all "considered" by the computer and the speed of the car regulated accordingly by the retarders. Locomotive and car repair facilities complete the complex.



LEFT (Top): Roof superstructure for exposed Metro tracks along Legendre Street in Youville Yard. Angle of photograph is shown by arrow on diagram below. (At lower right). (Photo by Robert Hallyard)

LEFT (Bottom): OA&PS REVISITED. Canadian National unit No. 6779 approaches during runpast just east of Whitney on the May 24th excursion described elsewhere in this issue. (Photo by Denis Peters)



Notes & News

- * Passenger service may be slowly on the decline in North America, but it is making headlines in other parts of the world. A recent clipping from the "Japan Times" sent in by our Far East Representative reports that only one region, the Kansai Area of the Japan National Railways, is to get no less than 2,986 extra trains this summer! The report goes on to say that the total mileage of all of the extra trains thus set up will represent a twelve percent increase over last year.....

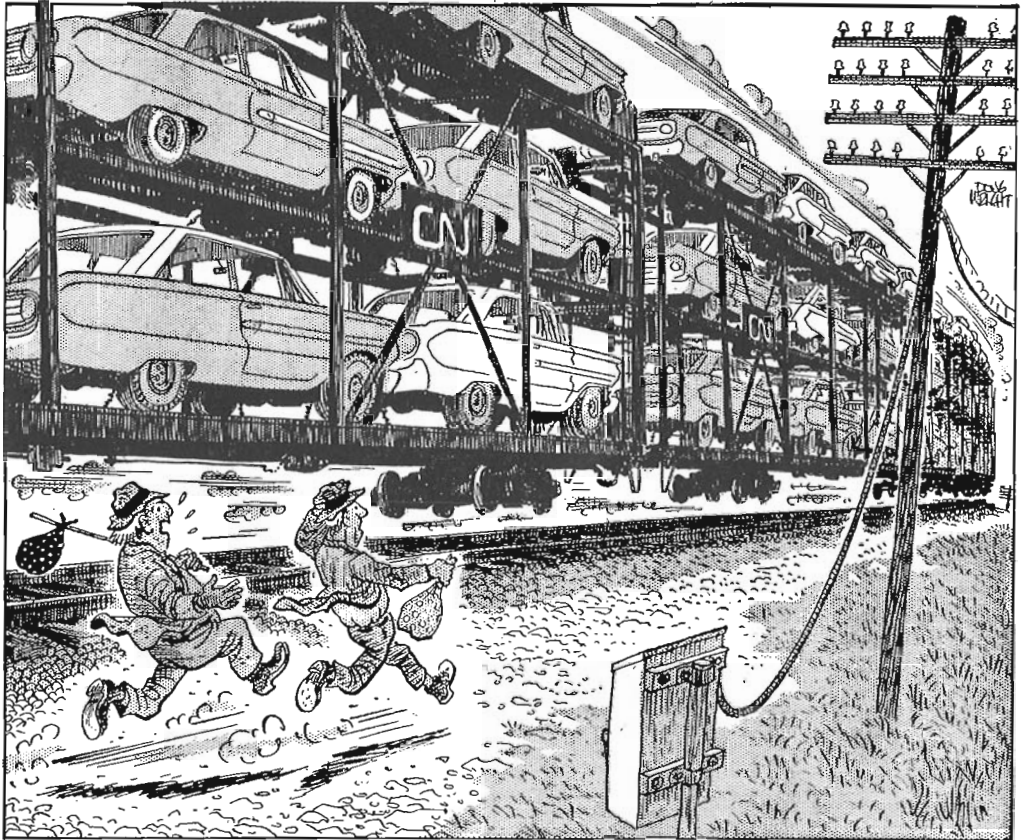
- * Resplendent in a new paint job, Canadian Pacific D-10 4-6-0 No. 894 left Montreal in the beginning of June bound for Kitchener, Ont., where it is to be put on display as a civic project.

- * By contrast, a rusty and unpainted Canadian National 4-8-4, No. 6200, was sent to Ottawa about the same time where it is to be placed on the site of the proposed National Museum of Canada, near Sussex Street. It is reported that the authorities wished to place the engine in situ before Canadian Pacific removes its facilities completely from Sussex Street. It is understood that the engine will be restored and repainted when the display opens to the public, understood to be still some time in the future.

- * Canadian Pacific is taking delivery of its 8200 class General Motors diesel-electric road switcher locomotives. Up to the beginning of June, units 8202 to 8209 had been delivered and placed in service.

- * Long-dormant equipment from the Morrissey, Fernie & Michel Railway (Michel to Coal Creek, B.C.) is finding new homes. Several wooden coaches have been moved to Calgary, and are being refurbished at Ogden Shops of the CPR for the projected Calgary pioneer park railway. Motive power is reported to be Canmore Mines Limited 0-6-0 No.3, a former CPR U-3 class switcher. It is said that the engine's mechanical condition will preclude operation under steam, and that it will be propelled by a diesel power plant! The MF&M diesel (Baldwin 73042, October 1946) a 660-h.p. unit, has been purchased by Johnston Terminals at New Westminster, B.C. This pier, located across the Fraser River from the "Royal City" handles cargo to and from Alaska. The engine is painted black and still lettered MF&M No. 1. Peter Cox, who sends in this report, observes that all the Baldwin diesel-electric locomotives in Canada are now located in and around Vancouver.

- * Railway Week in Belleville, Ontario, to be held during the last full week of June, will feature twice-daily trips by CN 4-8-4 No. 6167 from Belleville to Anson Junction and other points. A number of steam locomotives will be on display including 4-8-4 No. 6400, 4-6-4 No. 5700 (alias 5703), 4-4-0 No. 40 and 0-6-0T No. 247. The observance is being held to mark the removal of railway tracks from downtown Pinnacle Street.



"After all these years we've ridden in their dirty old gondolas, when they finally get some decent accommodation for us they run it so fast we can't get on!"

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