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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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FRONT COVER: One day in the 1950's, the morning train from Yarmouth to Halifax Nova Scotia paused at Annapolis Royal in Nova Scotia's picturesque and historic Annapolis Valley. The train consisted of a single Budd car, number 9059, which was lettered "Dominion Atlantic".

Photo by Jim Shaughnessy.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

Half a Century of Incorporation of the CRHA

Fifty years ago, a number of members of the nine-year-old Canadian Railroad Historical Association, realizing the importance of the preservation of railway history, applied to the Secretary of State of Canada for a Federal Charter. This important document was granted, by Letters Patent under the seal of the Secretary of State, on August 22, 1941. Having a Federal Charter, the CRHA was transformed from a local, unincorporated enthusiasts group, into a corporation with powers to operate anywhere in Canada. The aims and objectives of the Association, as defined in the Letters Patent, and here printed in bold type, have remained the same for half a century. To commemorate this significant anniversary to our Association, we reprint the entire Letters Patent as issued in 1941. All eight of the original incorporators are now gone, but their foresight created the nationwide CRHA we know today.

CANADA

By the Honourable Pierre Francois Casgrain
SECRETARY OF STATE OF CANADA,

To all whom these presents shall come, or whom the same may in any wise concern,

GREETING:

Whereas, in and by Part II of the Companies Act, 1934, it is, among other things, in effect enacted that the Secretary of State of Canada may, by Letters Patent, under his Seal of Office, grant a Charter to any number of persons, not less than three, who having complied with the requirements of the Act, apply therefor, constituting such persons, and others who thereafter become members of the Corporation thereby created, a Body Corporate and Politic without share capital, for the purpose of carrying on in more than one province of Canada, without pecuniary gain to its members, objects of a national, patriotic, religious, philanthropic, charitable, scientific, artistic, social, professional or sporting character, or the like, upon the applicants therefor establishing to the satisfaction of the Secretary of State of Canada, due compliance with the several conditions and terms in and by the said Act set forth and thereby made conditions precedent to the granting of such charter.

AND WHEREAS, JOHN LOYE, FREDERICK JAMES McCLURE and DONALD FORBES ANGUS, Gentlemen, WILLIAM GRAHAM COLE, Machinist, WILLIAM ERNEST FOSTER, Sales Engineer, and MABEL ELIZABETH BEVINGTON, Librarian, all six of the City of Montreal, in the Province of Quebec, CHARLES VIAU, Accountant of the City of Outremont, in the said Province of Quebec, and CHARLES LOUDON TERROUX, of the City of St. Lambert, in the said Province of Quebec, Manager, have made application for a Charter under the said Act, constituting them, and others as may become members in the Corporation thereby created, a Body Corporate and Politic, under the name of

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION for the purposes hereinafter mentioned, and have satisfactorily established the sufficiency of all proceedings required by the said Act to be taken, and the truth and sufficiency of all facts required to be established previous to the granting of such Letters Patent, and have filed in the Department of the Secretary of State a duplicate of the Memorandum of Agreement executed by the said applicants in conformity with the provisions of the said Act.

NOW KNOW YE, that I, the said Pierre Francois Casgrain, Secretary of State of Canada, under the authority of the hereinbefore

in part recited act, do, by these Letters Patent, constitute the said JOHN LOYE, FREDERICK JAMES McCLURE, DONALD FORBES ANGUS, WILLIAM GRAHAM COLE, WILLIAM ERNEST FOSTER, MABEL ELIZABETH BEVINGTON, CHARLES VIAU and CHARLES LOUDON TERROUX and all others who may become members in the said Corporation, a Body Corporate and Politic without share capital, by the name of **THE CANADIAN RAILROAD HISTORICAL ASSOCIATION** with all rights and powers given by the said Act and for the following purposes and objects, namely:-

The collection, the preservation, the exhibition and distribution of information, relics, documents and other historical matter, relating to railways, locomotives and any other means of transportation in Canada for the mutual benefit of collectors of Canadian transportation history.

The operations of the Corporation to be carried on throughout the Dominion of Canada, and elsewhere.

The head office of the said Corporation will be situate in the City of Montreal, in the Province of Quebec.

AND IT IS HEREBY ORDAINED AND DECLARED that the By-laws of the said Corporation shall be as follows:-

[By-law Number 1 was modified by various revisions, the most recent of which came into effect in 1986.]

AND IT IS FURTHER ORDAINED AND DECLARED that the business of the said corporation shall be carried on without the purposes of gain for its members and that any profits or other accretions to the corporation shall be used in promoting its objects.

That the said JOHN LOYE, WILLIAM ERNEST FOSTER and CHARLES LOUDON TERROUX are to be the first directors of the said corporation.

GIVEN under my hand and seal of office at Ottawa, this Twenty-second day of August, 1941.

(Signed) " W. P. O'MEARA "
 Acting Undersecretary of State

(S E A L)

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA

Rails To Levis

By Douglas N.W. Smith

On April 3, 1991, the National Transportation Agency authorized CN to abandon the 9.1 miles section of its Montmagny Subdivision between Harlaka and Saint Romuald via Levis. Today, the primary user of this trackage is the "Ocean" and "Chaleur" passenger trains operated by VIA Rail. For many passengers, the views of historic Quebec City afforded by this riverside trackage is one of the scenic highlights of any trip between Montreal and the Maritimes. In the latter half of the nineteenth century, four railway companies, including one which never connected with this line, played major roles in the construction of this piece of trackage.

The first railway to serve the Quebec City area was the Quebec & Richmond Railway. Completed in 1854, this line stretched from Richmond to Point Levis¹ on the banks of the St Lawrence River just opposite the provincial capital. Shortly after the completion of the line, the Grand Trunk (GT) took over the company².

The citizens of Quebec, however, were not happy with their railway situation. The economic development of the ancient capital depended upon cheap transport. While Montreal was favoured with being on the main line of the GT, Quebec City was handicapped by having its rail connection terminate on the far bank of the St Lawrence River. This meant that all goods and passengers had to be transshipped using ferries in summer and sleighs in winter. In between seasons, life and commerce were forced to make the crossing in canoes dodging shifting ice flows.

Seeking to improve their competitive position, various Quebec merchants sought and received a charter from the legislature of the Province of Canada in 1853 for the North Shore Railway³. The charter empowered the company to build a line from Quebec City to Montreal where connections would be made with the railways serving the hinterland. By this step, it was hoped that Quebec City would be able to attract traffic to her port and new manufacturers.

Similar to many railway projects of the period, this one foundered for lack of sufficient financial investment. As private enterprise failed to build the desired line, the province took over the North Shore Railway in 1875 making it part of the Quebec, Montreal, Ottawa & Occidental Railway (QMO&O)⁴. The QMO&O was expected to revive the fading fortunes of the port of Quebec by giving the trade of the Canadian west a rail outlet to Quebec City. The QMO&O was to run from Quebec City to a point north of Ottawa where a junction would be made with the Canada Central Railway. The Canada Central would provide a connection to the projected eastern terminus of the Canadian Pacific Railway near Lake Nipissing.

The portion of the QMO&O line between Montreal and Aylmer via Hull was completed in 1877. Two years later, the line from Quebec to St Martin Junction, a point near Montreal, was finished⁵. After the initial celebrations, the provincial government found little satisfaction with the railway. The province had spent

money freely during the 1870's to build the QMO&O and to subsidize the construction of new railway lines across the province. The interest on the large amount of debt generated by this railway policy coupled with the operating losses incurred by the QMO&O placed the province in a precarious financial position. When J. A. Chapleau became premier in 1879, he stated that a major policy of his government would be the sale of the QMO&O. In October 1880, Chapleau wrote to Prime Minister Macdonald that unless the QMO&O were sold, the province would experience a financial disaster.

Chapleau began negotiations with several interested parties, One of these was the GT. In March 1881, Joseph Hickson, the General Manager of the GT, complained to Prime Minister Sir John A. Macdonald, "*Your Quebec friends would not listen to reason last year and asked a price for their railway [the QMO&O] which it was impossible for anyone who ever intended to pay to give. They rely on the Dominion Government helping them or forcing the Canadian Pacific to buy. Is either thing to be done?*"⁶

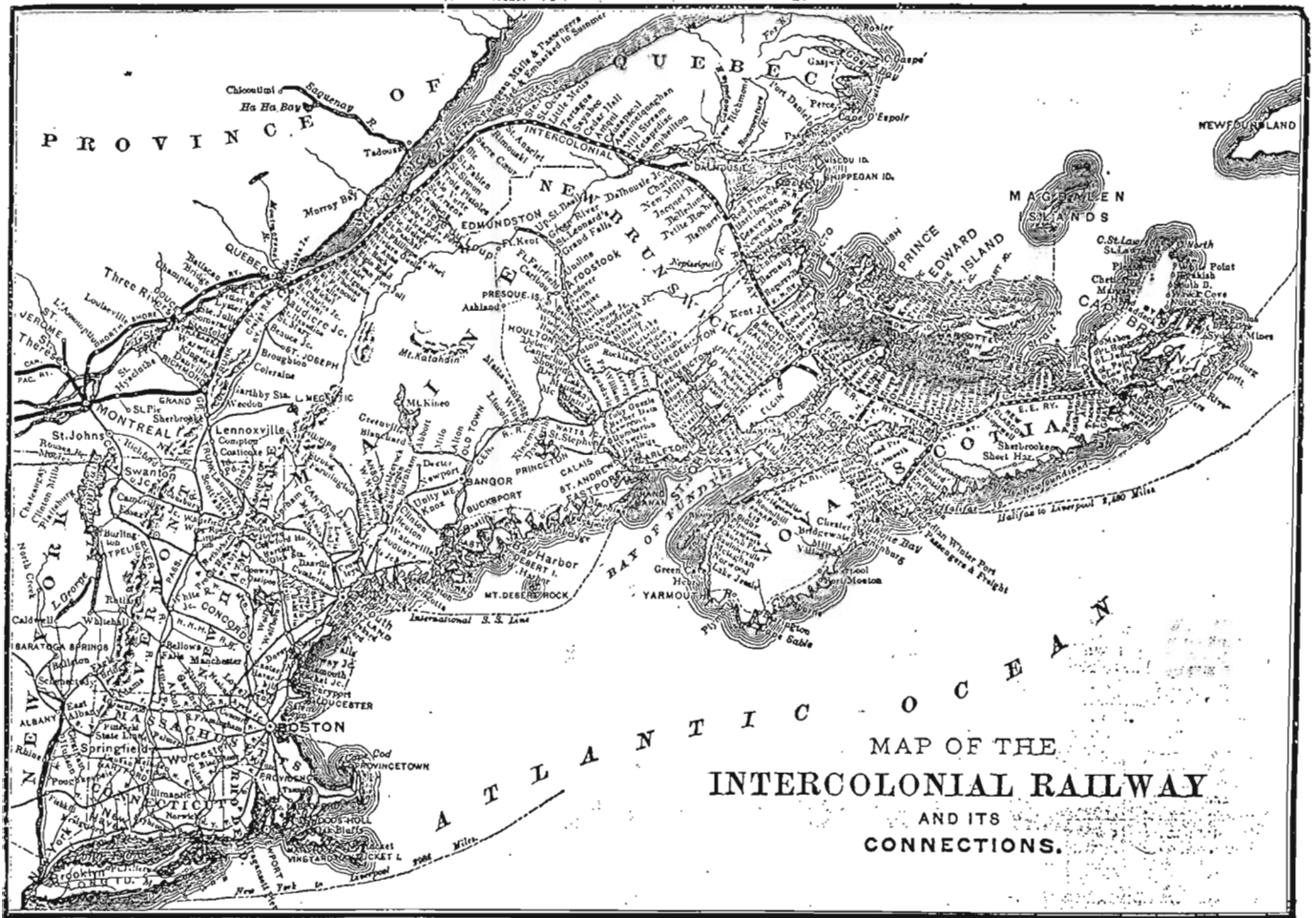
Sir John's response was unusually direct: "*The Dominion government certainly won't buy the Quebec Railways. What the syndicate [CP] may do, I don't know. The Quebec Government must dissolve the legislature after the next session and if they get a new lease of power will probably try to sell their railway.*"⁷

Before considering the next stage in the history of the QMO&O, the history of the extension of the ICR to Levis must be considered. The first step was undertaken by the GT. As part of the scheme to develop a railway line that ran the length of the Province of Canada, the GT incorporated the Grand Trunk Railway Company of Canada East (GTRCCE) in 1852⁸. This company had the right to build from a point on the south shore of the St Lawrence opposite Quebec City to Trois Pistoles.

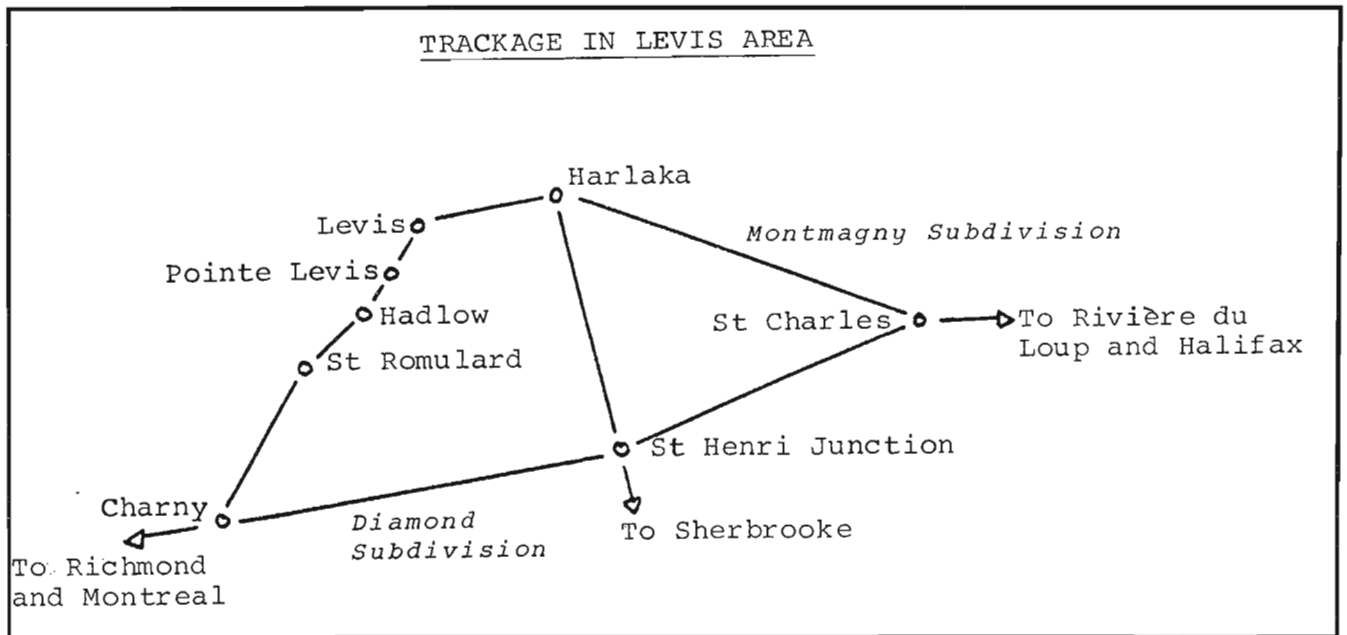
Rather than push construction eastward from Pointe Levis which would have involved securing a right of way through Levis, the GT elected to begin construction of the GTRCCE from a point seven miles west of Pointe Levis known as Chaudiere Curve, the present day community of Charny. In July 1860, the GT completed the line to Riviere du Loup which was destined to be the easternmost point reached by the GT.

The Riviere du Loup branch proved to be singularly unremunerative operating through an area with little industry. The line remained a neglected portion of the GT until the completion of the ICR between Riviere du Loup and Halifax in 1876. Rather than terminate its trains at Riviere du Loup, the ICR negotiated a running rights arrangement with the GT whereby GT locomotives would haul the ICR trains through to Pointe Levis⁹.

The condition of the Riviere du Loup-Chaudiere line became a source of friction between the two companies. The GT declined to replace the old iron rails with new steel rails as it alleged the remuneration it was receiving from the ICR was not



ABOVE: 1888 map showing the Intercolonial Railway and connections. The North Shore Railway is still shown separately although by then it was part of the CPR. Collection of Fred Angus.



sufficient to justify the expenditure. The ICR fumed about the poor condition of the line and the inferior service it was receiving from the GT at the Pointe Levis terminus.

On June 22, 1878, Joseph Hickson, the General Manager of the GT, wrote to Prime Minister Alexander Mackenzie, in his capacity as Minister of Public Works:

"The Company [the GT] is not in a position to secure the means, even if it were perfectly equitable to expect them to make important improvements upon the [Riviere du Loup] line."

"As I mentioned at the interviews which have taken place between us, the Grand Trunk Company has already expended a large sum of money in perfecting the route via Portland, [Maine,] a course which was indispensable if communication to and from the steamers carrying mails, and European traffic in winter was to be kept open. The expenditure was certainly of great advantage to Canada."

"To a very great extent the traffic which is now sent over the Riviere du Loup line, to and from the Intercolonial Railway, was previously forwarded by Island Pond, Danville Junction and Portland."

"The necessity for important alternations upon the Riviere du Loupline has arisen entirely out of the opening of the Government railway . . . The interest of the Grand Trunk Company could never be promoted by the placing of obstructions in the way of the business passing over their system and from the Intercolonial, and it is a fact, as you are aware, that since the opening of the Government road, the rates being equal by both routes [ICR to the Maritimes and GT to Portland], the traffic has gone almost exclusively by the Intercolonial. I may say further, that the Company will willingly consent to the insertion of conditions in any agreement with the Government in respect to the Riviere du Loup line, securing for the business of the Intercolonial fair facilities and reasonable rates, as between Pointe Levis and Montreal. They would naturally require that the Government should agree that the business of the Intercolonial should not be diverted to any other route . . ."¹⁰

In 1879, the government purchased the GT line from Riviere du Loup to Hadlow, a point one mile west of Pointe Levis, for \$1.5 million¹¹. Included in the agreement was the requirement to route the traffic between the Maritimes and Central Canada over the GT line to Montreal. The GT retained running rights over the line from Chaudiere Curve to Hadlow in order to reach its terminus at Pointe Levis. Commenting upon the purchase to Sir Edward Watkin, who had served as President of the GT during the 1860's, Sir John A. Macdonald stated, ". . . we bought the worthless piece of road between R[iviere] du Loup and Pointe Levis for the express purpose of enabling Hickson to connect the GTR to Chicago"¹².

Once the Riviere du Loup line was part of the ICR, agitation began to bring it to Levis by a more direct route. The most favoured alignment was from St Charles to Levis, popularly known as the St Charles Branch.

Such a line had been envisaged as early as 1871. In that year, the Quebec legislature passed an act incorporating the Point Levis and Indian Cove Junction Railway giving it the power to build between St Charles and Levis. The charter included the

provision that the line could be leased to either the GT or the North Shore Railway. It is not surprising to find that two of the individuals seeking the charter for this railway were directors of the North Shore Railway¹³.

Speaking in the House of Commons on March 7, 1881, Auguste Landry, the Member for Montmagny, reminded the government of the numerous petitions it had received favouring the construction of the St Charles Branch. So great was the interest in the project that even 107 members of the House of Commons had signed a petition in support of the project¹⁴.

Much of this support was due to the view that the QMO&O should form a western extension of the ICR. This would give the ICR access to Montreal and to the CPR transcontinental line independent of the GT. Many MP's remained suspicious that the GT discriminated against the ICR by routing freight over its own line to the American port of Portland rather than turning it over to the ICR for furtherance to the Canadian ports of Halifax and Saint John. It was felt that the acquisition of the QMO&O would boost the low levels of inter-regional traffic on the ICR, eliminate the annual losses of the government railway, and provide increased import and export traffic at Maritime port cities which would increase employment and bring additional steamship connections to Europe.

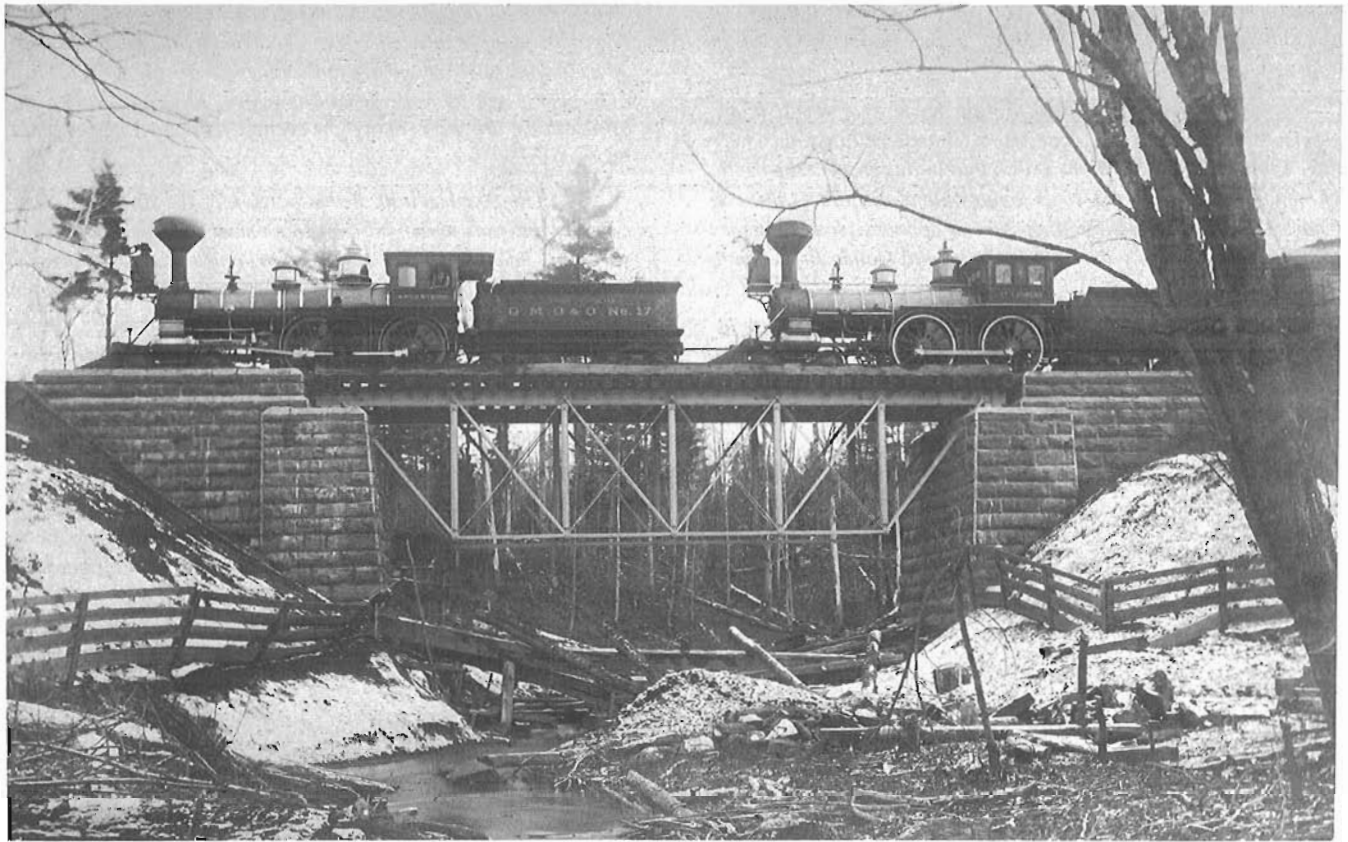
The major impediment to a union of the ICR and QMO&O was the need to cross the St Lawrence at Quebec. Sir Charles Tupper, a powerful cabinet minister and Maritimer who always stood by the ICR, was dubious that a car ferry could operate across the river reliably during the winter season¹⁵.

Faced with Tupper's doubts, in 1881 Premier Chapleau asked L. A. Senecal, the General Superintendent of the QMO&O, to prepare a report on the subject. The "Railway Journal" reported in its issue of November 11, 1881:

"Mr Senecal is at present preparing a report on the question of connecting the QMO&O and the IC with a transfer ferry between Quebec and Levis. This would give the government a through road between Ottawa and the Lower Provinces. The matter has been discussed with Sir Charles Tupper and Mr. Schreiber."

In January 1882, Senecal submitted a proposal to Tupper whereby he undertook to build the line from St Charles to Pointe Levis for \$450,000 and to provide two car ferries capable of moving 300 cars per day in the summer and 200 cars per day in the winter for \$185,000. The ferries would be turned over to the government only after they had proved they could be successfully operated during the winter. Alternatively, he proposed to retain ownership of the ferries provided the government would guarantee to route a minimum of 15,000 cars of ICR traffic at a fee of \$4 per car via Quebec¹⁶.

Senecal's bid received the support of the Quebec government. Writing to Sir Charles Tupper on February 16, 1882, Chapleau lamented a recent Order in Council made by the Dominion government which stated that any experiment with ferry service would be done only if the Quebec government or the QMO&O put up half the necessary funds. In this letter, Chapleau alludes to "reliable parties [who] offered to form a company which would be



Locomotives "Argenteuil" and "St. Laurent" of the Quebec, Montreal, Ottawa and Occidental Railway are seen in this view on the bridge over Salmon Creek, Que. The photo was taken by Alexander Henderson in 1878. Evidently the "St. Laurent" is being hauled by the "Argenteuil" since its main rods have been removed.

National Archives of Canada, Merrilees Collection, Photo PA-164704.

ready to solve the problem of the winter ferry" without cost to either government. This was an extremely important point with the Quebec government which was struggling with its lack of ready financial resources. The "reliable" party can only be Senecal as Chapleau's description of the project bears features very similar to those contained in Senecal's letters to Sir Charles in January 1882.

Chapleau continued, "... wishing to test the confidence which the company had in its scheme, I thought it prudent that the company should be given to understand that they would incur all the risks of the expenditure connected with the establishment of the steam ferry they suggested. This they accepted, on condition however, and very reasonably, I must say, that in the event of the winter steam ferry being a success, that the company would be entitled to a contract from the two lines of railways, using such ferry for a certain minimum number of cars so ferried across the river at certain agreed rates."

Chapleau went on to state that the Quebec government was ready to enter into such a contract and to build the necessary wharves, slips and works required on the Quebec side of the St Lawrence to the extent of \$200,000¹⁷.

Sir Charles appears to have remained unconvinced. Chapleau's readiness to enter into a traffic agreement with the

ferry company must have had a hollow ring as most of the traffic which would use the ferry would be generated by ICR. As well, the Chief Engineer of Government Railways, Collingwood Schreiber, and the Chief Superintendent of the ICR, David Pottinger, had sent to the Minister a long letter outlining their objections to both the construction of the St Charles Branch and the proposed ferry service¹⁸. Their opposition was based upon the following points:

"... the object of the management of the QMO&O Railway in pressing the matter is to endeavour to divert the traffic to and from the West over that Road. We, however, are of the opinion that under existing circumstances such an attempt would fail, and that if the ICR engaged in any such undertaking it would appear to place that Railway in a position of hostility to the GT."

"Under an agreement with the GT, the freight by the ICR to and from the West is exchanged with that Railway at Chaudiere Junction. This arrangement has, up to the present time, worked satisfactorily, and we are of the opinion that as long as the GT continued to deal with the ICR in an equitable manner it would not be desirable to disturb the harmonious relations which exist between the two railways . . ."

"The honourable Minister has been making great efforts to make both sides of the ICR account balance, and it appears to

us that if the ICR at the present time were to engage in this work it is quite possible that the operations of the Road would result in a large deficit . . .”

“The rates to and from Pointe Levis over the ICR are precisely the same as those to and from Chaudiere Junction, where the exchange is made with the GT so that in this respect the traffic of the QMO&O is already in as favourable a position as if the St Charles Branch were built; therefore it appears clear that they would derive from its construction the benefit which they seem to expect . . .”

“We are of [the] opinion that the proposed ferry would be, under any circumstances, only a temporary expedient, and if the ICR, GT, QMO&O and other Railways are to have connection across the St Lawrence at or near Quebec, we are of the opinion that it would be greatly in the interest of all concerned that it should be by means of a Bridge.”

“Even at Detroit, where the climate is less severe than at Quebec, great difficulty is sometimes experienced in crossing the River with the Train Ferry Boats which at time occupy several hours in making the crossing. Such a delay would be fatal to the through traffic of the ICR . . .”

Further complicating the situation was the position taken by another railway company. In 1880, the Quebec Central Railway (QCR) had completed its line between Levis and Sherbrooke, Quebec¹⁹. Even as it was completing its line, the QCR management recognized that its existing terminal at Levis had to be replaced. Built by its impecunious predecessor, the Levis and Kennebec Railway, the terminal was located in the Upper Town. All the traffic destined to Quebec or to overseas markets had to be carted down a steep hill to the waterfront. Determined to direct access to the St Lawrence, the QCR was actively taking steps to build a new branch line from St Henri to the Levis waterfront.

As early as 1881, the QCR made two offers to the Dominion government with regard to the St Charles Branch. First, if the government decided to build the line from St Charles, the QCR would provide the ICR with running rights over the northern most 4.5 miles of its line into Levis. Second, the QCR offered to give the ICR trackage rights over its line from the junction with the ICR at St Henri to Levis provided the government would agree to pay half the cost of the line²⁰. As using the QCR St Henri-Levis line would have been some two miles longer than the proposed direct line between St Charles and Levis, this option was quickly discarded.

On June 26, 1882, James R. Woodward, the QCR's General Manager, wrote Sir Charles outlining the progress of his company's work on the Levis extension:

“I have the honour to submit that this company in extending its line from a point near St Henri Junction to Deep Water at Levis has selected a location with great care with a view to avoiding valuable properties as far as possible, and has thus, I think, secured the least expensive line as regards cost of right of way and has also obtained a most favourable route as regards curvature and gradients and cost of construction. After an examination of this location by Mr Archibald, ICR Engineer, certain changes in curvature were made at his suggestion. These improve the

character of the line but somewhat increase the cost of construction. The plans of this route have been duly filed by the QCR Company in accordance with the provisions of the Quebec General Railway Act. The right of way has been nearly all expropriated and arbitrations are now being proceeded with on the remaining properties.”

“The construction of this portion of the line is all under contract and part under sub-contract. Steel rails 56 pounds to the yard have been purchased and are lying at Pointe Levis. Sleepers, fence materials and timber for structures are all ready and iron bridges contracted for. Arrangements are all made for the full completion of the line this Autumn and it is of utmost importance to this railway company that it should have the use of connection with the water before winter - and owing to the progress made in settlement of right of way and towards construction, the line can more speedily be completed through the QCR's arrangements than in any other way²¹.”

He went on to state that the QCR would complete the 4.5 mile section at the northern end of the line and turn it over to the ICR for \$125,000 exclusive of any terminal facilities or wharves at Levis. In exchange, the QCR would expect to be granted running rights over the trackage at an annual fee of between \$10,000 and \$12,000.

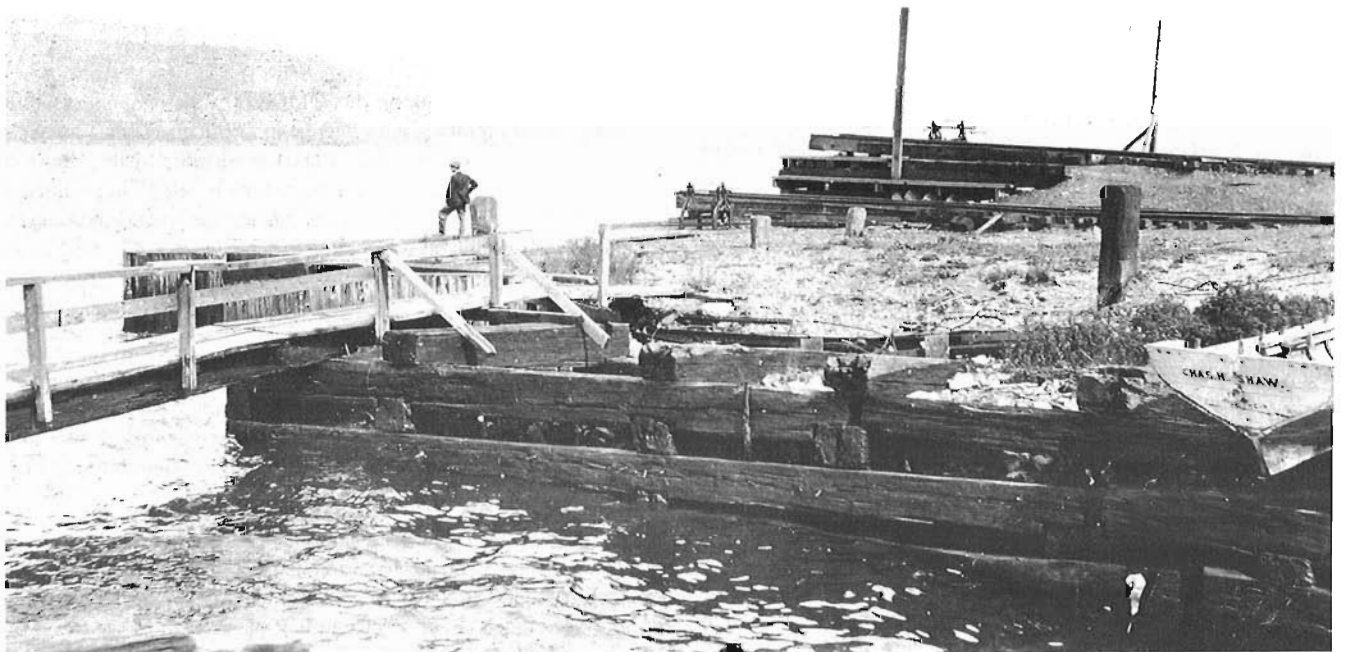
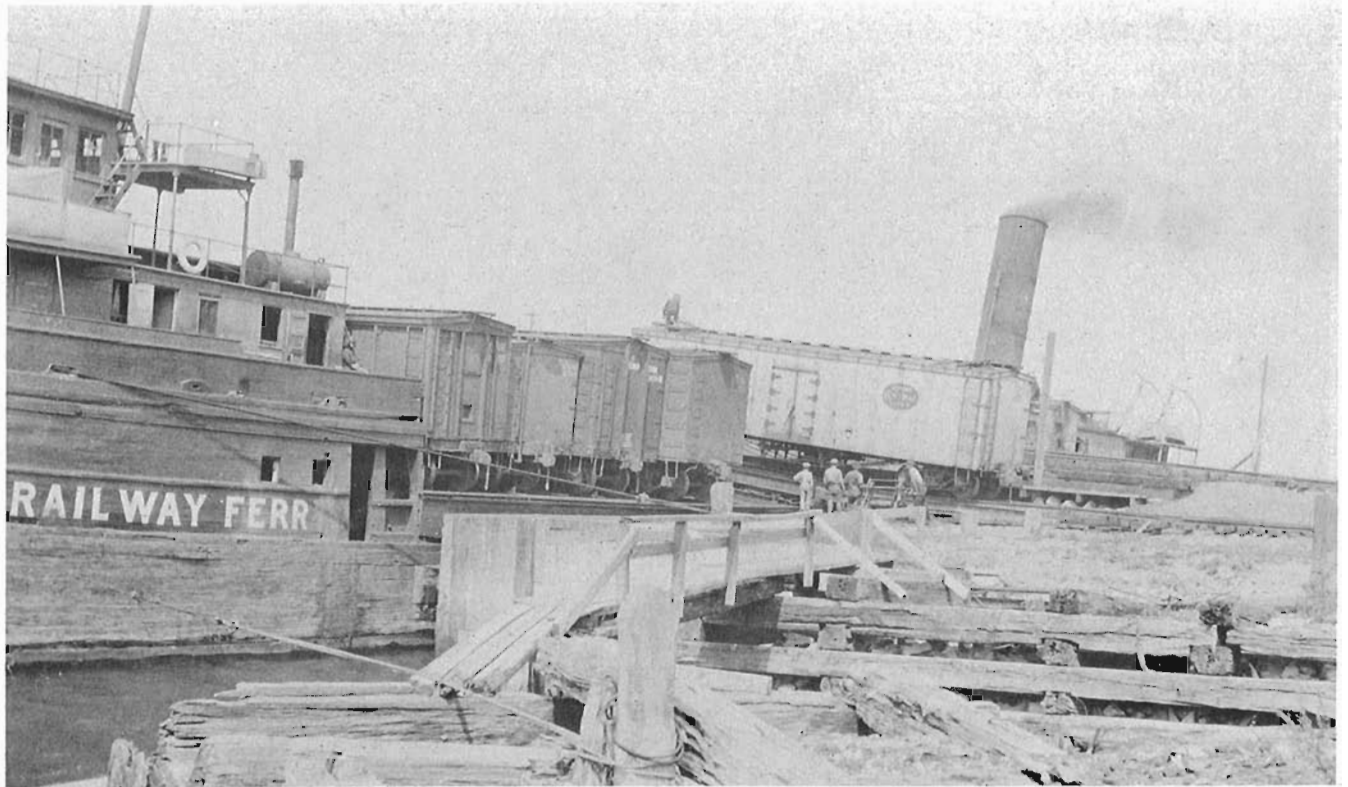
After reviewing the proposal, Collingwood Schreiber wrote to the Secretary of the Department of Railways and Canals, “This offer is in my opinion not such as should be entertained inasmuch as the Government can carry out the work in the manner best adapted to the interests of the ICR, quite as expeditiously as it can be done by the QCR, and probably at a lower cost than would be incurred by accepting the above . . .”²²

Opposition to the QCR also came from Quebec's premier. In a letter dated February 16, 1882, Chapleau wrote to Sir Charles:

“The QC is a second class railway, and not one to which a road of the importance of the ICR should be subservient. The building of the QC from its present terminus to deep water is, I admit, probable, but not certain . . . that railway [the QCR] is encumbered with a heavy mortgage debt, which precludes the advisability of depending upon it . . .”

Faced with federal elections in June 1882, the Dominion government bowed to popular pressure and announced it would build the St Charles Branch to Levis. Consequently, the QCR never did reach the St Lawrence River on its own trackage. The QCR built a new line from St Henri to Harlaka, where it connected with the St Charles Branch. It was accorded running rights over the St Charles Branch from Harlaka to Levis. Until the late 1950's, Levis remained the terminus for one of QCR's passenger trains to Sherbrooke.

During all these discussions about the St Charles Branch, the Quebec premier had been busy trying to sell the QMO&O. On December 20, 1881, George Stephen, CP's President, wrote Sir John stating that he had decided that CP should lease the QMO&O and was prepared to pay \$350,000 per year in rental²³. A meeting was held between Stephen and Chapleau in early January 1882. After the meeting, Stephen offered to purchase the railway for \$8.75 million payable in fifty years with annual interest payments



These two views, which were taken at Pointe Levis circa 1920, show the very rudimentary facilities that the Grand Trunk employed to serve its Pointe Levis-Quebec rail car ferry. In order to accommodate the tidal changes in water levels in the St Lawrence River, the Grand Trunk ran two tracks to the riverbank. One was considerably more elevated than the other. The Grand Trunk car ferry service utilized two converted Great Lakes freighters as ferry boats. The second view shows one of the ferries tied up at the wharf with a full load of freight cars.

D. N. W. Smith Collection



As its passengers rush to make the sailing of the Quebec ferry, CN 4-6-0 1146 rests after arriving at Levis in this March 1937 view. The train is most likely a local from Richmond. The 1146 was built by the Montreal Locomotive Works for the Canadian Northern Railway in 1913.

Paterson-George Collection

at 4% provided the Quebec government would spend a further \$750,000 to finish the railway²⁴. The terms offered were not satisfactory to Chapleau. In February 1882, the Quebec government announced that only the western division of the QMO&O between Montreal and Aylmer was to be sold to CP.

In May 1882, the portion of the section of the QMO&O between St Martin Junction and Quebec was sold to a syndicate headed by J. A. Senecal²⁵. This action caused a major rift in the provincial conservative party. Senecal was a noted speculator in Quebec railways and a friend of the premier. Indeed, his appointment to the position of General Manager of the QMO&O occurred shortly after Chapleau had become premier in 1879. The portion of the QMO&O sold to Senecal was renamed the North Shore Railway. Senecal sold control of the North Shore Railway to the GT in December 1882. Escaping the controversy, Chapleau left provincial politics and joined the Macdonald cabinet in July 1882²⁶.

When discussing the appropriations for the ICR in 1883 in the House of Commons, the question of the Quebec-Levis train ferry was discussed. Sir Charles stated the Dominion government was ready to put into effect the plan to have the Dominion and Quebec government or the QMO&O or its successor share the cost of the ferry. Since the QMO&O had passed out of the hands of the Quebec government, no steps had been taken to establish the ferry.

It appears that freed of the QMO&O millstone, the Quebec government rapidly lost all interest in the Quebec-Levis ferry. In the opinion of Mr Mitchell, a Quebec member of the House of Commons, the GT, which controlled the North Shore, wanted to run the ICR traffic over its existing line via Richmond and keep the North Shore solely as a local line to serve Quebec City shippers²⁷.

During the ICR appropriation vote in 1884, Sir Charles announced that the cost of the 13 mile St Charles Branch was twice as much as anticipated and would total almost a million dollars. The major reason for the increase was the expense of assembling the land for the right of way which totalled \$400,000²⁸. One wonders if the Minister ever reminded Schreiber about his earlier letter stating that the government would be able to build the line more cheaply than the QCR could.

The St Charles Branch finally opened to regular traffic on July 21, 1884²⁹. On this date, both the ICR and QC began to operate their passenger trains to the new ICR station in Levis. The new line provided much better service to ICR patrons who were travelling to and from Quebec City. The former 23 mile journey from St Charles to Levis via Chaudiere Curve was reduced to 13 miles over the new line via Harlaka. After stopping at the Levis station, the ICR trains continued on to the GT station at Pointe Levi where connections were made for Montreal.

DISTANCE BETWEEN STATIONS (MILES)	CUMULATIVE DISTANCE (MILES)	S T A T I O N
0.0	0.0	St. Charles
8.9	8.9	Harlaka
4.6	13.5	Levis
1.0	14.5	Pointe Levis
1.4	15.9	Hadlow
1.9	17.8	St. Romuald
3.8	21.6	Chaudiere Curve (today called Charny)

Due to the heavy grades on the line through Levis, through freight traffic between the Maritimes and Central Canada continued to move over the old line to the interchange with the GT at Chaudiere Junction.

In 1885, after several years of public controversy concerning the monopoly which the GT had on Montreal-Quebec traffic, the GT surrendered the North Shore Railway to CP. Casting about for new sources of traffic, CP approached the government with a proposal to jointly operate a car ferry between Levis and Quebec in 1886. In his letter to the Minister of Railways and Canals, W. C. Van Horne states that Captain Lyon of Brockville, who had a very large experience in the operation of such ferries, had inspected the crossing at Quebec and reported that *“it would be entirely practicable and easy of operation and that a suitable boat and the necessary approaches could be proved at moderate expenses”*.³⁰

Responding to the request, Collingwood Schreiber stated, *“I do not see how the ferry could be made to pay if the ICR is to receive the same amount for its service to Levis from the two lines of transportation [the CP and GT] and indeed, under the Riviere du Loup Branch purchase agreement, this has to be done as the extra charge for ferriage would debar competition, unless the CPR was prepared to bear the burden of this extra charge . . .”*³¹

While CP was to engage in extensive waterborne operations in Ontario and British Columbia, it never inaugurated a car ferry service at Quebec. Surprisingly, the first car ferry operation at this location was sponsored by the GT.

Following the collapse of the Quebec Bridge in 1907, the GT approached the Quebec & Levis Ferry Company to provide a car ferry service from its yard at Hadlow to Quebec City. This would enable it to effect a connection with its subsidiary, the

National Transcontinental Railway. Business expanded to such a degree that a second car ferry was added in 1913. Both vessels did not resemble the typical railway car ferry. As they were adapted from regular great lake freighters, a series of tracks, each of which would accommodate a single car, was laid across the vessel. It appears that the service lasted until the Grand Trunk was acquired by the Canadian National Railways in 1923³².

In 1914, the National Transcontinental Railway began its own car ferry service across the St Lawrence using the “Leonard”. This service lasted until the Quebec Bridge was completed in 1917. By this time, the NTR was part of the Canadian Government Railways as the GT refused to honour its contract to operate the NTR.

Despite the expenditure of almost a million dollars on the St Charles Branch, the Levis railway station was a recycled building. Built in 1864, the two storey structure had housed a farmers market on the ground floor and a hall on the second floor which had been used for town council meetings and as an auditorium. Purchased by the ICR in 1883, the structure has served as a station for more than a century. In 1984, VIA completed a \$3 million project to refurbish the building and convert it into an inter-modal facility shared with the Quebec-Levis passenger ferry and the local transit system³³.

By the 1990’s, there remained only one major freight shipper whose traffic used the rail line through Levis. As this traffic could be routed over the Diamond Subdivision, the freight main line running south of Levis, CN had no further need for the Harlaka-StRomuald trackage. The National Transportation Agency ruled that CN could abandon the line in April 1992. VIA until then to decide whether it will acquire this trackage or move its trains onto the Diamond Subdivision and by-pass Levis.



Passenger trains have served the Levis area for almost 140 years. Maintaining the tradition, VIA Rail Train 16, the "Chaleur", pauses en route from Montreal to Gaspé at the Levis intermodal station on June 22, 1991. A futuristic appearing skywalk crosses over the track to permit ferry passengers access to the second floor of the station building which is now 127 years old.

Gerald E. Gaugl

END NOTES

¹ There is much disagreement in period documents concerning the spelling of the name of this point; a popular variation being Point Levi. I have selected Pointe Levis which is the official spelling used in railway material.

² See "Quebec & Richmond Railway Farewell" in the September-October 1990 issue of Canadian Rail for a detailed history of this line.

³ Statutes of the Province of Canada, 1852-53, Chap. 100.

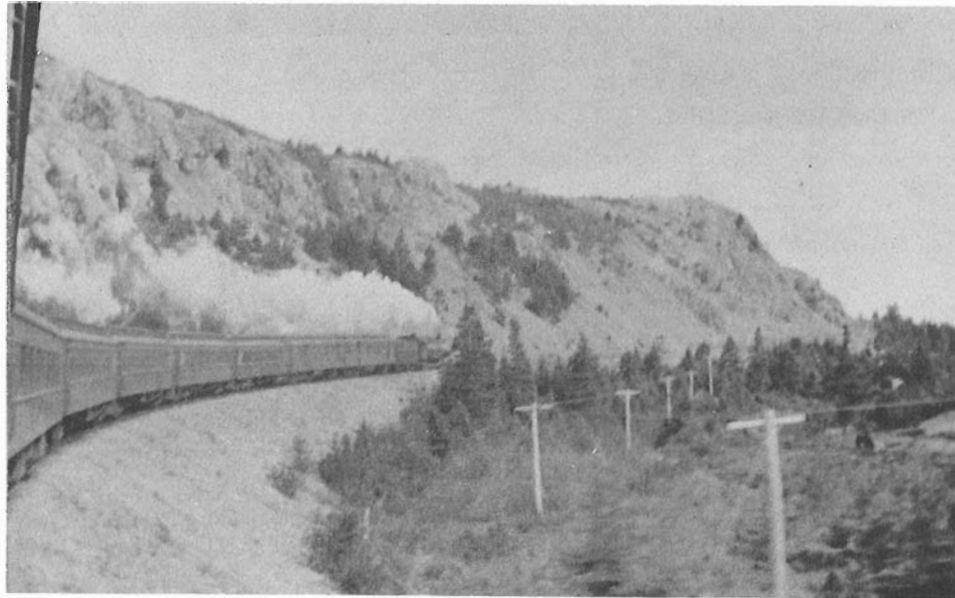
⁴ Statutes of Quebec, 1875, Chap 2.

⁵ Thompson, Norman and Edgar, J. H. Canadian Railway Development From the Earliest Times, MacMillan Company, Toronto, 1933. See page 133.

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- ⁶ National Archives of Canada MG29 A29: Sir Joseph Hickson Papers. See letter dated March 3, 1881.
- ⁷ Ibid. See letter March 7 (year not given). I believe this letter was written in 1881 as it responds to the query in Hickson's letter of March 3, 1881.
- ⁸ Statutes of the Province of Canada, 1852-53, Chap. 38.
- ⁹ Ibid.
- ¹⁰ Sessional Paper No. 76, 1883, House of Commons, 46 Victoria, Queen's Printer, 1883.
- ¹¹ Statutes of Canada, 1879, Chap 11, Queen's Printer, Ottawa.
- ¹² National Archives of Canada: MG29 A29 - Sir Joseph Hickson Papers. Letter dated November 22, 1880.
- ¹³ Statutes of Quebec, 1871, Chap 27, Queen's Printer, Quebec.
- ¹⁴ At this time, there were 206 members of the House of Commons. Thus Landry had been able to garner signatures from 52 per cent of the members.
- ¹⁵ National Archives of Canada: RG12, Volume 1967, File 3556-12. See letter from Premier of Quebec, J. A. Chapleau, to Sir Charles dated February 16, 1882: "If I understand it well, your objection to the immediate building of the St Charles branch is the doubt you entertain on the practical feasibility of a winter steam ferry . . ."
- ¹⁶ Ibid. See letter dated January 17, 1882 from Collingwood Schreiber and David Pottinger to F. Braun, Secretary, Department of Railways and Canals which reviews the text of Senecal's proposals of January 1882 and letter dated February 13, 1882 from Senecal to Sir Charles Tupper.
- ¹⁷ The Quebec government included this commitment in its agreement between selling the QMO&O to the North Shore Railway. When the GTR acquired control of the North Shore Railway, it shelved the ferry project.
- ¹⁸ National Archives of Canada: RG12, Volume 1967, File 3556-12. See letter dated January 17, 1882 from Schreiber and Pottinger to F. Braun, Secretary, Department of Railways and Canals.
- ¹⁹ Lavallee, O. S. A. "A Glimpse at the History of the Quebec Central", Newsletter, Upper Canada Railway Society, May 1967.
- ²⁰ Debates of the House of Commons, Queen's Printer, Ottawa, 1881. See Speech of Mr Landry, Page 1243.
- ²¹ National Archives of Canada: RG12, Volume 1967, File 3556-12.
- ²² Ibid. See letter dated July 3, 1882.
- ²³ National Archives of Canada: MG29A - Sir John A Macdonald Papers. See letter dated December 30, 1881.
- ²⁴ Ibid. See letter of January 9, 1882.
- ²⁵ The sale of the eastern division of the QMO&O included trackage rights over the portion of the western division from St Martin Junction to Montreal.
- ²⁶ Young, Brian J. Promoters and Politicians: The North Shore Railways in the History of Quebec, 1854-85. University of Toronto Press, Toronto, 1978. Chapters 7 and 8 cover the period when Chapleau was the Premier.
- ²⁷ Debates of the House of Commons, Queen's Printer, Ottawa, 1883. See page 1084 and 1085.
- ²⁸ Debates of the House of Commons, Queen's Printer, Ottawa, 1884. See pages 1343 to 1345.
- ²⁹ The Quebec Morning Chronicle, July 21, 1884.
- ³⁰ National Archives of Canada: RG12, Volume 1967, File 3556-12. See letter dated July 8, 1886.
- ³¹ Ibid. See letter dated July 9, 1886 from Collingwood Schreiber to A. P. Bradley, Secretary, Department of Railways and Canals.
- ³² Brooks, I. S. The Lower St Lawrence, Freshwater Press, Hamilton (Ontario), 1974. See the September-October 1990 issue of Canadian Rail for photo of the ferry "John S. Thom".
- ³³ VIA's Stations: Levis, Quebec, VIA Rail Canada, Montreal, 1984.
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One Last Train Ride in Newfoundland

By Claude Hoddinott



Our member Kenneth Marsden of Gibsons B.C. sends this photo taken by himself from the rear platform of the westbound "Overland Limited" as it clawed up the grade out of Holyrood, Newfoundland about 1937. The "Overland Limited" ran only in summer and stopped only at stations. Thus it made much better time than the twice-weekly, year-round, "Express" which stopped just about anywhere upon request.

On November 3rd 1990, I was given an opportunity to take one last ride on a Newfoundland train. A very short trip on the remaining ten miles of main line track between Norris Arm and the Bishop's Falls rail yard. My wife drove me to the end of the rail line near Norris Arm which was the work site of the track removal crews. It was a beautiful sunny autumn afternoon, so I enjoyed the half mile walk through the wooded terrain to get to the railway track at the location where the rail crews were lifting the rails.

I chatted for a short while with the work supervisor who had given me prior approval to ride the train back to Bishop's Falls. My wife drove back to wait for me at the railway station. It was now approximately 4:30 P.M. and the crew were making preparations to shut down the operations for the day. Diesel 917, the engine that was used for pulling the broken rails from the roadbed, was close by. We then travelled on this locomotive down the track for about one mile to the location of the actual work train. This train was used for loading and transporting the lifted rails back to Bishop's Falls.

Once there, I got off 917 and walked to the front of the work train to the lead engine, 924. We got underway in a few minutes, travelling rather slowly, about 20 MPH. I did manage to get a few pictures, but since we were moving towards a brilliant sunset, and with the movements of the train, it was virtually impossible to take good photographs.

It was quite an experience for me, being my first time to ride in one of these locomotives. I must say travelling up front gives one a commanding view of the whole train. In the cab of 924 was the engineer, three other employees, and myself. I was rather impressed with the space in one of these engine cabs.

As we travelled along the last few miles of narrow-gauge track, I could not help noticing the forlorn look on the faces of the crew while they stared out the windows at the beautiful autumn colours passing by, knowing full well that this was the very last stretch of their railway. I can well imagine the thoughts running through their minds as we were witnessing scenes of the last vestige of this once busy railway, the lifeline of our province, which served its people for well over one hundred years.

As the last remaining rails are removed, we have seen the destruction of part of our heritage. The Newfoundland Railway was truly a way of life for many of us. Now that the demise of the railway has become a reality to all Newfoundlanders, it will serve as a grim reminder of the shattered dreams and plans of the Newfoundland Railway employees.

One can truly say "It really is the end of a great era in this province", and a way of life that has vanished forever.

A SAD OCCASION FOR THE PEOPLE OF NEWFOUNDLAND.
DECEMBER 10, 1990.

Life on the Line in Newfoundland

By Les Harding

Drill, ye tarriers, drill. Drill, ye tarriers, drill.
Oh you work all day for the sugar in your tay
As you work along on the rail way
Oh, drill, ye tarriers, drill. Drill, ye tarriers, drill.
Old song, c. 1888.

It is hard to imagine a life of toil harsher than that endured by the nameless navvies who built the railway across Newfoundland a century ago. The men who constructed the CPR lived a life of comfort by comparison. The Newfoundlanders were not even provided with a tent or a horsehair blanket, let alone luxuries like cooks and log bunkhouses. The navvies in Newfoundland were given a fistful of nails, a roll of felt, and told to fend for themselves!

After sixty hours of back-breaking work, a labourer could look forward to a pay packet of six dollars; six dollars from which he was expected to feed himself and set something aside for his wife and children. Of course a man received his money only if he was able to work a full six days. If he was ill or if the weather was too severe for work, the navy's pay would be reduced accordingly. And then there were expenses. A sum of thirty cents was collected



*A work crew unloading rails from a flat car on the Newfoundland Railway around the turn of the century.
Provincial Archives of Newfoundland and Labrador.*



*Trackwork on the Newfoundland Railway in the early days.
National Archives of Canada, Photo C-76149.*

monthly from each man for the provision of medical care. Food was purchased at construction headquarters.

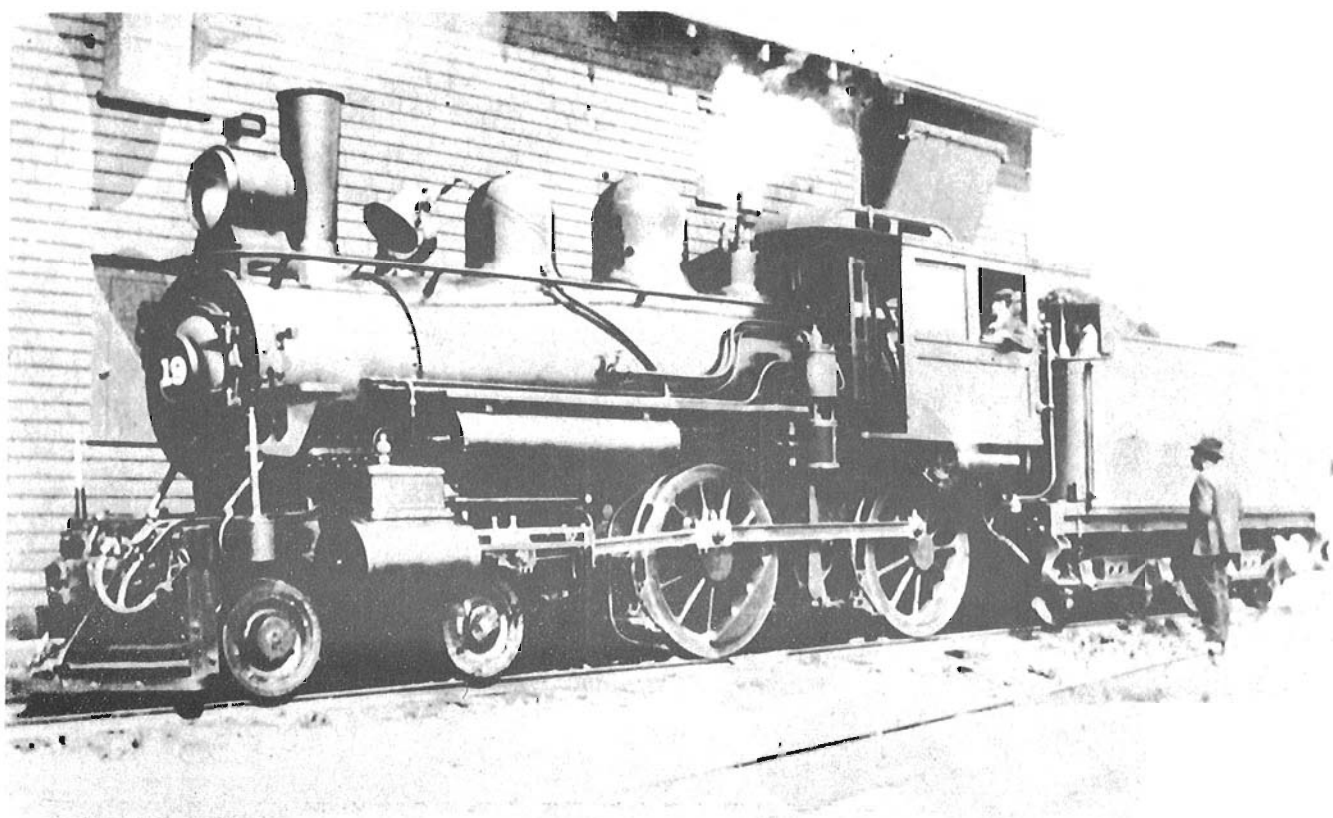
After his shift, a man was expected to prepare his own meal over an open fire, often without cooking utensils except for the use of a round top shovel as a frying pan. Fried dough known as damper dogs or damper devils was the staple. As darkness came on the navy would hack down a few saplings for tent poles, arrange the felt as best he could, and sleep directly on the hard ground under a crude lean-to. The Sabbath was spent sewing patches on torn clothes, mending boots, washing (for those so inclined) and baking bread, in heavy iron pots, for the upcoming week.

The work was hard and dangerous. Many a finger was crushed between steel rails that suddenly slipped, and more than one life was lost in a blasting mishap. Tales of strength and endurance of the men are legendary. A powerfully-built young section-hand arrived for his first day on the job. It was the task of his section to

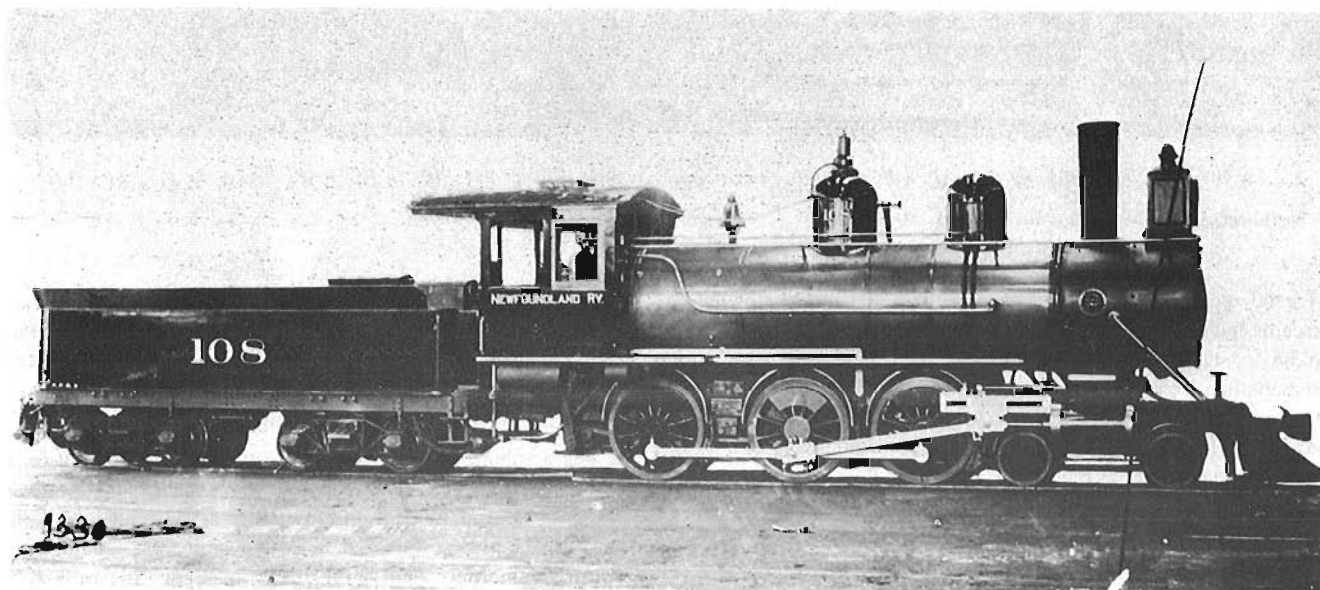
replace a damaged rail weighing fifty pounds to the yard. The foreman, speaking in the general direction of the new hand said, "Go down around the curve and bring up that piece of fifty-pound rail." The boy, eager to please, did exactly as he was told. He picked up a fifteen foot piece of rail, hefted it without effort to his shoulders and carried it back for his foreman to see. "Here's your rail sir, but it's more than fifty pounds."

Millions of cubic yards of earth had to be removed by shovel and cart; every single rail, spike and ounce of food had to be transported hundreds of miles to that constantly shifting location known as the End of Track. Massive quantities of bridge pilings and trestles had to be cut, assembled and placed; as well as the production of 700,000 wooden ties.

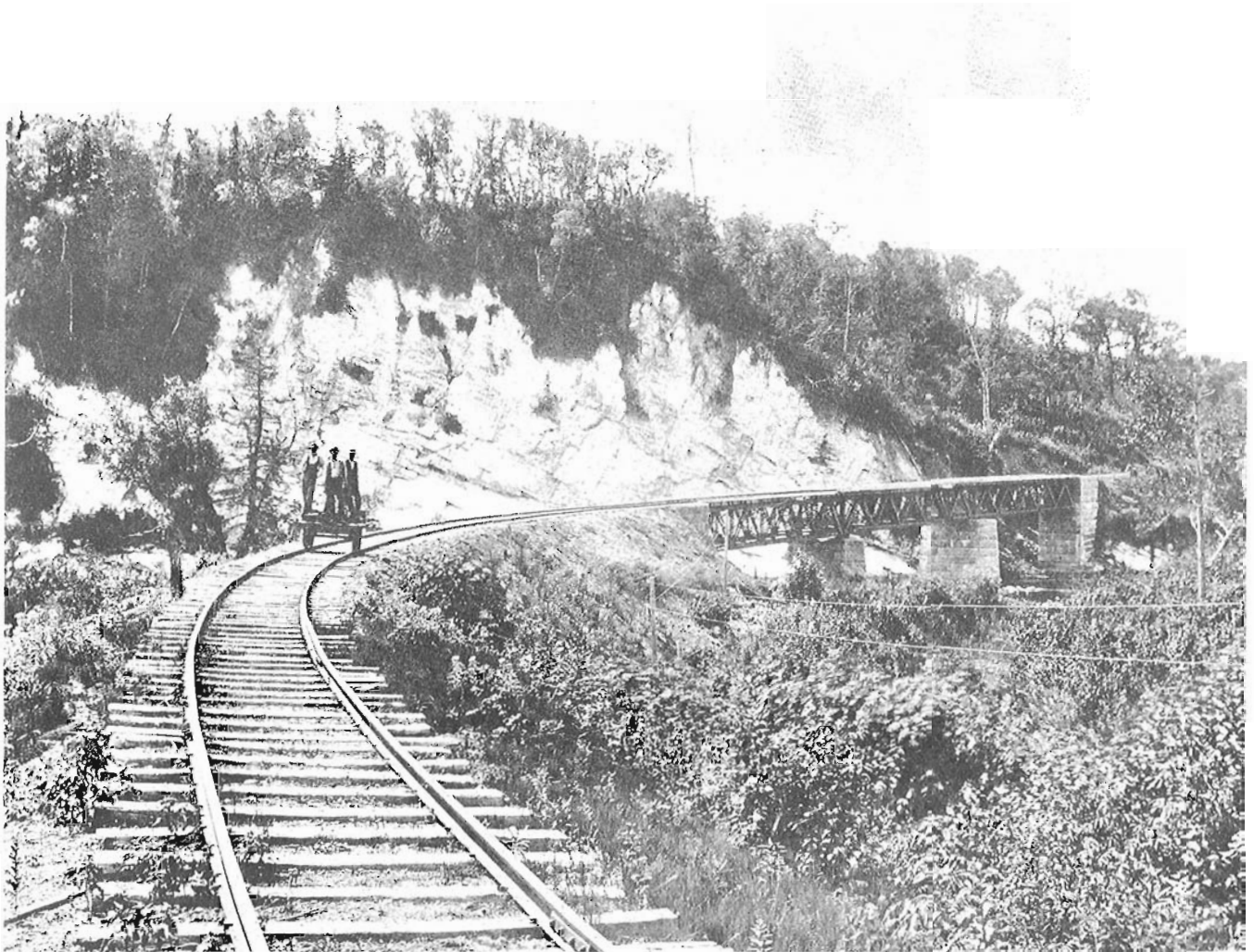
The labourers, often a thousand strong, would be spread out over a five or ten mile section, chopping a wide swath across tangled forest or drilling and blasting their way through armoured expanses



*Newfoundland Railway 4-4-0 locomotive number 19.
Provincial Archives of Newfoundland and Labrador.*



*A builder's photo of Newfoundland Railway ten-wheeler number 108.
Provincial Archives of Newfoundland and Labrador.*



A crew of three Newfoundland Railway workers riding on a hand car past the gypsum cliffs at Fischell's Brook, St. George's Bay. National Archives of Canada, Photo C-76129.

of solid rock. Wooden trestles were thrown across fast-flowing streams and the track-bed was graded smooth. The right of way had to be in stable condition before track could be laid upon it. Embankments, cuttings and land fill were used only when absolutely necessary. These took time to settle to a permanent level and were expensive. Finally, wooden ties, or sleepers, would be brought up from the rear and arranged across the grade at exactly two-foot intervals. Steel rails were then carefully placed across the sleepers and securely spiked in place with sledge hammers. Crushed stone, taken from the blasting sites, was then packed between the sleepers as ballast to keep the track from shifting out of position under the weight of the moving trains. Sidings, sheds, station houses, water towers, and branch lines would all have to be added. Sometimes the work went on into the night. If a train had to be fuelled, the nearest

available labourers were expected to shovel the coal without receiving any extra wages for their trouble. At daybreak they would be hard at work laying track as usual. In winter most of the men were laid off, but a few gangs were always kept busy cutting extra timber for sleepers, pilings and telegraph poles.

It was a tribute to the endurance of the navvies, as well as an expression of the poverty of Newfoundland, that the entire railway was built by hand. Aside from a few wheelbarrows and carts, picks, shovels and sledge hammers were the only tools available for construction. It was not until 1915, long after the railway in Newfoundland had been completed, that the first machinery was introduced. In that year the Newfoundland Railway obtained two surplus steam-shovels that had been left over from the building of the Panama Canal.

The Alishan Forest Railway

By Damien P. Horigan

One of the Orient's best train rides can be found right in the heart of Taiwan. It's a pleasant narrow-gauge railway which runs from the city of Chiayi (pronounced like "G.I.") up to the mountain resort village of Alishan, the centre of the lovely Alishan Forest Recreation Area.

The railway leaves Chiayi, which is just a few metres above sea level, for the long journey up to Alishan Station which, at an elevation of 2190 metres (7185 feet) is Northeast Asia's highest railway station. The trip covers 72 kilometres (45 miles) in about three hours. Along the route the train crosses 77 scenic bridges and goes through 50 tunnels. And if that were not enough, the line passes through three distinct ecological zones, viz. tropical, subtropical and temperate.



Shou Chen Kung (Temple)



The Post Office at Alishan

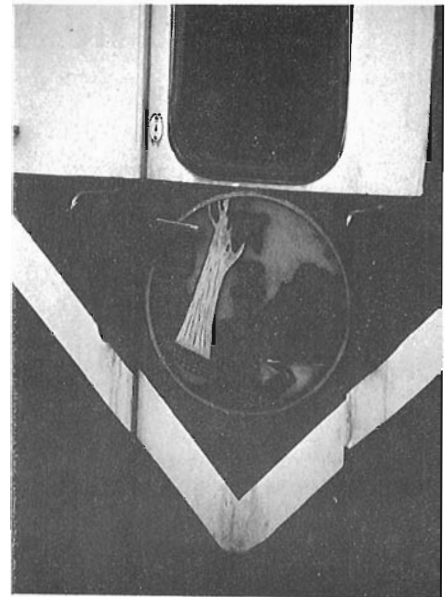
The railway was completed in 1912 by the Japanese during their occupation of Taiwan. The locomotives used these days are modern diesels, ironically of Japanese manufacture. If you're lucky you might be able to spot an old steam locomotive along the line, but don't get your hopes up.

The cars are comfortable although, of course, narrow. Complementary Chinese tea is served on board which adds to the overall quaintness of the trip. Most people just sit back and enjoy the ride; however, if you should choose to walk between cars while the train is moving, be careful since there are countless curves along the way.

Once you reach Alishan's new railway station, you will be greeted by a village of souvenir shops, restaurants serving Chinese and Japanese cuisine, and a number of small hotels, the best known being the Alishan House which is often fully booked. The village has a post office but no banks.



Woman selling local tea



Door with the symbol of the Alishan Forest Railway. The Chinese characters read literally "Alishan Line".

Just beyond the village lay several short trails, which can be covered in a few hours, featuring unusual natural sights as the "Three Generations Tree", which is actually three trees, and manmade attractions like Shou Cheng Kung Temple. Yet the fresh, cool mountain air or the enchanting mist is reason enough to visit Alishan.

Visitors should keep in mind that there are only three trains per day going up and down the mountain. Departures from Chiayi are at 8:25 A.M., 9:00 A.M. and 12:50 P.M. Departures from Alishan are at 8:40 A.M., 12:35 P.M. and 1:05 P.M. One way fares are NT\$346 for the 9 o'clock trains and NT\$373 for all other times (an NT dollar is a little less than 5 cents Canadian). Round trip tickets cost NT\$590 and NT\$636 respectively. If you happen to miss the train in one direction, there is also a bus service between Chiayi and Alishan. The first bus leaves Chiayi at 6:30 A.M. and the last one departs Alishan at 4:00 P.M. The fare is NT\$101 (about \$4.50 Canadian). While the buses are admittedly faster than the train, they are no where near as much fun.

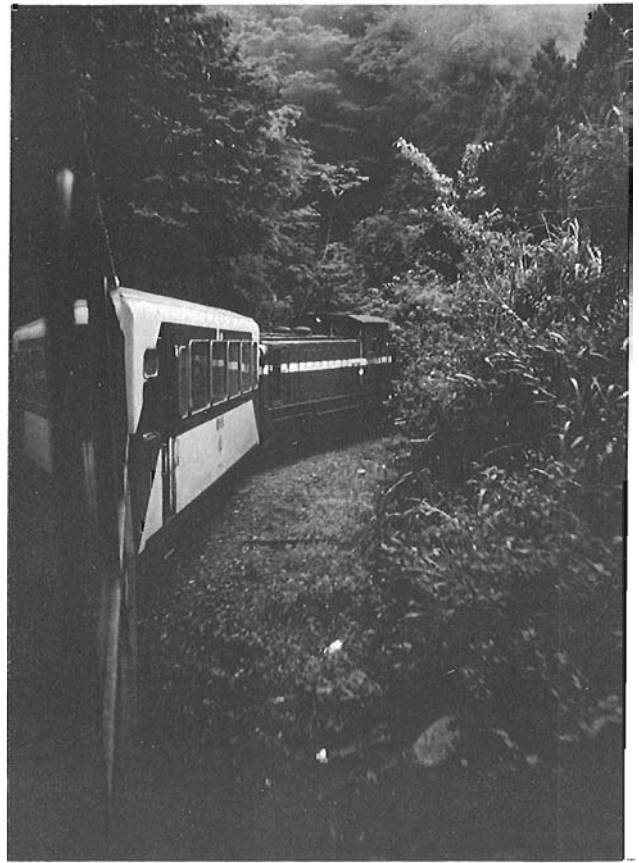
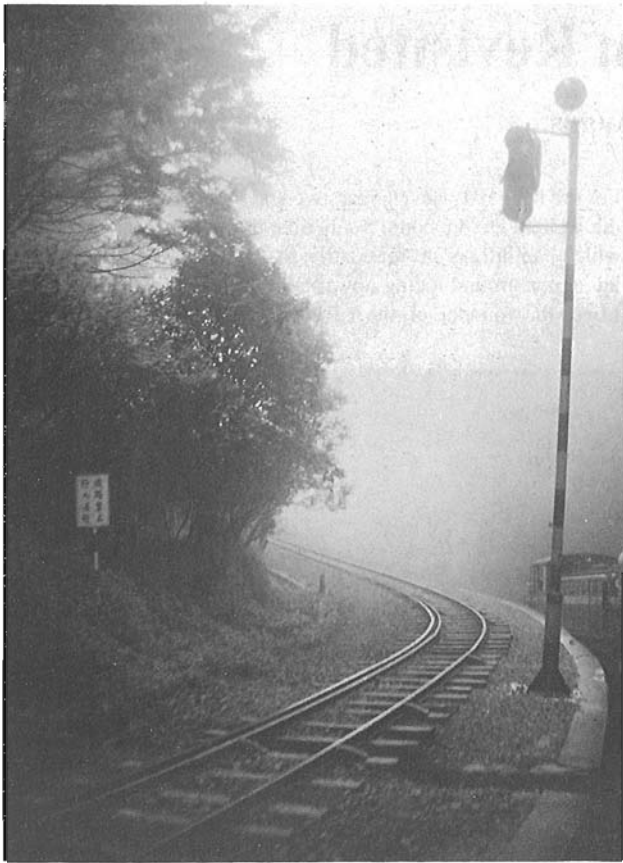
GETTING THERE: Chiayi Station serves both the Alishan Forest Railway and the main line between Taipei and Kaohsiung. The Chiayi-Alishan area is also served by express buses which can be boarded at Taipei's West Coast bus terminal.

Copyright: C Damien P. Horigan, 1989.

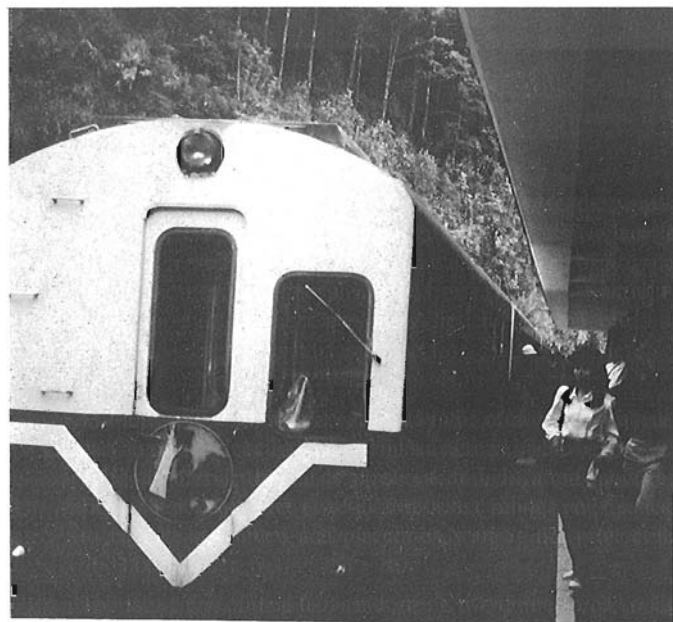
The writer works in Seoul, South Korea.



Locomotive at Chiayi Station at the lowermost part of the Alishan Forest line.



These photos show two of the countless curves on the line as it climbs from Chiayi to Alishan.



Train stopping at the new station at Alishan, the end of the line.

Alonzo Dixon Revisited

By Fred Angus

A century and a quarter ago, October 21, 1866 to be exact, a 29 year old engineman named Alonzo Dixon, was killed at Windsor Mills, then known as Windsor Station, Canada East, when the Grand Trunk locomotive he was driving overturned. This accident would have been long forgotten, along with countless other fatalities in nineteenth century Canadian railroading, were it not for the monument erected over his grave in Montreal's Mount Royal Cemetery. The story of Alonzo Dixon and his tombstone has been told in Canadian Rail (and its predecessor, the CRHA News Report) in issue number 42 (February 1954) and 182 (November 1966). However, in view of the 125th anniversary, and the fact that nothing has been published on the subject for 25 years, it is appropriate to summarize the story and give a report on the present status of this most interesting, but little known, monument.

Alonzo Dixon was born in England about December 1836 and later emigrated to Canada. At some unknown date he entered the employment of the Grand Trunk Railway of Canada and rose to become an engineman on the section which included the run between Richmond and Sherbrooke. It was while so employed that he lost his life in the accident at Windsor Station. Evidently his fellow workers felt highly of Alonzo Dixon, for they paid for a very fine tombstone which was set up the year following his death. On the stone was carved a bas relief of a Grand Trunk Birkenhead-type 4-4-0 locomotive as well as a lengthy poem copied from a gravestone in Bromsgrove England. Since the stone refers to the location of the accident as "Windsor Station, P.Q." we know that it must have been carved after July 1, 1867 (Confederation day) before which the Province of Quebec was known as Canada East.

For the next sixty-seven years we know little about the history of the Alonzo Dixon stone. Some time during these years the stone, which had little or no foundation to support it, fell backwards and lay on the ground facing upwards. About the year 1934, Mr. John Loye, the founder of the CRHA, was walking through Mount

Royal Cemetery and re-discovered the monument. Subsequently two CRHA members arranged for the Cemetery to re-erect the stone, this time with a good foundation under it, and it was set back in place. Since that time the story has been told and the monument has been visited by rail historians, however such visits have become less frequent in recent years.

Following the death of my mother on June 1, 1991, and her subsequent interment in Mount Royal Cemetery, my visits to the Cemetery have been more frequent than before. Aware that this October would mark the 125th anniversary of the death of Alonzo Dixon, I attempted to locate the monument and see its condition, or even if it still exists. Finding the place was easy, due to the excellent records kept by the Mount Royal Cemetery Company. On Friday, September 13, 1991 I began a search of the area in which the Cemetery said the grave was located. The search took longer than expected since at first I was looking in the wrong row, and I was expecting the stone to be smaller than it was. Then, precisely at noon, I



The Alonzo Dixon stone as photographed on July 4, 1948. The entire inscription was fully legible. CRHA Archives, Toohey Collection 48-305.

saw, beautifully situated under a lilac bush, the stone of Alonzo Dixon!

The stone still stands perfectly upright, but has suffered badly from air pollution, especially acid rain. Comparing its present-day condition with a photograph taken in 1948 reveals that the stone

has suffered far more in the last 43 years than in the preceding 81 years from 1867 to 1948. In fact one might say that the inscription has become all but illegible, and the beautiful bas-relief of the Birkenhead locomotive has been reduced to a mere shadow of its former self, all the fine detail having vanished. Yet the monument still stands over the mortal remains of Alonzo Dixon, not only as a memorial to him, but also to locomotive engineers across the country that lost their lives in the line of duty.

Since so little remains of the inscription, we quote it here in its entirety. The text, as previously quoted in Canadian Rail, contained some errors (eg. the last word of line 6 is "heed", not "need") so these errors, mainly in punctuation, have been corrected. Thus we can read the inscription as it used to be visible before the air pollution of our so-called "high standard of living" took its toll.



The Alonzo Dixon stone as seen on September 16, 1991. Photo by Fred Angus.



A closeup view of the stone on September 16, 1991, showing the effect of a further 43 years of air pollution. Photo by Fred Angus.

IN MEMORY OF
ALONZO DIXON.
WHO WAS KILLED ON THE G.T.R.R.
AT WINDSOR STATION P.Q.
WHILE IN THE DISCHARGE OF HIS DUTY
AS LOCOMOTIVE ENGINEMAN.
ON THE 21st OCTOBER 1866.
AGED 29 YEARS 10 MO'S.

"My engine now is cold and still.
No water does my boiler fill;
My wood affords its flame no more.
My days of usefulness are o'er.
My wheels deny their noted speed:
No more my guiding hand they heed.
My whistle, too, has lost its tone.
It's shrill and thrilling sounds are gone.
My valves are now thrown open wide.
My flanges all refuse to guide.
My clacks, also, though once so strong,
Refuse to aid the busy throng.
No more I feel each urging breath.
My steam is now condensed in death.
Life's railway's o'er each station's past.
In death I'm stopped and rest at last.
Farewell, dear friends, and cease to weep;
In CHRIST I'm safe. In Him I sleep."

ERECTED AS A TRIBUTE OF ESTEEM AND RESPECT
BY HIS FELLOW WORKMEN.

IN MEMORIAM

Mary W. Angus

1897 - 1991

It is the sad duty of your editor to report the death of my mother, Mary W. Angus, on June 1, 1991 at the age of 94. She had taken an active part in the CRHA from the earliest days, in the 1930's, and had joined the Association, as member number 90, in 1945. Her participation and involvement in CRHA activities spanned almost half a century until age and infirmity confined her to her home. In the 1950's and 1960's, she often went on CRHA excursions and, with my father Donald F. Angus, hosted meetings and social activities within the Association. In 1978, when in her 82nd year, she rode from Winnipeg to Montreal on the last through run of the "Canadian" as a CP train before VIA took over the service. Even in recent months my mother and I had discussed items relating to Canadian Rail, and she had made many useful suggestions which were frequently used in the magazine.

When Mary Angus was born (February 25, 1897) Queen Victoria ruled the British Empire, Sir Wilfrid Laurier was Prime Minister of Canada and Grover Cleveland was President of the United States. She had memories of eleven different decades and could well remember the "horse and buggy" era, but she kept up fully with the times. She had made an airline flight as early as 1921, and was always interested in the latest developments and news. She was certainly a great inspiration to myself as well as to most people who knew her.

Although in failing health, my mother was reasonably well until March of this year when she developed congestion of the lungs and heart failure and her condition began to deteriorate rapidly. After two bouts in the hospital, and some ups and downs in her condition, she passed away at about 8:45 P.M. on June 1 at the Royal Victoria Hospital. She did not suffer to any extent during her illness, and her mind remained bright and clear until a few hours before her death. Even in the hospital, she had looked over the proofs of the July-August issue of Canadian Rail only a few days before her passing.



On June 23, 1957 Mary Angus, always a frequent participant in CRHA activities, posed on the front platform of Montreal street car 350 at St. Denis car barns. She remarked at the time that the car was five years older than she was!

Because of this loss, and the consequent personal upheaval, the September-October issue is late. I sincerely hope that the members will understand and forgive the editor for this. The November-December issue is underway and should be out in November.

Mr. Omer Lavallee, a long-time friend of our family and member and past-President of the CRHA, has written a tribute to Mary Angus which is printed here. I feel that it is altogether fitting that he do this tribute to a wonderful person who did so much for so many people for such a long time.

Fred F. Angus, September 1991.

MARY WOODWORTH WHITE ANGUS

By Omer Lavallee, C.M.

Her family and countless friends and admirers were grieved by the passing, on June 1, 1991, in her 95th year, of Mary Angus, beloved mother of Frederick F. Angus, a CRHA director and editor of Canadian Rail. The funeral service was held on June 6, 1991 at the Church of St. Andrew and St. Paul in Montreal.

Mary Angus was born in Saint John, New Brunswick on February 25, 1897, the daughter of Doctor and Mrs. Walter W. White of that city. Her father was a well known surgeon and was mayor of Saint John from 1902 to 1906 and from 1926 to 1932. On her mother's side, she was descended from New Brunswick's Troop family, greatly involved in shipping in the days of sail. She was the widow of Donald Forbes Angus (1895 - 1974), a Knight of Justice of the Order of St. John of Jerusalem, former President of the Antiquarian & Numismatic Society of Montreal, a charter member of the Canadian Railroad Historical Association and, at the time of his death, its honorary president.

While Mary Angus shared fully in her late husband's interests in many benevolent and cultural causes including history, she did not live in his shadow. Tirelessly active in her own right throughout her life, she was an Officer of the Order of St. John of Jerusalem, a Life Governor of the Antiquarian and Numismatic Society, and Honorary Life Member of the CRHA. Not content to be but a nominal participant in her many fields of interest nor remain on the periphery of any cause which she espoused, instead, thorough and energetic involvement were strong characteristics, motivated by boundless strength of convictions and forthrightness in her views. Other traits included generosity and firm loyalty to friends and family. This memorialist, who had the pleasure of knowing her for more than forty-six years, will never forget Mary Angus' innumerable kindnesses to his late mother and to himself.

She will be sadly missed by her many friends in all walks of life. Our sincerest condolences go to her son Fred who tirelessly cared for his mother following his father's death, and particularly in her final illness.

May her soul, and the souls of all the faithful departed, through the mercy of God, rest in peace.



Mary Angus remained active well into her eighties. These two views were taken on her first trip to the west coast. She was then in her 82nd year. Above, in the dining car of CP's No. 1, "The Canadian" near Thunder Bay on May 13, 1978. To the left, she is disembarking from No. 2 at Banff, Alberta on May 17, 1978.

One Fine Day . . . (47 Years Later)

By Don Scafe



Plate 1. Edmonton Radial Railway 51 (Preston, 1913) sits on the north side of 118 Ave. at 124 St. on the wye at the north end of the blue and white route, as 15 year old Norm Corness casually cruises past his brother's camera on either a Saturday or a school holiday morning in the spring of 1942.

On Sunday morning, July 30, 1989, I gathered together the principals to duplicate a photo published on page 78 of Colin Hatcher's book "Edmonton's Electric Transit" (Railfare Enterprises Ltd.) and republished here (Plate 1). There are several reasons why I thought this project is interesting. The two principals, the bicycle, the sweater and the intersection still are extant. Time has modified all of the above.

Brothers Norm and Les Corness are the principals. Norm, the bicycle rider, started as an apprentice machinist for Canadian National Railways in April 1943 at the age of 16, worked with the company for 43.5 years and retired in 1986. Les, the head and shoulders shadow, is a year younger than Norm and has been a minister, social worker and special education school teacher.

The bicycle, purchased with money earned for delivering the Edmonton Journal, was transportation for the teenager and continued to provide inexpensive and healthy transport for the five to twenty

minute rides to either Calder Shops or City Yards. For the trips to work, Norm constructed the front carrier (Plate 2) for his overalls and added a modified rear fender to give extra protection to the overalls when the road was wet. A headlight and mirror were added and the fenders were painted white for safety.

The sweater is made of wool (no acrylic sweaters in 1942!). The upper crest on the right sleeve is a school crest for badminton, and the lower crest is for bowling. The winged crest with the small W inside the circle, located above the large Westglen W, is for the Westglen Model Airplane Club. This club, with five or six members, was not an official high school organization. The crest on the left sleeve is for the Anglican Young People's Association.

It is not common that one is able to return to the scene of an historic photograph and reassemble as many of the original components. After an interval of 47 years it is a treat to have more than just the intersection!



ABOVE: Plate 3. The Preston car has been gone since 1951, 118 Ave. is wider and has curbs. 124 St. does not end facing a streetcar wye, and both streets have plenty of traffic, even on a Sunday morning. The more experienced Norm Corness now rides using both hands.

RIGHT: Plate 2. The photographer Les Corness and the rider Norm Corness pose beside Norm's home after updating the 1942 photograph. The bicycle licence above the carrier cost approximately 50 cents in 1942 and Les did not have a beard.



Rail Canada Decisions

By Douglas N.W. Smith

CP TO EXIT SAINT JOHN RIVER VALLEY?

In March 1987, floods destroyed the CP Rail bridges spanning the St John River near Woodstock and Perth-Andover, New Brunswick. This effectively severed the former McAdam-Edmundston line into three disconnected segments. In January of this year, the National Transportation Agency (the Agency) authorized CP to abandon the southern most portion of the line between McAdam and Woodstock and portion of the line north of Aroostook. See the July-August 1991 issue of "Canadian Rail" for further details and a map of this area.

In order to continue service to the mid portion of this line, CP re-routed the freight traffic via Fredericton using its Fredericton and Gibson Subdivisions. Oddly, this route was the original one used to access the upper St John River valley by rail.

In 1873, the New Brunswick Railway completed its line between Gibson, on the north shore of the St John River opposite Fredericton, to Woodstock. In June 1875, a branch was completed northwards from Woodstock Junction to Florenceville. The following year, the line was extended from Florenceville through Perth-Andover and Aroostook to the U.S. boundary. At the border, a connection was made with a subsidiary, the Aroostook River Railway, which ran to Caribou, Maine. In 1878 the line from Aroostook to Edmundston was completed. Built as a narrow gauge railway, the line was converted to standard gauge in 1881. The New Brunswick Railway was leased to the CPR in 1890.

The application under consideration by the Agency embraced the Shogmoc Subdivision from a point near Newburg to Upper Kent, a distance of 34.3 miles, and the Gibson Subdivision from its junction with the Shogmoc Subdivision to Millville, a distance of 22 miles. Freight service was operated three days per week between Fredericton and Florenceville. Switching service was provided to points north of Florenceville as necessary.

In 1989, the line handled 506 carloads some 450 of these destined to the large McCain Food plant at Florenceville. Following a stormy public hearing, the Agency determined the line to be uneconomic. Losses in 1989 were set at \$786,562.

The Agency ordered the line between Florenceville and Upper Kent abandoned 30 days from the date of its order. In order to allow the shippers on the remaining portion to make alternate arrangements, it set the discontinuance date for the remainder of the line as December 31, 1991.

Subsequent to this decision, McCain Foods launched an appeal in the Federal Court of Canada. On July 16, 1991, the Court granted a stay of the Agency authorization to abandon the line until such time as it hear the case.

ALBERTA TRUNCATION

On April 2, 1991, the Agency authorized CN to abandon the portion of the Lac La Biche Subdivision between Banko Junction and Bon Accord, Alberta, distance of 9.5 miles. Opened to traffic by the Alberta & Great Waterways Railway in 1915, this trackage eventually formed part of the Northern Alberta Railways' (NAR) main line between Edmonton and Fort McMurray. This history of this line was presented in the March-April 1990 issue of "Canadian Rail".

After CN acquired the NAR in 1981, it was decided to eliminate duplicate trackage which paralleled the CN Edmonton-Grande Centre branch line. Following regulatory approval, a new connection was built from the CN line to Egremont and the 22 miles of former NAR trackage from Bon Accord to Egremont was abandoned.

SHORT TURNS

On April 3, 1991, the National Transportation Agency (the Agency) authorized CN to abandon the section of the Montmagny Subdivision from Harlaka to Saint Romuald, Quebec, a distance of 9.1 miles. A major article on the history of this line appears elsewhere in this issue.

On July 18, 1991, the Agency ordered CN to continue the operation of the portion of the Granby Subdivision from a point near Granby to Marieville, a distance of 23.1 miles. The branch generated operating profits in excess of \$200,000 in 1987 and 1988 and a loss of less than \$6,000 in 1989. A history of this line, which at one time comprised the main line of the Montreal & Southern Counties Railway, appeared in the January-February 1989 issue of "Canadian Rail".

Reversing a decision taken earlier this year, the Agency has granted CN permission to abandon the Kincardine Subdivision from Listowel to Wingham, Ontario, a distance of 28.9 miles. While the Agency had denied CN's application in February 1991, authority to abandon the line was granted on May 16, 1991 following the decision by the major shipper on the branch line to cease using rail service.

On June 3, 1991, the Agency authorized CP to abandon the portion of the Winnipeg Beach Subdivision from Gimil to Riverton, Manitoba, a distance of 24.6 miles. The trackage was built by CP in 1914.



Thirty one years ago, the Montreal Locomotive Works turned out fifteen RS-23 type locomotives for CP. In June 1991, two members of the class of 1960, 8042 and 8036, were assigned to the Fredericton-Florenceville tri-weekly freight train.

Gerald E. Gaugl

A CP Rail application to abandon 8.2 miles of the Kerrobert Subdivision between Outlook and Conquest, Saskatchewan was approved on April 18, 1991. This abandonment severs the line which extended northwards from Moose Jaw to Macklin. It was completed in 1912.

CP received permission on June 5, 1991 to abandon the portion of the White Fox Subdivision between Meath Park and Sharpe, Saskatchewan, a distance of 9.8 miles. At one time, this trackage formed part of a through line from Sheho, on CP's Winnipeg-Edmonton secondary main line, to Prince Albert.

RIGHT: Canadian Pacific Railway passenger service between Edmundston and McAdam, New Brunswick is shown in this timetable dated July 1, 1937.

EDMUNDSTON, WOODSTOCK, McADAM											
152 190 154 Miles			TABLE 15						153 189 151		
A.M.	A.M.	P.M.					P.M.	P.M.			
	7.45	12.01	0.0	Lv Atlantic Time							
	8.03	12.13	4.7	Lv Edmundston	4.15	5.30					
	8.25	12.26	10.0	St. Basil	4.00	5.00					
		12.35	14.2	Green River	3.48	4.28					
	8.45	12.35	16.9	Theriac	3.39						
	9.05	12.51	21.3	Quilbis	3.24	3.34					
	9.25	1.02	25.0	Sigs	3.24	3.17					
		1.05	27.1	St. Leonard	3.14	3.00					
	10.00	1.07	28.5	L'Esglise	3.10						
	10.45	1.15	33.3	Cyr Jct.	3.07	2.30					
	11.00	1.24	38.4	Martin		2.20					
	11.15	1.34	43.3	GRAND FALLS	2.49	2.00					
	11.30	1.45	48.2	GRAND FALLS	2.49	1.00					
	11.45	1.50	53.5	Angoy	2.34	12.43					
	12.00	1.55	58.8	Ortonville	2.30	12.35					
	12.15	2.00	64.1	Limestone	2.24	12.25					
	12.30	2.05	69.4	Morrill	2.13	12.01					
	12.45	2.10	74.7	Arroostook 15A	2.03	11.45					
	1.00	2.15	80.0	Lv Arroostook	1.53						
	1.15	2.20	85.3	Andover	1.45						
	1.30	2.25	90.6	Lv Parth June 15B	1.40						
	1.45	2.30	95.9	Parth June	1.40						
	2.00	2.35	101.2	Kilburn	1.20						
	2.15	2.40	106.5	Upper Kent	1.10						
	2.30	2.45	111.8	Beechwood	1.01						
	2.45	2.50	117.1	Bath	12.53						
	3.00	2.55	122.4	Bristol	12.48						
	3.15	2.50	127.7	Florenceville	12.43						
	3.30	2.55	133.0	Stokney	12.23						
	3.45	2.50	138.3	Paoli	12.18						
	4.00	2.55	143.6	Nixon	12.10	192				198	
	4.15	3.00	148.9	Newburg	11.50	6.47				4.20	
	4.30	3.05	154.2	Upper Woodstock	11.48	6.38				4.08	
	4.45	3.10	159.5	Ar Woodstock 16A	11.40	6.30				4.00	
	5.00	3.15	164.8	Lv Woodstock 16A	11.20					8.50	
	5.15	3.20	170.1	Teed's Mill	11.07					8.37	
	5.30	3.25	175.4	Dabee Jct. 15C	11.00					8.30	
	5.45	3.30	180.7	Benton	10.43					8.13	
	6.00	3.35	186.0	Scott	10.31					8.01	
	6.15	3.40	191.3	Canterbury	10.22					7.52	
	6.30	3.45	196.6	Shogomo						7.43	
	6.45	3.50	201.9	Deer Lake	10.10					7.40	
	7.00	3.55	207.2	Sugar Brook						7.32	
	7.15	4.00	212.5	Cottrell	9.57					7.27	
	7.30	4.05	217.8	McAdam	9.45					7.15	
	7.45	4.10	223.1								
	8.00	4.15	228.4								
	8.15	4.20	233.7								
	8.30	4.25	239.0								
	8.45	4.30	244.3								
	9.00	4.35	249.6								
	9.15	4.40	254.9								
	9.30	4.45	260.2								
	9.45	4.50	265.5								
	10.00	4.55	270.8								
	10.15	5.00	276.1								
	10.30	5.05	281.4								
	10.45	5.10	286.7								
	11.00	5.15	292.0								
	11.15	5.20	297.3								
	11.30	5.25	302.6								
	11.45	5.30	307.9								
	12.00	5.35	313.2								
	12.15	5.40	318.5								
	12.30	5.45	323.8								
	12.45	5.50	329.1								
	1.00	5.55	334.4								
	1.15	6.00	339.7								
	1.30	6.05	345.0								
	1.45	6.10	350.3								
	2.00	6.15	355.6								
	2.15	6.20	360.9								
	2.30	6.25	366.2								
	2.45	6.30	371.5								
	3.00	6.35	376.8								
	3.15	6.40	382.1								
	3.30	6.45	387.4								
	3.45	6.50	392.7								
	4.00	6.55	398.0								
	4.15	7.00	403.3								
	4.30	7.05	408.6								
	4.45	7.10	413.9								
	5.00	7.15	419.2								
	5.15	7.20	424.5								
	5.30	7.25	429.8								
	5.45	7.30	435.1								
	6.00	7.35	440.4								
	6.15	7.40	445.7								
	6.30	7.45	451.0								
	6.45	7.50	456.3								
	7.00	7.55	461.6								
	7.15	8.00	466.9								
	7.30	8.05	472.2								
	7.45	8.10	477.5								
	8.00	8.15	482.8								
	8.15	8.20	488.1								
	8.30	8.25	493.4								
	8.45	8.30	498.7								
	9.00	8.35	504.0								
	9.15	8.40	509.3								
	9.30	8.45	514.6								
	9.45	8.50	519.9								
	10.00	8.55	525.2								
	10.15	9.00	530.5								
	10.30	9.05	535.8								
	10.45	9.10	541.1								
	11.00	9.15	546.4								
	11.15	9.20	551.7								
	11.30	9.25	557.0								
	11.45	9.30	562.3								
	12.00	9.35	567.6								
	12.15	9.40	572.9								
	12.30	9.45	578.2								
	12.45	9.50	583.5								
	1.00	9.55	588.8								
	1.15	10.00	594.1								
	1.30	10.05	599.4								
	1.45	10.10	604.7								
	2.00	10.15	610.0								
	2.15	10.20	615.3								
	2.30	10.25	620.6								
	2.45	10.30	625.9								
	3.00	10.35	631.2								
	3.15	10.40	636.5								
	3.30	10.45	641.8								
	3.45	10.50	647.1								
	4.00	10.55	652.4								
	4.15	11.00	657.7								
	4.30	11.05	663.0								
	4.45	11.10	668.3								
	5.00	11.15	673.6								
	5.15	11.20	678.9								

CRHA Communications

THE 1991 ANNUAL C R H A CONFERENCE

By Hugues Bonin

Reprinted from Kingston Rail

The 1991 Annual Conference of the Canadian Railroad Historical Association is now a thing of the past. It went very well, thanks to the dedicated efforts of Messrs. Bill Thomson, Walter Bedbrook, Euan Callendar, Bob McWilliams, Robert Riddell and Richard Viberg, who collaborated with me in preparing and running the conference, and of Messrs. Barry Porteous and Tom Walsh who helped with the registration of the participants. In addition, the contribution of the Rideau Valley Division of the CRHA was tremendous and the efforts of the following persons are acknowledged: Messrs. Dave Gagnon, Ken Papineau and Bill LeSurr.

The attendance was well beyond our expectations with 47 participants to all or parts of the conference. The province of British Columbia was represented by 4 persons, Saskatchewan by one, Quebec by 8 and Ontario by 32. In addition, 2 American citizens completed the group. The attendees needing accommodation stayed either at the Donald Gordon Centre of Queen's University or aboard the M.V. Alexander Henry, an ice breaker now part of the Maritime Museum of the Great Lakes, on Kingston's waterfront.

The programme advertised was closely followed. After opening the registration period, followed by a get-together with cash bar on the evening of Thursday August 1, the activities started in earnest the following morning with a field trip to the CN roundhouse in Belleville. Mr. Steve Armstrong, CN Manager, Train and Engine Service, welcomed the group and we could see not only the roundhouse, but also some work equipment gathered for us. A nice touch was one of the un-rebuilt GP9's with Flexcoil trucks, number 4276, considering that these are now rare locos, with less than 71 still operating. Steel snow flanger 56203, wooden flanger 56287, single-track snow plough 55396, double track snow plough 55502, Jordan spreader 50956 and steel caboose 79393 could all be inspected closely. CN even supplied some action with a long freight train hauled by hard working new Dash 8-40CW's 2427 and 2417, as well as GMD GP40-SLW 9476. About midway in the train one could hear air leaking from the brake line. The group was even invited to - and did - ride the turntable!

After taking photographs of the Belleville station and touring the 1856 Napanee station (part of which is now a gift shop), the group had a picnic in the park between the Napanee River Falls and the CN bridge, then proceeded to Kingston by an itinerary offering a view of the old stone Earnestown station (also built in 1856) and the UTDC facility. The afternoon was spent in the Donald Gordon Centre, and the participants enjoyed three presentations, followed by a question and discussion period. Mr. Robert Gawley from UTDC spoke on the history of public transportation through the ages, from early omnibuses to horse-drawn streetcars, electric streetcars, rapid transit up to modern "people movers". Don McQueen, from London Ontario, and a long-term resident of Brockville, had an hour-long slide presentation of railroading in

the past in eastern Ontario, with several priceless views of steam and early diesels and of the engine facilities, stations and shops. Mr. Garry Herman from VIA Rail (Montreal) did an excellent presentation on the stainless steel car rebuilding program now under way at VIA, called the "HEP" (for Head-End-Power) program. Mrs. Dianne Graham came from Toronto, and helped in answering the numerous questions from the audience. The participants were treated with a generous supply of "Vialogues" and "Of Style and Steel" posters.

The Friday evening was taken up by the Annual General Meeting of the CRHA, chaired by CRHA President Dr. David Johnson. Several reports were presented by representatives of the Divisions and topics such as a status of associate museum of the National Museum of Science and Technology for the Canadian Railway Museum, and the present and future problems of the CRHA archives were discussed at length.

The activities of Saturday, August 3 started with a tour of Kingston's Steam Pump House Museum where, in addition to the operating water pumps, many kinds of steam machines are on display. In particular, one of the rooms has two scale train layouts: one giant O-scale system donated recently by its builder, Mr. Jechell, and a small HO-scale layout, used for the TV program "The Friendly Giant", on loan from the Kingston Division of the CRHA.

The conference participants then proceeded to Brockville where Acting Mayor Chris Puddicombe and Mrs. Bonnie Burke - Curator of the Brockville Museum welcomed them at the old railway tunnel, the south portal being a city park, with interpretative displays inside the tunnel and in a preserved Canadian Pacific steel caboose, number 437464. Lunch was served in the Shepherd Grist Mill, and then the Brockville Museum was visited. Some participants managed to walk to the station to see some VIA trains and a CN freight train having an ex- GO Transit GP40-2(W) in the consist. Return to Kingston was via the Thousand Islands Parkway for a good view of this most scenic area. Stops were made to see the former Thousand Islands Railway locomotive 500 preserved in downtown Gananoque, and to see the CN station at Gananoque Junction, and, finally the Rideau Canal locks under the CN main line bridge at Kingston Mills.

The Conference banquet ended the activities for this Saturday. The keynote speaker was Mr. Keith Hunt, the right hand man of former CN President Donald Gordon. Mr. Hunt is now chairman of the CN retired employees' Association. He talked about the human side of railroading, his work with CN in the 1950's and '60's, the Place Ville Marie project and the presidency of Mr. Gordon. The CRHA Annual Awards for 1990 winners were announced, and the Lifetime Achievement Award was presented to Mr. Fred Angus by CRHA President Dr. David Johnson.

Sunday, August 4 was spent at the Smiths Falls Railway Museum, and the activities were organized by the Rideau Valley Division of the CRHA. Upon arriving at the museum, the participants visited the station and the rolling stock on display. A group walked to the CP station and arrived in time to see the departure of a 500-series

freight train to Toronto hauled by MLW M636 numbers 4515 and 4723, plus M630 number 4567, much to the delight of all. The rest of the group arrived soon with the bus, guided by Bill LeSurf who explained that, most unfortunately, both the station and the roundhouse are slated for demolition.

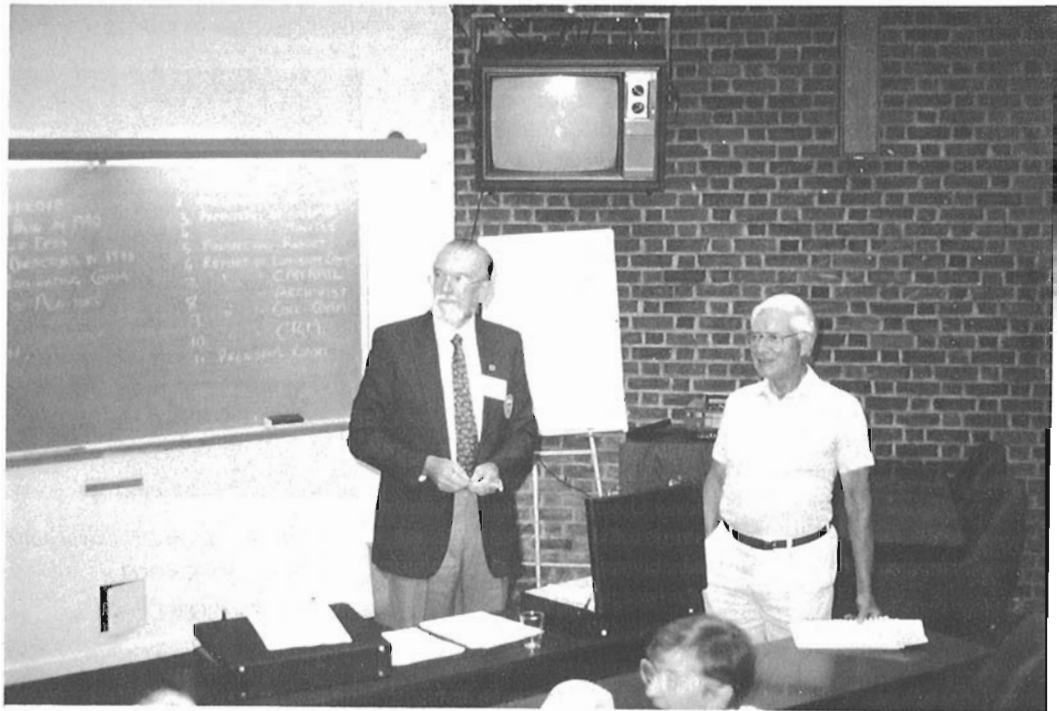
Next, the roundhouse was visited and many pictures of the local locomotives were taken: MLWRS18u's 1849, 1863 and 1867. A short trip was made to the rail welding installation, now closed, famous for its former Pennsylvania RR Fairbanks-Morse-Erie-built "B" unit diesels which carbodies are used, along with several old baggage cars, to house the welding equipment. A diesel horn from the east prompted the group to return to the station

in time to witness the meeting of two 500-series freights: a westbound hauled by Soo Line SD-40-2's 6620, 6615 and 6400, and the eastbound by CP Rail 5400 (ex- QNS&L SD40) and Soo Line SD40-2 number 6608. After a 20-minute wait for VIA Rail train 43, the Ottawa - Toronto "Lakeshore", it was decided to head back to the museum for luncheon when it was known that the train was still in Ottawa! The luncheon was provided courtesy of our friends in the Rideau Valley Division of the CRHA, with the menu advertised as a B-B-Q of delicious lasagna.

The rest of the afternoon was spent at the museum riding the short train consisting of former Canadian Pacific MLW S-3 number 6591, in splendid grey and maroon paint scheme, two coaches and a former CP Rail caboose. The ride up to the bridge over the Rideau permitted a close-up view of the lift bridge and some of the freight cars preserved, notably a pair of CPR ore cars used in the Sudbury area, as well as the Wickham crew car.

The group left just as a big thunderstorm started to pour tons of water and, on the way back to Kingston, a stop was made at Jones Falls to have a look at the several locks and the dam built by Colonel By's crews in the 1820's. Fortunately, the visit coincided with a respite from the rain, so that most managed to remain dry for all of the Conference. The weather managed to stay more sunny than predicted for all of the Conference, contributing to its success.

From the many favourable comments I got, most of the participants had a good time, if not all, and will keep fond memories of their stay in the Kingston area. We hope that most of the group will attend the 1992 Conference, to be held in Montreal.



At the CRHA 1991 Annual General Meeting, Dr. D. Johnson and Mr. A.S. Walbridge present their reports. Photo by Hugues Bonin.

ANNUAL AWARDS FOR 1990

The recipients of the Canadian Railroad Historical Association's ANNUAL AWARDS for 1990 have been chosen by the Panel of Judges, and it is a privilege to honour those who have contributed so much to the recording and preservation of Canada's railway history.

A long-term commitment by Fred Angus for recording and preserving significant examples of Canadian railway history is the major reason for presenting the LIFETIME ACHIEVEMENT AWARD for 1990 to him. In recent years his most visible and probably largest contribution to the railway history movement is his editorship of Canadian Rail. Editing a magazine of the complexity of Canadian Rail is no easy task. The job requires the constant monitoring, thinking ahead and often researching and writing material at the last moment. While the co-editor, as well as a number of writers, photographers and cartographers contribute, Fred's hand continues to be evident. Fred often researches and writes major articles for the magazine.

As a nominator noted, Fred has an ongoing interest in the administrative affairs of the CRHA. As a historian he has given and shares his considerable expertise in the history of Montreal's street cars. He is also the author of "Loyalist City Streetcars", the story of the street cars of Saint John, New Brunswick. While Fred comes from a family tradition of supporting the Canadian museum movement generally, and transportation museums particularly, Fred has and continues to contribute to the Canadian railway historical movement in his own unique and significant style.

Other persons nominated for the Lifetime Achievement Award were: Norris Adams - the Association's dedicated Western Division Liaison representative; G. Hollie Lowry - Vice-President and Secretary of the Toronto & York Division; Nicholas Morant - renowned Canadian Pacific Railway photographer; Dick George and Al Patterson - railway photographers.

There were a total of eight nominations for the ARTICLE AWARD in a CRHA publication, and the judging resulted in a "tie" vote - Dr. Fritz Lehmann for "James Good and the Toronto Locomotive Works", and Mr. Peter D. Locke for "The Reid Newfoundland Company and its Influence on Newfoundland, 1898 to 1923".

Railway historians have successfully identified significant pieces of machinery to depict the development of the railway industry in Canada. Dr. Lehmann has once again provided an interesting approach to the development of the first locomotive to be constructed in Canada. He considers the wider context of the foundry industry to illustrate how Canadian enterprise got interested and involved in locomotive building at a very early stage in railway locomotive development generally. He also demonstrates considerable foresight and planning in developing this article. The variety of the references used illustrates this fact very well.

Mr. Locke has used a multiplicity of sources in writing this two-part feature on the Newfoundland railway, the accent on the social, economic and political history which influenced the operation and usefulness of the system to Newfoundlanders for just over 100 years, is an innovative approach to the subject.

[Both these authors have written additional articles which will appear in Canadian Rail in the near future. Watch for them.]

The works of other authors nominated for the Awards appeared in Canadian Rail; in The Sandhouse of the Pacific Coast Division; and in On Track of the Prince George-Nechako-Fraser Division. The authors were Henry Ewert, M.T. Green, Don Loney, Howard E. McGarry, Lorne Nicklason and John Seeley.

The winner of the ARTICLE AWARD in a non-CRHA periodical or magazine, which appeared in Railfan and Railroad Magazine, is the writing team of Les Kozma and Charles Bohi for "The Central Western Railway". It addresses new and current operations very succinctly and effectively. It is new material on a new railway. The article is well illustrated and has good maps. It has good historical background provided as well, and it is easy reading and very informative.

Art Clowes, writing in the newsletter of the Upper Canada Railway Society; and R.F.M. McInnis, writing in "Branchline" of the Bytown Railway Society, were the other nominees.

"The Canadian Pacific Railway and the Development of Western Canada", written by Dr. John A. Eagle, received the BOOK AWARD. This is a well planned, well researched work. It is not an "easy read". Some chapters do seem to be easier than others to understand and retain. While others have written about various aspects of western Canadian railway history - notably in British Columbia, and have acknowledged the complexities of railway history in that province, Dr. Eagle has told the whole story. The chapters relating to the history of the CPR in B.C. are, therefore, more difficult to read. Much has been written about Van Horne's skills and successes in building the CPR but Eagle has very effectively illustrated how Van Horne's successor, Thomas



CRHA President Dr. David Johnson presenting the 1990 Lifetime Achievement award to Fred Angus.

Photo By Hugues Bonin.

Shaughnessy brought a completely different set of skills which resulted in the CPR developing an effective traffic base in western Canada. It illustrates the CPR's strategies in developing those markets and showing that in so doing it had a very significant impact on the development of western Canada.

Four other books, written by Brian Kelly & Daniel Francis; Dean Robinson; Barrie Sanford; and Robert M. Stamp, were nominated for this book award.

The two nominations for the PRESERVATION AWARD are both commendable projects from a preservation point of view. In a very close vote by the Panel of Judges, the West Coast Railway Association is the recipient of the award.

The restoration of the 1890 CPR wooden business car "British Columbia" is meritorious because of the age of the car and the kind of careful restoration required to attempt to save or duplicate the craftsmanship of the original woodwork. There are few examples of restored cars of this era. Since this is apparently the second time this car has been restored to at least some degree (see Canadian Rail, September 1964, page 198) it might be a factor, in considering restoration, to include evidence of plans for preservation. Essentially what plans or evidence is there that sheltered or covered storage is available? How well is the project protected from vandals?

Steve Hunter was nominated for the restoration to operating status of ex-CP S-3 diesel locomotive 6591 at the Smiths Falls Railway Museum.

The Canadian Railroad Historical Association's ANNUAL AWARDS for 1990 committee is honoured and pleased to announce the winners of these awards at the 1991 Conference of the Association held at the Donald Gordon Centre, Queen's University, Kingston Ontario, held from August 1 to 5, 1991. The committee is indebted to the Panel of Judges who have responded to the difficult task of selecting the recipients of awards. "Any one of them could have been chosen as a worthy winner".

The Business Car

STEAM RAILWAY FOR WATERFORD, ONTARIO

Should the plans of the Waterford and Northern Railway bear fruit, Canada will have its first new steam locomotives placed in service since the CP took delivery of Selkirk 5935 from the Montreal Locomotive Works in March 1953. A group of investors plan to spend upwards of \$6 million to develop a tourist railway on the former Toronto, Hamilton & Buffalo Railway line between Waterford and Scotland, Ontario. Included in their plans is the acquisition of two new steam locomotives from China to power the trains.

Source: Hamilton Spectator, July 15, 1991

WAKEFIELD STEAM TRAIN MAY START NEXT SUMMER

Promoters of the Wakefield tourist train hope to begin excursions next summer after finally sorting out a dispute over money.

The project was delayed 10 months while train promoters tried to wrestle a \$1.4-million grant from the Quebec government.

John Trent, president of the train council, said on August 21 that the province has finally agreed to release the money. That will allow work to begin this fall on track repairs along the 27 kilometre route between Hull and Wakefield. The money was promised in November 1990 but both sides began bickering. Quebec wanted guarantees, which the promoters couldn't give, that it would get some money back if the project died.

In August the promoters agreed to put up a mixture of cash and land to guarantee the grant, said Andre Menard, an aide to Quebec Tourism Minister Andre Valleraud.

The steam train is to make three trips a day during tourist seasons. A diesel train, which is more rugged, will be substituted in the winter for weekend ski excursions.

Trent said one hurdle remains before the project can go ahead, but he anticipates no problems. All the parties involved must sign an agreement to proceed with the project. They include the municipalities of Hull, Chelsea and La Peche, and Edelweiss ski resort owner Andy Tommy, who will buy and operate the train. They are investing more than \$2 million.

Trent said setbacks in the past have made him wary of saying the project will go ahead for sure. "There is no use crowing about this until we have it all in place."

Source: The Ottawa Citizen, August 22, 1991.

SALEM AND HILLSBOROUGH

The rebirth of the S&H has taken place! Written off as lost by more than a few, following cessation of operation at the end of 1989, the New Brunswick tourist hauler is once again back in business. It is due in no small way to the support of the New Brunswick government and many of its local citizenry. The government funding has essentially primed the pump with a contribution of \$70,000, but the organizers recognize that they must wean themselves

off government donations. The first incarnation of the S&H saw operations subsidized on an annual basis by the federal government to the tune of \$250,000.

At the moment motive power consists either of RS-1 208 or 8209, although ex CN 4-6-0 number 1009 (built in 1912) was used on Labour Day weekend. There will be special charters in October. The S&H may be reached by phone at (506)-366-6715.

Source: The 470 (Portland Maine).

HIGH TAXES

High taxes are eroding the competitive edge of Canada's railways when it comes to transcontinental shipments. Increasingly, off-shore containers from the Pacific rim are heading east via U.S. carriers when they should be travelling either CN or CP. Fuel taxes, for instance, add an additional \$8000 to a Canadian movement. Property taxes are also significantly higher as are income taxes. According to Dennis Apedaile, assistant vice-president, government and industry affairs, with CP, up to 70% of Pacific rim container traffic may have been lost to competing U.S. railways.

Source: The 470.

VIA IMPROVEMENTS

VIA Rail is moving forward with its rebuilding program, with more than 50 cars now converted to head-end power. On July 2, the third "Canadian" trainset was placed in service, with two remaining as steam-heated. Sufficient equipment has now entered the shop to complete this conversion program. Attention will then turn to the "Atlantic" and "Ocean" between Montreal and Halifax. This summer the "Canadian" was an all-Budd consist, running 12 cars including two domes, six sleepers and two coaches. The "Atlantic" and the "Ocean" operated at a maximum of 13 cars most days, including four sleepers, three coaches and two daynighter leg-rest coaches. These trains carried a full dining car, a cafe-lounge and a dome-sleeper-observation and was made up of "blue cars", except for the sleepers which were Budd-built.

Source: Cinders, via The 470.

VIA DISCOUNT FARES

With the coming of Autumn, VIA Rail has expanded the scope of its money-saving reduced fares on many of its lines in eastern Canada. In addition to the 40% discounts in the Windsor - Quebec City corridor (valid for travel any day but Friday and Sunday, if purchased at least 5 days in advance), the discounts are now also being offered on the eastern transcontinental trains the "Atlantic", the "Ocean" and the "Chaleur" if tickets are purchased at least 7 days in advance. On the latter three trains the discount also applies to sleeper space.

Examples of the one-way discount fares from Montreal are:

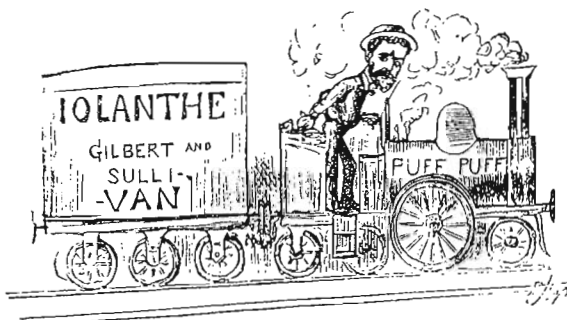
Toronto \$41, Ottawa \$17, Quebec City \$20, Windsor \$61,

Moncton \$82 (including upper berth), Halifax \$94 (including upper berth), Kingston \$23, Gaspé \$80 (including upper berth), Hamilton \$43, London \$50.

These special fares apply until December 14. This might be a good time to take advantage of them, especially on the run to Gaspé which may be discontinued if the Chandler - Gaspé section is abandoned.

D'OYLY CARTE NOW A LOCOMOTIVE

Enthusiasts of the Gilbert and Sullivan Operas will be interested to learn that British Railways has named one of their new 90-class locomotives "The D'Oyly Carte Opera Company". The naming ceremony took place on March 21 at Birmingham's New Street Station. In attendance were the Lord Mayor and Lady Mayoress, as well as members of the opera company.



Working up on the old Lines.

A cartoon showing Richard D'Oyly Carte on the footplate of a locomotive "working up on the old lines", from "Punch" of December 9, 1882.

The original D'Oyly Carte Opera Company was formed in 1875 and produced the operas of Gilbert and Sullivan written between that date and 1896. The tradition of producing G&S was continued by the company for 107 years until financial constraints forced it to suspend operations. Recently, however, the company has been revitalized and has moved its headquarters from London to Birmingham, where the production of these wonderful works continues.

The connection of Gilbert and Sullivan with railways is not inappropriate. There were several occasions when Gilbert took his inspiration from railways. In the midst of his nightmare song in *Iolanthe* (first produced in 1882) the Lord Chancellor visits "Sloane Square and South Kensington stations" (which still exist today on London's Circle Line). Gilbert himself is reputed to have been waiting on a station platform when he saw the poster which inspired the *Yeoman of the Guard* (1888), and in *The Mikado* (1885) the girls chorus refers to itself as "a train of little ladies". Can anyone deny that Sullivan picked up the latter idea in his scoring of their introduction? Think too, of the old traditional movement of *Yum-Yum* and her sisters as they sang "Three little maids who all unwary...."; did it not resemble the piston of a steam train? Some forgotten bit of the original production? In Gilbert and

Sullivan's very first joint venture, the almost-forgotten "Thespis", produced in 1871, there is an amusing song about the vicissitudes of "The North South East West Diddlesex Junction Railway".

At any rate, in future we shall be able to announce that "The opera company now standing at platform five is going forward to....".

Source: The Magazine of the Friends of D'Oyly Carte.

CURTAINS FOR ANGUS

On September 16, 1991 Canadian Pacific announced that it will close permanently its Angus Shops in east-end Montreal at the beginning of January 1992. The shops, once the largest on the system and one of the largest in North America, were opened in 1904 and were named after Richard B. Angus (1831 - 1922), one of the members (and last survivor) of the original "Syndicate" which founded the CPR Company in 1881. In its peak years, during World War II, the Angus Shops had employed about 12,000 persons, but this had been cut back over the years so only about 800 remained at the time the closure was announced.

At one time many pieces of motive power and rolling stock were built at "Angus", and the inscription "Built by Canadian Pacific Railway Co. Angus Shops" was a familiar sight on the inside of the end doors of many passenger cars. Most locomotive building there ceased about 1922, but five engines were built after that date, the last of all being 4-6-2 number 1201, built in 1944 and now preserved in Ottawa.

The job of making heavy repairs of CP equipment will now be done by the railway's shops in Winnipeg and Calgary.

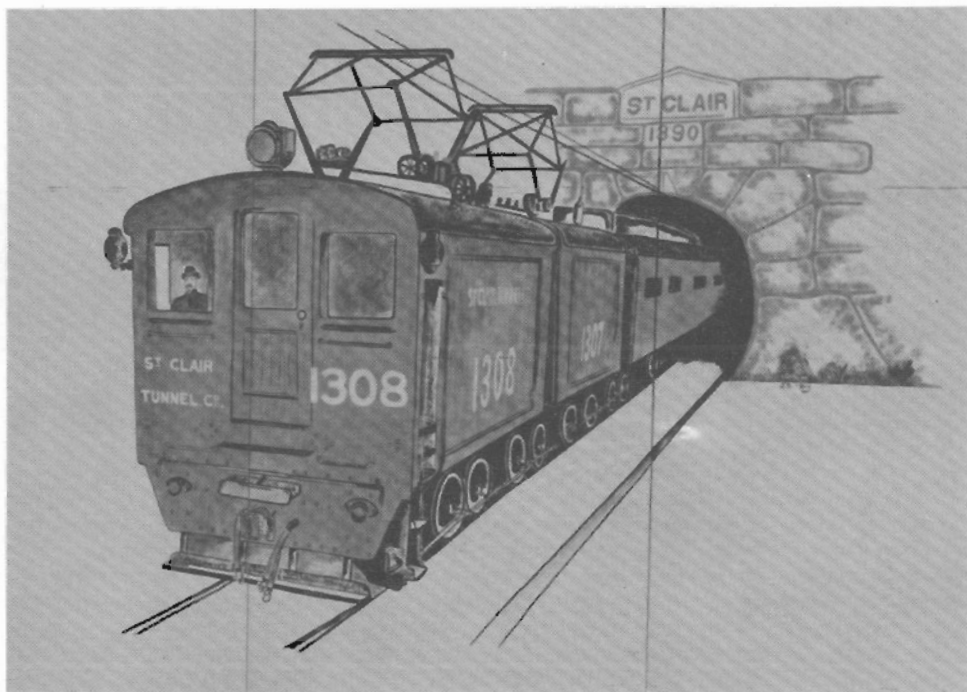
CANADIAN ATLANTIC RAILWAY HAS A VAN



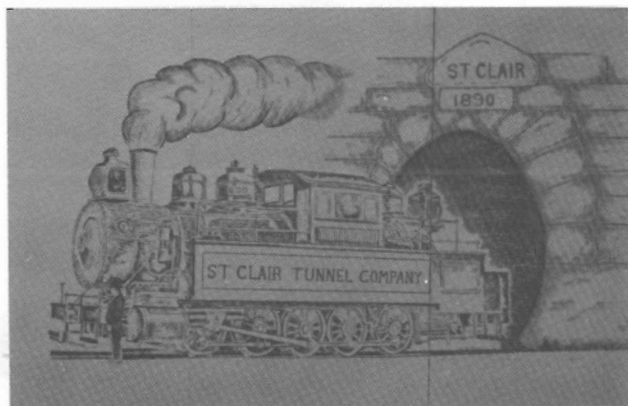
Our member Mr. R.D. Thomas of Saint John N.B. sends this photo, taken on August 6 1991, of Canadian Atlantic van number 422990. Even though it is lettered "Canadian Atlantic Railway" its reporting symbol is still "CP" as can be seen in the photo. It is interesting, in this era of disappearing vans, that CAR has painted one up this way, but it is expected that it will be used as a sort of business car, as well as "showing the flag" to customers and others along its lines.

100TH ANNIVERSARY OF THE ST. CLAIR TUNNEL

The climactic event of the celebrations of the "Year of the Tunnel", which commemorated the 100th anniversary of the St. Clair tunnel, took place on September 19 1991 in Sarnia and Port Huron, one hundred years to the day since the tunnel was opened. A highlight of this event was a special train, operated in "push-pull" fashion, which made several round trips through the tunnel between Sarnia and Port Huron. Many exhibits were set up in both cities, and the special trains were filled to capacity. A significant event was the arrival, at about 4:00 P.M. of the eastbound "International", the first passenger train of the tunnel's second century, only four hours after the last of the first century passed going east. Certainly the entire "birthday party" was a great success. A more detailed description of the occasion, as well as that of 1891, will appear in a later issue of Canadian Rail.



A mural painting of a passenger train, headed by electric locomotive 1308, emerging from the tunnel. This mural was displayed at the festivities and depicts the type of power used from 1908 to 1958.



Another mural, this one showing a steam locomotive of the type used in the tunnel from 1891 to 1908.



The Amtrak / VIA passenger train the "INTERNATIONAL" arriving at Sarnia station on September 19, 1991 en route from Chicago to Toronto. This was the first regular passenger train through the tunnel in its second century.

Photo by Fred Angus.

BACK COVER: One of the first street railways to be abandoned in Canada was the Belleville Traction Company, in Belleville Ontario, which shut down about 1901. This rare view, taken in the 1890's, soon after the system opened, shows closed car number 8 hauling open trailer number 7. Another open car appears in the background.

National Archives of Canada, Merrilees Collection, Photo PA-167045.

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