



# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

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Early CPR Construction in Eastern Canada – Prairie Dog Coaches –  
Winnipeg Streetcars - Rawdon Railway Centennial

Les débuts du CPR dans l'est du Canada – Les voitures coach du Prairie Dog –  
Les tramways de Winnipeg – Le centenaire du chemin de fer à Rawdon



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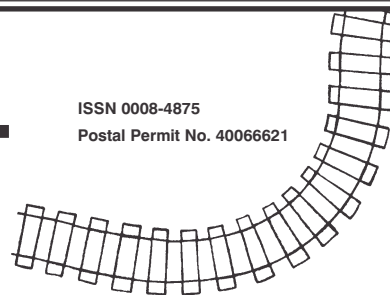


# CANADIAN RAIL

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**FRONT COVER:** Canadian Pacific Railway 8861 West, Train 107-17 departing Bonfield, Ontario on April 17, 2009. The train is rolling over the first section of track laid by the CPR in eastern Canada in 1881. Locomotive 8861 is an 'Evolution Series' ES44AC model, built by GE in January-February 2008. The CP class # is DRF-44. It has 4360HP and is geared for 75 MPH. It's assigned on Montreal (St Luc) to Vancouver (Coquitlam) daily except Sunday, Monday Train 107. This locomotive meets US EPA Tier 2 emission requirements. The ES44AC replaced the AC4400CW model, and between 2005 and 2008 CPR bought a total of 200 GEVOs. They are all equipped with built in Locotrol LEB equipment. Raymond Farand.

**BELOW:** Canadian Pacific Railway 9737 West, Train 107-09 is approaching Corbeil, Ontario on October 9, 2003. CPR 9737 is an AC4400CW model, built by GE between October 2002 and January 2003. The CP class # is DRF-44. It has 4400HP and is geared for 75MPH. Raymond Farand.

**PAGE COUVERTURE :** La locomotive no 8861 du Chemin de fer du Canadien Pacifique en direction ouest, en tête du train no 107-17 quittant Bonfield en Ontario ce 17 juillet 2009. Le convoi roule sur le premier tronçon construit par le CPR en 1881. La locomotive no 8861 de la classe DRF-44, construite par GE en janvier-février 2008, est un modèle ES44AC de la série Evolution. Elle peut développer une puissance de 4360 ch et est réglée pour atteindre une vitesse maximale de 120,7 km/h. Elle est assignée au train quotidien (mardi au samedi) no 107 entre Montréal (Saint-Luc) et Vancouver (Coquitlam). Répondant aux critères d'émission de gaz US EPA Tier 2, le modèle ES44AC remplace le AC4400CW. Entre 2005 et 2008, le CPR a reçu un total de 200 GEVO. Ces locomotives sont équipées du système Locotrol LEB. Raymond Farand.

**Ci-DESSOUS :** La locomotive no 9737 du Chemin de fer du Canadien Pacifique en direction ouest, est en tête du train no 107-09 arrivant à Corbeil, Ontario, en ce 9 octobre 2003. La CPR no 9737 est un modèle AC4400CW de classe DRF-44 construit par GE entre octobre 2002 et janvier 2003. Cette locomotive peut développer une puissance de 4400 cv ch et est réglée pour atteindre une vitesse maximale de 120,7 km/h. Raymond Farand.

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## Where the Canadian Pacific Railway Began in Eastern Canada

By Douglas N. W. Smith

*“For the better determination of this contract, it is hereby declared that the portion of the railway hereinafter called the Eastern section, shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the Western terminus of the Canada Central Railway, near the east end of Lake Nipissing known as Callander Station . . . – Section 1, Contract between Her Majesty the Queen and the CPR syndicate, dated October 21, 1880*

One of my unanswered questions about the construction of the Canadian Pacific Railway has been where and when did the company begin construction of its transcontinental line in eastern Canada. The ceremonial start of construction by the company on the prairies has been well documented, but there always has been an unnatural silence about where things began in the east. Searching for a date relating to the Grand Trunk in 1881 turned up the answer in the pages of the Toronto Globe. Hopefully you will find the tale to be as of much interest as I did.

Ever since the Confederation of the colonies in 1867, the Canadian Prime Minister, Sir John Macdonald, had dreamt of building a railway across the continent to bring together all the British possessions into a single entity – the Dominion of Canada. The first attempt to construct the Canadian Pacific Railway had ended in scandal and the downfall of his government in 1873. Returned to office in 1878, Sir John looked for capitalists who could bankroll the construction of the transcontinental line. In 1880, he began negotiations with a syndicate composed of George Stephen, Donald Smith, Richard Angus, Duncan McIntyre, James Hill, Morton Rose & Company of London, England and Kohn Reinach & Company of Paris who had the money, connections and railway experience to complete the project. After a tumultuous debate in Parliament, legislation incorporation the new Canadian Pacific Railway was passed in February 1881.

The designation of the eastern terminus for the transcontinental railway was a political hot potato. Faced with the political fallout from selecting Montreal, Quebec City or Toronto as the eastern terminus, Sir John had confounded the contending cities and provinces by designating in 1871 an unspecified point near Lake Nipissing as the starting place for the transcontinental railway. In theory, the cities and provinces could lend their support to the many railways, both under construction and still in the charter phase, seeking to be the eastern connection for the transcontinental line. By 1881, the field was becoming crowded with real and paper

railways seeking to be eastern links to the new transcontinental line. Many such as the Quebec Pacific Railroad, the Quebec & Lake Huron Direct Railway, the Ontario Sault Ste Marie Railway, and the Ontario & Pacific Junction Railway Company of Canada never did more than secure a charter from their respective provincial legislatures. At the time the agreement between the syndicate and the Dominion government was signed in 1881, only the following five of the railways possessing the power to build to Lake Nipissing had actually laid track:

1. the provincially-owned Quebec Montreal & Occidental Railway from Quebec City through Montreal to Aylmer near Ottawa;
2. the Canada Central Railway from Ottawa to a point west of Mattawa;
3. the Hamilton & North Western Railway from Hamilton to Barrie;
4. the Northern Railway Company of Canada from Toronto to Gravenhurst; and
5. the Toronto & Nipissing Railway from Toronto to Coboconk.

As part of the negotiations with the Dominion Government, George Stephen had told Macdonald in July 1880 that he would not be a party to a transcontinental railway starting in the middle of the wilderness and that the Canada Central and other eastern railways would have to be incorporated into the CPR as the CPR wanted its eastern terminus to be at a port reached by ocean vessels. As there was no viable alternative, Macdonald acquiesced. The CPR would inexorably take steps to make Montreal the eastern terminus of its transcontinental line. The first step was quickly accomplished with the takeover of the Canada Central on June 9, 1881 – a measure that greatly pleased syndicate members Angus, McIntyre and Stephen who had large financial stake in that railway.

The Canada Central Railway had a long and troubled history. Chartered by the Province of Canada in May 1861, it was part of a scheme to build a railway from Quebec City to Lake Huron. The Canada Central had the power to build from Montreal westward via Ottawa and Arnprior and could also amalgamate with the North Shore Railway, which ran between Montreal and Quebec City, and the Carillon & Grenville Railway, a small portage railway along the Ottawa River midway between Montreal and Ottawa.

The Canada Central was initially blocked from

building through the upper Ottawa River valley to reach Lake Huron as Brockville & Ottawa Railway, whose charter predated the Canada Central, gave it the right to build from Brockville to Pembroke. After completing the 53 mile line from Brockville to Almonte in 1859, progress on the Brockville & Ottawa had come to a standstill. While the Canada Central legislation of 1861 preserved the rights of the Brockville & Ottawa, it was only a reprieve as the legislation specified that the B&O had five years to complete their line to Pembroke. The Brockville & Ottawa scrapped together sufficient financing to complete a 22 mile extension to Sandpoint on the Ottawa River in 1865, but could not find the funding to complete its route to Pembroke.

The Canada Central also was having financial problems of its own. The backers of the Brockville & Ottawa acquired the Canada Central. They used the Canada Central charter to build a line from Ottawa to a junction with the Brockville & Ottawa at Carleton Place. The completion of this line in September 1870 marked the upturn in the fortunes of both railways that were now inextricably linked. In December 1872, the Canada Central completed a 13 mile extension from Sandpoint to Renfrew.

The Dominion government elected in 1874 under Liberal leader Alexander Mackenzie was not keen on the transcontinental railway project. That year, his government passed a new charter for the Canadian Pacific which envisaged a jerry-rigged network of water and rail transport to cross the country with the rail segments being built between major waterways. On February 19, 1875, the government passed an Order-in-Council fixing the eastern terminus near Lake Nipissing. While the Canada Central was empowered to build a line from Renfrew to the terminus, it again was barred from the upper Ottawa River valley. The Mackenzie government wanted to stay in good favour with the Quebec interests desired that the trade carried by the Canadian Pacific be handled through Quebec ports. To fulfill this ambition, the Quebec government took over the North Shore and the Montreal, Ottawa & Western Railways in the fall of 1875 as they had fallen hopeless in debt and remained incomplete. The Quebec government's intentions were made plain by the name it gave the consolidated railways – the Quebec, Montreal, Ottawa & Occidental Railway. The new line would connect Quebec City to the CPR terminus. Running via Montreal, Hull and Aylmer, the line was to remain as far as possible within Quebec before crossing into Ontario.

In 1874, the Canada Central was also given the

authority to build from Renfrew to Pembroke. This 35 mile extension was completed in September 1876. During this time, extensive survey work was undertaken between Renfrew and Lake Nipissing. The conclusion was that this mountainous territory that would be very difficult to build through. No further work was ever done on this route by the Canada Central.

In the dying days of the Mackenzie administration, legislation amalgamating the Canada Central and Brockville & Ottawa as the Canada Central Railway passed in May 1878. This Act permitted the Canada Central to build from Pembroke westward along the Ottawa River to Mattawa and then cross-country to the Lake Nipissing terminus of the CPR. Why the change of heart? By this time, the Quebec government had become disillusioned with its railway scheme and had halted westward construction at Aylmer, Quebec.

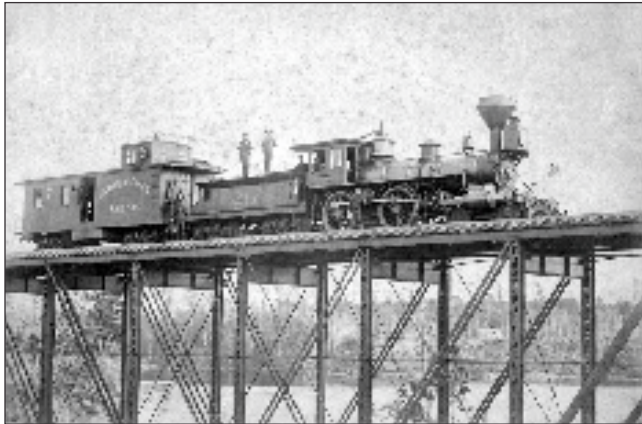


CPR photographer J. W. Heckman recorded the station at Mattawa, Ontario around 1900. This board and batten structure was most likely built to the plans of the Canada Central Railway in 1880 or 1881. The structure was destroyed by a fire shortly thereafter and replaced by a new station in the 1902-1903 period. Canadian Pacific Corporate Archives.

*J. W. Heckman, photographe du CPR, a pris un cliché de la gare à Mattawa, Ontario, autour de 1900. Cette structure en panneaux et lattes fut vraisemblablement construite d'après des plans du Canada Central Railway en 1880 ou 1881. L'édifice fut peu après détruit par un incendie et remplacé par une nouvelle gare pendant la période 1902-1903. Archives Corporation Canadien Pacifique.*

The contract for the section of the Canada Central lying west of Pembroke was awarded to Worthington & Company of Montreal in April 1878. The project got off to a good start with construction on over 20 miles of right-of-way in hand by year's end. In 1879, James Worthington and his partner, Duncan McIntyre, purchased the Canada Central Railway outright. Worthington went bankrupt and his interest in the Canada Central was assumed by Richard Angus and George Stephen in February 1880.

Backed by these capitalists, the Western Section made rapid progress. Regular scheduled trains were running to Mackey's, 47 miles west of Pembroke, starting April 15, 1880. This was a blistering pace of progress when compared to the eleven years it took the Canada Central to build the 48 miles from Sandpoint to Pembroke.



The CPR gained 24 locomotives when it took over the Canada Central Railway in June 1881. The 217, originally CCR 17, was built by the Brooks Locomotive Works in Dunkirk, NY in 1873. This most handsome 4-4-0 was photographed on the bridge at Sturgeon Falls, Ontario, some 23 miles west of North Bay. The origins of the caboose are unknown, but it is an equally interesting piece of equipment. Canadian Pacific Corporate Archives, Omer Lavallee Collection.

*La prise en charge du Canada Central Railway en 1881 a permis au CPR d'acquérir 24 locomotives. La no 217, ex-CCR 17, fut construite par la Brooks Locomotive Works à Dunkirk, NY, en 1873. Cette splendide 4-4-0 fut photographiée sur le pont de Sturgeon Falls en Ontario à quelque 37 kilomètres à l'ouest de North Bay. Le fourgon de queue, une pièce intéressante, est d'origine inconnue. Archives Corporation du Canadien Pacifique, collection Omer Lavallée.*

Under the terms of the contract signed between the Dominion Government and the new Canadian Pacific Railway on October 21, 1880, the syndicate was to begin construction no later than July 1, 1881. Construction was first inaugurated on the line across the prairies. General Thomas Rosser, the Chief Engineer for the CPR, turned the first sod of the new CPR at Portage la Prairie, Manitoba with due ceremony on May 2, 1881. In the east, the CPR quietly began construction on a yet undetermined date, but it was either on or shortly before the deadline of July 1, 1881. The location was a clearing in the wilderness several miles east of Lake Nipissing as no point on the eastern side of the lake offered a reasonable harbour. As well, the CPR was deliberating as to whether the transcontinental line should be located on the south or north shore of Lake Nipissing.

In August a reporter for the Toronto Globe ventured north to visit the site of first construction gang on the CPR in the east. He filed the following report:

*Callander, August 31, 1881*

*Dinner over, the voyage was resumed and shortly after three, we reached the portage, about three miles up the Riviere La Vase, where . . . the Count Champlain resumed his water voyage, and where there is now a storage station of the Canadian Pacific – a log house built within the last few weeks. It is a fortunate thing for those whose business calls them to travel, or reside on the banks of the La Vase that the river is of so short a length. A filthier stream it has never been my lot to travel upon. What should make the water of this small river so insufferably odious is not clear, but with every stroke of the paddle a poisonous vapour is released that tells of animal and vegetable matter in the last stage of decay. In the evening a foul mist is formed on the surface of the water, and a sickly overpowering smell as of thousands of decayed water-lilies, offends the nose. This is the principal river flowing into the East Bay from the north side. It is passable to a good-sized Collingwood boat, but is perfectly impracticable as a means of access for steamboats to the Canadian Pacific, which crosses it about five miles from its mouth near Callander.*

*[The impression of the Globe's writer was one long held by travelers through this region. The courier de bois considered the La Vase River to be the worse portage route of any between Montreal and Fort William (now part of Thunder Bay, Ontario). The name La Vase refers to muddy terrain. - Ed]*

*Indeed on the entire north coast of the East Bay of Lake Nipissing, the water shoals so gradually that, wherever the steamboat landing may be, a wharf of half a mile in length will have to be built. This piece of information is given on trust, for I have not gone over the whole of the route.*

*At the portage on the la Vase, we found the CP storage station in charge of a keeper and two or three assistants, who put us on the right track for the railway works. Following for about a mile and half a track made by the Company's teams traveling to and from the depot, we came suddenly in the midst of the wilderness upon the much talked of eastern section.*

*It appears that on July 1st according to the terms of the contract, work was commenced somewhere near the La Vase – exactly where we could not learn – and has since been prosecuted in both directions. Roughly speaking the line runs parallel with the north shore of East Bay, and not nearer than four miles to its shore. The direction of the line is from northwest to southeast and from what we saw of the works on two miles of the*

northwestern part, we were prepared to accept without reserve the statement that the principal labour has been bestowed southeasterly. The first evidence that the traveler was about to debouch upon the line of the great transcontinental railway was furnished by the sound of axes chop, chop, chopping away in the forest. By degrees the thickness of the bush began to diminish in the direction we were going. Then we emerged into the daylight, and struck simultaneously the Canadian Pacific and a beaver meadow. The first skirts the edge of the other. My guide here told me that he had canoed it in four and five feet of water over the beaver meadow for many and many a spring time. The railway will be on a embankment high enough to be out of the way of floods and, further were given to understand the Company will put a few shots into a ridge of rock which dams up the creek – a tributary of the La Vase – running through the beaver meadow. By this means, the height of future floods will probably be reduced. Our first view of the workers was furnished by the appearance of two young men smoking and carrying at the rate of two miles an hour one pail of water each with which to extinguish a fire running in the bush and occupying about an acre in extent. The fire had apparently spread from the burning of the underbrush where the railway had been chopped out. A hundred men working like beavers could not have extinguished it. This was the most northwesterly point of the chopping. There had been no stumping done anywhere that we saw, and no grading, but we were told that grading was to commence the next day.

A little further we came to another detachment of workers who were squaring pine logs for use in building stores, stables, boardinghouses, etc. They all stopped work as long as we were in sight. Still further on were two drawing beaver hay. The horses were large and powerful beasts in

first rate order. Their loads were about four hundred pounds of hay on a sleight for each team. After every fifty yards of hauling the drivers seemed to think that the constitutions of themselves and their horses required a good long rest. Consequently we were not surprised on our return, after having one forward for half a mile, where we had consumed at least half an hour in conversation with persons found there, to find that these teams had not advanced more than a hundred yards from the place where we first found them. The actions of these teamsters and of the two men composing the tire brigade were a fair sample of all the work that we saw in progress. The main object of the men seemed to be to avoid earning more than the eleven cents an hour without board, which is their wages subject to certain deductions and retentions by the Company. We learnt that there were in all thirty hands employed on the works, but we did not see above a third of the number not deeming it worthwhile to see any more of the kind of work we had seen. So after inspecting a large storehouse and a boarding house built by the Company on a hillock in the beaver meadow, we turned our faces again towards Nipissing.

But first we made a small diversion from the path to inspect the operations of some settlers who had taken up land near the railroad. A farmer named Dreany, who has just moved in from about twenty five miles [from the south], has made the most progress. He already has a large log house built, in which he boards twenty railroad men and settlers. He has located on the side line which crosses the railway here, and is confident that if any town does grow up it must be there for the other side lines between Lake Nipissing and the lakes to the eastward cross the railway at places unsuitable for settlement.

*The Globe, Toronto, September 13, 1881*

At the time of the visit of the reporter to Lake Nipissing, the rails of the Canada Central were about 35 miles to the east. When the Canada Central was transferred to the CPR on June 9, 1881, the railhead had reached a short distance west of Mattawa. By years end, only a dozen or so miles of track had been laid to Eau Claire as the CPR focused its efforts on the getting the transcontinental line started across the prairies, which would yield big land grants.

The year 1882 saw the Canada Central completed to the junction with the CPR, but not the one

specified in the contract with the Dominion government. The name the CPR adopted for the point where its rails would meet those of the Canada Central was a piece of subterfuge. The hamlet of Callander, which lay on the eastern side of Lake Nipissing, had been designated in the contract between the CPR syndicate and the government as eastern terminus of the CPR. (The name of the settlement itself was chosen to honour Duncan McIntyre – one of the men who initially was part the 1881 CPR syndicate – whose birthplace was Callander, Scotland.)

The Minute Book of the Brockville and Ottawa Railway, which itself merged with the Canada Central Railway still exists in the CPR Corporate Archives, in immaculate condition. Handwritten in ink, the paper has a grey tone which makes scanning difficult. The following entry leads up to the amalgamation of the

Canada Central Railway with the Canadian Pacific Railway.

*Brockville June 1st 1881*

*Canada Central Railway Company Office*

*Special General meeting of Shareholders of the Canada Central Railway Company*

*A Special general Meeting of the Shareholders was held this day pursuant to the notice contained in the following advertisement duly inserted in the newspapers required by law.*

*Canada Central Railway Company*

*A Special general Meeting of the Shareholders of this company will be held at the office of the company in Brockville, on the first day of June next two of the clock in the afternoon, to consider the expediency of amalgamating with the Canadian Pacific Railway Company, and the terms of any draft deed of amalgamation which shall be submitted to the meeting, and to authorize the execution of such deed with or without amendments.*

*Archer Baker, Secretary  
Canada Central Ry. Co.*

*Brockville, Ontario 12th. April, 1881*

*There were present*

<i>Duncan McIntyre</i>	<i>8230</i>	<i>William Cassils</i>	<i>10</i>
<i>John Cassils</i>	<i>2550</i>	<i>Charles Cassils</i>	<i>10</i>
<i>Allan Turner</i>	<i>14</i>	<i>W.J. Anderson</i>	<i>10</i>
<i>Archer baker</i>	<i>10</i>		

*Representing the votes set opposite their respective names.*

The Canada Central received expanded powers in 1872 from the Dominion parliament when it was given the authority to build to Sault Ste Marie where it was expected that a connection could be made with the Northern Pacific Railway's transcontinental line. During the 1870s, the Canada Central commissioned surveys of a number of possible routes south of Lake Nipissing. When the CPR syndicate reached its agreement with the government in 1881, it was not clear if the company would build south or north of the lake. The CPR selected the northern route in 1882. Building to Callander would have created a needless diversion in the chosen alignment so it was by-passed.

On July 26, 1882, Charles Drinkwater, the corporate secretary for the CPR wrote Sir Charles Tupper, the Minister of Railways and Canals:

*I have the honor to state that this Company is satisfied that Callander Station should be fixed at a point 120 miles west of Pembroke, and if it should be hereafter found that the proposed railway from Gravenhurst can effect a junction with the Canadian Pacific Railway more advantageously at any point west of this, the Company will afford facilities for making such junction.*

Amazingly, just two days later, the Marquess of Lansdowne, Governor General, gave royal assent to the Order in Council sanctioning the decision. With the small bureaucracy of the time, paperwork moved much faster than today.

Thus the junction was not made at point where the CPR had started construction beside the La Vase River. Instead a point 14 miles to the east in the Township of Bonfield was designated the official meeting point and the point where the first spike driven into the CPR section of the transcontinental line was driven. To meet the requirement of the contract, this point was initially named "Callander Station". Because of improvements made to the alignment of the Canada Central over the intervening 128 years, it is difficult to pinpoint the exact spot where the Canada Central track ended and the CPR began, but

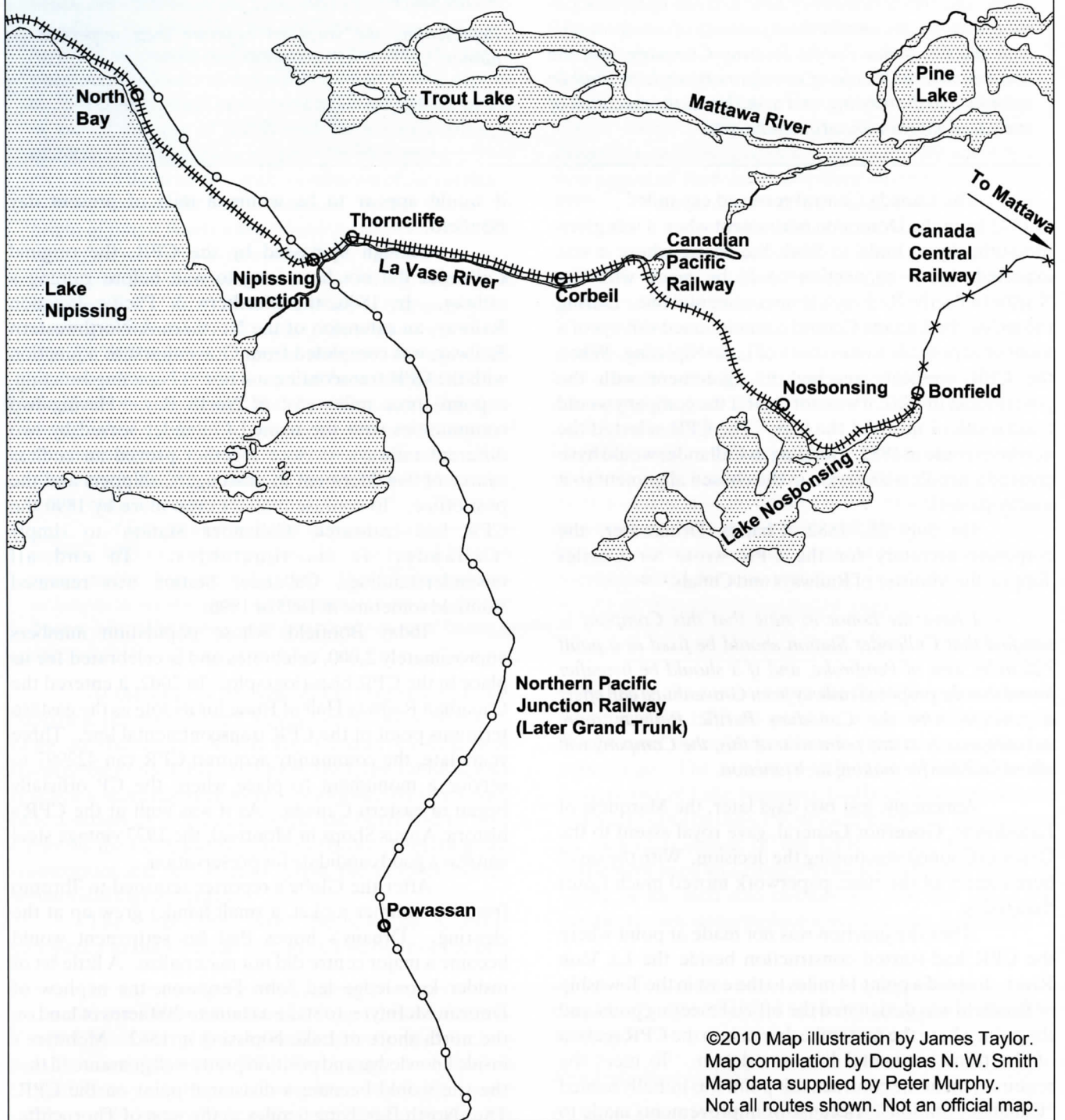
it would appear to be within a mile of present day Bonfield.

Though by-passed by the CPR, the original Callander did not have long to wait before gaining a railway. In 1886, the Northern & Pacific Junction Railway, an extension of the Northern & Northwestern Railway, was completed from Gravenhurst to a junction with the CPR transcontinental line at Nipissing Junction, a point three miles east of North Bay. Having two communities with the named Callander served by two different railways so close together proved an endless source of bewilderment to passengers, shippers and the post office. To confuse matters even more by 1890 the CPR had truncated 'Callander Station' to simply 'Callander' in its timetables. To end all misunderstandings, Callander Station was renamed Bonfield sometime in 1895 or 1896.

Today Bonfield, whose population numbers approximately 2,000, celebrates and is celebrated for its place in the CPR historiography. In 2002, it entered the Canadian Railway Hall of Fame for its role as the eastern terminus point of the CPR transcontinental line. Three years later, the community acquired CPR van 422997 to service a monument to place where the CP officially began in eastern Canada. As it was built at the CPR's historic Angus Shops in Montreal, the 1977 vintage steel van was a good candidate for preservation.

After the Globe's reporter returned to Toronto from his summer junket, a small hamlet grew up at the clearing. Dreany's hopes that his settlement would become a major centre did not materialize. A little bit of insider knowledge led John Ferguson, the nephew of Duncan McIntyre, to stake a claim to 200 acres of land on the north shore of Lake Nipissing in 1882. McIntyre's inside knowledge and position pretty well guaranteed that the site would become a divisional point on the CPR. Thus North Bay, lying 6 miles to the west of Thorncliffe, on the northern shore of Lake Nipissing became the trading hub for the district. Dreany's settlement, however, grew sufficiently to warrant a stop in the CPR

# CANADIAN PACIFIC RAILWAY EARLIEST EASTERN CONSTRUCTION



©2010 Map illustration by James Taylor.  
Map compilation by Douglas N. W. Smith  
Map data supplied by Peter Murphy.  
Not all routes shown. Not an official map.





The CPR underestimated the future of Bonfield. A small one-story station was built to meet the needs of the settlers. Unlike Thorncliffe, however, the community grew. Today Bonfield has a population of about 2,000, though its station vanished many decades ago. – Canadian Pacific Corporate Archives.

*Le CPR avait sous-estimé l'importance de Bonfield. Une petite gare sans étage fut construite pour répondre aux besoins des colons. A la différence de celle de Thorncliffe, la communauté prit de l'expansion. Aujourd'hui, Bonfield, dont la gare a disparu il y a plusieurs décennies, a une population d'environ 2000 personnes. Archives de la Corporation du Canadien Pacifique.*

timetables under the name Thorncliffe as early as 1882 with both a siding and station. Lumber and gravel excavations provided the main items shipped.

At least two passenger trains a day stopped at the station in the halcyon days before the First World War. Even the CPR's most prestigious western transcontinental train, the summer only Imperial Limited, stopped at the tiny station during the first decade of the twentieth century. [CP changed the name of the stop to Cliffe about 1905 and changed it back to Thorncliffe in 1919.] Starting about 1911, the Imperial

Limited ceased stopping at Cliffe, though the Montreal-Sault Ste Marie train and a Montreal-Sudbury train stopped. Starting in 1918, the Montreal-Sudbury passenger train was replaced by a tri-weekly mixed train operating between Chalk River and North Bay. During the Great Depression of the 1930s, Thorncliffe vanished from the schedules and only the mixed train continued to make a flag stop as needed. In 1939, its frequency was reduced to just two round trips a week. The hamlet had only 15 residents when mixed train service ended in 1947.

Postscript

The CPR operated the trackage through Thorncliffe until 1996. Deemed a secondary main line, it leased the Sudbury-Smiths Falls line to the short line giant RailAmerica for 20 years. RailAmerica established the Ottawa Valley Railway as a subsidiary to operate the line. The only major on-line shipper was the paper mill at Temiscaming; the rest of the business consisted of carload and intermodal containers moving between western Canada and Quebec.

With the sharp downturn in traffic as the world economy crisis started in 2008, the CPR decided to route the through traffic between Sudbury and Quebec over its own line through Toronto. Early in 2009, the CPR bought out the remainder of the RailAmerica lease for \$73 million officially. Once again CPR trains rolls through Thorncliffe though the line may soon become just a branch line stub to serve the paper mill at Temiscaming, Quebec as the segment from Mattawa to Smiths Falls has been put up for either sale or abandonment.

*The CPR are commencing this week to give their track another lift. They intend opening up the gravel pit at this place. Mr. Joe Moran is to have charge of the lifting gang, and he is just the right man in the right place.*

*The Northern and Pacific Junction Railway company are also opening a ballast pit on their lines about one-quarter of a mile from the Junction. They intend to have the road*

*open for traffic about the middle of August.*

*We had the pleasure of a visit from our old friend, Mr. Anthony McCormack of Sudbury. He looks just as fat and ruddy as ever. He was down hiring men to go west to work on the ballast train.*

*Pembroke Observer, July 4, 1886*

Though its fortunes were to wane in the twentieth century, the CPR obviously expected great things of Thorncliffe as it rated a large two story "Van Horne" style station. The designation has been applied to a number of stations built on the segment of the transcontinental line across the prairies and along the Toronto-Perth segment of the Ontario & Quebec Railway in the 1880s when Van Horne was the General Manager of the company. Though the actual date of construction of the Thorncliffe station could not be verified, the building was most likely erected in the mid 1880s. – Canadian Pacific Corporate Archives.



*Anticipant un déclin de sa fortune au XXe siècle, le CPR a néanmoins prévu un grand développement pour Thorncliffe en y construisant une gare avec étage dans le style « Van Horne ». Cette désignation s'est appliquée à plusieurs gares des tronçons des Prairies et de l'Ontario & Québec Railway de la ligne transcontinentale dans les années 1880, au moment où Van Horne était le chef de la compagnie. La date de construction de la gare de Thorncliffe ne peut être vérifiée, mais l'édifice fut érigé vraisemblablement au milieu des années 1880. Archives de la Corporation du Canadien Pacifique.*

## The Coaches Of The Prairie Dog Central – A Unique Collection

By Bill Stannard

All photos by the author unless credited otherwise

Imagine going back to the Western Canada of one hundred years ago. It was a period of massive immigration as millions of settlers spread across the Prairie claiming their free quarter section homesteads from the Dominion government. Almost everyone lived on the farm or in small towns, with railway branch lines radiating out of the few cities like spokes in a wheel, linking the farms and towns to the markets and suppliers they all needed to survive.

The trains that operated on those branch lines were the lifeblood of the country. The baggage cars carried newspapers, mail, goods ordered from Eaton's catalogue or other city stores, and even baby chicks to

restock the henhouse. In the passenger cars rode travelling salesmen out to replenish the local general stores with everything from horse harnesses and binder twine to fabric for new living room curtains and groceries. Itinerant dentists, preachers and teachers rode the trains to reach their far-flung customers. Of course, the trains were the means for the settlers to visit the bright lights of the cities. In the days before roads, radios or telephones, everything and everyone travelled by train.

For the past forty years the Prairie Dog Central Railway of Winnipeg, Manitoba has sought to recreate those historic days by operating a train of coaches from that era over a twenty mile line built by the Canadian Northern Railway in 1905.

In 2009 there was great excitement and attention to the return to active service of the Prairie Dog's 1882 steam locomotive. The history of the engine and its major rebuild was featured in the July-August 2009 issue of Canadian Rail. The story of the five wooden passenger coaches that make up the train is every bit as fascinating as the locomotive. Nowhere else in North America is there another similar collection that is still operating in their original condition. These cars are a real window on those early days of the building of Canada.



A train of all wooden cars, lead by G5D 1284, a 4-6-2 built by the Canadian Locomotive Company in May 1948, pulls up to the CPR's Gimli, Manitoba station in 1951. There is lots of activity on the platform. Note the order board in the red position and the additional wood coaches on the siding. Al Paterson, Dale Wilson collection.

*La G5D no 1284, une 4-6-2 construite par la Canadian Locomotive Company en mai 1948, est en tête d'un train tout en bois (avec d'autres voitures en bois sur la voie d'évitement) et arrive à la gare Gimli au Manitoba. Nous sommes en 1951. Il y a beaucoup de mouvement sur le quai. À noter : le signal en position rouge. Al Paterson, collection Dale Wilson.*

End of the line for this string of wooden coaches in the 'scrap line'. This photo was probably taken at CPR's Angus Shops in Montreal. Fortunately a few wooden CPR coaches were preserved including one at Exporail, and two by the Prairie Dog Central. Rail Photo Service (Boston), Dale Wilson collection.

*Lignée de voitures coach en bois attendant d'être démantelées, probablement photographiées aux ateliers Angus du CPR à Montréal. Heureusement, quelques-unes de ces voitures sont préservées, dont une à Exporail et deux autres au Prairie Dog Central. Rail Photo Service (Boston), collection Dale Wilson.*



How such a collection of cars came together is a story in itself. In the mid 1950s both the Canadian Pacific and Canadian National divested themselves of all their wooden coaches. Most were simply taken to the back track in the yards and burned; some were stripped and converted into work sheds or sold for cottages or farm use. But four – two from each railway – were purchased by the Greater Winnipeg Water District Railway, a city-owned line running along the city's aqueduct to its source at Shoal Lake, 102 miles to the east. There they remained unmodified in very light passenger service until becoming part of the Prairie Dog in 1970.

Meanwhile to the northeast, the city-owned Winnipeg Hydro was operating ex-CPR 4-4-0 Number 3 and a wooden open-ended passenger coach on a four day a week schedule to their isolated hydro electric station at Point du Bois on the Winnipeg River. In 1962, this service ended. Aware of the historical significance of this equipment, the city simply stored the loco and coach. In 1967, prompted by Canada's centennial and the holding of the Pan Am Games in Winnipeg, they were trucked into the city with the hope of operating them as part of the festivities. Unfortunately these plans did not materialize, but it prompted a small group of Winnipeg rail fans to organize the Vintage Locomotive Society the following year. In 1970 they began operating excursions under the Prairie Dog Central (PDC) moniker. Both the locomotive and coach were leased to the Vintage Locomotive Society by Winnipeg Hydro (subsequently Manitoba Hydro) until 2009 when they were donated outright to the Society

Forty years later, the PDC is still taking its passengers back one hundred years to the golden age of branch line railroading, when Western Canada was being born. The PDC has a motto "More than just a train ride" and this unique collection of coaches gives life to that motto. Each one, in its as-built appearance and configuration and with its own unique history, provides a different window on the varied and fascinating story that is Canada.

## Coach 103



### TECHNICAL DATA

Coach 103 was built in 1908 by the Pullman Company of Chicago as an open platform combination coach for the Keweenaw Central Railway of Calumet, Michigan. In 1920 the coach was purchased by the Winnipeg, Light and Power Company. In 1970 it began operating with the Prairie Dog Central. It is of all wood construction with oak finishing in the interior and a passenger capacity of 36. It is 61'7" long with truss rods and four wheel trucks.

### SOME HISTORY

The 103 was built for a short mining road in the heart of the copper range on the Keweenaw Peninsula in

Lake Superior. After about ten years the mines and the railway ceased operation. The coach came to Manitoba and joined locomotive Number 3 on the short line from Lac du Bonnet, Manitoba to a new isolated hydro generating station at Point du Bois, the first of a series of stations on the Winnipeg River. There they served together until 1962 when a road was built.

The number 103 was assigned to this coach by the Keweenaw Central at the time of purchase and it has never been changed.

Coach 103 and Locomotive Number 3 began operating together in 1920. They were the only locomotive and only coach on the Hydro railway. They have been together ever since, making it a 'marriage' of ninety years! Does anyone know of any other equipment partnership on any railroad that comes close to that record?

The existence of French place names like Lac du Bonnet and Point du Bois recalls that the initial exploration and settlement of this area back in the late 18th century was carried out by fur traders from Montreal who used the Winnipeg River as a major access route. These roots are well remembered in the vibrant local Franco-Manitoban and Métis communities.

### Coach 104



Greater Winnipeg Water District coach 352 was preserved by the PDC and renumbered 104. It was photographed by Ronald Ritchie at St. Boniface on June 16, 1962.

*La voiture coach no 352 du Greater Winnipeg Water District fut préservée par le PDC et renumérotée 104. Elle fut photographiée par Ronald Ritchie (3939) à Saint-Boniface le 16 juin 1962.*



Andrew Nelson



### TECHNICAL DATA

Coach 104 was built by the Crossen Car Company of Cobourg, Ontario in August or September 1906 for the Canadian Northern Railway as their first class coach 142 with a capacity of fifty nine passengers. It is 64' in length with four wheel trucks. It still carries its original Pintsch gas light fixtures that are now electrified. The interior is finished with oak and mahogany paneling and trim.

In 1919 it was renumbered 8002 and then in December 1921 became Canadian National coach 3402. In August 1954 it was sold to the Greater Winnipeg Water District Railway. There it first became Number 52 and, sometime in the 1960s, Number 352. In May 1970 it came to the Prairie Dog Central as Number 104.

### SOME HISTORY

From its beginning in 1867 to its demise in 1915, the Crossen Car Company, in its various forms, was a major supplier of rolling stock to most of Canada's railways. It has been estimated they produced some 750

passenger cars in addition to freight cars and streetcars. While several have survived with considerable modification, Coach 104 is the only Crossen passenger car that still exists in its original form. The only major change made to the coach is that, at some unknown date, the stove was moved from the end to near the centre of the passenger compartment. This may have been to provide better heat the length of the car in the deep cold of a Prairie winter.

In 1906, when this car was built, Western Canada and the Canadian Northern Railway were entering real boom years. Both Saskatchewan and Alberta had just been carved out of the Northwest Territories and were open for major immigration and settlement. The Canadian Northern had completed its mainline from Kamsack, Saskatchewan to Edmonton that, along with the construction of other lines, brought a record 606 miles of new line into service in just one year. Needless to say, the CNoR was on a major buying spree for all kinds of new equipment and Coach 104 was one of an order for ten first class coaches placed with Crossen.

Unlike the CPR or the Grand Trunk Pacific, the Canadian Northern initially entertained no dreams of spanning the country from coast to coast as a later-day Northwest Passage. Rather they were determined to be a developmental road, opening up the Aspen Parklands of the West north of the prairie grasslands. These were identified as the most fertile lands in the West by Henry Hind in 1858 and were chosen by Sanford Fleming as the preferred railway route in 1871. Fortunately for the CNoR and its settlers, the Marquis strain of wheat was developed in 1904. Maturing ten to fourteen days earlier than any previous wheat, this strain and the fertile soil made successful crops almost guaranteed in the northern farmlands. Coach 104 undoubtedly heard many conversations as farmers bragged about their harvests.

### Coach 105



### TECHNICAL DATA

Coach 105 was built in 1901 by Barney & Smith Company of Dayton, Ohio for the Canadian Northern as their number 26. With a length of 65'8", it is of all wood construction and equipped with truss rods and four wheel trucks. It is a first class coach with a smoker compartment and a capacity of 61 passengers.

In 1904 it was renumbered to 108 and in 1915 to 8086. In 1922 it became Canadian National 3422. In August 1954, like Coach 104, it was sold to the Greater Winnipeg Water District Railway. Initially it carried number 53 and later 353. In June 1970 it became Prairie Dog Central Coach 105.

### SOME HISTORY

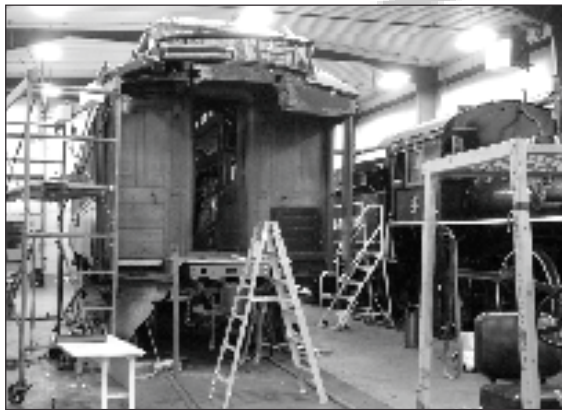
Coach 105 is the oldest of the Prairie Dog Fleet. It was the second of an order for four coaches, numbered 25-28, purchased to serve on the newly completed Canadian Northern line from Winnipeg to Port Arthur, Ontario on Lake Superior. This was the first order for new coaches ever placed by the CNoR, which makes 105 just the second coach to carry 'Canadian Northern' on its letter board. All their earlier coaches, twenty-two in all, came from railways the CNoR took over. The same month she was sold to the GWWD, sister coach 28 (then CN 3423) was scrapped in Winnipeg; a fate 105 could well have shared.

The opening of the line to Port Arthur in 1901 was a significant event, not only in the history of the Canadian Northern, but also in the whole development of Western Canada. For the Canadian Northern it was a major step in its evolution from a handful of disconnected short line railways to a unified and viable mainline railroad. For Western Canada it provided farmers with an alternative to the CPR for the shipping of their grain to the lake head. For fifteen years grain growers, mostly in Manitoba, had chafed under what they saw as a cruel and oppressive monopoly, sometimes being charged more to ship their grain than it would earn on the market. In their eyes the CNoR was a heaven-sent savior and the passenger train to Port Arthur a symbol of that salvation.

**Coach 106**



Andrew Nelson



**TECHNICAL DATA**

Built in 1912, first class car 751 was constructed by Canadian Pacific’s Angus Shops in Montreal. It is 72’8” in length and has a seating capacity of 72. As a non-smoking coach, it lacks a separate smoker compartment. The interior features mahogany paneling, oak trim, and full length brass luggage racks. As the youngest coach in the PDC fleet, it lacks a coal stove, as by the time of its construction locomotive steam was the accepted heating method.

The coach was sold to the Greater Winnipeg Water District Railway in 1956. There it was numbered 54 and later 354. It came to the PDC in 1970 as part of an equipment trade. It did not enter service until 1974, as it required extensive restoration work.

**SOME HISTORY**

During 1912 and 1913 the CPR built many new wooden coaches. However 1912 also saw the start of a new era as the Angus Shops also turned out the railway’s first all steel coach. So rapid was the change in technology that by 1914 wooden coach construction was all finished. Only steel cars would be built from then on. Over subsequent years, many wooden coaches were rebuilt with steel under frames and sheathing. Those, like 106, that escaped this rebuild, were relegated to secondary services. It is believed that 106, in spite of its first class designation, spent most of its life in the Montreal commuter fleet.

Hundreds of coaches like 106 served on CPR branch lines right across the country. In Manitoba one of the most remembered of these lines was the popular run to the cottage community of Winnipeg Beach on the western shore of Lake Winnipeg. There CPR operated a large amusement park and dance hall, built to compete with a similar park the Canadian Northern had built at Grand Beach across the lake. Rides on the Beach Specials, and especially the home bound Moonlight Specials after the last dance, still hold a special place in Winnipeg’s collective memory. They have even entered literature, playing a major role in one story in Gabrielle Roy’s “The Road Past Altamont”. These trains, sometimes exceeding twenty per day, were equipped predominately with wooden coaches right to the end.

**Coach 107**



GWWD coach 55 stands alone on a siding in St. Boniface, Manitoba on August 23, 1960. It would be preserved as PDC 107. Ronald Ritchie.

*La voiture coach no 55 occupe une voie d’évitement à Saint-Boniface au Manitoba en ce 23 août 1960. Elle sera préservée par le PDC en tant que no 107. Ronald Ritchie 3735.*



Another view of GWWD 55 coupled to a caboose on the GWWD system. Paul Newsome.

*Une autre vue de la voiture no 55, attelée à un fourgon de queue, sur le réseau du GWWD. Paul Newsome.*





**TECHNICAL DATA**

This car was built in 1911 by CPR’s Angus Shop as number 181 for the Montreal commuter service. It is 72’11” in length, with truss rods and four wheel trucks. It has a capacity of 72 passengers, mahogany and oak paneling, and full length brass luggage racks. Like 104, it retains its original Pintsch gas light fixtures.

Like 106, 107 was sold to the GWWD in 1956 and was assigned the number 55 and later renumbered to 355. It was traded to the PDC in 1970 and entered service in 1972.

**SOME HISTORY**

Canadian Pacific began its commuter service to the west island suburbs of Montreal in 1887. Between 1911 and 1913 the Angus Shops built a fleet of 175 almost identical wooden coaches for commuter services in the Montreal region. They formed the backbone of the fleet until the mid-1950s when they were replaced by new steel coaches and mainline hand-me-downs. These coaches were also utilized on winter weekends for ski trains to the Laurentians and for religious pilgrimage specials to shrines around Quebec. CPR’s Official Registry for 1949 shows 230 wooden suburban coaches in service, but by 1960 it records only six. Today coach 107 is the only known survivor.

Interestingly the 1949 Official Registry also records that only 34 of the 230 suburban coaches were equipped with electric lights – all the rest still retained their Pintsch gas lights. Alas these lights played a major role in the death toll in a train wreck at Dugald, Manitoba in September 1947. In that head-on collision, the gas light in the wooden coaches of a camper special ignited almost the whole train.



Unusual pulling power for 100 year old wooden coaches, actually Thomas® is being pushed by a diesel locomotive at the opposite end of the train. The annual Day Out With Thomas® event is a major fundraiser for the Prairie Dog Central.

*Thomas®, unité motrice inaccoutumée pour une voiture de bois centenaire, est poussée en fait par une locomotive diesel à l’autre extrémité du train. L’événement annuel Day Out With Thomas® est une campagne de financement importante pour le Prairie Dog Central.*



Inkster Junction is the departure station for the Prairie Dog Central experience. Note the banner commemorating coach 104’s birthday.

*La gare Inkster Junction est le point de départ d’une expérience sur le Prairie Dog Central. Noter la bannière commémorant l’anniversaire de la voiture no 104.*

The Prairie Dog Central operates each Saturday, Sunday and holiday Monday throughout the summer. While the motive power alternates between Number 3 and GP9 4138, the passenger consist is always the same. You can learn the details on each weekend’s trip at [www.pdcrailway.com](http://www.pdcrailway.com)

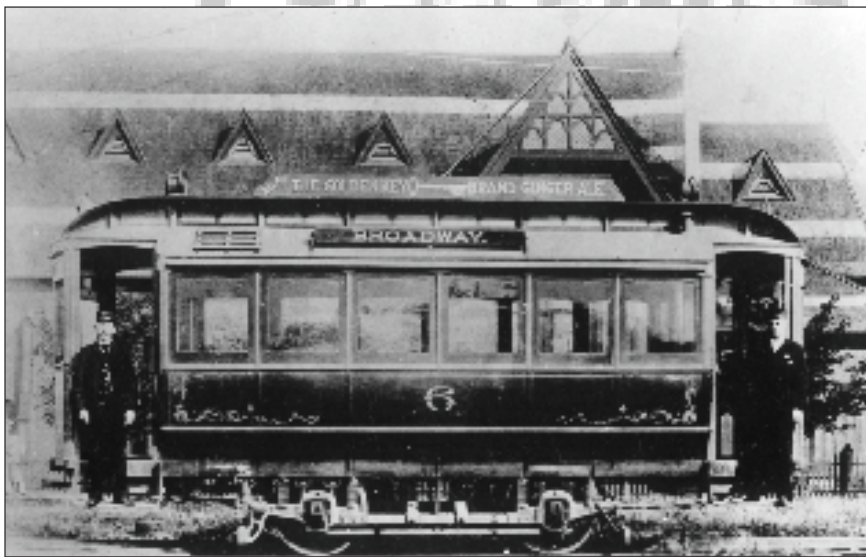
## Winnipeg Electric Railway 1891 – 1955

By David A. Wyatt

Winnipeg's streetcar system was the first and largest on the Canadian prairies. Unlike most of its regional followers, Winnipeg's system was also distinct in being, for most of its life, a private enterprise. Riding on the crest of an economic boom fuelled by the construction of the Canadian Pacific Railway, Albert W. Austin, the twenty-five year-old son of Dominion Bank founder James Austin, established service with horsecars on October 20th, 1882. The Winnipeg Street Railway Company (WSR) built the first electric line in the city in 1891, but it was a rival – the Winnipeg Electric Street Railway Company (WESR) – headed by James Ross and William Mackenzie that secured a franchise.

The new company's electric lines were built

beside the horsecar lines creating fierce competition. Between July 1891, when the WESR began service, and May 1894 when the WSR was sold to its rival, Winnipeggers enjoyed low fares and competitive service. But the plodding horses were never going to match the zippy new electric cars, and when the courts declined to protect the WSR's franchise Austin had little option but to sell. The horsecar lines were torn up, and the 5 foot 6.5 inch WSR electric line south of Assiniboine River on River Avenue, Osborne Street and Pembina Street was converted to standard gauge. The four-tracks on Main Street were reduced to two, leaving an unusually wide devil's strip between the tracks that was a reminder of the competition until the streetcar's last day.



Car number 6 was one of four cars, that carried only even numbers, built by the Ottawa Car Company that inaugurated electric streetcar service in Winnipeg in 1892. Car advertising came early in Winnipeg – note the Ginger Ale ad on the roof! CRHA Archives, Fonds Corley.

*Le no 6 fut l'un des quatre tramways (nombres pairs de 2 à 8) construits par la Ottawa Car Company qui inaugurèrent le service de tramway à Winnipeg en 1892. La publicité sur les véhicules est apparue tôt dans cette ville. À noter : l'affiche de Ginger Ale sur le toit! Archives ACHF, Fonds Corley.*

Car 10 was the first in the second series of cars ordered from Ottawa Car. Numbered from 10 to 20 using only even numbers, these cars were also built in 1892. This car carries an ad for Leslie's Furniture. CRHA Archives, Fonds Corley.

*Le no 10 fut le premier de la seconde série de tramways commandés à la Ottawa Car (nos 10 à 20, nombres pairs), également construits en 1892. Il est orné d'une publicité pour Leslie's Furniture. Archives ACHF, Fonds Corley.*





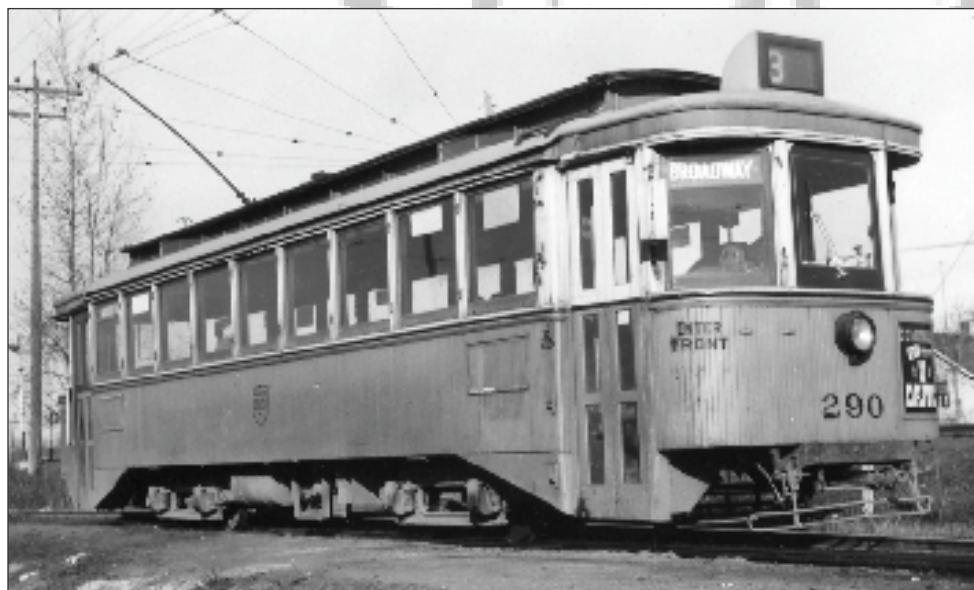
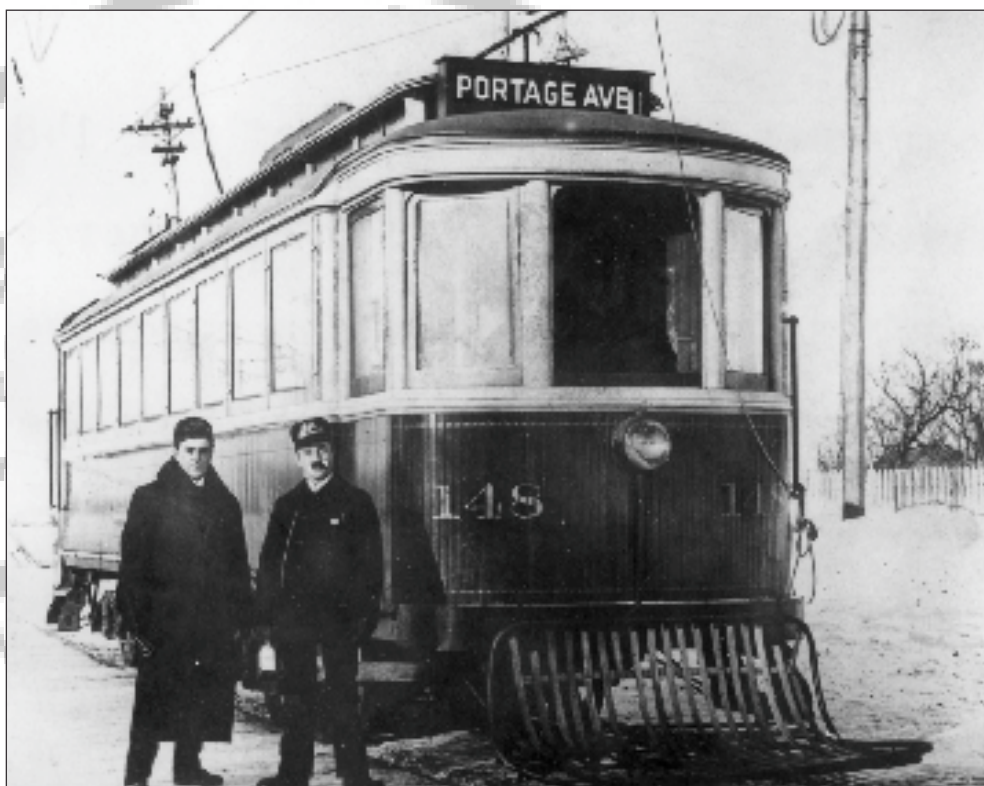
Typical for the 1890s, the WESR service was provided by small single-truck, double-ended cars, supplemented where needed with trailers. The first double-truck cars were not purchased until 1903. Open cars were used in summer, especially on the WSR-built Park line connecting downtown with River Park (a property Austin continued to own).

The WESR expanded into nearly all quadrants of the metropolitan area. In 1903 arrangements were made with the struggling Suburban Rapid Transit

Company (SRT) to complete its track and open service in the city's western suburbs. The SRT became a subsidiary of the WESR in 1905 and remained so until the SRT franchise expired in 1940. Control of the interurban Winnipeg, Selkirk & Lake Winnipeg Railway Company (WS&LW) was acquired in 1906 and by 1908 electrification was extended all the way to Selkirk, 34 km north of Winnipeg. A branch to Stony Mountain and Stonewall was opened in 1914. The interurbans were gone from Selkirk 1937 and Stonewall in 1939.

Double truck cars were introduced in 1903. Car 148 was a double truck, double-end Ottawa Car product built the following year. The crew posed for this photograph around 1907 near the Misericordia Hospital loop. CRHA Archives, Fonds Corley.

*Les tramways à double bogie appaurent en 1903; le no 3 est un double bogie bidirectionnel produit par la Ottawa Car en 1904. Cette photo prise vers 1907 près de la boucle de l'hôpital Misericordia nous montre le garde-moteur et le contrôleur posant devant leur véhicule. Archives ACHF, Fonds Corley.*



By the time that the Winnipeg Electric Railway Company built car 290 in 1908, its shops had already turned out 54 double truck streetcars. The 290 was built as a two man car and converted to a one man car in 1929. It was scrapped in 1954. CRHA Archives, Fonds Corley.

*Au moment où la Winnipeg Electric Railway Company construisit le no 20 en 1908, ses ateliers avaient déjà produit 54 tramways à double bogie. Le no 20, conçu pour une équipe de deux hommes, fut converti pour abriter un seul homme en 1929. Il fut démantelé en 1954. Archives ACHF, Fonds Corley.*

Early cars were ordered from builders in eastern Canada: Ottawa Car, Patterson & Corbin, and Mackenzie's Toronto Railway Company. In 1903 WESR turned out its first locally built car. While occasional orders were subsequently placed with eastern builders, most of the rolling stock was built, and rebuilt, at home. A distinctive "Winnipeg car" design was developed featuring heavy construction, deck roof, and three-window front. WESR also built suburban cars for the SRT and interurbans for the WS&LW.

The bulk of the systems were wooden cars built before 1915. Truss-rod, clerestory roofed cars painted in a distinctive orange and cream livery operated in the city until the 1950s. The only sizeable fleet of steel cars were 20 double truck cars were acquired from Ottawa Car

Company in 1919 and five single-truck Birneys bought from Preston Car & Coach in 1921. These would be the last cars acquired from an outside builder.

The company's shop forces rebuilt twenty-nine cars from older cars in 1923 and 1924 and two new cars constructed in 1928 and 1929. One of these, #798, at 16.2 m (53' 3") long, was one of the longest non-articulated city streetcars ever operated in Canada (Toronto's CLRV's are 15.4 m).

Corporate restructuring renamed the enterprise the Winnipeg Electric Railway Company (WER) in 1904. Renamed the Winnipeg Electric Company (WECO) in 1924, the new name reflected the fact that power generation was more important than transit to the corporate bottom line.



Winter in Winnipeg! Passengers were bundled up and double windows hung on the streetcars when car 386 loaded passengers at an unidentified location on December 15, 1944. Built by the Winnipeg Electric in 1909, the car had ten windows and a steel underframe. It was rebuilt with a 'Master Unit' front in 1931. CRHA Archives, Fonds Corley.

*Un hiver à Winnipeg. Des passagers emmitoufflés montent à l'intérieur du tramway à doubles fenêtres no 386 à un arrêt non identifié en ce 15 décembre 1944. Construit en 1909 par la Winnipeg Electric, le véhicule a dix fenêtres et une structure d'acier. Il fut reconstruit avec un devant de type Master Unit en 1931. Archives ACHF, Fonds Corley.*

Note the 'Car Stop' sign as WEC 690 works Main Street South, near the South car barn. Billed as a 'medium-large' car, the 690 was built in the company's shops in 1914. It had been converted to one man operation by the time this photo was taken on August 25, 1942. CRHA Archives, Fonds Corley.

*À noter, l'enseigne Car Stop au moment où le WEC no 690 roule en direction sud rue Main près du hangar Sud. Listé comme un véhicule de grandeur moyenne, le tramway no 690 fut construit dans les ateliers de la compagnie en 1914. Il était déjà converti pour être conduit par un seul homme au moment où fut prise cette photo, le 25 août 1942. Archives ACHF, Fonds Corley.*



The streetcar remained the heavy backbone of Winnipeg's transit system through the depression and the Second World War. The company first introduced buses in 1918, but the first streetcar line closure did not take place until 1920 when the short River Avenue route (part of Austin's original electric line) was converted to buses. That year was also the year of the system's peak ridership when 65.2 million passengers were carried.

Through the 1920s the track network was modified with small contractions and additions, and service was adjusted to match demand. It was not until 1930, when the impacts of the Great Depression became evident, that track expansion ended and more

significant contractions and bus substitutions began. The closures were confined to suburban lines and minor urban shuttles and feeder routes until 1938 when WECO constructed the first electric trolley coach line in

western Canada, replacing the Sargent Avenue car line. The next year the Notre Dame and Logan routes were converted to trolley bus operation. Further conversions were halted by the exigencies of the Second World War, which brought materials shortages, Federal oversight, and a temporary end to track closures.

Heavy ridership and deferred maintenance during the War, coupled with steady ridership decline afterwards and a clear trend observable across the industry led Winnipeg to the same conclusion as almost everywhere in Canada: streetcars would be replaced with rubber-tired vehicles. In Winnipeg, lightly trafficked lines were converted to motor buses, while the busier routes got trolley buses. One by one the trunk lines of the system, in the ten years following World War II became bus routes.

Two views of the class of 20 cars (700 to 738) built by the Ottawa Car Company in 1919. In the first view, car 732 is on Main Street travelling under the CPR viaduct on a short stretch of private right of way. Ronald Ritchie.

Car 738 with it's 'enter front' marking serves Route 28, the North Main Line. The location and date of the photo are unknown. CRHA Archives, Fonds Corley.

*Vues de deux des 20 tramways construits par la Ottawa Car Company (700 à 738) en 1919. Sur la première photo, le no 732 roule sur un court tronçon privé de la rue Main sous le viaduc du CPR. Ronald Ritchie 1292.*

*Le tramway no 738 avec l'indication enter front (entrée en avant) en affectation sur le circuit 28, rue North Main. Endroit et date inconnus. Archives ACHF, Fonds Corley.*



## Stan's Photo Gallery

January – February 2011

By Stan Smail

French Version, Michel Lortie

### Introduction

Happy New Year to our members, loyal readers and friends of Canadian railway history! Efforts to formally preserve Canadian railway history are over sixty years old. The CRHA has played an important part in the telling of this story with Exporail / the Canadian Railway Museum, its displays and archives and through the pages of Canadian Rail.

In this photo gallery, images pertinent to feature articles elsewhere in this issue are offered. One of the most delightful, if challenging tasks of a photo editor, is to select from the magnificent outpouring of contributions from the usual suspects such as Ron Ritchie, Lorne Perry, Forster Kemp and the late Fred Angus. The streetcars of Winnipeg, the CNR / CRHA excursion to Rawdon, Quebec behind ex GTR Mogul 674 in 1955, and the living museum that is Manitoba's Prairie Dog Central are featured in this edition.

## Les photos de Stan

Janvier – Février 2011

Par Stan Smail

Version française : Michel Lortie

### Avant-propos

Nous voulons, avant tout, souhaiter une bonne et heureuse année 2011 à tous nos lecteurs passionnés d'histoire ferroviaire canadienne! Il y a maintenant plus de 60 ans que la SCHF joue un rôle important dans la préservation de l'héritage culturel relié aux chemins de fer, tant par les expositions d'artéfacts dans son musée Exporail/Musée canadien des chemins de fer que par ses archives et sa revue Canadian Rail.

Dans ce numéro, nous vous offrons une collection de photos qui ont toutes un rapport avec des articles de la revue. C'est un travail difficile, mais très agréable, que de choisir parmi les excellentes photos prises il y a plusieurs années par nos collaborateurs habituels, soit Ron Ritchie, Lorne Perry, Foster Kemp et feu Fred Angus. Nous verrons ici les tramways de Winnipeg, le voyage du groupe de la SCHF à Rawdon au Québec sur la ligne du CN en 1955, ainsi que ce véritable musée roulant, le Prairie Dog Central au Manitoba.



Deck roof car 352, a 1909 double truck closed car built by the Winnipeg Electric Railway, pulls out on track 2 from the North car house in the late 1950s. Originally built as a two-man car, it was converted to one man operation in 1929. Car 352 was rebuilt with a 'Master Unit' front in 1936 giving the car a more modern look. CRHA Archives, Fonds Kemp 2608.

*La voiture 352, construite en 1909 par le Winnipeg Electric Railway, sort sur la voie no 2 de la remise du Nord à la fin de 1950. Celle-ci, construite pour une équipe de deux personnes, fut modifiée pour abriter une seule personne en 1929 et reconstruite en 1936 pour lui donner une façade plus moderne. Archives SCHF, Fonds Kemp 2608.*



Car 796 works Route 40 along Portage Avenue on September 16, 1951. This car was built from the burnt shell of trailer 507 in 1929 by the Winnipeg Electric Railway. The rebuilt car resembled the Ottawa built 700 series cars, but was distinguishable by its rather flat ends. It operated to the end of streetcar service in 1955 and took part in the closing ceremony parade. Ronald Ritchie.

*La voiture 796 circule sur l'avenue Portage le 16 septembre 1951. Cette voiture avait été construite en 1929 par le Winnipeg Electric Railway, à partir des restes de la voiture sans moteur 507 qui avait subi des dommages par le feu. Elle ressemble aux voitures de la série 700 fabriquées à Ottawa, quoique les extrémités soient moins bombées. Cette voiture fut utilisée jusqu'à la fin du service en 1955, elle prit même part au défilé qui souligna l'abandon des tramways. Ronald Ritchie.*

A clear 'blind side' shot of car 394 loading passengers on Portage Avenue on June 14, 1953. Built by the Winnipeg Electric Company in 1910, the blind side had 10 windows and the car was 4½ feet longer than earlier models. It was converted to one man operation in 1929. The front was modified to incorporate the 'Master Unit' look in 1937. Ronald Ritchie.

*La voiture 394 embarque des voyageurs avenue Portage, le 14 juin 1953. Construite par le Winnipeg Electric Railway en 1910, elle arborait 10 fenêtres sur son flan sans portes et mesurait quatre pieds et demi de plus que les modèles précédents. Elle fut modifiée pour abriter un seul conducteur en 1929 et sa devanture fut modernisée en 1937. Ronald Ritchie.*





Another 350 series car, this time the 390 is heading south on North Main Street as it plies Route 9 on September 16, 1951. The car is entering the private right-of-way that will carry it under the Canadian Pacific Railway viaduct. Omer Lavallee, Ronald Ritchie collection.

*Une autre voiture de la série 350, cette fois la 390, roule en direction sud sur la rue Main nord le 16 septembre 1951. Elle descend le plan incliné qui permettra de passer sous le viaduc du Canadien Pacifique. Omer Lavallée, collection Ronald Ritchie.*

One of the handsome 42 passenger, semi-steel, two man cars built by Ottawa Car that were delivered in 1919. It was photographed in the same location on Portage Avenue as the photo above. The route destination sign was added in 1928. Seven years later, the car was converted to one man operation in a unique way – the body was turned end for end to take advantage of the large vestibule which would now be at the front! Controls and doors were re-positioned and car 700 was renumbered to 740. As the 700 had been involved in many accidents, it was hoped that this would break the 'jinx'. Ronald Ritchie.



*L'une des belles voitures de construction mixte, bois et métal, fabriquée en 1919 par la Ottawa Car. Cette photo, prise au même endroit que la précédente, montre cette voiture qui fut modifiée une première fois en 1928 et une deuxième, sept ans plus tard, pour abriter un seul conducteur d'une façon inhabituelle. En effet, on a mis les contrôles à l'arrière du véhicule afin de profiter des larges portes arrière... qui sont devenues les portes avant! On changea aussi le numéro de 700 à 740 en pensant conjurer le mauvais sort, car cette voiture avait été impliquée dans de nombreux accidents. Ronald Ritchie.*



The 'Master Unit' front on Winnipeg Transit car 394 gives it a 'Brill Liner' look as it rolls along on an unidentified right-of-way. Car 394 is a home-built 1910 product that was converted to one man operation in 1929. CRHA Archives Fonds Kemp 2607.

*La voiture 394 roule sur une ligne hors rue non identifiée. Construite en 1910, elle fut modifiée pour abriter un seul conducteur en 1929. Sa devanture modernisée lui donne un petit air des anciens « Brill liners » fabriqués aux États-Unis. Archives SCHF, Fonds Kemp 2607.*

End of the line on Route 21: the motorman has punched his time card and is busy collecting fares. Forster Kemp had time to record this image and walk down the line to take the next image. CRHA Archives, Fonds Kemp 2600.

*Terminus de la ligne 21. Le conducteur est occupé à percevoir les billets; pendant ce temps, Forster Kemp a pu marcher le long de la ligne et prendre la photo suivante. Archives SCHF, Fonds Kemp 2600.*





Car 798 was built by the Winnipeg Electric Company in 1928. It is a one of two home-built copies (the 796 and 798) of the Ottawa built 700 series cars. It is on the double track private-right-of way portion of the Portage Line, Route 21. CRHA Archives, Fonds Kemp.

*La voiture 798, construite par le Winnipeg Electric Railway en 1928, est, avec la 796, l'une de deux copies maison des voitures de la série 700 fabriquées par la Ottawa Car. Elle roule sur l'emprise privée à voie double qui fait partie de la ligne Portage. Archives SCHF, Fonds Kemp.*

Car 632 was a Winnipeg Electric Railway 1913 product and was one of a class of 39 similar cars that were converted to one man operation in 1929. As other one man cars became available, the 600 series were withdrawn from service and all were scrapped by 1953. This photo was taken by Omer Lavallee in October 1950. The shelter at left was both a waiting room for passengers and a registration point for motorman's time cards. Omer Lavallee, Ronald Ritchie Collection.



*La voiture 632 faisait partie d'un groupe de 39 voitures construites par le Winnipeg Electric Railway en 1913. Modifiée en 1929 pour abriter un seul conducteur, elle fut ferrillée en 1953 avec toutes les autres de la même catégorie. Cette photo fut prise en 1950 par Omer Lavallée. Le petit édifice à droite servait à la fois de salle d'attente pour les voyageurs et de lieu où le conducteur enregistrait son temps de travail. Omer Lavallée, collection Ronald Ritchie.*





A pair of memorable regular service photos from Rawdon, Quebec taken by Lorne Perry in the mid fifties. The first image shows CNR H6g 4-6-0 1398 on the National system's Rawdon-Montreal train. The ex Canadian Northern station is evident as is the octagonal water tower. In the second photo, ten-wheeler 1398 steps gingerly over the massive Ouareau River trestle, which as the sign admonishes, is within the Rawdon yard limits. Lorne Perry.

*Voici deux photos prises vers le milieu de la décennie 1950 par Lorne Perry. Sur la première, on voit la H6g 4-6-0 1398 du CN en gare de Rawdon au Québec. L'architecture de cette gare et celle du château d'eau octogonal nous rappellent qu'ils furent tous deux construits par le Canadian Northern. La deuxième photo nous montre la même 1398 traversant le pont à chevalet au-dessus de la rivière Ouareau. Comme l'indique l'affiche, ce pont faisait partie de la gare de triage de Rawdon. Lorne Perry.*



On October 2, 1955, the CRHA operated a memorable fall foliage excursion to Rawdon powered by CNR E7 2-6-0 674. Built in 1899 by the Grand Trunk Railway, it served as the motive power for the famous CNR Museum Train before being replaced by yet another Mogul of GTR heritage. Here we see Work Extra 674 preparing to leave Paradis for Rawdon. CRHA Archives Fonds Angus 458.

*Le 2 octobre 1955, la SCHF organisa une mémorable excursion d'automne vers Rawdon. En tête du train du CN, on voit la Mogul E7 2-6-0 674 construite en 1899 pour le Grand Tronc. Cette locomotive tractera plus tard le fameux train-musée du CN avant d'être remplacée par une autre Mogul. On aperçoit la 674 après un arrêt en gare de Paradis au Québec, se préparant à partir vers Rawdon. Archives SCHF, Fonds Angus 466.*

Mogul 674 has dropped its passengers and is proceeding to the turntable to be turned for the return trip home. Forster Kemp, source of many of our photo selections, is the tallest person standing in front of the section house. CRHA Archives, Fonds Angus 466.



*La Mogul 674 vient de laisser ses wagons de voyageurs et se dirige vers la table tournante afin de changer de direction pour le retour à Montréal. On peut voir ici notre collaborateur, Forster Kemp, le plus grand des trois spectateurs. Archives SCHF, Fonds Angus 466.*



Every excursion had a memorable story or event – in the case of the 1955 trip to Rawdon, it was everybody push! On this occasion, Mogul 674 had to be turned on the Armstrong turntable. In the process of turning it, the turntable came off its pivot and jammed. Eventually, the table was jockeyed back into place and with much balancing of the Mogul and shoving by both crew and passengers, the 674 was finally turned for the return trip to Montreal. CRHA Archives, Fonds Angus 465.

*Chacune de nos excursions semble avoir son anecdote mémorable. Celle de 1955 vers Rawdon ne fut pas en reste. En effet, la gare de triage de Rawdon était équipée d'une table tournante de type Armstrong. Lorsque vint le moment de changer la direction de la Mogul 674, le pivot de la table se bloqua; plusieurs des excursionnistes durent aider les employés du CN à pousser sur la table afin de la faire tourner. Finalement, la 674 put reprendre le chemin de Montréal dans la bonne direction! Archives SCHF, Fonds Angus 465.*

The setting sun of a fall afternoon backlights CNR Work Extra 674 as she performs a runpast over the massive Ouareau River trestle just south of Rawdon station. Note that the combine in 674's train has not been turned but has been placed in reversed position at the head end of the train. Since 674's train is comprised of wooden coaches, a buffer car of some sort must be placed between the hauling locomotive and the rest of the train. CRHA Archives Fonds Angus 467.

*Pour le bénéfice des photographes excursionnistes, la 674 passe sur l'énorme viaduc de la rivière Ouareau éclairée par le soleil couchant d'une fin d'après-midi d'automne. Le wagon combinant bagages et voyageurs n'avait pas été retourné et avait été remis en tête du train pour servir de tampon entre la loco et les wagons de voyageurs, car tous les wagons du train étaient en bois. Archives SCHF, Fonds Angus 467.*





The preceding image of CNR 2-6-0 674 on the Ouareau River trestle was taken by Fred Angus on October 2, 1955. This was a time when the CRHA was scrambling to document and commemorate the end of the old order of railroading in Canada, which in many ways had remained unchanged from the early 1900's. One of the goals was to establish a Museum with the mission of telling the story of Canada's rail transportation history. That mission has been accomplished with the opening of the CRHA's Angus Pavilion at Exporail.

Other Canadian historical railway preservation projects also do their part to tell this story such as Manitoba's Prairie Dog Central heritage railway near Winnipeg. In a view similar to Fred Angus' shot of CNR 674 and her wooden train in 1955, ex CPR/City of Winnipeg Hydro 4-4-0 No. 3 highballs her train of five wooden coaches across the flats near Inkster Junction on July 18, 2010. A true Canadian railway history gem, No. 3's train includes wooden cars built by Barney and Smith, Pullman, Crossen, and the CPR! Prairie Dog Central, Andrew Nelson.

*La photo précédente, montrant la Mogul 674 du CN sur le pont de la rivière Ouareau à Rawdon, fut prise le 2 octobre 1955 par feu Fred Angus. À cette époque, la SCHF se dépêchait de réunir tous les documents visuels et écrits se rapportant à la fin de l'ère de la vapeur et aux anciennes méthodes de fonctionnement des chemins de fer – les choses ayant, en effet, bien peu changé depuis le début du XXe siècle. Le but de ce travail bénévole était l'ouverture d'un musée qui raconterait aux jeunes générations l'histoire du transport ferroviaire au Canada. L'accomplissement ultime : le magnifique pavillon Angus du Musée Exporail.*

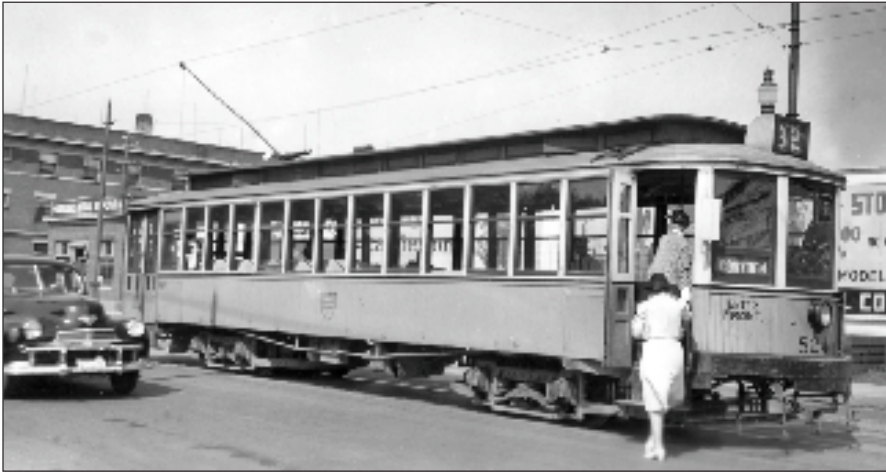
*D'autres projets de préservation du patrimoine et de reconstitution historique ont lieu ailleurs au Canada. L'un de ces projets est le Prairie Dog Central. Situé près de Winnipeg au Manitoba, ce chemin de fer fait rouler une ancienne locomotive à vapeur de type 4-4-0 ayant déjà appartenu au Canadien Pacifique et à la Winnipeg Hydro. Elle fut totalement reconstruite et on peut la voir en tête de son train à Inkster, Manitoba, le 18 juillet 2010. Les cinq wagons sont également tous d'époque, construits en bois par de grandes firmes telles que Barney & Smith, Pullman, Crossen et même le CP! Prairie Dog Central, Andrew Nelson.*



With thunderstorm clouds in the background, Prairie Dog Central No. 3 and wooden train consist, clatter back to Inkster Junction in May, 2010. Ken Goslett.

*La locomotive no 3 et son train du Prairie Dog Central filent dans la plaine manitobaine sous un ciel d'orage près de Inkster Junction, en mai 2010. Ken Goslett.*

Continued from page 19



Car 824, a 13 window 'large car', is seen loading passengers at Fort Rouge on August 25, 1942. It was one of a class of 20 cars (800 to 838) whose car bodies were purchased from the Twin City Rapid Transit Company in Minneapolis to replace cars lost in the 1920 Main car barn fire. The WER made major modifications to the bodies and added the trucks and hardware before placing them into service. CRHA Archives, Fonds Corley.

*Le no 824, un tramway de grande dimension à 13 fenêtres, prend des passagers à Fort Rouge en ce 25 août 1942. Il appartenait à une série de 20 tramways (800 à 838) dont les carrosseries ont été acquises de la Twin City Rapid Transit Company de Minneapolis pour remplacer les véhicules détruits lors de l'incendie du hangar Main en 1920. Le WER fit des modifications majeures sur les véhicules, ajoutant les bogies et la quincaillerie, avant de les remettre en service. Archives ACHF, Fonds Corley.*

As Winnipeg was notorious for major snowstorms, the Winnipeg Electric Railway was well equipped to combat the elements. Number 18, a Ruggles double truck rotary plow, was built in 1904 and saw service on both city and the Winnipeg Selkirk and Lake Winnipeg interurban division. After years of disuse, it was scrapped in 1949. Double truck ice scraper and plow (including a wing plow) 48 was built at the company's Fort Rouge shops in 1922. It was scrapped in 1955. CRHA Archives, Fonds Corley.

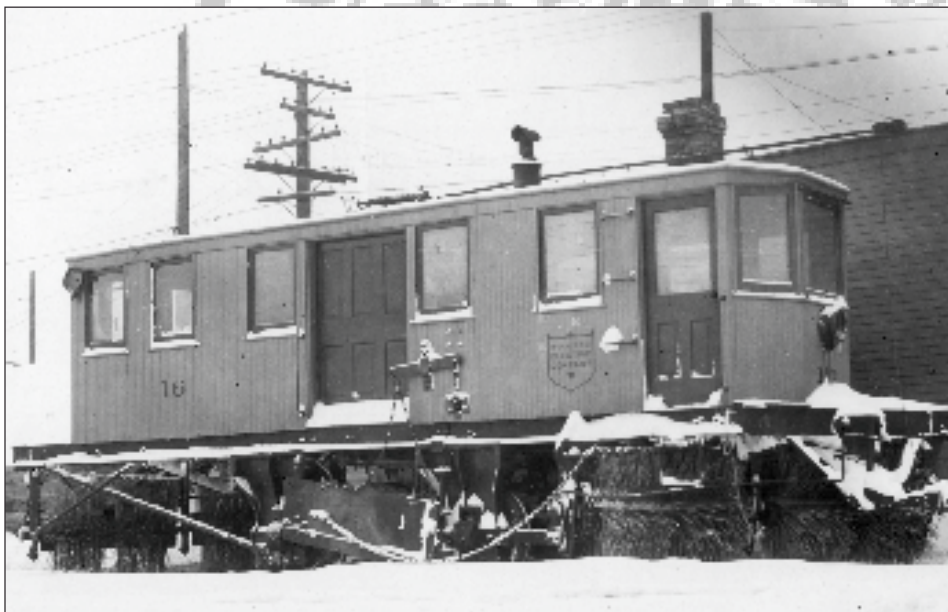


*Winnipeg était reconnue pour ses tempêtes de neige impressionnantes. Le Winnipeg Electric Railway était cependant bien équipé pour y faire face. Le chasse-neige rotatif de type Ruggles no 18 fut construit en 1904 et servit tant dans la ville que pour le service interurbain Winnipeg Selkirk and Lake Winnipeg. Il fut démantelé en 1949 après plusieurs années d'inutilisation. Le chasse-neige à double bogie à double ailes dépliantes, fut construit aux ateliers de la compagnie à Fort Rouge en 1922. Il fut démantelé en 1955. Archives ACHF, Fonds Corley.*



This McGuire/Cummings double truck sprinkler car 19 was built in 1912. Surprisingly it was around until the end of streetcar service in 1955 when it was scrapped. CRHA Archives, Fonds Corley.

*Ce véhicule arroseur à double bogie no 19 fut construit en 1912 et, étonnamment, il fut gardé jusqu'à la fin du service de tramway en 1955 avant d'être démantelé. Archives ACHF, Fonds Corley.*



Over the years the Winnipeg Electric Railway had 16 single and double truck sweepers on its roster. Single truck sweeper number 16 was one of a group of 6 purchased from McGuire Cummings in 1920. The cars were 28' long and rode on a 6'6" wheelbase truck. CRHA Archives, Fonds Corley.

*Au cours de son existence, le Winnipeg Electric Railway a eu 16 balais chasse-neige à simple et double bogies dans son parc de véhicules. Le balai chasse-neige no 16 était l'un d'un groupe de six, livré par McCummings en 1920. Ces véhicules avaient 8,5 m de long et roulaient sur des bogies simples de 2 m d'empattement. Archives ACHF, Fonds Corley.*

Interested only in the Company's electricity generation and distribution operations, the provincially-owned Manitoba Hydro Electric Board purchased the WECO in late 1952. The transit operations were separated and sold off to a commission formed by area municipalities in 1953. The Greater Winnipeg Transit Commission (GWTC) continued the conversion away from streetcars. Having no vested interest in electric power the GWTC converted the system's last and busiest streetcar line, Portage-Main, to motorbuses in 1955. Marked with a last-day parade (including car #798) and a track-severing ceremony at Portage and Main, the electric streetcar came to an end in Winnipeg on September 19th, 1955. The first and largest system on the Canadian prairies was also the last.

Little remains of the system today. Only the car barn and interurban station in Selkirk still stand. Just one car, #356 (built in the WER's Fort Rouge shops in 1909) survives. Work to restore it, led by Heritage Winnipeg, has just begun. Occasionally bits of track are exposed in the pavement at various intersections and are mistaken by motorists for just another Winnipeg pothole.

David A. Wyatt  
Manitoba Transit Heritage Association  
Winnipeg

Some photo caption information was taken from Winnipeg's Electric Transit by John E. Baker and published by Railfare Enterprises in 1982. A copy of this book is in the CRHA Archives Library.

## Rawdon's Railway Centennial

Glenn F. Cartwright

Translation by Denis Vallières  
and Jean-Maurice Boissard

### The History: 18<sup>th</sup> and 19<sup>th</sup> Centuries

Approximately 75 kilometres north of Montreal, Quebec is the Municipality of Rawdon. The Township of Rawdon was formally recognized on July 13, 1799 and named for Sir Francis Rawdon, first Marquess of Hastings (1754-1826). Though the Township was incorporated in 1845, the Village of Rawdon, located between the Ouareau and Rouge (or Red) Rivers, split from the Township in 1919. Both Township and Village were merged back into the single Municipality of Rawdon in 1998.

Sir Francis was an Irish military man who fought on the side of the British in the American War of Independence and later became Viceroy of India. He was noted for instigating the Gurkha War, bringing fresh water into New Delhi (though his seat was in Calcutta), and purchasing Singapore for the British. While Governor of Malta he died in office and was buried in Valetta. Though the Township and the Village of Rawdon were both named for him, he probably never visited there, and though a skilled soldier and administrator, he is largely unknown today.

Remarkably, the township and village that bore his name was served by, and later abandoned by, at least two different railways in two different centuries.

The first was the Industry Village and Rawdon Railroad, opened in 1852, just 16 years after the opening of Canada's very first railway, the Champlain and St. Lawrence Railroad. In those days, there were no railways from Montreal to Rawdon or Joliette and a one-way trip from Rawdon to the market in Montreal was a two-day affair. Writing in 1836, farmer George Copping (1780-1849) recounts that a journey to Montreal to sell a barrel of potash and some butter involved first a day trip by horse to L'Assomption, overnight there, and another day's travel following the L'Assomption River to its mouth at Charlemagne, Quebec. There one could pay a boatman to cross to Bout de l'Isle on the island of Montreal and then travel another 25 kilometres to the heart of the city. What was a two-day trip in 1836, takes just over an hour by automobile today.

By 1847, legislation had been enacted to build a new railway, the St. Lawrence and Industry Village Railroad (Compagnie du Chemin à Rails du Saint-Laurent et du Village d'Industrie). The line was to run from Lanoraie, 50 miles downstream from Montreal on

## Centenaire du chemin de fer à Rawdon

Par Glenn F. Cartwright

Traduit par Denis Vallières  
et Jean-Maurice Boissard

### L'histoire : les XVIII<sup>e</sup> et XIX<sup>e</sup> siècles

La municipalité de Rawdon est située à environ 75 kilomètres au nord de Montréal. Reconnue officiellement le 13 juillet 1799, elle doit son nom à Sir Francis Rawdon, premier marquis d'Hastings (1754-1826). Incorporé en 1845, le village de Rawdon, situé entre les rivières Ouareau et Rouge, se sépara de la municipalité en 1919 pour se fusionner de nouveau avec elle en 1998.

Sir Francis était un militaire irlandais qui avait combattu aux côtés des Britanniques pendant la guerre d'Indépendance américaine et qui devint plus tard vice-roi de l'Inde. Il fut l'instigateur de la guerre de Gurkha, qui a permis d'amener l'eau fraîche vers New Delhi (quoique son siège fût à Calcutta) et d'acquérir Singapour. Il finit ses jours comme gouverneur de Malta et fut inhumé à Valetta. Il n'a probablement jamais visité la municipalité ou le village de Rawdon, et, malgré ses exploits en tant que militaire ou administrateur, il demeure inconnu de nos jours.

La municipalité et le village auxquels il donna son nom furent servis, puis abandonnés par au moins deux différents chemins de fer à l'intérieur de deux siècles.

Le premier fut l'Industry Village and Rawdon Railroad, inauguré en 1852, moins de 16 années après l'ouverture du premier chemin de fer canadien, le Champlain and St. Lawrence Railroad. À cette époque, il n'y avait pas de lien ferroviaire entre Rawdon et Montréal ou Joliette. Le parcours entre Rawdon et les marchés montréalais se faisait alors en deux jours pour l'aller seulement. Un fermier, George Copping (1780-1849), écrivait en 1836 que pour aller à Montréal à cheval vendre un baril de potasse et du beurre, on prenait d'abord une journée pour se rendre à l'Assomption et y passer la nuit, puis une autre journée en suivant la rivière l'Assomption pour arriver à son embouchure à Charlemagne, Québec. De là, on devait payer un batelier pour traverser jusqu'à Bout-de-l'île, sur l'île de Montréal, et faire encore 25 kilomètres jusqu'au cœur de la cité. Ce qui prenait deux jours en 1836 ne prend qu'un peu plus d'une heure maintenant en automobile.

En 1847, une nouvelle entreprise ferroviaire fut incorporée, la Compagnie du chemin de fer à rails du Saint-Laurent et du Village de l'Industrie. La ligne devait s'étendre de Lanoraie, située à 80,5 kilomètres de

the St. Lawrence River, northwest to Industry Village (today the city of Joliette). The 16 mile long railway, which was built with wooden rails faced with iron strips, was officially opened in May 1850. While the reputed top speed was 14 miles per hour, local accounts tell of a service so slow that passengers could alight to pick blueberries while the train struggled to keep up.

Even as the St. Lawrence and Industry Village Railroad was being completed, the residents of Rawdon met on December 3, 1849 to discuss an extension of the line to their community.

Also watching the company's progress was Jedediah Hubbell Dorwin (1792-1883), a Montreal businessman, who had commercial interests in the Rawdon area. He soon realized that if he could build a railway from Rawdon (actually at Montcalm just 6 miles outside of Rawdon) to connect with the St. Lawrence and Industry Village Railroad to Lanoraie, he could gain access to the St. Lawrence River with its steamboats upstream to Montreal and downstream to Quebec City.

The Industry Village and Rawdon Railroad, with Dorwin as its President, opened on December 4, 1852. The Montreal Gazette of December 8th proudly reported the festivities with much fanfare. Directors boarded the steamer Jacques Cartier at Montreal for the trip to Lanoraie and traveled up to Industry Village on the earlier line. Presumably using the same rolling stock, they continued on to Montcalm on the new railway and because of inclement weather dined at a local farm.

Amongst the many speeches was one by famed prophet of railway development, Thomas Keefer. As part of his address on the future development of railways in the colony he hoped to see the Industry Village and Rawdon Railroad carried on to Montreal and ultimately be part of a through route to Quebec City.

The return trip was uneventful and numerous toasts were given on the steamboat back to Montreal. Dorwin asserted that his new line was the "cheapest railway in the world" for it cost £10,500 or just £741 per mile to construct – a feat then thought to guarantee future financial success.

The Jacques Cartier, the newest steam of the Richelieu Company (a fore runner of the Richelieu & Ontario Navigation Company and today's Canada Steamship Line). The Richelieu Company had invested £1,000 in the railroad with the promise that it would have a monopoly on shipments going to and from the new railroad.

Still, additional investors were required and Dorwin promised them a 12% return on their money. The Sulpician Fathers promptly invested £1,000 a short time later in return for an interest in the railway.

An interesting side note is that the St. Lawrence and Industry Railroad eventually acquired Canada's first locomotive the Dorchester (nicknamed "Kitten"), which

Montréal en aval du fleuve Saint-Laurent, jusqu'au Village de l'Industrie (maintenant la ville de Joliette). Le chemin de fer de 25,7 kilomètres, construit avec des rails de bois sur lesquels reposaient des bandes de fer, fut inauguré en mai 1850. Quoique la vitesse maximal fût établie à 22,5 kilomètres l'heure, certains affirmaient que le service était lent au point que les voyageurs avaient tout le loisir de cueillir des bleuets en chemin pendant que le train avançait avec peine et misère.

Les résidents de Rawdon se réunirent le 3 décembre 1849, au moment où s'achevait la construction du Chemin de fer du Saint-Laurent et du Village de l'Industrie, afin de discuter d'un éventuel prolongement de la ligne jusqu'à leur communauté.

Jedediah Hubbell Dorwin (1792-1883), un homme d'affaires de Montréal qui avait des intérêts dans la région de Rawdon, surveillait de près les progrès de ce chemin de fer. Il constata qu'il était possible de construire un autre chemin de fer à partir de Rawdon (actuellement Montcalm, à 10 kilomètres de Rawdon), qui se raccorderait à celui du Saint-Laurent et Village de l'Industrie à Lanoraie. De là, on pourrait accéder par bateau à vapeur en aval vers Montréal ou en amont vers la ville de Québec.

C'est ainsi que Dorwin, en tant que président, inaugura le 4 décembre 1852 le Industry Village and Rawdon Railroad. Les festivités firent grand tapage selon l'édition du 8 décembre de la Gazette de Montréal. Les dirigeants de l'entreprise montèrent à bord du vapeur Jacques-Cartier à Montréal pour se rendre à Lanoraie, puis jusqu'au Village d'Industrie, en empruntant la nouvelle ligne ferroviaire. Utilisant probablement le même matériel roulant, ils se rendirent enfin jusqu'à Montcalm et, vu le mauvais temps, prirent leurs repas dans une ferme locale.

Parmi les nombreux discours, il y eut celui du prophète du développement ferroviaire, Thomas Keefer. Dans son allocution sur le futur développement du chemin de fer dans la colonie, il fit part de son espoir de voir le chemin de fer Industry Village and Rawdon s'étendre jusqu'à Montréal et ultimement faire partie du trajet vers la ville de Québec.

Le retour se fit sans incident et de nombreux toasts furent levés sur le bateau à vapeur en route vers Montréal. Dorwin affirma que sa nouvelle ligne était la moins dispendieuse au monde, puisqu'elle ne lui avait coûté que 10 000 £ ou 741 £ du mille (1,6 kilomètre) à construire, une prouesse qui garantissait un succès financier pour l'avenir de l'entreprise.

Le Jacques-Cartier était le plus récent des vapeurs de la compagnie Richelieu (l'ancêtre de la Richelieu & Ontario Navigation Company et maintenant la Canada Steamship Line). La compagnie Richelieu avait investi 1000 £ dans l'entreprise ferroviaire avec la promesse d'un monopole sur les expéditions en



had initially run on the Champlain and St. Lawrence Railroad. Reputedly the locomotive blew up in 1864 and the pieces were dragged away for repair. Decades later a farmer found the nameplate “Dorchester” in his field and turned it over to the Clercs de St. Viateur in Joliette for safekeeping. This plaque is deposited at the Musée d’art de Joliette, on loan from Serge Joyal, P.C. O.C. Exporail has entered into a ten year loan agreement with the parties and the Dorchester plaque is on display at the museum. What is interesting historically is that since the Champlain and St. Lawrence Railway later became part of the Canadian National Railway, and the St. Lawrence and Industry Railroad later became part of the Canadian Pacific Railway, Canada’s first locomotive ran on both of what became Canada’s two major railways.

Though the exact route of Dorwin’s railway has never been fully traced, bridge abutments were said to be still visible as recently as 1990. Since the 1852-53 Annual Report for the railway indicated the line leased rolling stock and locomotives from the St. Lawrence and Industry Village Railroad, the track structures must have been of similar construction and gauge. Thus it is

provenance du nouveau chemin de fer et vers ce dernier.

D’autres fonds furent nécessaires et Dorwin promit un rendement de 12 % aux investisseurs. Peu de temps après, les Sulpiciens manifestèrent leur intérêt et investirent à leur tour une somme de 1000 £.

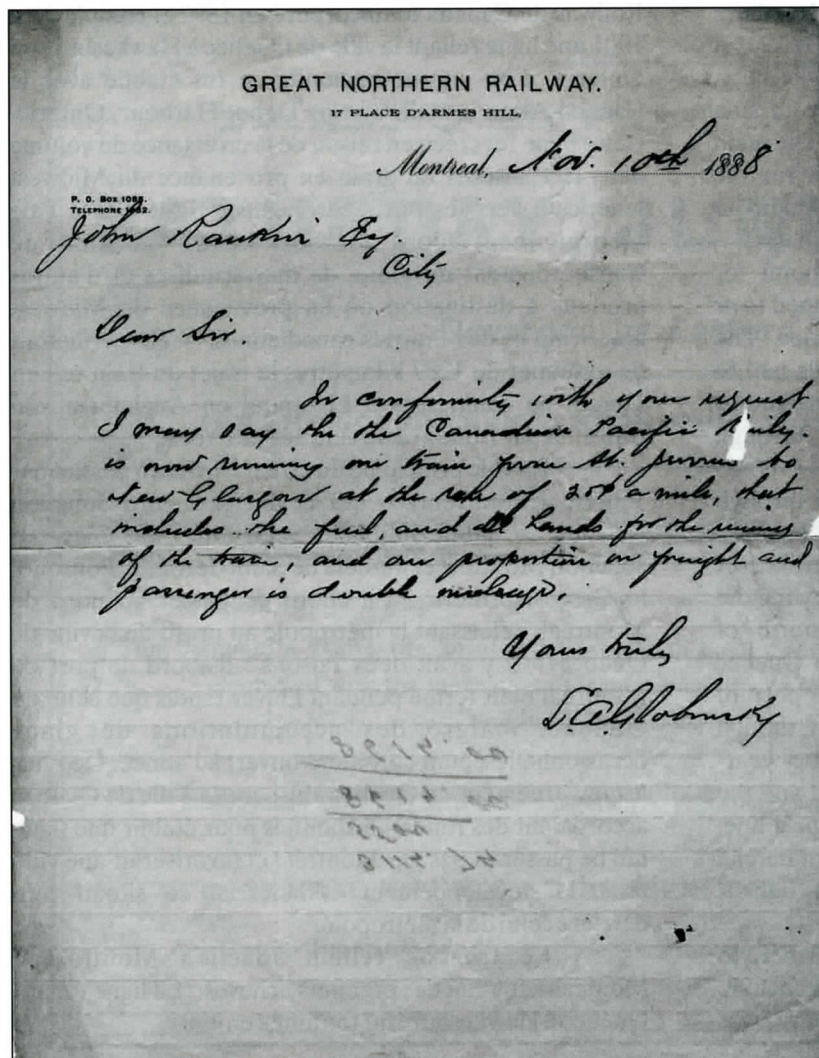
Fait intéressant, le Saint-Lawrence and Industry Railroad acquit la Dorchester (surnommée Kitten), la première locomotive au Canada qui avait d’abord roulé sur le Champlain and St. Lawrence Railroad. À ce que l’on dit, elle aurait explosé en 1864 et les débris furent récupérés en vue d’une réparation. Quelques décennies plus tard, un fermier trouva la plaque nominative dans son champ et la remit aux Clercs de Saint-Viateur de Joliette afin qu’elle soit conservée en toute sécurité. Cette plaque, propriété du collectionneur Serge Joyal P.C.O.C., a été prêtée au Musée d’art de Joliette, qui, à son tour, a conclu une entente pour un prêt de 10 ans avec Exporail. Ceci permet maintenant au musée de Saint-Constant de l’exposer. Il est intéressant de savoir que le Champlain and St. Lawrence Railway est devenu une composante du Canadien National tandis que le St. Lawrence and Industry Village Railroad fut acquis par le Chemin de fer du Canadien Pacifique. La première locomotive du Canada a donc roulé sur des voies acquises par les deux principales entreprises ferroviaires du pays.

Bien que le tracé exact du chemin de fer de Dorwin demeure inconnu de nos jours, des butées de ponts, dit-on, furent visibles jusqu’en 1990. D’après le rapport annuel de 1852-53, l’entreprise louait tant le matériel roulant que les locomotives au St. Lawrence and Industry Village Railroad. On peut donc supposer que les infrastructures des deux entreprises furent similaires et de même gabarit. Ce qui nous laisse croire aussi que la Dorchester aurait peut-être roulé jusqu’à Rawdon.

En plus des voyageurs, le chemin de

Letter from the Great Northern Railway dated November 10, 1888, to shareholder John Rankin, reporting that the CPR was now running our (the GN’s) train from St. Jerome to New Glasgow at the rate of \$0.25 per mile. CRHA Archives, Fonds Rankin.

Lettre du Great Northern Railway datée du 10 novembre 1888 à l’intention de l’actionnaire John Rankin, et avisant que le CPR exploitait dorénavant le GN de Saint-Jérôme à New-Glasgow au taux de 0,25 \$ du mille (1,6 kilomètre). Archives ACHF, Fonds Rankin.



distinctly possible that the Dorchester ran to Rawdon.

In addition to passengers, the railway transported grain, dairy products like butter and cheese, as well as lumber. Since Dorwin owned a mill in Rawdon, it is likely that logs were floated down the Ouareau River to Dorwin's mill, processed, and the lumber products shipped on his railway from Montcalm via Industry Village to the St. Lawrence River. From there they could make their way to Montreal or even beyond by canal boat on the Richelieu River via Chambly to Whitehall and on to Albany and New York City.

For unknown reasons, the Industry Village and Rawdon Railroad lasted only a few seasons (the two railroads shut down each winter when the St Lawrence was frozen) and by 1856 was bankrupt. On January 10, 1860 the assets were sold in the parish of St. Liguori (a stop on the railway). Once the preferred creditors (including the Sulpicians) were satisfied, none other than flamboyant Dorwin appeared in order to purchase the remnants of his railway for a mere £450 for his friend Peter McGill (1789-1860, 2nd Mayor of Montreal from 1840-42).

Four decades would pass before rail service again resumed to Montcalm. The Great Northern Railway of Canada was incorporated in 1892. By 1901 it had completed a line from Quebec City to Hawkesbury, Ontario where connections were made with the Canada Atlantic Railway for Depot Harbour, Ontario. The main reason for this line was to serve as a conduit for the burgeoning volumes of grain moving from the American Midwest to European ports. Located on Georgian Bay, Depot Harbour served as a trans-shipment point for grain, merchandise and other commodities destined to or from the American Midwest and Canadian prairies. The new line shortened the distance grain shipments had to travel from Duluth, Minnesota to Liverpool, England by some 800 miles over the conventional route through Buffalo and New York City.

The Great Northern main line passed through Joliette, Montcalm, what was later to become Rawdon Junction, Ste. Julienne, St. Lin, New Glasgow, Montfort Junction, and on to St. Jerome and beyond. Why did the Great Northern of Canada pass well north of Montreal, avoiding that metropolis in favour of Quebec City? There were two reasons. First, the port of Montreal was closed in winter, while Quebec City, though occasionally clogged with ice, was considered a year-round port. Second, the provincial government and the City of Quebec provided handsome subsidies for a line, which would by-pass Montreal so as to favour commercial development in the city that had fallen far behind Montreal.

One of the first sections of the Great Northern to be completed was from Montfort Junction to Montcalm. The entire line from Quebec to Hawkesbury was completed in 1901.

fer transportait des céréales, des produits laitiers comme le beurre et le fromage, ainsi que du bois. Du fait que Dorwin possédait un moulin à scie, les billots étaient vraisemblablement flottés sur la rivière Ouareau jusqu'au moulin, sciés, puis expédiés par son chemin de fer de Montcalm jusqu'au fleuve via le Village de l'Industrie. De là, ils étaient dirigés vers Montréal ou transportés par chaland sur la rivière Richelieu vers Whitehall via Chambly, puis vers Albany et New York.

Pour des raisons inconnues, les chemins de fer Industry Village et Rawdon Railroad ne survécurent que quelques saisons (les deux chemins suspendaient leurs activités pendant l'hiver alors que le fleuve Saint-Laurent était gelé) avant de déclarer faillite en 1856. Le 10 janvier 1860, les biens furent liquidés dans la paroisse de Saint-Liguori (un arrêt du réseau). Après que les créanciers privilégiés, dont les Sulpiciens, eurent été satisfaits, nul autre que le flamboyant Dorwin se manifesta avec l'intention d'acquiescer pour 450 £ ce qui restait de l'entreprise pour le compte de son ami Peter McGill (1789-1860), deuxième maire de Montréal (1840 à 1842).

Quatre décennies s'écoulèrent avant que le service ne reprenne vers Montcalm. Le Great Northern Railway du Canada fut incorporé en 1892 et compléta en 1901 une ligne reliant la ville de Québec à Hawkesbury en Ontario, d'où une correspondance fut établie avec le Canada Atlantic Railway vers Depot Harbour, Ontario. Cette ligne fut créée en raison de la croissance du volume dans le transport du grain en provenance du Midwest américain vers les ports européens. Situé sur la baie Georgienne, Depot Harbor servait de lieu de transbordement du grain, de marchandises et d'autres produits à destination où en provenance du Midwest américain et des Prairies canadiennes. Cela permettait de diminuer de 1287 kilomètres le trajet du train reliant Duluth au Minnesota à Liverpool en Angleterre, qui transitait par Buffalo et la ville de New York.

La voie principale du Great Northern passait par Joliette (Montcalm) – qui devint plus tard Jonction Rawdon –, Sainte-Julienne, Saint-Lin, New-Glasgow, Jonction Montfort et au-delà de Saint-Jérôme. Pourquoi le Great Northern a-t-il choisi de passer au nord de Montréal, délaissant la métropole au profit de la ville de Québec? Il y avait deux raisons : d'abord, le port de Montréal était fermé pendant l'hiver tandis que celui de Québec, malgré des accumulations de glace occasionnelles, était considéré ouvert à l'année. De plus, le gouvernement du Québec ainsi que la Ville de Québec accordaient des fonds substantiels pour établir une ligne qui ne passerait pas par Montréal et favoriserait une ville dont le développement commercial se situait loin derrière celui de la métropole.

Le tronçon reliant Jonction Montfort à Montcalm fut l'un des premiers achevés. La ligne reliant Québec à Hawkesbury fut terminée en 1901.

*W. J. Morrison*

CANADIAN NORTHERN QUEBEC RAILWAY

Time **36** Table

TAKING EFFECT AT 12.01 A.M.

**SATURDAY, JUNE 12th, 1915**

Governed by Eastern Time.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

The Superior Direction is East or South and East, or South bound Trains are Superior to trains of the same class in the opposite (inferior) Direction.

The Company's Rules are printed separately in book form. Every employee, whose duties are connected with the movement of trains, must have a copy of them and of the current time-table accessible when on duty.

Read Special Rules and Instructions carefully. Important changes and additions have been made.

**F. M. SPAIDAL,**

**J. J. SUNDERLAND,**

**D. CROMBIE,**

Gen'l. Superintendent,

Superintendent,

Supt. of Transportation

MONTREAL.

JOLIETTE.

TORONTO.

TIME TABLE No. 36, Effective June 12th 1915.

Table with columns for WESTBOUND TRAINS, INFERIOR DIRECTION, JOLIETTE DISTRICT STATIONS, EASTBOUND TRAINS, and SUPERIOR DIRECTION. Includes train numbers, times, and station names like Joliette, Montcalm, Dugas, Rawdon Jct., St. Alexis, Ste. Julienne, La Fourche, Bissonnette, St. Lin, New Glasgow, Ste. Sophie, Paisley, Montfort Jct., St. Jerome Jct., Papineau, St. Canut, Mirabel, Lachute, St. Philippe, Stonefield, Grenville, Hawkesbury.

Railway Crossings at Grade with

Canadian Pacific Ry.—at Montfort Jct., and Lachute Jct. (Interlocked)
Rawdon Branch.—At Rawdon Jct. (Not Interlocked)
Distant Semaphores East and West of Montfort Jct. interlocking plant will, regardless of the position of the Arm or the color of the disc displayed, be considered Yard limits for the protection of trains standing at platform making transfer with Can. Pac. Ry.
Trains must not exceed a speed of twenty (20) miles per hour around the two sharp curves immediately west of New-Glasgow Station.
The position of the switch at the Junction of the Joliette District with the Montreal District is as follows:—

Trains must stop clear of "Permanent stop Posts" East and West of Rawdon Diamond, and only move over Diamond when opposite main track is seen or known to be clear.

Stations indicated by (\*) have no agent.
Register Stations—Rawdon Jct., Joliette, St. Jerome Jct., Hawkesbury.
Bulletin Points—Joliette, Hawkesbury.
Comparison Clock—Joliette (Yard Office.)
Joliette (Engine House.)
Joliette (Dispatchers Office.)

Ronald Ritchie collection

The 20th Century

While the Great Northern Railway of Canada became a part of the Canadian Northern empire in 1903, it was officially made a part of the Canadian Northern Quebec Railway Company in 1906. With the acquisition of the Great Northern, the Canadian Northern made a link to Montreal a priority. Thus in 1903 Canadian Northern had the Great Northern lease the Chateaugay and Northern Railway - a company that had been incorporated in 1895 with the power to build a line from Montreal to Joliette where a connection could be made with the Great Northern.

The Montreal-L'Épiphanie section was completed in 1904. The following year the line was extended 9 miles to St. Jacques. The link to the old Great Northern line was finished in 1909 when a 4 mile extension from St. Jacques to Rawdon Junction was finished. The next year, the rails were pushed an additional 4.7 miles north from Rawdon Junction to Rawdon. The engineering of the new line was

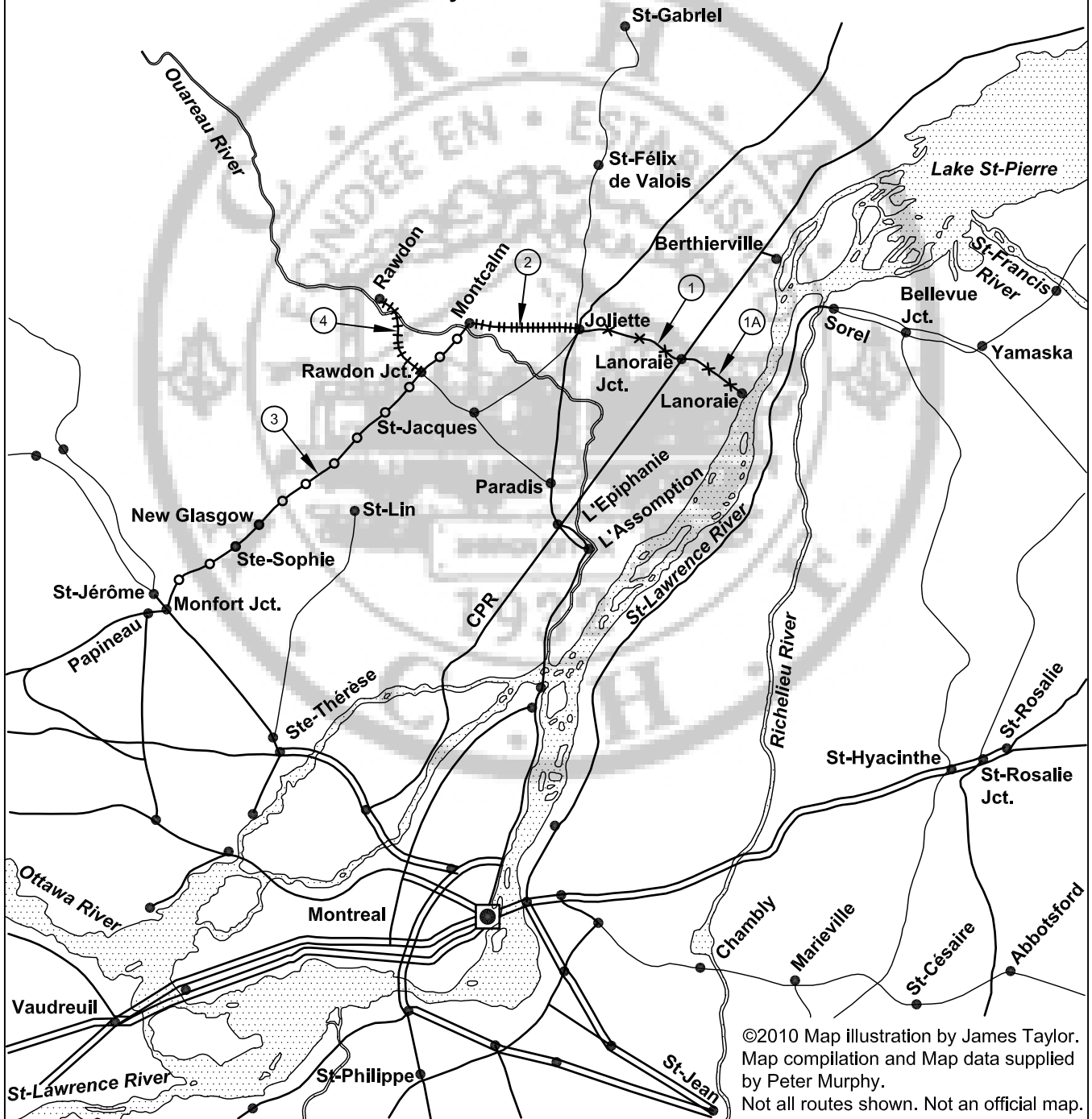
Le XXe siècle

Même si le Great Northern Railway of Canada est rattaché à l'empire du Canadian Northern en 1903, il ne fera officiellement partie du Canadian Northern Québec Railway Company qu'en 1906. Grâce à cette acquisition, la liaison avec Montréal devient une priorité pour le Canadian Northern. Ainsi, en 1903, il loue du Great Northern le Chateaugay and Northern Railway - une compagnie incorporée depuis 1895 et habilitée à construire une ligne entre Montréal et Joliette pour ensuite se raccorder avec le Great Northern.

La section entre Montréal et L'Épiphanie est terminée en 1904. L'année suivante, la ligne est allongée de 9 milles (14 kilomètres) jusqu'à St-Jacques. Le lien avec l'ancienne ligne du Great Northern est réalisé en 1909 avec l'achèvement des 4 milles (6 kilomètres) séparant St-Jacques de Rawdon Junction. La conception de cette nouvelle ligne n'a rien de spectaculaire, sauf pour les 2 derniers milles avant Rawdon, qui nécessitent une trouée dans les escarpements rocheux et la construction

# RAWDON, QUEBEC AREA RAILWAYS

- ① St-Lawrence and Industry Village Railroad 1850 -
- ①A St-Lawrence and Industry Village Railroad 1850 - 1880
- ② Industry Village and Rawdon Railroad 1852 - 1856
- ③ Great Northern Railroad of Canada 1892 - 1906  
Canadian Northern Quebec Railway 1906 - 1919  
Canadian National Railway 1919 - 1949
- ④ Canadian Northern Quebec Railway 1906 - 1919  
Canadian National Railway 1906 - 1963



©2010 Map illustration by James Taylor.  
 Map compilation and Map data supplied by Peter Murphy.  
 Not all routes shown. Not an official map.

unspectacular until the last two miles when the track entered a large rock cut and emerged onto a high trestle across the Ouareau River into Rawdon. In Rawdon, a station was erected along with a small shunting yard, water tower, turntable, and freight shed. The first passenger trip to Rawdon arrived on August 28, 1910, some 54 years after Dorwin's railroad had ceased operation. Construction was deemed complete on September 7, 1910. Rawdon's third railway, in its second century, but the first railway actually to reach Rawdon, had arrived!

The Canadian Northern Quebec Railway, which had built the St. Jacques-Rawdon section, was absorbed into Canadian National Railways in 1919.

For the first 14 years of its existence, the passenger service on the Rawdon line was primarily provided by mixed trains operating daily except Sunday departed Rawdon for L'Épiphanie where they transferred passenger trains operating between Montreal and northeastern Quebec. The frequency of the mixed service was increased to from one to two round trips daily except Sunday in 1924.

d'un pont sur chevalets (trestle) pour franchir la rivière Ouareau. Une gare est construite à Rawdon avec un petit triage, un château d'eau, un pont tournant et une halle à marchandises. Le premier train de voyageurs arrive à Rawdon le 28 août 1910, presque 54 ans après que le chemin de fer de Dorwin a cessé ses opérations. La construction est considérée comme terminée le 7 septembre 1910. Après trois essais en deux siècles, c'est la première fois que la ligne de chemin de fer de Rawdon atteint véritablement... Rawdon!

Le Canadian Northern Québec Railway, qui a construit le tronçon St-Jacques-Rawdon, est absorbé par le Canadien National en 1919.

Pendant les 14 premières années de son existence, le service voyageurs sur la ligne de Rawdon est assuré principalement par des trains mixtes quotidiens, sauf le dimanche au départ de Rawdon vers L'Épiphanie; de là, les voyageurs sont transférés à bord des trains voyageurs assurant la liaison entre Montréal et le nord-est du Québec. En 1924, la fréquence de la desserte mixte passe de un à deux allers-retours quotidiens sauf le dimanche.



A Canadian Northern Quebec Railway mixed train at Rawdon in 1912. The train is facing south with the locomotive on the trestle over the Ouareau River. Glenn Cartwright collection.

*Un train mixte du Canadian Northern Quebec Railway à Rawdon en 1912. Le train fait face au nord avec sa locomotive sur le pont à chevalets au-dessus de la rivière Ouareau. Collection Glenn Cartwright.*

Shawinigan Jct.

NORTHBOUND TRAINS INFERIOR DIRECTION				Miles from St. Jacques Jct.	Telegraph Offices	RAWDON BRANCH	Telegraph Call.	Station Nos.	SOUTHBOUND TRAINS SUPERIOR DIRECTION			
SECOND CLASS									SECOND CLASS			
58 Pgr. / Sun. only.	56 Pgr. / Sat. only.	54 Mixed / Daily Ex. Sun.	52 Mixed / Daily Ex. Sun.			STATIONS			51 Mixed α Daily Ex. Sun.	53 Mixed α Daily Ex. Sun.	55 Pgr. α Sat. only.	57 Pgr. α Sun. only.
A. M. 10.40	P. M. 3.10	P. M. 6.34	A. M. 10.35	0.00		..... St. Jacques Jct. . . . . Y R S		*305	A. M. 7.30	P. M. 2.50	P. M. 5.05	P. M. 10.15
f 10.53	f 3.21	f 6.47	f 10.48	4.06		4.06 ..... St. George . . . . . K C		*137	f 7.15	f 2.35	f 4.52	f 10.00
s 11.03	s 3.28	s 6.57	s 11.00	6.69	D	2.63 ..... St. Jacques . . . . . J Q		139	s 7.04	s 2.24	s 4.43	s 9.50
s 11.15	s 3.40	s 7.17	s 11.15	10.88		4.19 ..... Rawdon Jct. . . . . R J		*140	s 6.49	s 2.09	s 4.30	s 9.36
f 11.18	f 3.43	f 7.20	f 11.18	11.88		1.00 ★..... Cordon . . . . . H		*142	f 6.44	f 2.04	f 4.27	f 9.32
f 11.24	f 3.50	f 7.25	f 11.25	14.05		2.17 ..... Hamilton . . . . . H		*141	f 6.37	f 1.57	f 4.21	f 9.26
s 11.30	s 3.55	s 7.30	s 11.40	15.88	D	1.83 ..... Rawdon . . . . . WC R A		143	s 6.30	s 1.50	s 4.15	s 9.20
A. M.	P. M.	P. M.	A. M.						A. M.	P. M.	P. M.	P. M.
α Sun. only.	α Sat. only.	α Daily Ex. Sun.	α Daily Ex. Sun.			★ No passing Track			l Daily Ex. Sun.	l Daily Ex. Sun.	l Sat. only.	l Sun. only.
58	56	54	52						51	53	55	57

Register Stations

Rawdon,  
Rawdon Jct.  
St. Jacques Jct.,

Bulletin Point

Rawdon.

Private Side Tracks.

No. 138 Marion . . . . . at Mileage 7.83

Railway crossing at grade with Joliette District at Rawdon Jct.

Trains must stop clear of Permanent "Stop Posts" north and south of Rawdon Diamond and only move over Diamond when opposite main track is seen or known to be clear.

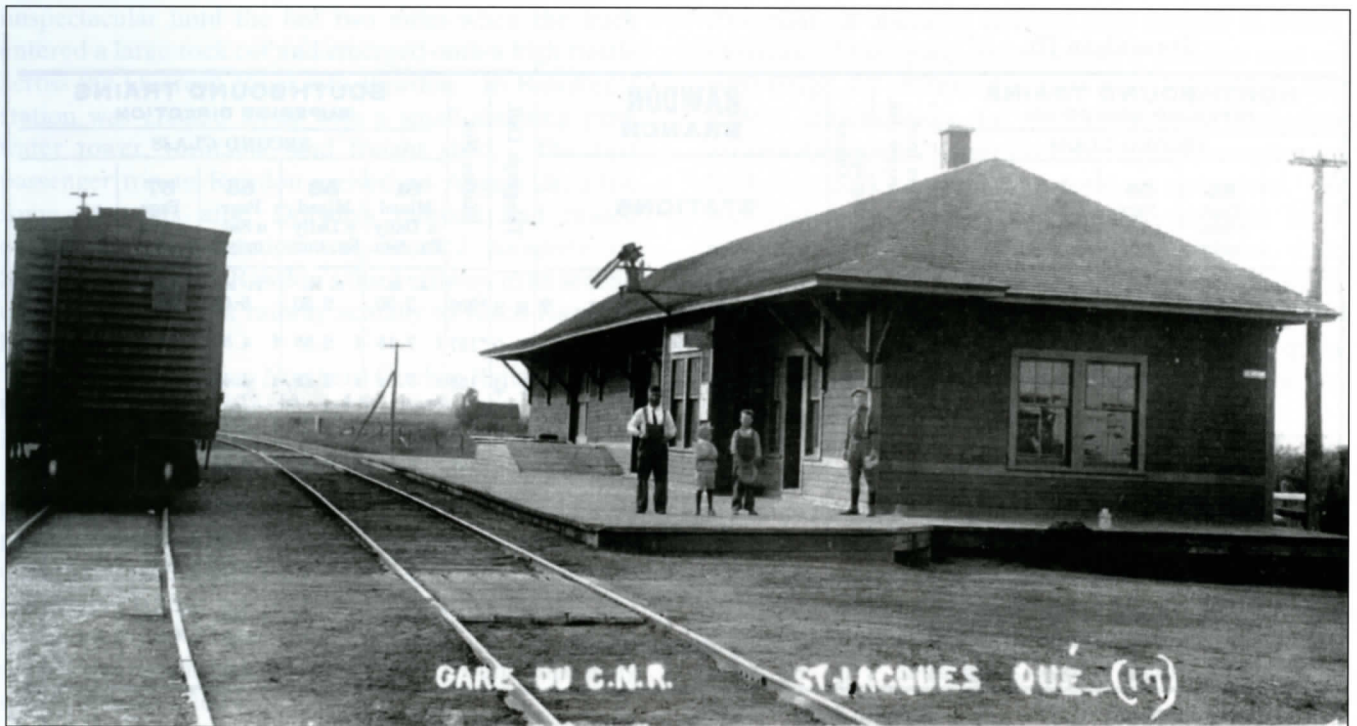
The position of the switch at the Junction of the Montreal District with the Rawdon Branch, is normal when set for the Montreal District.

Stations indicated by (\*) have no agent.



A CNR self-propelled car at Rawdon station in 1924. Glenn Cartwright collection.

Une automotrice du CNR à la gare de Rawdon en 1924. Collection Glenn Cartwright.



CNR St. Jacques station, date unknown.  
*Gare Saint-Jacques du CNR, date inconnue.*



Montcalm Station, date unknown.  
*Gare Montcalm, date inconnue.*





A rare photo of Rawdon Junction, probably taken around 1930. The photographer is facing northwest. The unusual gates are protecting the CNR St. Jerome line by blocking the Rawdon line. Glenn Cartwright collection.

*Une photo rare de la jonction Rawdon prise probablement vers 1930. Le photographe regarde vers le nord-ouest. Ces étranges barrières protègent la ligne de Saint-Jérôme du CNR en bloquant la ligne de Rawdon. Collection Glenn Cartwright.*

In the same year, CN received a group of six storage battery self-propelled cars from Canadian Car & Foundry. The six cars were assigned to runs in New Brunswick, Quebec and Ontario. Car 17595 was placed on the Montreal-Rawdon route and made up to two round trips per day. As the electric charging facility was in Montreal and no such facility existed in Rawdon, the car had to make the round trip on a single charge – a distance of 82 miles. And it did it twice a day! It is not known how the car fared in winter service. The 17595 was replaced by a gas powered self-propelled car, the 18516, but the self-propelled car were withdrawn on July 14, 1925, leaving the regular steam trains to again provide the service.

In 1927, CN began supplemented the mixed trains with a through passenger train on the weekends operating from Montreal on Saturdays and Sundays with a single return trip to Montreal on Sundays. By 1933, the Sunday passenger trains had been re-routed between Rawdon Junction and L'Épiphanie via Joliette. These trains continued to run via Joliette until 1945 when they once again resumed operating over the more direct route.

June 26, 1938 marked the beginning of the decline in the passenger service. On that date, the second mixed train (which had already been downgraded from

La même année, le CN reçoit six autorails à accumulateurs de la Canadian Car & Foundry. Ils sont destinés au Nouveau-Brunswick, au Québec et à l'Ontario. Le 17595 est affecté au service Montréal-Rawdon est assure jusqu'à deux allers-retours par jour. Comme la charge des accumulateurs ne peut être faite qu'à Montréal, Rawdon n'ayant pas les équipements adéquats, l'autorail doit faire le voyage aller-retour avec une seule charge, une distance de 82 milles (132 kilomètres), ceci deux fois par jour! On ne sait pas trop comment il peut assurer son service en hiver. Le 17595 est ensuite remplacé par le 18516, un autorail diesel qui sera retiré le 14 juillet 1925, laissant la vapeur reprendre du service.

En 1927, le CN ajoute aux trains mixtes un train de voyageurs les fins de semaine; il part de Montréal les samedis et dimanches, mais avec un seul retour à Montréal le dimanche. En 1933, le train du dimanche est détourné par Joliette entre Rawdon Junction et L'Épiphanie. Il en sera ainsi jusqu'en 1945, année où le train reprendra le trajet direct.

Le 26 juin 1938 marque le début du déclin du service voyageurs. À cette date, le second train mixte (qui est déjà réduit de quotidien – sauf le dimanche – à trois

daily except Sunday to three trips a week) was discontinued. Oddly, this was also the same day that the remaining mixed train began operating to Montreal, ending the need for passengers to change trains at L'Épiphanie.

The CN trains from Rawdon travelled on the Rawdon Subdivision southbound past flag stop at Hamilton, and call at Cordon, St. Alexis, St. Jacques, Rawdon Junction (crossing the former Great Northern), and St. Georges. The trains entered the L'Assomption Subdivision (originally built from Joliette to Montreal by the Chateauguay and Northern Railroad) at Paradis. The train then called at L'Épiphanie, L'Assomption, St. Paul L'Ermite, Charlemagne, Cherrier, and crossed the bridge at Bout-de-l'Isle to Pointe-aux-Trembles and onto the Longue Pointe Subdivision to Maisonneuve and into Moreau Street Station on St. Catherine Street East. Of the \$1 million spent on the 35-mile Joliette-Montreal line, half was for the railway bridge at Bout-de-l'Isle.

fois par semaine) est supprimé. Bizarrement, c'est aussi cette journée-là que le train mixte restant commence son trajet direct vers Montréal, mettant fin à la nécessité pour les voyageurs de changer de train à L'Épiphanie.

Les trains du CN partent de Rawdon dans la subdivision de Rawdon vers le sud, passent l'arrêt facultatif de Hamilton, puis desservent Cordon, St-Alexis, St-Jacques, Rawdon Junction (croisant l'ancien Geat Northern) et St-Georges. Ils rentrent dans la subdivision de L'Assomption (à l'origine construite entre Joliette et Montréal par le Châteauguay and Northern Railroad) à Paradis. Les trains s'arrêtent alors à L'Épiphanie, L'Assomption, St-Paul-l'Ermite, Charlemagne, Cherrier, traversent le pont du Bout-de-l'île, arrivent à Pointe-aux-Trembles dans la subdivision de Longue-Pointe, à Maisonneuve, et enfin, à la gare de la rue Moreau rue Ste-Catherine Est. Sur le million de dollars qu'ont coûté les 35 milles (56 kilomètres) entre Joliette et Montréal, la moitié a servi pour construire le pont du Bout-de-l'île.



CNR 1393, an H-6-g 4-6-0 built by Montreal Locomotive Works in 1913, has just come off the Rawdon train at Gohier and is en route to Turcot Yards. Electric tunnel haulers took the passenger consist on to Central Station. Ernest Modler, Ronald Ritchie collection.

*La locomotive 4-6-0 H-6-g no 1393 du CNR, construite par la Montreal Locomotive Works en 1913, vient de se dételer du train de Rawdon à Gohier et est en route vers la cour Turcot. Une locomotive électrique du tunnel prendra la relève pour amener le convoi de passagers vers la Gare Centrale. Ernest Modler, collection Ronald Ritchie.*

Montreal's Central Station had opened in 1943, but the Rawdon trains continued terminating at the Moreau Street Station in the eastern end of the city, as no convenient link yet existed to the new station. In 1945, the Rawdon passenger trains were diverted to Central Station operating along the new belt line through Montreal Nord, Pie IX and Ahunistic to Gohier where a change of locomotives from steam to electric was made for the short trip through the Mount Royal tunnel to Central Station.

By 1948, CN had added a Friday evening through passenger train to the Montreal-Rawdon schedule. This would be the last improvement to passenger service on the route. Indeed, the postwar years would be marked by the gradual withdrawal of rail service from the Rawdon region once more.

In 1949, CNR train service over the segment of Great Northern Quebec-Hawkesbury route were discontinued between Joliette and St. Jerome. Though the tracks were torn up, the right of way from Joliette to Montfort Junction is still visible in places.

Daily passenger service, with its blend of mixed trains and passenger trains continued on this route until April 24, 1955 when the weekday mixed trains were discontinued. The Friday, Saturday and Sunday passenger trains continued until September 25, 1955, when the Saturday train was terminated. The Friday and Sunday trains were withdrawn in the April 1956.

La gare Centrale de Montréal ouvre en 1943, mais les trains de Rawdon terminent toujours à la gare de la rue Moreau dans l'est de la ville, puisqu'il n'y a pas encore de liaison avec la nouvelle gare. En 1945, les trains voyageurs pour Rawdon sont dirigés vers la gare Centrale par la ligne de la nouvelle ceinture qui passe par Montréal-Nord, Pie IX et Ahuntsic jusqu'à Gohier, où l'on change les locomotives à vapeur pour des locomotives électriques assurant le petit parcours dans le tunnel du Mont-Royal jusqu'à la gare Centrale.

En 1948, le CN ajoute à l'horaire un train voyageurs le vendredi soir sur la ligne Montréal-Rawdon. C'est la dernière amélioration qui sera faite sur cette ligne. Et bien évidemment, le transport par rail déclinera une fois encore dans les années d'après-guerre.

En 1949, le service du CN sur le tronçon du Great Northern Québec-Hawkesbury cesse entre Joliette et St-Jérôme. La voie est alors enlevée et seule la partie entre Joliette et Montfort Junction est encore visible par endroit.

Le transport journalier de voyageurs en service mixte se poursuit jusqu'au 24 avril 1955, date à laquelle les trains mixtes en semaine sont supprimés. Le service du vendredi, samedi et dimanche continue jusqu'au 25 septembre 1955, date à laquelle le train du samedi est à son tour supprimé. Les trains du vendredi et du dimanche disparaissent en avril 1956.

### **The Sad, Final Passenger Run**

The last run of a CNR passenger train to Rawdon, Quebec was made by train No. 208 on Friday, April 27, 1956. It consisted of a combination baggage-smoking car and a coach, both of steel construction, drawn by [4-6-0] 1408. It was a dark, cloudy afternoon and a light drizzle began falling just as the train eased onto the Rawdon Subdivision at Paradis, Quebec. By the time the train reached Rawdon, a heavy rain was falling. Needless to say, no time was lost in unloading Rawdon's last rail-borne express shipment of bread, and in refilling the tender with water. Then the train backed unceremoniously out of the station, over the bridge and out of sight, leaving the sound of raindrops and the roar of Manchester Falls the only sounds to disturb the countryside.

Source: CRHA New Report, June 1956

### **Le triste dernier voyage**

Le dernier train voyageurs du CN pour Rawdon (Québec) est le no 208, le vendredi 27 avril 1956. Composé d'une wagon mixte bagage-fumoir et d'une voiture, les deux de construction métallique, il est tiré par la 4-6-0 1408. C'est par un après-midi sombre et nuageux et sous une petite pluie fine que le train entre dans la subdivision de Rawdon à Paradis (Québec). Le temps qu'il arrive à Rawdon, il tombe une pluie battante. Inutile de préciser qu'on ne perd pas de temps à décharger la dernière cargaison ferroviaire expresse de pain et à remplir d'eau le tender. Le train quitte alors la gare sans cérémonie, s'engage sur le pont, puis disparaît hors de vue, laissant derrière lui comme seuls bruits le clapotement des gouttes de pluie et le rugissement de la chute Manchester.

**CANADIAN NATIONAL RAILWAYS**  
**FORM 19R**

C.N.R. 714  
5-51

TRAIN ORDER No. 412  
Montreal Oct 2nd, 19 55

---

TO Opr  
 TO Eastward Extra Trains  
 TO Rawdon Subdivision  
 TO Eng 674

AT Paradis

---

X \_\_\_\_\_ OPR. \_\_\_\_\_ TIME \_\_\_\_\_

Eng 674 Work Extra

---

Eleven Thirty 11.30 a.m.

---

Until Six Thirty 6.30 p.m.

---

Between Paradis and Rawdon

---

Not Protecting Against Extra Trains.

---

This order is annulled at Six Thirty 6.30 p.m.

---

R.L.

---

REPEATED AT 11/8 AM

---

MADE Tom TIME 11/8 AM OPR. Green

On October 2, 1955, the CRHA operated a steam excursion to Rawdon, this is a train order from that trip. Form 19R train order no 412 grants CNR Mogul 674 the authority to occupy the Rawdon Subdivision between Paradis and Rawdon. A form H 'work' order such as order no 412 permits movement in both directions without flag protection and will allow Mogul 674 to execute runpasts without sending a trainman out to flag. Ronald Ritchie collection.

Ceci est le formulaire d'ordre de marche 19R no 412 utilisé lors de l'excursion à vapeur vers Rawdon, organisé par l'ACHF le 2 octobre 1955. Ce document autorise la locomotive Mogul no 674 du CNR d'occuper la subdivision Rawdon entre Paradis et Rawdon. Ce type de formulaire permet des mouvements dans les deux directions sans la nécessité d'utiliser des fanions et autorise la Mogul no 674 d'exécuter des arrêts photos. Collection Ronald Ritchie.



Two views of the Rawdon 'turntable adventure' of October 2, 1955. In the first view the 674 advances on to the turntable. In the second view, the turntable has slipped off its pivot! After much 'armstronging' by the crew and many passengers, the locomotive was finally turned. Note the Pheobe Snow lettered box car in the background. Ronald Ritchie.

*Deux vues du pont tournant en ce 2 octobre 1955. Sur le premier cliché on aperçoit la 674 qui avance sur le pont tournant. Sur le deuxième cliché, on constate que le pont tournant a glissé de son pivot. Après plusieurs efforts soutenus de l'équipe de train, appuyé par des passagers, la locomotive est finalement tournée. À noter, le lettrage Phoebe Snow sur le wagon couvert en arrière plan. Ronald Ritchie.*



Rawdon station at the end of service in 1963. Robert Halfyard.

*La gare Rawdon lors du retrait du service en 1966. Robert Halfyard.*

Sporadic way freights continued for a while after the demise of passenger service, but all service on the line was suspended on December 16, 1963. When the tracks from Rawdon to St. Jacques were torn up in 1964, Canadian National and its predecessors had served Rawdon for 44 years. The line has now been gone for longer than it existed.

### What Remains

The Rawdon station is now a private residence, while the turntable, water tower and freight shed are gone. The trestle was dismantled and sold for scrap. The giant concrete bridge piers, now a century old, stand silently in the river as a testament to what once was.

The only nearby trains for Rawdonites are somewhat impractical. VIA Rail runs a thrice-weekly train from Joliette to Montreal or in the opposite direction to Senneterre and Jonquière, while AMT operates weekday commuter runs from St. Jerome via Blainville to Montreal. Presently under construction is a new AMT commuter service running from Mascouche to Central Station that is to begin in summer 2012.

August 28, 2010 marks the 100th anniversary of the arrival of the first twentieth century steam train to

Jusqu'au 16 décembre 1963 subsistent sporadiquement des trains de marchandises. La voie entre Rawdon et St-Jacques est enlevée en 1964. Le Canadien National et ses prédécesseurs ont desservi Rawdon pendant 44 ans. La liaison a maintenant disparu depuis plus longtemps qu'elle a existé...

### Que reste-t-il?

La gare de Rawdon est maintenant une résidence privée, et le pont tournant, le château d'eau et la halle ont disparu. Le pont a été démonté et vendu comme ferraille. Les piliers en béton vieux d'un siècle se dressent silencieusement dans la rivière, témoins de ce qui a déjà été.

Pour les gens de Rawdon, les trains les plus proches sont à toutes fins impraticables. VIA Rail assure trois trains par semaine entre Joliette et Montréal ou en direction opposée vers Senneterre et Jonquière, tandis que l'AMT offre quotidiennement une liaison de trains de banlieue entre St-Jérôme et Montréal via Blainville. Une nouvelle ligne de banlieue de l'AMT entre Mascouche et la gare Centrale est en construction et devrait être ouverte à l'été 2012.

Le 28 août 2010 marquait le 100e anniversaire de l'arrivée

Rawdon. Local residents, with the support of Rawdon Mayor Jacques Beauregard, have organized a visit to Exporail to commemorate the event.

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du premier train à vapeur à Rawdon au XXe siècle. Les résidents de Rawdon avec l'appui de leur maire, Jacques Beauregard, ont organisé une visite à Exporail pour commémorer l'événement.

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BACK COVER TOP: Prairie Dog Central 4-4-0 number 3 and the entire five coach fleet, with a caboose added for good measure, rattles along its journey to Inkster Junction during the 2010 season. Bill Stannard.

*COUVERTURE ARRIÈRE : La locomotive 4-4-0 no 3 du Prairie Dog avec la flotte entière des cinq voitures coach accompagnées d'un fourgon de queue, pour faire bonne mesure, cliquette tout au long du parcours vers Inkster Junction pendant la saison 2010. Bill Stannard.*

BACK COVER BOTTOM : A hazy afternoon on July 11, 1997 sees a two-man RaiLink crew in charge of a trio of Canadian Pacific's ubiquitous SD40-2 locomotives, as daily except Sun-Mon Montréal (St Luc) to Vancouver (Coquitlam) manifest train #471 passes Signal 1127 North Bay Subdivision and runs out the last four miles of the Smiths Falls to North Bay leg of its trans-Canada journey. Flanked on either side by strings of new 115lb CWR that will replace the well worn 100lb REHF jointed rail west of Thorncliffe, the train snakes its way under Canadian National's truncated Newmarket Subdivision that now only sees service between MP91.25 south of SNS Longford near Washago and SNS Yellek at MP233.4 just north of North Bay. The bridge at MP223.2 does not host near the number of trains as it did just 20 short months earlier when it was removed from CN's transcontinental system map with the closing of the railway through Algonquin Provincial Park in November 1995.

*COUVERTURE ARRIÈRE : Une équipe de train de deux hommes de Railink est en charge d'un trio de locomotives SD40-2, omniprésentes sur ce train quotidien (mardi au samedi) entre Montréal (Saint-Luc) et Vancouver (Coquitlam) par un après-midi brumeux de juillet 1997. Le convoi no 471 croise le signal 1127 de la subdivision North Bay et traverse les 6,4 derniers kilomètres de son parcours transcanadien. Flanké de part et d'autre de nouveaux rails CWR de 52 kilos qui remplaceront les rails jointés très abîmés REHF de 45,3 kilos à l'ouest de Thorncliffe, le train serpente le long de la subdivision Newmarket du Canadien National, maintenant tronquée. En effet, ce tronçon ne sert aujourd'hui que la section entre la borne MP91.25 au sud de Longford près de Washago et la borne MP233.4 à SNS Yelleh juste au nord de North Bay. Le pont, à la borne MP223.2, est moins sollicité que 20 mois plus tôt, alors qu'on l'a retiré de la carte du réseau transcontinental du CN après la disparition en novembre 1995 du tronçon qui traversait le parc Algonquin.*

# Canadian Rail

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