

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

NOTICE OF MEETING:

The regular monthly meeting of the Association will be held in room 153 Queens Hotel on Wednesday, June 11th, 1952 and the meeting will commence sharp at 8:00 PM. This is the last meeting before the customary adjournment for the summer months, and the members are requested to make a special effort to be present.

NEWS OF THE ASSOCIATION

EXCURSION NO. 9 - C.T.M. OBSERVATION CAR - MAY 17TH.

On Saturday, May 17th, thirty members and guests assembled at the St. Denis divisional carhouse of the Montreal Transportation Commission, to participate in an outing in one of the observation streetcars, similar to one undertaken by the Association in May 1950, when car no. 3 was used.

Observation car no. 4 was assigned to the trip, which left the carhouse about 1:40 PM, after allowing those present to inspect the Association's 1894 streetcar, no. 274, which had been moved outside for that purpose.

The route followed was by way of St. Denis and Mount Royal avenue and, following a brief pause at the Mount Royal - Park Avenue loop, the car made its way over the CTM's scenic #11 route, up the steep northern slope of Mount Royal. Just before reaching the 338-foot curved tunnel, the passengers were afforded a beautiful view of the northern half of the Island, from the car line. West of the tunnel, a brief stop was made at the summit of the line for photographs. The route then followed was by way of Remembrance Road, Cote des Neiges Road, Westmount Boulevard, Lansdowne and Claremont Avenues to Sherbrooke Street. Following Greene Avenue and St. Catherine Street west, a short stop was made for photographs under the C.P.R. viaduct on Glen Road. Passing through St. Henri via Place St. Henri, we were soon on the Lachine line private-right-of-way, where we were given a short speed demonstration before the stop at Ville St. Pierre. West of this point, our car caught up to, and passed, a CNR freight train to the amusement of our participants and the engine crew alike.

Quite a consternation was caused in the good city of Lachine, in which, like the upper reaches of Westmount, the car was making its first trip. The excursion terminated its westward course at 44th Avenue. The return trip, which was uneventful, was made through the downtown area via Notre Dame and Craig, and St. Lawrence Blvd. back to St. Denis carhouse. Accompanied as usual by our indispensable friend, Instructor T. Bonenfant, we were also fortunate in having Motorman Heider to operate the car. Mr. Heider has operated equipment for us on two previous occasions and many of our members will remember him. The remaining member of the crew was Conductor Desautels. We also had the pleasure of the company of Mr. Ostiguy, Superintendent of the CTM's Mount-Royal division.

EXCURSION NO. 10 - BY RAIL TO ASBESTOS - JUNE 1ST

On Sunday, June 1st, an excursion was operated from Montreal to Asbestos Que. over the Line of the Canadian National Railways to Danville, and then by the Asbestos & Danville Railway of Canadian Johns-Manville Co. from Danville to Asbestos. Equipment consisted of CNR diesel-electric unit car 15037, which has been used on two previous occasions by the Association, and one coach.

On the Asbestos & Danville Railway, the CNR coach was handled by a diesel-electric switching locomotive, no. 47.

Despite the inclement weather, approximately 75 persons including officials, crew, etc. made the trip and the Trip Committee tried to keep everyone amused in order to dispel the adverse effects of the weather on the passengers. The train left Central Station at approximately 7:50 AM and after a brief stop at St. Lambert and another at Otterburn Park for passengers, plus an operating stop at St. Hyacinthe, a good run was made to Richmond where we arrived considerably ahead of our schedule. Due to the rain, which persisted all day, very few members took advantage of the placing of a small 0-6-0 type engine at Richmond for photographs, which had been thoughtfully arranged by our friend, Mr. O.A. Boivin, General Superintendent of the Canadian National's Montreal District.

Arrival at Asbestos was made on time, and we were all very impressed by the spur-of-the-moment arrangements made by the Asbestos & Danville Railway for our accomodation. An open gondola car had been specially fitted up with seats for our use, and it was with considerable regret that we were forced to forego the use of this inviting piece of equipment which was intended for more propitious weather. Equal to the occasion at all times, the A&DRy. handled our coach over their lines in lieu of the open "observation" car and all were permitted to view the very extensive operations of Canadian Johns-Manville's asbestos operation in comparative comfort. The rain didn't prevent the majority of the passengers from visiting the pithouse, enginehouse and dispatcher's office of the A&DRy. At the latter point, we were treated to a display of $\frac{1}{4}$ " scale non-operating models made by Mr. R.G. Harris, A&D dispatcher and, incidentally, a member of our society. The models were wonderfully executed and included a Canada Atlantic 4-4-2 type, a Grand Trunk 2-6-0, a 4-4-0 of the Central Vermont Ry. and a modern CNR 4-8-4. Our photographs were taken for the company magazine, while we visited the hoisting apparatus for the underground mines which are now worked. The operation in the vast open pit has ceased at the present time. We were all presented with liberal samples of the asbestos ore, the famous "cotton rock" which has created such an important industry in this Province.

All movements were effectively supervised personally by Mr. J.L. Cowdrey, Superintendent of the Asbestos & Danville Ry., who was aided by Mr. Bruce Mills, Assistant Superintendent, and Mr. R.G. Harris, Dispatcher, mentioned previously. To all these gentlemen, to other officers and employees who enabled us to see the large operation under very adverse conditions, the Trip Committee and the officers, members and friends of the Association would like to extend their deepest thanks and appreciation. We had a wonderful time, and we'll be back again.

The arrangements were made in the Canadian National Railways by our good friend, Mr. O.A. Trudeau, General Passenger Traffic Manager of the system. The movement was accompanied by Mr. Leduc of the CNR's Passenger Department, and by Mr. J.J. Campbell, Asst. Superintendent at Montreal. Mr. Pearson, Assistant Superintendent at Richmond accompanied the train from Richmond to Danville. Mr. R. Dixon, Road Foreman of Diesels, supervised the mechanical end throughout the trip.

THE ASSOCIATION'S FALL FOLIAGE EXCURSION WILL BE MADE ON ONE OF THE FIRST SUNDAYS IN OCTOBER. THE EXACT DAY WILL BE ANNOUNCED SHORTLY. KEEP THE DATE FREE, TELL ALL YOUR FRIENDS ABOUT IT, AND LET'S TRY TO GET ENOUGH PASSENGERS TO RUN OUR FIRST STEAM TRAIN.

ITEMS OF INTEREST

Canadian Pacific Railway is presently converting nine colonist cars to baggage & smoking combination cars. These cars, now numbered 2697 and 2699 to 2706 inclusive, were among the most luxurious of all colonist cars. Formerly "J" class sleepers, they retained their upholstered seats in contrast to the black leather of most colonist cars. Oldtimers among the shopmen recall when they had gold cloth ceilings and that they were among the first cars to be steel plated. They still retain their truss rods. The CPR is also proceeding with extensive modernization of six parlour cars, nos. 6750 and 6753 to 6757 inclusive, and six buffet-parlour cars, nos. 6664 and 6668 to 6672 inclusive. Although exterior appearance will be changed but slightly, interiors will be of entirely modern design with extensive use of plastics, "Arborite" and chrome trim. Indirect lighting of the most modern type is being provided and new revolving and reclining armchairs will be installed.

The following locomotives have recently been scrapped at Angus Shops: J5d #3051; D4g #471; D10d #653; D10b #686.

Canadian Pacific has discontinued passenger service between DeBeaujeu and Cornwall. Service on this line was provided by a mixed train running daily except Sunday which was abolished effective April 27th, 1952.

Canadian National's Richibucto branch also became "freight service only" on April 27th. This line was served by a mixed train which ran weekly, from Kent Jct. to Richibucto on Wednesday, returning Thursday.

It is understood the locomotive 325 of the Montreal & Southern Counties Ry. is being transferred to the Oshawa Ry., while no. 327 is destined to go to Quebec to operate on the former Quebec Ry. Both are now at Pt. St. Charles.

On April 30th 1952, the CNR station at Alma, Ont. near Guelph was destroyed by fire.

Canadian National Railways has announced its intention to take off the passenger and mixed trains between Palmerston and Kincardine and Palmerston and Southampton and substitute buses for passengers and trucks for the mail. Freight service would be continued as at present. The move is being opposed by the municipalities of Listowel, Southampton, Mildmay and Kincardine. Walkerton desires to compromise with the CNR, while Port Elgin claims more, rather than less service should be given as the tracks have to be maintained for freight. The village of Paisley approves the moves. While the Canadian National Railways claims a saving of \$100,000 yearly by these moves, the Owen Sound paper calls it "a backward step".

It has been suggested by a Toronto parliamentarian that the TTC should operate rapid transit service alongside CNR tracks to Danforth. Scarborough township is requesting the Board of Transport Commissioners to have the CNR provide a commuter train between Oshawa and Toronto.

Canadian National Telegraphs is using frequency-modulation radio for 15 teletype carriers, a broadcast circuit, telegraph messages and railway telephone calls in the Montreal area. Special radio towers are situated on Montreal's Sun Life Building, the North American grain elevator at Sorol and on a hill two miles southeast of Granby.

Canadian National Steamships has announced that the vessels "LADY NELSON" and "LADY RODNEY" are to be withdrawn from the Canada - British West Indies service. Protests have come from B.W.I. and from British Guiana.

The Grand Trunk Western Railway has ordered five coaches from Pullman-Standard @ \$119,800 each. Delivery is expected next September.

At the present time, the Federal Government operates five private cars; two for the Governor-General, one for the Prime Minister, one for the Minister of Transport and one for other ministers. The PC party feels that the last two should be cut out, the CCF would abolish the last three.

The mayor of Glace Bay NS is aroused over the CNR's announced new diesel programme and is urging all opposition to unite in protests. Recently, the CNR conducted tonnage tests with diesel-hauled trains between Truro and Mulgrave on the strait of Canso.

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THE BEGINNING OF THE GRAND TRUNK RAILWAY

Robert R. Brown

An American schoolboy once said that the invention of the steamboat caused a vast network of rivers to spring up -- but here in Canada, we are more modest and our forefathers were content to run their pioneer steamboats on lakes and rivers that nature had put there thousands of years before. We are guilty of one serious fault, however. We have forgotten that Canada played a very prominent part in the early development of inland navigation and more than one hundred years ago, there were large steamboats on Canadian lakes and rivers which were faster and more comfortable than the Saguenay boats of today. The St. Lawrence River and its tributary lakes and rivers were and always will be priceless assets to Canada but nature will have its little jokes. There were rapids at the most inconvenient places and for about five months, the waterways were frozen. Consequently, navigation was difficult on many important routes and ceased altogether for varying periods every year. This did not matter much in the early days when Canada was a poor little colony, whose only industries were farming and the fur trade but in the first five decades of the 19th Century, population and the national economy expanded rapidly and the need for better transportation was soon realized.

Our earliest railways were portage lines, built to bypass rapids or waterfalls or served as feeders to the boat lines. The Champlain & St. Lawrence Railroad from Laprairie to St. Johns was built because of the rapids in the Richelieu River between St. Johns and Chambly and was parallel to an ancient road and former Indian trail cut through for the same reason in prehistoric times. The Lachine Rapids brought the Montreal & Lachine Railroad into being, and the Erie & Ontario and the Ontario, Simcoe & Huron were built to bypass Niagara Falls.

By 1845 it was realized that Canada's greatest need was a railway to an ice-free port on the Atlantic coast. Many favoured a railway to Halifax but the great distance through an uninhabited region retarded the development of this project for many years.

The first to get under way was the St. Lawrence & Atlantic RR in Canada, and the Atlantic & St. Lawrence RR in the United States, a joint project promoted by active groups in Montreal, Sherbrooke and Portland, although it must be confessed that the Montrealers were not too enthusiastic at first. These two companies commenced construction simultaneously at Longueuil and at Portland and after six years of harrowing vicissitudes, financial and otherwise, they met at Island Pond, Vermont, far away in the wilderness.

Meanwhile, the larger scheme of an inter-colonial railway had its supporters. Surveys were made between 1846 and 1848 and in November 1850, Joseph Howe, then premier of Nova Scotia, journeyed to London to try to gain the support of the British Imperial Government. A few months later, he returned in triumph. The British Government would guarantee a loan of £7,000,000, to be used to build an inter-colonial railway from Halifax to Quebec, the European & North American Railway from Moncton to Saint John and Vanceboro, the Quebec & Richmond railway to connect the intercolonial line with the partly-completed St. Lawrence & Atlantic RR, and it was expected there would be enough of the guarantee left over to build a line westward from Montreal to Lake Ontario. All doubts vanished -- Canada was to have a vast system of railways -- and then the bubble burst. Late in 1851, the Colonial Office declared that Howe had been mistaken in assuming that the guarantee could be applied to railways running to the United States boundary, lines that New Brunswick and Canada East were particularly interested in.

In spite of this disappointment, public opinion was aroused in favour of railway construction. Sir Francis Hincks was minister of finance of the Province of Canada and played a prominent part in the subsequent developments. He was a political opportunist and changed his mind with alarming frequency; some of his policies were wrong but it is quite obvious that he sincerely believed he was making the best possible arrangements.

Early in 1852 the St. Lawrence & Atlantic RR from Longueuil to Portland, was nearing completion and, in Canada West, two extensive railways were just getting started; the Great Western Railway from Niagara Falls, through Hamilton and London to Windsor, and the Ontario Simcoe & Huron Railway from Toronto northward to Lake Simcoe and Lake Huron. A connecting link was needed and the Montreal-Sherbrooke group who controlled the St. Lawrence & Atlantic RR -- John Young, Luther H. Holton, D.L. Macpherson, Alexander T. Galt and Casimir S. Gzowski -- applied for charters for the Montreal & Kingston Railway, and the Kingston & Toronto Ry., the former to be built immediately and the latter a little later. Navigation was slow and difficult on the Upper St. Lawrence but it was thought that the many large and excellent steamboats on Lake Ontario could serve for a few years more. The charters were issued, but each contained a suspending clause preventing them from taking effect until special proclamation was made -- after other plans failed.

It was at this point that the famous Brassey contracting firm entered the picture. Who made the original contract is not clear. It might have been Hincks, or it might have been the London banking firms, Baring Bros. and Glyn Mills -- who were the financial backers of the Brassey firm and also the London agents of the Province of Canada, or, and there is a strong presumption, Brassey was seeking greener fields for exploitation.

(To be continued)

ORFORD MOUNTAIN RAILWAY

In 1870, the Missisquoi & Black Rivers Railway was incorporated to build from a point on the Grand Trunk Railway, at or near Richmond, southward to a point on the boundary of Pottton Township and it is believed that it was to be a northern extension of the Missisquoi Valley Railway in Vermont; the two forming a line from St. Albans to Richmond. Progress was slow and it took nine years to complete the grading from Melbourne to Bolton and lay rails from Dillontown (now Eastman) to the Bolton copper mines. This exhausted the resources of the Company and it went bankrupt. The Central Vermont Railroad then operated the completed portion as an industrial spur until about 1887 when the mines closed.

The Orford Mountain Railway was incorporated in 1888; in 1892 it was completed from Eastman to Lawrenceville and a year later to Kingsbury most of it being built on the abandoned grade of the Missisquoi & Black Rivers Railway. In 1904, it was built south from Eastman to Pottton and a branch to Stukely Lake and in 1905 an extension from Kingsbury to Windsor Mills. In 1907 it was built southward to Mansonville.

The Canadian Pacific Railway bought the property on March 1st 1910 and extended the line from Mansonville to a connection with the Newport line at North Troy. The last mile of this extension was in Vermont and was built under the charter of the Midland Railway of Vermont.

The section last built, from Mansonville to North Troy, was the first to go; train service was discontinued on May 1st 1936 and the rails lifted soon after. Service was discontinued between Windsor Mills and Kingsbury on April 27th, 1940 and two years later rails were lifted between Windsor Mills and Kingsbury and between Eastman and Mansonville. Finally the section between Kingsbury and Valcourt was closed on December 15th 1949 and dismantled soon after. Nothing goes to waste and the station building at Flodden was moved bodily and now is Grove Hill station on the lakeshore near Montreal. In the early days, the movement of lumber and farm produce was considerable but today about the only source of revenue is the large snowmobile factory at Valcourt.

LOCOMOTIVES OF THE ORFORD MOUNTAIN RAILWAY

1.	4-4-0	13x18"	45"	1879	Kingston
2.	"	"	"	"	"

Originally built for the narrow (3'6") gauge Lake Champlain & St. Lawrence Junction Railway as no. 3 BEDFORD and no. 2 ABBOTSFORD. In 1881 became South Eastern Ry. nos. 21 and 20 and converted to standard gauge. No. 1 was bought by the OMR in 1891 and no. 2 in 1896.

3.	4-4-0	17x24"	62"	1878	Baldwin #4714
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Originally no. 5 "EMPRESS OF INDIA" of the Joseph Whitehead contract on the Canadian Pacific Railway. In 1882 became CPR #147; in 1905 #20; bought by the OMR in 1909.

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