

- - DON'T MISS IT !!!



THE ASSOCIATION'S SECOND LAURENTIAN MOUNTAIN
FALL FOLIAGE TRIP

which is scheduled this year for Sunday, October 5th, 1952.

At the request of many friends and members of the society, your Trip Committee has decided to repeat the enjoyable trip to

H U B E R D E A U

which was held in October 1950. The date selected should afford those accompanying us an opportunity to see the Laurentian hills in their full autumnal magnificence.

BUY YOUR TICKETS NOW FARE \$3.25 Return. ^{*}

Arrangements are being made to provide box lunches at slight additional cost for those who do not wish to bring their own.

Application for tickets should be made by mail to:

S. S. Werthen,
General Passenger Traffic Manager,
Canadian Railroad Historical Association
3 Prospect Street, WESTMOUNT, Quebec.



Cheques or postal orders should be made payable to the Association.

*- Fare only in effect until the middle of September.

EARLY RAILWAYS OF THE EASTERN TOWNSHIPS - V.

Robert R. Brown.

LAKE CHAMPLAIN & SAINT LAWRENCE JUNCTION RAILWAY

In 1871, the Philipsburg, Farnham and Yamaska Railway was chartered to build from Missisquoi Bay, near Philipsburg, via Bedford and Farnham to a point on the St. Lawrence River opposite Trois Rivieres. Four years later, the name was changed to Lake Champlain & St. Lawrence Junction Railway. It was one of the so-called "hay roads", its principal purpose being to pick up, at various stations and sidings along its line, carloads of hay for export to the large cities in the United States. As automobiles gradually replaced horses in the cities, the demand for hay rapidly diminished, and so did the prosperity of the "hay roads".

Narrow gauge railways were very fashionable in the early seventies, so the promoters selected the narrow gauge of 3'6". Construction started at Ste. Rosalie Jct., on the Grand Trunk Railway, in 1876 and the following

year service to St. Pie was started. In 1879, the line was completed from Stanbridge, a station on the Central Vermont Railway, northward through Bedford and Farnham, Abbotsford, St. Pie, St. Hyacinthe, Ste. Rosalie to St. Guillaume where the line connected with the Richelieu, Drummond & Arthabaska Railway (Sorel to Drummondville and L'Avenir) which soon became part of the Northern Division of the South Eastern Railway.

In 1881, the line was leased to the South Eastern Railway and changed to standard gauge and for the next ten years, the trains of the SER and later of the Canadian Pacific Railway ran from Farnham to Sorel.

LOCOMOTIVES OF THE LAKE CHAMPLAIN & ST. LAWRENCE JUNCTION RAILWAY:

1.	" ST. PIE "	4-4-0	11 $\frac{1}{2}$ x18"	39"	1879	Kingston	1881-SER	#19
2.	" ABBOTSFORD "	"	13x18"	45"	"	"	" "	20
3.	" BEDFORD "	"	"	"	"	"	" "	21
4.	" L'ANGE GARDIEN "	"	13 $\frac{1}{2}$ x20"	52"	"	"	" "	22

For a few years after 1881, one of these worked the short branch from Marieville to St. Cesaire where it was known as "La Petite Boule". No. 1 was sold in 1891 to the United Counties Railway as no. 1; in 1900 it became Quebec Southern Railway no. 100 and was scrapped about 1909. No. 3 was sold to the Orford Mountain Railway in 1891 as no. 1, and no. 2 was sold there in 1896 as no. 2. No. 4 was sold in 1893 to the Philipsburg Railway & Quarry Co. as the "Colonel Bond". It was scrapped in 1915.

THE BEGINNING OF THE GRAND TRUNK RAILWAY (Concluded) Robert R. Brown

In 1852, the legislature of the Province of Canada authorized the incorporation of the Grand Trunk Railway of Canada to build from Toronto to Montreal as well as the Grand Trunk Railway of Canada East to build from opposite Quebec City to Trois Pistoles, to connect there with the proposed inter-colonial railway; the Grand Junction Railway to build from Belleville to Peterborough; authority to build the Victoria Bridge, and finally authority to acquire small existing roads and the repeal of the charters of the Montreal & Kingston Railway and the Kingston & Toronto Railway, on condition that the Grand Trunk Railway would reimburse the shareholders of these companies for expenses.

At this point, the Grand Trunk Railway Company was a sham; it had a charter and it had a president but not a single stockholder nor a penny's worth of assets but shortly it was to sign contracts with its contractors who also were to sell the Company's stock in the English market.

The first contract was signed on November 5th 1852, between the Quebec and Richmond Railway and Jackson, Peto, Brassey & Betts for the building of a line from Richmond to Lewis, and a month later, on December 14th, the contractors signed a contract with the Grand Trunk Railway of Canada for a line from Montreal to Toronto. Actually, this contract was illegal because the Grand Trunk Railway was a myth -- it did not yet exist.

The Montreal group, under the name C.S. Gzowski & Co., was given the contract to build from Toronto westward to Sarnia, under the charter of the Toronto & Guelph Railway Company.

Finally, on April 12th, 1853, the famous amalgamation agreement was signed, whereby the Grand Trunk Railway of Canada East, the Quebec and Richmond, the St. Lawrence & Atlantic, the Grand Junction and the Toronto & Guelph railways amalgamated with the Grand Trunk Railway of Canada, which still had no legal existence. On July 1st 1853, the Atlantic & St. Lawrence Railroad leased its line for 999 years to the still-mythical Grand Trunk. Then at last, on July 11th, 1853, the Grand Trunk Railway Company of Canada was formally organized.

According to the contracts, the road was to be superior to anything in America -- equal to the best English roads, and delivered over to the companies fully equipped, with buildings, rolling stock and everything necessary for immediate traffic. Instead, the line was poorly built with sharp curves, steep grades, inferior rails and unsuitable rolling stock. Passenger stations and freight sheds were hopelessly inadequate and no provision was made for interchange with local steamship lines. Only the part west of Toronto was reasonably well built. The Brassey firm was paid £9,000 per mile for the line from Montreal to Toronto, while Gzowski & Co. received £8,000. Brassey & Co. had a higher price and less difficult country to work in but with all their previous experience, they were not familiar with building roads in countries where labour was expensive and the plant they sent out was antiquated compared with the labour-saving equipment used by the Canadian contractors. They claimed to have lost a million pounds on the work, while Walt, Holton, Macpherson and Gzowski made fortunes.

In the realm of finance, the Grand Trunk was a curiosity. The contractors were bound to turn over to the Company a completed railway, but they were paid \$12,369,283 more than the amount of the contracts and the railway had to spend \$2,491,092 for additional work. Many items which should have been charged to operating expenses were charged to capital, a particularly improper form of deception. Some of the most glaring were:

Explosion of steamboat at Longueuil	\$ 51,020.
Collision on Portland Division	38,103.
Deficiency on fuel and supplies, discovered in 1858	419,304.
Contingencies of office	55,612.
General expenses, salaries, etc. (Canada)	291,043.
General expenses, London office	61,920.
Running expenses chargeable to revenue	179,630.
Lease of Portland road	<u>2,248,766.</u>
Total	<u>\$3,345,407.</u>

There was no Profit and Loss Account; open accounts were closed by capital, so every steamboat blown up, every train wrecked, every waste and foolish extravagance, only added to its "riches". A shortage of nearly half a million dollars in the fuel and stores accounts revealed shocking carelessness and probably theft and if the rental of the Portland road continued to be closed to capital account for the 999 years of the lease, the capital of the company would soon reach astronomical proportions.

By 1860, the Company was bankrupt and it never really got out of that condition until it was taken over by the Canadian National Railways in 1923, and enormous sums had to be spent to rehabilitate the property.

However, the story is not all bad. After the Company learned the hard way that rigid English locomotives were useless on rough Canadian railroads, it began to buy and build some of the finest-looking and most efficient locomotives in America. Its passenger cars were clean and comfortable and many people still have nostalgic memories of the excellent meals served in the old Grand Trunk dining cars. A specialty fifty years ago, was a large fluffy omelet, french fried potatoes, a vegetable, dessert, rolls, a beverage and two quill toothpicks, all for fifty cents. The Grand Trunk even had air-conditioned cars 92 years ago. Above all, the Company was particularly happy in its public relations; conductors, porters, station employees and others were polite, agreeable and helpful and it was a pleasure to travel on the old Grand Trunk.

WITH SORROW, WE RECORD THE DEATH, ON THURSDAY, JULY 31ST, OF ANATOLE CARIGNAN, MAYOR OF THE CITY OF LACHINE, QUEBEC WHO SUCCEMDED AFTER A BRIEF ILLNESS. PROUD OF HIS CANADIAN FOREBEARERS AND EAGER TO PRESERVE A LITTLE OF THEIR HISTORY AND CULTURE IN TANGIBLE FORM, HE CAUSED A MUSEUM TO BE ERRECTED IN LACHINE, CLOSE TO THE LACHINE RAPIDS, AMONG THE MANY INTERESTING EXHIBITS IS A FULL-SCALE REPLIC OF THE "DORCHESTER" CANADA'S FIRST STEAM LOCOMOTIVE, AND OTHER RAILWAY MEMORABILIA. HE FOSTERED, SUSTAINED AND CARRIED TO A TRIUMPHANT CLOSE, THE 1947 CELEBRATIONS OF THE MONTREAL & LACHINE RAIL ROAD CENTENARY. MAY HE BE NOT FORGOTTEN.

R. I. P.

COMMEMORATION

FIFTIETH BIRTHDAY OF ONTARIO'S DEVELOPMENT ROAD.

On May 10th, 1952, officers and employees of the Ontario Northland Railway, as well as townspeople of North Bay, gathered to commemorate the 50th anniversary of the turning of the first sod of the former Temiskaming & Northern Ontario Railway, which took place at Trout Lake, three miles northeast of North Bay, on May 10th, 1902. At that time, Hon. Frank Hatchford, Commissioner of Public Works, turned the first sod. Opened to New Liskeard in 1904 and Cochrane in 1911, the line has grown into a far-flung system stretching 440 miles from North Bay to Moosonee on James Bay, with branches to Elk Lake, Charlton, Rouyn-Noranda, Timmins and Iroquois Falls. Perhaps of most importance among its accomplishments is its proud boast of no passenger fatalities in over 1,000,000 passenger miles.

ITEMS OF INTEREST:

Most of the Quebec North Shore & Labrador's freight equipment, which has been in storage at Outremont Yard, Montreal is being forwarded by boat to Seven Islands. Much passenger equipment is still on hand however.

Canadian National Railways engines 2359 is now on lease to the Roberval & Saguenay Railway, while engines 2386 and 2398 were scrapped in June 1952.

The first of the CNR's new multiple-unit electric cars, M-1, underwent road tests in the Montreal suburban electrified zone following its delivery on June 9th. Delivery of the remaining 17 units is expected before the fall. Utilization of these cars has been delayed temporarily due to the pantographs not having been supplied to date.

Canadian National Railways' diesel-electric units 9044-9045, along with historic 4-4-0 type engine no. 40, recently went to Massena, New York, to participate in the town's 150th anniversary. Equipment of the New York Central and the Massena Terminal was also on display. These diesel-electric units were the first to operate on the Brosseau-Massena section.

THE SHAPE OF THINGS TO COME ? - Canadian Pacific Railway passenger diesel-electric locomotive 1800, class DPA22a, was observed in use on Montreal-Ottawa passenger train #504 out of Windsor Station on Wednesday, July 30th.

On June 21st, 1952, the Montreal Transportation Commission suspended rail service on St. Catherine Street East, and on the former Frontenac route. Substitution of the entire rail line on St. Lawrence Blvd. is expected shortly.

British Railways has received a new gas-turbine-electric locomotive, numbered 18100 and assigned to the Western Region. Double-end, of the C-C wheel arrangement, it develops 2,500 horsepower at the rail. Designed and built by Metropolitan-Vickers from experience gained from the first model. The original was built by Brown-Boveri at Baden, and the Schweizerische Maschinenbau A.G. of Winterthur, both in Switzerland.

Two new ships have been ordered by Canadian National Railways for the Newfoundland services. One is to replace the S.S. Glencoe, and the other is to augment the service. They are to be 210' long, 34' beam, with a speed of 12 knots and a capacity of 50 1st class passengers and 40 2nd class passengers plus 1500 square feet of refrigerated cargo space. They are to be built by Hall, Russell & Co. Ltd. of Aberdeen.

New York Central system has applied for permission to the Board of Transport Commissioners to discontinue passenger service between Helena, NY and Ottawa.

Beginning July 1st, the major United States railroads in the east, except certain northeastern lines, will charge for handling checked baggage. 25¢ for each piece of hand baggage and 50¢ for trunks and bulky items.

Cars of the 703 class of the Montreal Transportation Commission stored at Youville Shops have been burned.

Permission having been granted by the B.T.C., Canadian National Railways ran the last train over the Lyn Jct. - Westport branch in eastern Ontario, on Saturday, July 19th, 1952, thus bringing to a close, the colourful career of the Brockville, Westport & North Western Railway and its predecessor, the Brockville, Westport & Sault Ste. Marie Railway. This move had been anticipated for some time.

Canadian Pacific Railway has ordered forty new suburban cars at a cost of \$100,000 each, for use in the Montreal suburban area along the lakeshore.

On July 1st, the St. Mary's and St. Anne's car routes of the Winnipeg Electric Railway were discontinued.

CRHA NEWS REPORT - EDITORIAL OFFICE:

6959 De l'Epee Ave., Montreal 15.

O. S. A. LAVALLEE,

Editor.

--- DON'T FORGET THE FALL EXCURSION - OCTOBER 5TH, 1952 ---