

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.NOTICE OF MEETING:

The Association's Annual Meeting will be held in room 153 Queens Hotel, on Wednesday, January 14th, 1953 at 8:00 PM. Reports from the retiring 1952 officers will be read, and election of officers for the 1953 term will follow. All of the members are cordially invited to attend and exercise the voting privilege. Due to the time taken in reports, the election, and plans for the coming year, no entertainment has been scheduled for the January meeting.

NOTICE TO SUBSCRIBERS:

As announced in the December News Report, the subscription rate for 1953 has been set at \$1.50 by the Association. All subscribers are invited to renew their subscription by forwarding cheque, money order to the Editorial Committee at 6959 De l'Epee Avenue, Montreal 15. Cheques and money orders should be made payable to the Association.

EARLY RAILWAYS OF THE EASTERN TOWNSHIPS - IX

Robert R. Brown

RICHELIEU, DRUMMOND & ARTHABASCA RAILWAY

This line was chartered on April 5th, 1869, to build from Sorel, via St. Guillaume, St. Germain, Drummondville and L'Avenir to a connection with the Grand Trunk Railway at Richmond, Que. and a branch from Drummondville to Bulstrode on the GTR Trois Rivieres Branch. Hulbert wooden rails were to be used.

On September 21st, 1871, the line was opened from Sorel to Drummondville and shortly after, from Drummondville to L'Avenir. The part between L'Avenir and Richmond was graded but never completed. The road was bought by the South Eastern Railway in 1871 and the next year was rebuilt with iron rails. A southern connection from Drummondville to Acton Vale was built in 1876, and extended to Sutton Junction (now Enlaura) in 1879. In 1883, the road was acquired by the Canadian Pacific Railway.

In the spring of 1891, the bridge over the Yamaska River was destroyed by the ice and train service between Sorel and St. Guillaume was discontinued. Two years later, service was ended between Drummondville and L'Avenir. Only about one mile of the original line, in the town of Drummondville, remains in use. In 1899, the abandoned section from Sorel to the Yamaska River was sold to the Gouth Shore Railway (Q.M. & S.) and the remainder dismantled.

LOCOMOTIVES:

1. " E.J. HEMMING " 4-4-0 14x24" 42" 1872 Rhode Island #272.
Became South Eastern Ry. #2 "Richelieu".
 2. " ST. FRANCIS " 4-4-0 14x24" 57" 1852 Hinkley #384.
Ex Grand Trunk Ry. #8, bought 1871.
Became South Eastern Ry. #2, scrapped 1895.
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EDITOR'S NOTE:

This is the concluding article, for the time being, in the series concerning steam railways in the Eastern Townships. To cater to the electric railway interest, Mr. Brown has written a series of histories of Street Railways of the Maritime Provinces, and the first article, concerning the Newfoundland Light & Power Co. at St. John's, N.F. appears with this issue of the News Report. It will be followed by stories about the systems in Sydney, New Glasgow, Moncton, etc. in succeeding issues.

ITEMS OF INTEREST:

Canadian National Railways have received "A" unit, 1500 h.p. diesel electric locomotives, 8706 to 8716 (even nos. only) from Canadian Locomotive Company at Kingston.

It is reported that the Canadian Pacific Railway will shortly test one of the Budd Company's RDC diesel-mechanical rail cars. It is reported that the test period will last six weeks. Details of the itinerary have not been publicly disclosed, but it is believed that one of the services in which trial runs will be made will be that between Montreal and Ottawa.

Canadian National Railways will shortly install staircases from the Montreal Central Station to Lagachetiere Street to allow freer access to the streets for commuters arriving on suburban trains. The new exits will be provided from platforms 9-10, 11-12, 13-14, 15-16.

It is understood that certain British railway equipment builders have expressed desire to offer tenders for the Canadian National Railways' new equipment orders.

The Montreal Transportation Commission inaugurated two new autobus routes in Montreal on December 14th. The new routes are FLEURY, in the Ahuntsic section of the city, and BARCLAY AVENUE, in the Cote des Neiges District.

An improved suburban service was inaugurated on the Canadian Pacific Railway between Montreal, and lakeshore suburban points, on Monday, December 15th, 1952. Two new trains, one in the morning, the other in the evening, were placed in service at the same time as the Company opened a new station at PINE BEACH, 1.1 miles west of Dorval. (Editor's note: How long will it be ere some careless commuter mistakes it for Pine Beach on the CNR's Calumet Beach branch?)

The nine 3'6" gauge road diesel switchers for the Newfoundland Railway have been completed and tested by General Motors Diesel Limited at London, and they are being shipped to Newfoundland. They bear road numbers (CNR) 900 - 908.

The first official timetable of the Quebec North Shore & Labrador Railway has been issued by the contractors, Cartier-McNamara-Mannix-Morrison-Knudsen. Designated Construction Timetable "A", it took effect at 12:01 AM Sunday, November 30th, 1952 and is governed by Atlantic Standard Time. As the line has not been entirely completed, no schedules are shown, however. Stations shown are as follows: 11-12, 13-14, 15-16.

MOISIE DIVISION

<u>WACOUNA SUBDIVISION</u>		<u>MENIHEK SUBDIVISION</u>	
Station #	Miles	Station #	Miles
1	0.0	14	0.0
2	6.3	15	5.4
3	18.2	16	23.3
4	35.5	17	45.4
5	45.8	18	63.5
6	57.9	19	83.4
7	80.0	20	105.8
8	102.3	21	128.6
9	122.5	22	147.5
10	139.1	23	158.0
11	156.1	24	172.0
12	166.6	25	180.5
13	178.7		
14	181.5		

MOISIE DIV. Speed Limit: Thro' tunnels - 5 mph
Elsewhere - 30 "

It is reported that among the assets to come into the hands of the Canadian National Railways when it takes over the National Harbours Board railway at Vancouver on January 1st, will be three locomotives.

Union Pacific Railroad has ordered an additional 15 gas-turbine locomotives from General Electric. This order supplements a previous order for ten units.

The Western Quebec Forestry Association will request both major Canadian railways to make line extensions in northern Quebec. The Canadian National system will be asked to extend the Barraute branch to Chibougamou, while a proposal will be put to the CPR to extend the Timiskaming Subdivision from Angliers, northward.

The CNR and CPR inaugurated, during December, the handling of loaded truck trailers on flat cars between Montreal and Toronto. This service was detailed in our December News Report.

Third Class Verdi -- Italian State Railways t t trains will be provided with their own transmitting stations, for the purpose of providing music and entertainment, announcements of interest, comments concerning the region through which the train is passing, etc. by means of loudspeakers in each compartment, and individual units hidden in the headrests of seats. In the case of the compartment loudspeakers, the broadcast can be switched off with the mutual consent of all occupants.

Supplementing the list of cars in storage by the Montreal Transportation Commission, listed in our December issue, it is reported that cars 1270 and 1279 have been replaced in service, and cars 1285 and 1378 have been withdrawn into storage at Youville.

STREET RAILWAYS OF EASTERN CANADA - I

Robert R. Brown

NEWFOUNDLAND LIGHT & POWER COMPANY

The most easterly street railway on the oldest street in North America about sums up the more noteworthy features of the tramway in St. John's, N.F. In 1895, the Government of Newfoundland entered into a contract with R.G.Reid & Company which had just completed the building of the overland railway from Placentia Jct. to Port-aux-Basques, whereby it was agreed that a new company, to be known as the Reid-Newfoundland Company, would operate the various railways owned by the government, and certain other public utilities, including an electric street railway in St. John's.

Work on the St. John's Street Railway started late in the following year and on May 1st, 1900 regular service started on Water Street. The line extended from the intersection with Topsail and Waterford Bridge roads, in the west end, to Hill o' Chips, in the east end, a distance of 1.75 miles. The car barn was just off Water Street, at the corner of Job's Bridge Road, and opposite the railway station (the present station). At that time, the railway station and shops were in the east end where the Newfoundland Hotel is now. The line on Water Street was double track, with very light groove rails, and the Newfoundland gauge of 3'6" was used.

A year later, on May 7th, 1901, three other lines were completed and

opened for traffic. The Belt Line started at the east end, climbed up Hill o' Chips, Ordnance Street and Military Road to the summit at Rawlins Cross, then descended the hill by Queens Road and joined the main line at the foot of Adelaide Street near the Post Office. The LeMarchant line started from Rawlins Cross and ran westward along Harvey Road and LeMarchant Road to the head of Barter's Hill. The Hamilton line ran westward from Adelaide Street on New Gower Street and Hamilton Avenue to the corner of Leslie Street. From the Belt Line, at the head of Ordnance Street, there was a spur into the shops of the Newfoundland Railway and for a year or two the cars were repaired in the railway shops.

Results did not come up to expectations and after a year, service was discontinued on the LeMarchant Road and Hamilton Avenue lines. The Water Street and the Belt Lines were combined and cars starting from Water Street west ran east, then around the Belt to Adelaide Street and then returned by the same route. After World War I, the Reids gradually withdrew from their various enterprises in Newfoundland and in 1923, the St. John's Street Railway was sold to the Newfoundland Light & Power Company. Plans were made to rehabilitate the property and in 1925 the line was completely rebuilt with heavier rails and new cars were bought. Instead of the double track on Water Street, there was a single track with turnouts but oddly enough the track was off centre and the second trolley wire was left aloft for over twenty years. There were two minor relocations; Hill o' Chips was dangerously steep, so the new line left Water Street and turned up a lane just west of the War Memorial and then ran east on Duckworth Street and instead of turning up Ordnance Street, it went on the opposite side of a little park and passed in front of the Newfoundland Hotel which had been erected on the site of the old Fort William station, as it was known.

During World War II, the street railway operated under very difficult conditions; minor collisions were frequent during the complete black-out, maintenance had to be neglected and the traffic was greatly in excess of the normal capacity of the equipment. In the extremely damp climate, the steel in the car bodies had gradually rusted away and it was said that only the many coats of paint kept the cars from falling apart.

Plans were made to replace the railway with a modern trolley bus service but in the meantime, the city very foolishly allowed the establishment of a rival in the form of an aggressive but very inferior bus service so on September 15th, 1948, the Newfoundland Light & Power Company quit the transportation field and abandoned the street railway. Like many other similar communities, St. John's had good reason to mourn the passing of the little red Birneys.

ROLLING STOCK

In 1900, the Company purchased eight single truck double-end closed cars from A.C. Lariviere of Montreal. They were numbered 1 to 8. They were almost identically the same as the single truck cars then being built for the Montreal Street Railway. Most of them were broken up in 1926 but one or two survived until 1927 or 1928. No. 9 was a McGuire-Cummings sweeper bought in 1900; it was scrapped in 1948. In 1925, eight Birneys, numbered 10 to 17 were bought from the Ottawa Car and Manufacturing Co. Though built for a narrow-gauge line, the bodies were full size; there was no swaying and the motion was very easy but that was due to the relatively heavy rails. Though standard Birneys, they differed in one

respect -- the two doors at opposite ends were both on the same side of the car. They were shipped from Montreal to St. John's by boat and, while unloading them, one of them slipped out of the slings and landed on the bottom of St. John's harbour but, fortunately, without any permanent ill effects.

(Next month -- Cable cars on Bell Island, Newfoundland)

NOTICE TO SUBSCRIBERS:

Recently, the Editorial Committee took inventory of back copies of the News Report which remain on file, with a view to offer them for sale at a nominal sum so that subscribers may complete their files. The average number of copies on hand is about a dozen, so that those interested would do well to order immediately. Copies available are:

1949 - 10¢ each.

October - 3½ pages, news. December - 3 pages, news.

1950 - 10¢ each.

January - 3½ pages, news. February - 5½ pages, news, history and roster of Alma & Jonquièrè Ry. March - 4 pages, news, history and roster of Roberval & Saguenay Ry. May - 3 pages, news, centenary St. Laurent & Village d'Industrie Railway. June - 3 pages, news. September - 4 pages, news, notes O&LQ Ry. and QRL&P centenary. October - 5 pages, Development of Diesel-elec. rail car (with diagram of CN 15820). November - History of Quebec & Gosford Ry. 2 pages. December, 5 pages, Newfoundland Ry. locomotive roster.

1951 - 10¢ each.

January - 2 pages, roster of E&NA Ry. March - 5 pages, Budd RDC-1 on CNR. May - 3½ pages, news. June-July - 5 pages, news, etc.

Copies are also available of August, 1951, and following issues in 1952: April, May, June, July-Aug., Sept.-Oct., November and December for .15¢ each. Contents are too lengthy to be described, but range in size from 5 pages to 13 pages.

Address your request to the Editor, 6959 De l'Épée Avenue, Montreal 15.

TRANSPORTATION IN A PRE-CONFEDERATION CANADA

- Omer S.A. Lavallee.

Continuing our examination of the so-called "Keefer Report", the Report of the Inspector of Railways, Samuel Keefer, to the Board of Railway Commissioners, for the years 1859 and 1860, we come upon appendix no. 15 "showing the average speed, and the average number of Cars in the Trains".

From the Appendix, it is found that the fastest trains of 1860 ran upon the Montreal & Champlain Railway, whose return shows that express trains on that road averaged 30 m.p.h., including stops, and 35 m.p.h., between stations. The Grand Trunk's averages, in those categories, were 25 and 30 respectively, while the Great Western's (evidently compiled with much precision and detail) 24.71 and 27.50. Separate averages are shown for various types of trains, such as express trains; accomodation trains, mixed trains and freight trains. The Great Western ran faster freight than mixed trains. The record for the slowest average train speed, including stops, was shown by the St. Laurent & Village d'Industrie Railway, whose mixed train rocketed along at 9.44 m.p.h.!

As to consist, the average number of cars in trains, from twelve out of sixteen railways reporting, worked out as follows:

Passenger - - - 3.2 cars Mixed - - - 7.5 cars
 Freight - - - 11.6 " Wood and Maintenance - - 9.7 cars.

The longest trains were run by the Great Western, whose freight "drags" averaged 23 cars, while the shortest trains were pulled on the Welland, whose passenger train included but one coach, plus the engine.

Appendix 16, concerning employment, brought out the fact that in 1860, there were 6,606 railway employees in the Canadas. Nearly, half, 3,118, were employed by the Grand Trunk, while 2,049 were employed by the Great Western. The Carillon & Grenville employed the fewest, 11. What would the labour organizations have said about the Port Hope, Lindsay & Beaverton, who list 10½ men as Mechanics, 2½ as enginemen, 2½ firemen, and 1½ as conductors? Consider the alternatives and draw your own conclusion as to what the ½-conductor did with the other part of his time.

The Keefer Report includes particularly meticulous information concerning accidents on the railways during the years 1859 and 1860, and while many of the incidents reported were the unfortunate cause of death or injury to a considerable number of people, some of the incidents are not without an amusing aspect. It struck the author that railway employees of ninety years ago had particularly durable heads. On July 4th, 1859, one Jno. Farrell, Brakesman on the Great Western Ry. is reported to have struck his head while looking out the side of a car. The result is listed simply as "Not seriously hurt". Another brakesman on the same line, one William Haynau, whose head was injured account "struck by bridge while standing on top of a car" similarly was "not seriously injured". Another trainman on the same line, a certain Howard, likewise was not seriously injured when he "Jumped off the Engine while in motion, fell on the Track, and struck his head against the rail and cattle guard". Another case was that of Simmons, a "Passenger" on the GWR who died as a result of burns suffered by "sparks from the engine, (rather engines - Prospero and Hecate) while standing on the front platform of Baggage Car, where he was riding to avoid paying his fare". Who will ever know what Fireman H. Zuinic of the GWR was doing when he was slightly injured by being struck by a bridge near Komoka, while "Standing on top of Boiler of Engine Oiling".

Appendix No. 8 contains a description of the swing bridges in use on the respective railways, on January 1st, 1861. This report is given in detail.

Railway	Location	Wood or Iron	Spans	Length Span	Extreme Length
Great Western	Welland Canal	Iron	1	40'	106'
"	Desjardins Canal	"	1	66'	126'
Welland	Chippewa Creek	Wood	2	50'	114'
Buff. & L. Huron	Welland Canal	"	1	64'	104'
"	" " Feeder	"	1	60'	92'
Gobourg & Pet'Oro	Rice Lake	"	2	52'	126'
Grand Trunk	Lachine Canal	Iron	2	49'	122'
"	Kingston Harbour	Wood	1	40'	60'
"	Richelieu River	"	1	64'	147'
Stan. Sheff. & Cham.	" "	"	1	40'	50'

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