

# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

MONTREAL

OCTOBER 1954.

October Meeting

Que.

The October meeting of the Association will be held on  
THURSDAY, OCTOBER 14, 1954.  
in Room 902 M.T.C. Building, 159 Craig Street West at 8 P.M.

Our guest speaker will be Professor Mordell of Mc.Gill University who will give an illustrated talk on Gas Turbine Locomotives. This should be a most interesting and instructive meeting and all members are urged to attend: guests are welcomed.

Thursday, Oct. 14.

SIGN OF THE TIMES

(Reprinted through the courtesy of  
Mr. Ashfield of the Grenfell SUN,)

Stubby, powerful diesel engines, their driving mechanisms concealed under bright-hued streamlined jackets, are now making regular passenger runs on the mainlines of western railroads, and the days of the steam locomotive appear to be numbered. The old wood-burner of yesteryear, with its diamond stack, is already only a memory and the Pacifics and mighty Hudsons and Northerns of today seem ready to join it on the shelf.

No doubt the diesels are most efficient machines, and it is inevitable that efficiency rules over sentiment -- yet the advent of the diesel closes one of the most romantic chapters in railroading on this continent. The steam locomotive has been widely known as the iron horse, and it has been a faithful and sturdy one. Through the last half-century it has built up a reputation for dependability and service -- it will be fondly remembered for years to come.

From the youngsters who first knew it as the "too-too", to the railroaders who energized its boilers and guided it over miles of track, the steam locomotive has been the life and soul of the road and its operations the very essence of railroading. The long, drawn-out and plaintive notes of its whistle and the powerful strokes of its mighty pistons, together with the hiss of escaping steam, have brought nostalgia to many who recognized it as the prime mover in modern transportation.

Here in Canada we owe the greater part of our progress during the last seventy years to the steam locomotive. Without its power, development of this great land would have been long delayed -- settlement of the West went hand in hand with the construction of the railroads, and had the pioneers been dependent on animals for transportation, it seems certain that the Canadian scene would present a much different appearance today.

Now, like the horse itself, it is being replaced by a combustion machine. As conditions warrant, it will be downgraded to junior positions. Mighty monarchs of the open road will probably end up chugging freights on branch lines, many will no doubt suffer the ignominy of the scrap yard.

The steam locomotive does not enjoy parties, cannot appreciate gifts, yet before it disappears from the local scene entirely, it should be attributed some measure of our appreciation for many, many years of faithful service.

Well done, thou good and faithful servant.

C. N. R. ORDERS  
MORE NEW EQUIPMT.

127 Diesel Locomotives.

Canadian National Railways have recently placed orders for one hundred and twenty seven more diesel-electric locomotives, to be delivered within the next year.

The following table gives the details of this order, which is divided amongst three Canadian and two U.S.A. builders.

<u>Passenger "A" units.</u>			<u>class</u>	<u>rd. numbers</u>
General Motors Diesel Ltd.	1750 hp	13 units	GPA-17a	6500 - 6512
Canadian Locomotive Co.	1600 hp	6 units	CPA-16a	6700 - 6705
 <u>Passenger "B" units.</u>				
General Motors Diesel Ltd.	1750 hp	13 units	GPB-17a	6600 - 6612
Canadian Locomotive Co.	1600 hp	6 units	CPB-16a	6800 - 6805
 <u>Road Switcher units.</u>				
General Motors Diesel Ltd.	1750 hp	27 units	GR-17a	1724 - 1750
Electromotive Corp. G.M.	1750 hp	15 units	GR-17b	1751 - 1765 GTW
" " "	1750 hp	2 units	GRC-17c	1766 - 1767 GTW
Montreal Loco. Works.	1600 hp	23 units	MR -16b	1818 - 1840
Canadian Locomotive Co.	1600 hp	18 units	CR -16a	1841 - 1858
American Loco. Co.	1600 hp	2 units	MRG-16c	1859 - 1860 C.V.
" " "	1600 hp	2 units	MR -16d	1861 - 1862 G.T.

As will be noted from the above, diesel passenger units will be numbered in the 6500-6999 series, numbers hitherto never used on CNR locomotives. The road switchers have been assigned the numbers in the 1700 and 1800 series, & present road switchers will be renumbered to conform to the new plan. This accounts for the fact that numbers 1700-1723 and 1800-1817 have not been used for the new equipment.

Classes of diesel locomotives are also being radically altered. In place of the Q-5-a, W-1-A-a, etc, etc, grouping, diesel locomotives in future will be classified as CPA-17a, MRG-16c, etc, etc. The meaning of these symbols is as follows:

<u>First letter</u>	G	General Motors Diesel or Electromotive GM in U.S.
	M	Montreal Loco. Works or Alco in U.S.
	C	Canadian Locomotive Company
	E	General Electric Co.
	L	JG Brill or Westinghouse.
<u>2nd and 3rd letters.</u>	PA	Passenger "A" unit.
	PB	Passenger "B" unit.
	FA	Freight "A" unit.
	FB	Freight "B" unit.
	R	Road Switcher
	S	Yard Switcher

The letter G following this classification indicates that the diesels are equipped with steam generators.

The Numeral indicates the Horsepower of the unit.

The small letter following the Horsepower Numeral shows the order group in each classification.

All present diesel-electric locomotives on the Canadian National will be reclassified in accordance with the above.

CHANGES  
GOOD & BAD  
noted in the Sept.  
26th timetables.

Canadian Pacific's new Dayliner service, Trains 602, and 603 make the 76 mile Toronto- Peterborough run in 1 hour, 20 minutes in both directions, a completely new service between these two important Ontario points.

The CNR's Budd cars operating between Levis and R. du Loup have cut 45 mins. off the eastward run and 55 minutes off the westward. The 115 miles is now covered in  $3\frac{1}{4}$  hours eastward and 3 hours westward. Checked baggage is not handled on Sundays.

The Canadian National Public Folder shows the runs of the Budd R.D.C.'s under the title of "RAILINER".

CN Train 261, leaving Montreal at 5:15 pm (City time) now operates to Vaudreuil only, whereas formerly it continued as far as Coteau, Que. Train 270 between Coteau and Vaudreuil now runs on Saturdays only instead of daily except Sunday as heretofore.

Again local service between Montreal and St.Lambert and St.Hyacinthe has been reduced with the elimination of CNR trains 124 and 241.

Passenger train operation on the Alma and Jonquieres Railway, formerly shown in the CNR Timetable as Table 82 does not appear in the latest edition of Folder A. Does this indicate that the A&J no longer provide passenger service between Saguenay Power, River Bend, and Isle Maligne, Que?

A special note appearing in the Ottawa Terminals Timetable reads: "Effective at once, the Canadian Pacific Railway will operate Astro-Dome passenger cars through Ottawa Terminals. Due to restrictive overhead clearances, Tracks 1, 2, 5, and 7 ONLY will be used for the movement of these cars in and out of Union Station Train Shed..... Be governed accordingly."

Although not shown in the Public Timetables as yet, it is reported that a new type of railway service has been inaugurated by the CNR on its narrow-gauge lines in the Province of Newfoundland. A special train of one coach and ten flat cars operates every other day between Clarendville and Cander to provide a rail ferry service across the eighty odd mile gap in the Trans-Canada Highway. The thrice weekly service (in each direction) provides for the transportation of 20 automobiles per trip and enables motorists to make the journey from St.John's to Corner Brook, Nfld.

Also ordered by the CNR during the past month is an additional Budd RDC car. The new unit, a RDC-2, will have accommodation for 70 passengers and a small baggage space, and will be assigned to trains 41, 46, 47, 48, 601, and 602, between Lyster and Richmond and Sherbrooke, Que. The road number will be D-250 (the National System's first RDC-2)

The success of the Budd RDC's on both major Canadian roads has focussed renewed attention on self propelled unit cars in general, and a roster of the many such cars, which have been operated in the past by the Canadian National Railways will be published by the C. R. H. A. within the next few months.

NOTES AND  
NEWS.

The Toronto Hamilton and Buffalo Railway has applied for permission to discontinue daily except Sunday train service between Hamilton and Waterford, via Brantford, Ont.

The New York, New Haven, and Hartford Railroad have announced that they will purchase ten new TALGO trains for operation between New York and Boston. Delivery of the first complete train is expected by next June.

Word from Western Canada indicates that steam locomotives are still operated on the Canadian Pacific main line between Kamloops and Vancouver, as well as on the Arrowhead, Columbia Valley, Okanagan and Huntington branches. The remainder of the Pacific Region of the CPR (west of Calgary and Fort MacLeod) is entirely dieselized.

Contradicting the report in the September issue of the News Report, word has been received that the Montreal Transportation Commission will not retain any trailing units for future service. All trams of the 1625 series will be converted to one-man operation during the coming winter.

It is hoped that a "last trip" may be operated, using one of the M.T.C. Motor-Trailer sets. Details of this proposed excursion will be available at the CRHA October meeting, Thursday, October 14th.

Tram service through the City of Lachine will be discontinued on November 7th next, when buses replace cars on Route 91, west of Sixth Avenue. Also on that date, the Lachine Extension bus route, which replaced the Dixie tram a few years ago, will itself be replaced by two new autobus routes, terminating at Notre Dame and Sixth Avenue, Lachine.

The M. T. C. have recently announced plans for the replacement of electric rail vehicles by autobus services on routes 65 and 14. The change, which will not be effective until next spring, will involve considerable rerouting, especially in the Westmount Boulevard area, and will mean the retirement of about 60 trams.

As the daily newspapers have carried full particulars, and as such long-range schemes are subject to revision, details will not be included in the News Report at the present time.

Prince Arthur Hotel at Port Arthur, Prince Edward Hotel at Brandon, Man., Pictou Lodge at Pictou, N.S., and Minaki Lodge at Minaki, Ont., have been offered for sale by the Canadian National Railways, and offers for their purchase, either separately or collectively, have been invited from all interested groups. The railways' Hotel Department state that they have already received one reasonable offer for the purchase of these Hotels and Summer Resorts.

Passenger services on the 152 mile Spokane International Railroad have been discontinued. The line, which runs between Spokane, Washington, and Kingsgate, B.C., formerly operated daily passenger trains connecting with the C. P. R. Crowsnest line at Yahk, B.C.

Service on this section of the Canadian Pacific (the Crowsnest Line) was also reduced on September 26th, with the discontinuance of trains 67 and 68. These trains formerly operated daily between Medicine Hat, Alberta, and Nelson, British Columbia.

The Canadian National Railways have recently installed automatic block signals and centralized traffic control on the Atikokan-Port Arthur line - formerly the transcontinental main line of the Canadian Northern Railway. The despatching office for this installation is at Port Arthur, Ont.

Tenders have been called by the CNR for the construction of the new rail line into the copper area at Manitowadge, south of Hillsport, Ont. The closing date for the tenders, Sept. 20, indicates that the railway is rushing completion of the line which should be in operation by next spring.

Consideration is being given to an extension to the Can. Pac. Ry. Gronlid line in northern Saskatchewan to link the Gronlid-Nipawin district directly with The Pas. The Hudson Bay Route Ass'n is giving the proposal its full support.

Meanwhile the Federal government is said to be considering the construction of another railway to the north -- a 300 mile line between Grimshaw in northern Alberta and Great Slave Lake. Grimshaw is 333 miles from Edmonton on the NAR.

The first group of 90 steam locomotives being built for Brazil by the Groupement d'Exportation de Locomotives Gelsa has been received and placed in operation by the National Railways of Brazil. The order consists of twenty-four 4-8-4 type and sixty-six 2-8-4 type, all with an external appearance very similar to the appearance of the CN 6235 class, when that group was equipped with smokedeflectors.

Plans have been made by the CNR to discontinue the operation of the Prince Rupert Drydock and Shipyard on September 30. The drydock and shipyard, which for some time has been operating at a substantial loss, was built by the Grand Trunk Pacific Railway in the days when that road had ambitions of operating an extensive steamship service on the Pacific. Of recent years, however, it has served mainly for overhauling the coastal fishing boats of northern B. C.

Only two Western Cities in Canada - Winnipeg and Vancouver - are still operating street-car service. In Vancouver only the HASTINGS 14 line is now operated with electric rail vehicles, while in Winnipeg, the Greater Winnipeg Transit Commission continues to use trams on Routes 21 and 40. The insignia of this new organization, which took over the transit operations of the Winnipeg Electric Co., is a large "G.W." inside a double circle bearing the words "Transit Commission". Fixtures for trolleybus overhead have been installed along Main Street, so it appears that the old orange cars may not be running much longer in Manitoba's Capital City.

Application has been made to the Board of Transport Commissioners for authority to replace train services with bus and truck services in eastern Nova Scotia. Services that would be affected by the proposed move include runs between New Glasgow and Pictou, Stellarton, Thorburn and Sunny Bree. No doubt the municipalities concerned will oppose the change, which would reduce Stellarton-New Glasgow from one of the country's great railway centres to "just another town".

At the present time, sixteen trains daily (except Sunday) arrive in the New Glasgow-Stellarton terminals, and a similar number leave the area. There are, in addition, certain other runs that operate only on specified days of the week.

QUEBEC CENTRAL RAILWAY  
RELOCATION.

BY S. S. WORTHEN.

Recently there has been a great deal of excitement about the two proposed railways to be constructed in northern Quebec and Ontario. While all this furore has been in progress, a group of builders in the Eastern Townships of the Province of Quebec have been quietly completing eight and one half miles of entirely new railway, which includes a multi-span steel girder bridge, two spans of which are of 72 feet and the central span of 102 feet in length.

Late in 1953, Thetford Mines, Que., faced the possibility of becoming a ghost town. Since it is an asbestos mining district essentially, the economy of the region as well as that of the city is based on the production of asbestos. The mines from which the fire-proof material is dug are found throughout the town and the surrounding countryside. Engineers who are constantly determining the location of new ore bodies, found that these deposits underlie the very foundations of a large part of Thetford Mines, and unless some means could be found to facilitate their excavation, the mines would have to be abandoned and the area forced into a severe financial predicament. The Bell mine, the King mine, and the Johnson mine have been working in this area for some 75 years, and having a thorough knowledge of the area, their engineers set to work to determine the plan of action. Acting in conjunction with city officials, it was decided to make several modifications on their present methods. The first step was to do away with the open-pit mining and take the operations underground. At the same time, the waste rock material from which the asbestos had been removed was dumped back into the large derelict open pits to fill them up.

The biggest job was the relocation of the railway and the removal of the streets and houses which might be threatened by land subsidences due to mining operations. Besides the eight and a half miles of new railway, a new marshalling yard was established with six tracks and a new station is to be constructed. Access to the mining area is afforded by a one mile spur from the eastern end of the city. A new street one and a half miles long with the necessary connections is to be built, and another street,  $1\frac{1}{4}$  miles in length is to be built around the southwesterly side of the City. About 100 houses and other establishments, including the Church of England and the Head Office of the Johnson's Company will have to be relocated. The entire cost of the work will be shouldered by the three mining companies and the estimated cost is \$5,500,000. This sum is being administered by a joint corporation called Relocations Limited.

The railway diversion takes place just outside the town of Black Lake, where the line crosses the main highway and runs parallel to it on the north side for about half a mile. At this point it swings northwest across the Thetford River and passes to the northwest side of the city of Thetford Mines to the new yard and station. The new yard is to ~~the rear of~~ the present hospital. Just east of the city limits, the new diversion comes down to join the present line running towards Robertson and Vallee Junction.

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A recent public opinion survey revealed that when the public thinks about "good railway service", nearly one half are thinking in terms of "being nice to passengers" "helpful conductors" and "courtesy". Comparatively few people consider the calibre of technical operations, and even those who control large shipments of freight are generally more impressed and influenced by the courtesies (or otherwise) shown "Aunt Peggy on her trip last summer " than by the careful or efficient delivery of their goods.

Recently we carried an article about the Alonzo Dixon monument in Montreal's Mount Royal Cemetery. This brought to mind another, larger monument in the same cemetery, in memory of 97 immigrants, who, on June 29, 1864, lost their lives in Canada's worst railway accident.

#### THE BELOEIL BRIDGE DISASTER

The bridge over the Richelieu River, between Beloeil and St. Hilaire, was the scene of Canada's worst railway accident. On June 29, 1864, a train left Pointe Levis (opposite Quebec) carrying 354 immigrants -- German, Austrian, and Norwegian -- who had just arrived from Bremen on the ship "Neckar". Hauled by locomotive No. 168, the "Ham", built in 1857 by D. C. Gunn of Hamilton, the train consisted of 5 immigrant cars, 5 coaches, and a brake van. The immigrant cars were really box cars with end platforms, a few windows, and removable benches; and were used when needed to carry immigrants westward at very low fares. At other times they were used as freight cars.

Engineer William Burnley ran the train from Pointe Levis to Richmond, where he expected to be relieved, but there was a party in town that night and a full crew could not be found. Burnley had had seven years experience in engine service on the Quebec and Richmond Railway, but he did not know the road between Richmond and Montreal. He did not want to proceed, but unfortunately was persuaded to do so by the locomotive foreman at Richmond. The train set out shortly before midnight with the incomplete crew consisting of Engineer Burnley, Conductor Thomas Finn, one brakeman named Giroux, and an unknown fireman.

Approaching the Beloeil Bridge from the east, the railway ran parallel to the river down a sharp grade through dense woods which prevented a clear view of the bridge; the line then curved sharply to the right onto the bridge. On the opposite (Beloeil) side, there was a swing span and the only signal at that time was a lantern showing red or white on the swing span itself. Because of the thick woods and the curve, the signal could not be seen when approached from the east until the train was almost on the bridge. Legally the boats had the right-of-way and trains were required to come to a full stop - then approach the span under full control. Generally, however, the steamboats conceded the right of way to regular trains, and the train crews had become careless, and recklessly ignored the mandatory stop.

• What really happened will never be known. But probably because Burnley did not know the road, the train got out of control coming down the hill. When he saw the red light, he whistled for brakes, but it was too late. The brakeman, who should have been standing by, was otherwise engaged. The side-wheel tug "Champlain" with six barges in tow, was passing through the draw, and the train tumbled out of the end of the span and crashed down on one of the barges, only the last coach remaining on the bridge.

The Conductor, brakeman, fireman and 97 passengers were killed and about 200 were injured. Burnley survived the crash, and was immediately arrested for manslaughter, although subsequently he was acquitted because it was thought that the Company was more to blame. However, he was broken mentally and physically and for years wandered around Montreal, known to all as the engineer in the Beloeil Bridge Disaster.

At Acton Vale, between St. Hyacinthe and Richmond, there was a large copper mine, owned for many years by Jefferson Davis, later President of the Confederate States, and while fighting a forest fire, the employees of the mine saved a large quantity of firewood belonging to the Grand Trunk railway. As a reward, the railway gave the people of Acton Vale a free excursion to the picnic ground at Otterburn Park, near Beloeil. They came up on the night

train from Portland, and, arriving at the bridge about 7:00 a.m., they were horrified to see the draw filled with splintered wreckage, and a few farmers carrying the dead and injured to the bank of the river. Among those from Acton Vale was Dr. Mount, a noted physician, and his 13 year old daughter, who frequently assisted him as an amateur nurse. They immediately set about relieving the injured. Sixty-five years later, the daughter, Mrs. Mount-Duckett, was a valued member of the Canadian Railroad Historical Association, and recalled in vivid detail the harrowing scenes at the Belœil Bridge disaster.

One more life was claimed two days later when a man on a passing train, wishing to see the wreckage in the river below, stood on the bottom step of a car and leaned far out. The telegraph wires were strung more loosely in those days with a very pronounced curve of catenary, and were too close to the side of the train. So the speed of the train and the sharp upward slope of the wire sliced the man's head off as neatly as a guillotine.

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A TOUR OF THE EXPRESS  
FACILITIES AT C.N.R.  
CENTRAL STATION.

by Douglas Brown

Instead of holding the Regular September meeting of the C.R.H.A., arrangements were made for members and guests to inspect the extensive facilities used by the Canadian National Express Department at Central Station. The visit, on the evening of September 8th, was under the capable direction of Mr. H. Whiteman, Terminal Express Agent, and many of our members, along with several guests, made the tour.

For the most part, the Express Department is located below the track level, with the exception being the Car and Delivery truck loading and unloading platforms. These platforms are located at the track and street levels, respectively. All sections of the Department were visited by the group and details were ably described by Mr. Whiteman. Shown were the Sorting Rooms, Lunch Room (also used as a Conference Room), the Scales, loading and unloading of delivery trucks, etc, as well as the ramps that are used as a connection with the track level. Of special interest were the unclaimed parcel rooms and the section devoted to fragile articles and animals. In particular it was noted that a very fragile and delicate wedding cake was waiting to be put aboard the car for Victoriaville, - and it is safe to assume that the cake arrived in perfect condition, so good is the reputation of the CNR Express Department.

As a climax to the tour, the various cars being loaded for the evening trains were shown, and it was particularly noted how the various articles were placed in the cars according to station order, strength of packing materials and contents.

The consist handled at this Terminal is so varied that it can include anything from a spool of thread for a seamstress to a Bull Moose for a zoo. In fact, an elephant is expected in the near future, consigned to the Zoo at Granby, Que.

Concluding, all of those who participated, join with the members in thanking Mr. Whiteman for giving up his valuable time to conduct this very interesting and educating tour.



The third  
in a series on the  
CANADIAN NORTHERN RAILWAY  
by Anthony Clegg.

THE CANADIAN NORTHERN RAILWAY

March 31, 1902.

We are now back at our Winnipeg Headquarters after a most eventful trip to Ontario. As you may know, the Canadian Northern's first segment in Eastern Canada was opened on the second instant. It is only a four mile line, known as the James Bay Railway, and runs from Parry Sound to the Canada Atlantic Railway near Depot Harbour. It is operating almost as a one-man railroad, with Jack Findlay as engineer, general manager, agent, superintendent and mechanic. It does not seem like much of an undertaking at the moment, but if Mackenzie and Mann acquire a railway charter or build a line, the road must have a future.

The Western section of the railway is growing by leaps and bounds. We are now operating with Timetable No. 16, which was issued February 13th, to cover 1223.6 miles of railway. I shall attach a map of the West to illustrate how the lines have been extended.

About three hundred and fifty miles of this increased mileage resulted from the acquisition of the Northern Pacific lines in Manitoba last June first, but the new Ontario section of the Lakehead line was completed last New Year's Day at Bear Pass, a few miles east of Rainy Lake. The principal engineering feature on this line is the double-track rock causeway over the Rainy Lake, and nowhere between Winnipeg and Port Arthur does the grade exceed twenty six feet per mile eastbound or fifty three feet westbound. The completion of this line and the section between Beaver and Gladstone in Manitoba gives us a continuous railway from Erwood to the Lakehead.

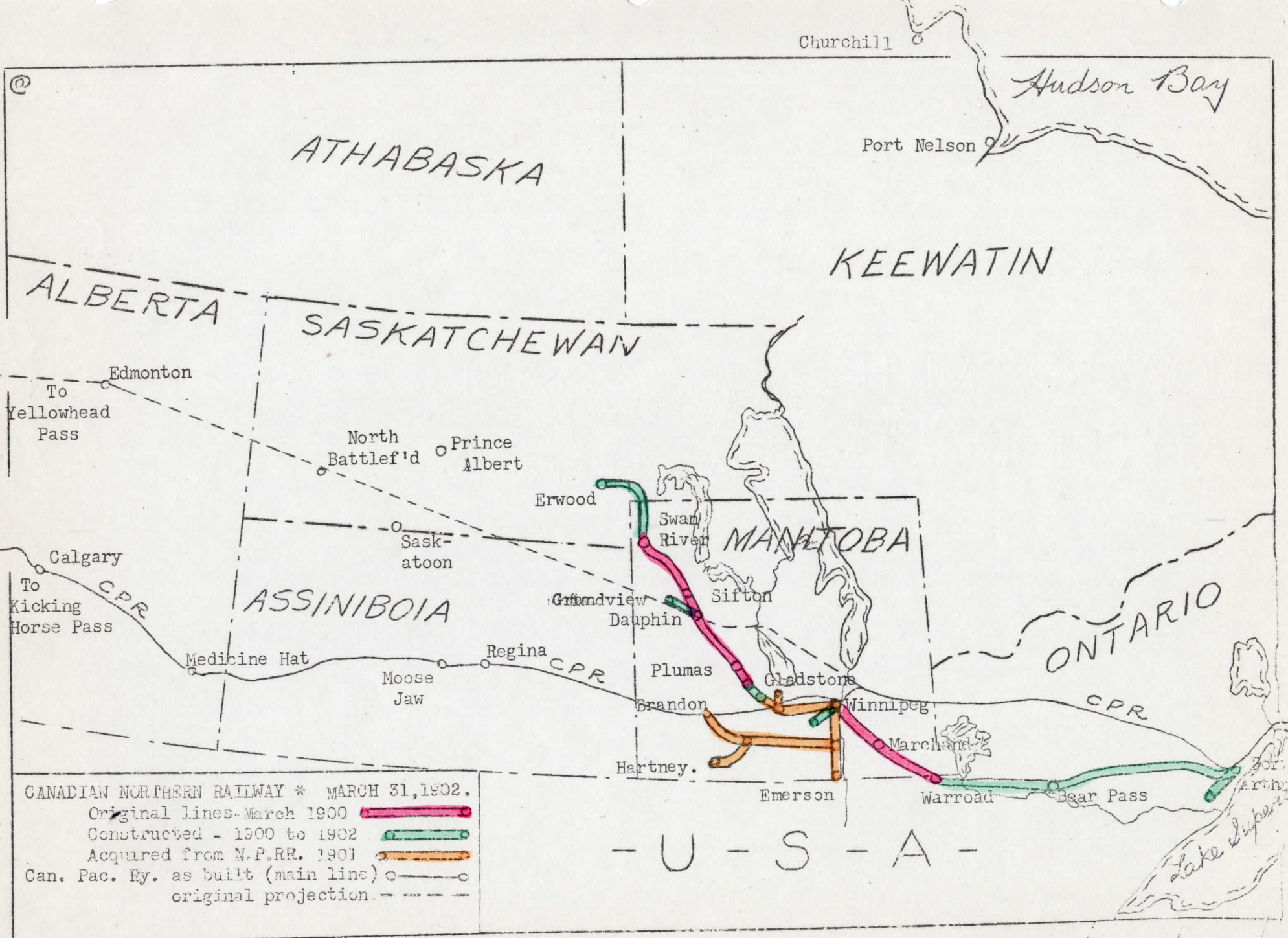
The attitude of our competitors has concurrently been undergoing a gradual change. Whereas formerly our efforts at expansion were looked at almost indulgently, they now realize we are out to offer real competition.

Word has recently been received that next year the Canadian Northern is to inaugurate a sleeping and dining car service for travellers on the main trains. If the railway network continues to expand at its present rate of growth, the service will be a necessity.

Mr. Hanna has now received a private business car of his own. It was formerly Donald Mann's car "Sea Falls", although it now bears the prosaic number "19". I have not learned what car Mr. Mann uses now, but Mr. Mackenzie's "Atikokan" is the same private car used by Admiral Dewey on his triumphal U. S. tour.

Mr. M. H. MacLeod, our Chief Engineer, whom I mentioned previously, has just recently returned from the West, where he has been surveying for a route between Prince Albert and Edmonton. He relates stories to us about the country, but not too much of his own adventures. He must have some interesting experiences! Although others have had more formal engineering training than he, Mr. MacLeod has the insight of genius that at times saves thousands of dollars in construction costs.

The map of our Western lines is on the following page.



CANADIAN NORTHERN RAILWAY \* MARCH 31, 1902.  
 Original lines - March 1900 —  
 Constructed - 1900 to 1902 —  
 Acquired from N.P.R.R. 1901 —  
 Can. Pac. Ry. as built (main line) ○—○  
 original projection - - -

- U - S - A -

A REPORT  
FROM WESTERN  
CANADA

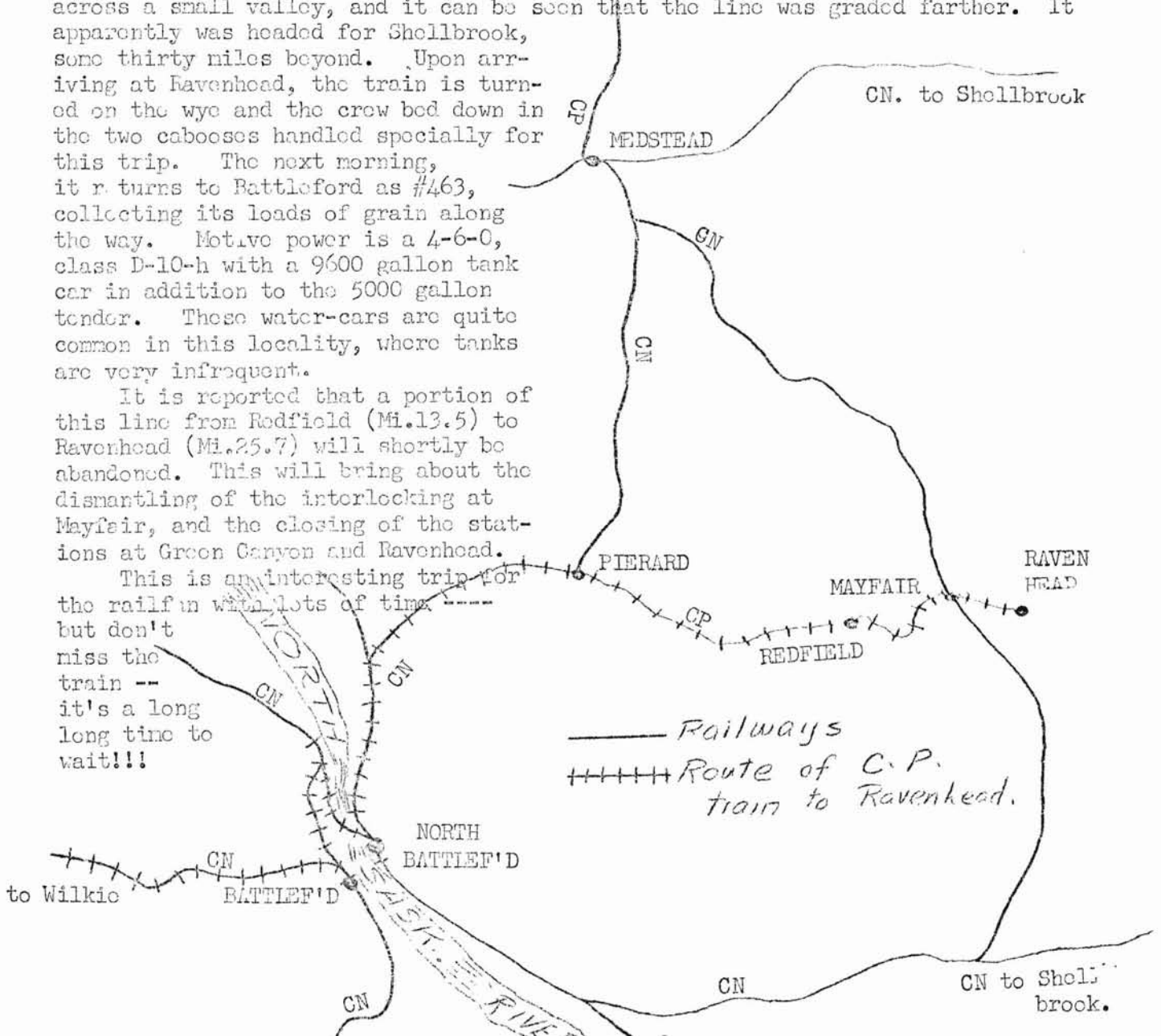
by Forster Kemp.

During the past summer, Forster Kemp, CRHA member and one of our most enthusiastic and reliable "reporters" made an extensive tour of Western Canada. The following paragraphs are taken from a report of his experiences.

Have you ever heard of a train that operates only once a month? The Canadian Pacific Railway runs such a service between North Battleford and Ravenhead, Sask. Actually, it is an extension of a tri-weekly service from Wilkie to North Battleford. The run from Wilkie to Ravenhead is made over three sub-divisions of the CPR and five subdivisions of the CNR by trackage rights. The route is 125.5 miles long and zigzags over the rolling wheat fields, valleys and hills of Saskatchewan. Train #462, after reaching North Battleford on the second Friday of each month, spends several hours switching and then continues northward over two CNR lines which bring it to Pierard, where it proceeds onto the isolated CPR branch leading 26 miles eastward to Ravenhead. Traffic is provided by a total of five grain elevators, three at Whitkow and two at Redfield. A pretty, small valley bears the imaginative name of Green Canyon. Another CNR line is crossed near Mayfair, and the crossing is equipped with an automatic interlocking signal plant. Seems a lot of protection for a monthly trip!! At Ravenhead, the line ends on a fill across a small valley, and it can be seen that the line was graded farther. It apparently was headed for Shellbrook, some thirty miles beyond. Upon arriving at Ravenhead, the train is turned on the wye and the crew bed down in the two cabooses handled specially for this trip. The next morning, it returns to Battleford as #463, collecting its loads of grain along the way. Motive power is a 4-6-0, class D-10-h with a 9600 gallon tank car in addition to the 5000 gallon tender. These water-cars are quite common in this locality, where tanks are very infrequent.

It is reported that a portion of this line from Redfield (Mi.13.5) to Ravenhead (Mi.25.7) will shortly be abandoned. This will bring about the dismantling of the interlocking at Mayfair, and the closing of the stations at Green Canyon and Ravenhead.

This is an interesting trip for the railfan with lots of time but don't miss the train -- it's a long long time to wait!!!



CROSSING THE RIVER

Part 4.

Robert A. Brown.

The Victoria Bridge.

During the winter of 1853-54, the first steps were taken by Mr. Hodges in laying off the distances between the abutments and the piers on the centre line. The work was done on the ice; the various distances were measured accurately and the exact centre of each pier was ascertained and marked on the surface of the ice. A small hole was then cut in the ice and an iron bolt, about 3 feet long, was forced into the bed of the river. To the bolt was fastened a piece of chain, the length depending on the depth of the water, and a wooden buoy was attached to the free end of the chain. The buoys were forced under the ice and left until spring. Then, when the ice disappeared from the river, the buoys floated free and it was a simple matter to find the exact location of each pier.

During the summer of 1854, little was done beyond the necessary preparations opening quarries, preparing machinery, barges and other needed equipment. The north approach was commenced and the cofferdam for the north abutment constructed. Also built were two floating cofferdams for use in building the piers. An observatory, about 70 feet high was built at Point St. Charles, in which was located a large transit for establishing the centre line of the bridge, and a similar but smaller one was built at St. Lambert.

The principal operation in 1854 was the opening of the quarries to supply stone for the abutments and piers not only of the Victoria Bridge, but also the bridges over the Ottawa River at Ste. Anne de Bellevue and Vaudreuil. The Victoria Bridge alone required 3,000,000 cubic feet (or 250,000 Tons) of masonry and the two Ottawa River bridges almost as much.

The first stone of the Victoria Bridge was laid at the north abutment on July 20, 1854, and was brought from a quarry on the Indian Reservation at Caughnawaga. Although the stone was of good quality, the quarry was in a very inconvenient location and the strong currents at the head of the Lachine Rapids made it very difficult to tow barges from Caughnawaga across to the Lachine Locks, and the quarry was soon abandoned.

The line of railway westward from Montreal to Ste. Anne was completed early in 1854 and a low hill of excellent limestone was found almost alongside the track at Pointe Claire, where the Beaconsfield Golf Club is now. A branch line, almost a mile long, was built from Pointe Claire Station, down what is now Cartier Ave. to the Lake Shore and then out to the end of a long wharf. From this branch, short spurs extended westward into the quarry. Stone buildings were erected nearby to serve as bunkhouses, stables, etc, and several of these are still standing. For the first year or two, shipments were made via the Lachine Canal to the Bridge site, and six side-wheel towboats and 72 barges were used in the service. Later, when the railway acquired more rolling stock, it was found more convenient to ship by rail direct to the stone field near the bridge, using specially-built flat cars to carry the large blocks of stone.

For more than 300 miles, between Montreal and Toronto, the Grand Trunk Railway followed the north shore of the St. Lawrence and Lake Ontario, but although most of Canada's freight traffic was water-borne, the railway did not provide facilities for handling transshipments to and from the boats, thus causing much inconvenience and unnecessary expense. Pte. Claire Wharf was one of the few places where such interchange was possible, but, perhaps being so near Montreal, it was not used very much for that purpose. For many years, however, large quantities of company fuel, brought down on the

barges from the forests of the Ottawa Valley, were unloaded there, put on platform cars, and transported to the various 'wooding up' stations.

The wharf branch was not used very much after 1870 and the rails were taken up in 1885, but the railway retained ownership of the right-of-way until it was bought by the Town in 1920. The quarry property was sold to the Beaconsfield Golf Club in 1904 and the Pte. Claire Yacht Club, one of the oldest in Canada, has been occupying the site of this former scene of activity since 1879. Today there is little evidence left, but the west leg of the wye at Pointe Claire Station still serves a lumber yard and an oil company. Traces of the east leg of the wye disappeared a few years ago when the Metropolitan Blvd. was built. The old quarry now serves as a rather picturesque automobile parking lot for members of the Golf Club, and the old wharf, which is kept in good condition by the Town, is much used as a promenade, for bathing, and as a shelter for the yacht anchorage.

Mr. Benjamin Chaffey, who had been given the contract for the building of the south abutment and the two piers nearest to St. Lambert, procured the necessary stone from a quarry on Isle La Motte, in Lake Champlain, operated by Messrs. Fisk and Hodgson. As this quarry was directly on the shore of the lake, the stone, after being prepared, was loaded on barges and towed by steamers to St. Johns. There it was transferred to the Champlain and St. Lawrence Railroad and transported a distance of 20 miles to the south approach of the bridge and deposited until needed in the stone field, where the St. Lambert Municipal Yard is now. Mr. Chaffey was a clever and progressive engineer and the labour-saving devices he made use of were a revelation to the English contractors who were accustomed to somewhat more primitive methods.

OLD TIME RULES

An old book of rules on the Virginia & Tennessee in 1854 contains the counterpart of Rule G of today:-

Rule 12 - Conductors and other trainmen must not attempt to influence passengers in favour of or against certain saloons, but must act impartially in this respect.

And an old time-card of the Dayton Coal & Iron Railroad, issued in 1897, has 17 rules printed on the back. Among them are these brief admonitions.

All trains must leave on time. No collisions allowed. Trains must stop before running over livestock. Drink nothing but cold water while on duty. Passenger conductors must wear shoes while on duty - socks not required.

(From Paul Norton -C&O Tracks)

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O. S. A. Lavallo - Editor  
D. Brown - Assistant Editor  
Editorial office and mailing address - 6959 de l'Epee Avenue, Montreal 15.  
A. Clogg - Temporary Acting Editor.  
K. Chivers - Production Supt.