

CANADIAN RAILROAD HISTORICAL ASSOCIATION
INCORPORATED.

P.O. BOX 22, STATION "B"
MONTREAL 2, QUEBEC

NEWS REPORT NO. 87

MARCH 1958



Canadian National's engine 1395 leading a double-header at Ballantyne tower in Montreal in 1947, brings to mind our spring excursion which should include at least one member of the ubiquitous H-6 class at the head end.

Notice of Meeting

The March meeting of the Association will be held in room 203, Transportation Building, 159 Craig Street West, on Wednesday, March 12, 1958, at 8:15 PM. The entertainment had not

been disclosed at time of publication.

 CANADIAN RAILROAD HISTORICAL
 ASSOCIATION

News Report No. 87
 March, 1958

Editorial Address:
 P.O.Box 22, Station B,
 Montreal 2, Canada.

Editor: Omer S.A. Lavallée
 Deputy Editor: Douglas Brown
 Asst. Editor: Forster Kemp
 Committee: K.F.G. Chivers,
 Anthony Clegg,
 W.L. Pharoah
 Research Historian:
 Robert R. Brown.

 THIS MONTH'S COVER:

In view of the plan to hold our Spring railway excursion over the lines of the Canadian National Railways with a double-headed steam train, Ye Editor took a look through his old photo files for an appropriate March cover. The result was the picture of C.N.R. #1395 and unidentified friend, pulling a freight train near Ballantyne tower at Montreal, back in 1947. No. 1395 is a H6 class 4-6-0, and it is expected that an engine of the same class will form one unit of the double-header on March 30th.

Photograph by O.S.A. Lavallée

Association News

Due largely to the record snowfall, the Auction held on Wednesday, February 19th, did not match the previous auction in terms of attendance.

This was rather unfortunate as there was a good selection of material for sale. In spite of the small attendance, however, the sum of \$21.60 was raised, which, combined with the \$30.00 realized on the previous occasion, was sufficient to purchase a steel filing cabinet for our Montreal Locomotive Works collection of negatives. This will ease the task of sorting, filing and cataloguing the negatives somewhat, and will ensure their permanent and safe preservation. We would like to express our thanks to those members who braved the elements to turn out and support the auction.

In celebration of its 20th Anniversary, the Central Electric Railfans' Association, P.O.Box 503, Chicago 90, Illinois, U.S.A., will hold a weekend of activities in Chicago, on May 23, 24 and 25. There will be a banquet and meeting on the Friday night, May 23, followed by Excursions on Saturday and Sunday, the 24th and 25th. Further details may be had from the Association, at the address given.

 INTERNATIONAL OF MAINE -

Following publication of our notes last month on this topic, we received some additional information from Mr. George L. Brown, of 379 Maple Row, Lancaster, N.B. which we include. We gave the engine numbers and crew men for the first train to cross Maine, between Megantic and McAdam. Mr. Brown tells us that the train was handled from McAdam to Saint John by engine 174, Engineer Thomas McKenna and Conductor Fred McLellan.

oOooOooOo

THE INTERCOLONIAL RAILWAY

by Leonard A. Seton, B.A., B.C.L.

PART ONE - Genesis of the Project.

THE INTERCOLONIAL RAILWAY HAS NEVER BEEN the subject of a best-seller or of a book-of-the-month. It has likewise been overlooked by writers of romantic railway histories and popular novelists, and even by film producers. As the latter gentry would, in all probability, say, it has no "box-office-appeal". A superficial examination of the facts would seem to bear out the truth of that statement: the Intercolonial Railway was not constructed in spectacular fashion, the time element was not a pressing question and there were no financial crises, few outstanding personalities, and no scandals of sufficient prominence to have made their mark upon written history. The story of the Intercolonial is obviously not, then, one of gripping romance and pulsating excitement.

The construction of an "inter-colonial" railway became a necessity to the provinces of British North America, and, as a necessity, was built by them with the assistance of the Imperial Government. Government enterprises have been heralded by more fanfare and have aroused more excitement in later times, but perhaps they might have learned something from the quiet, efficient, comparatively inconspicuous career of the I.C.R., and of its able, conscientious Chief Engineer, Sir Sandford Fleming. Thus, the I.C.R. was built with relatively little publicity and acclaim. There was no golden spike to signalize the complete linking of Halifax and Quebec, and there was no official first through train with flowers, decorations and brass bands. The history of the I.C.R. therefore, is very little known and discussed today in print. Few people know, I suppose, that the train which was depicted upon a Canadian Government five-dollar note which was withdrawn about twenty years ago, was photographed on the Wentworth Valley section of the I.C.R. in Nova Scotia. The I.C.R., nevertheless, possesses a very interesting history, and much effort and exertion, perseverance and persistence, failure and success were necessary before the ultimate completion of the work could be brought about, and yet the public generally today think of the Intercolonial as a railway which has never paid for itself.

The genesis of the idea for an intercolonial railway, linking the waters of the Atlantic Ocean with the City of Quebec, goes back to the year 1832 at least. At that date, Canada had not yet perfected her great canal system, let alone built a single railway. The Stockton & Darlington, the world's first passenger-carrying railway, had only been completed in England seven years before, and railways the world over were still in their very infancy.

The proposal in question of 1832 came from the pen of one, Henry Fairbairn, who expressed it in a contribution to the United Services Journal of that year. He advocated a railway link between the City of Quebec, and the town of Saint Andrews on the Bay of Fundy, as a prime necessity to the British North American Colonies, if they desired to maintain a commercial equality with the United States, which at that time were projecting to run railways in every direction.

Saint Andrews was a prominent and important trading and commercial town at the time, and public interest was immediately aroused at the prospect of

making its port as great a shipping centre as advance calculations promised that it would become. An association was formed in 1835 for the promotion of the scheme, and support was obtained from the Governments of New Brunswick and Nova Scotia, Canada and Great Britain, the latter advancing money for a preliminary survey. This survey was executed by one Captain Yule of the Royal Engineers, and by 1837, a satisfactory route had been located, reasonably free of outstanding obstacles.

The same year saw the outbreak of rebellions in the Canadas, and taking advantage, no doubt, of the consequent unsettled affairs prevailing in British North America, the United States protested that the projected St. Andrews - Quebec Railway would be built on American territory. At this time, the Maine Boundary question had not been definitely settled, and so, pending the final adjustment of this matter, the enterprise was obliged to mark time. The rebellions referred to above, resulted, however, in the investigation conducted by Lord Durham, and, among the various recommendations submitted by him in 1839, was one for an intercolonial railway between Halifax and Quebec, which he said, "would render a general union absolutely necessary". The Aroostook War, which followed closely, involving local skirmishes over the disputed territory, gave further evidence of the necessity of a military road of some sort, connecting the various British North American colonies, and preferably well removed from the American frontier. As the Post Road, then the means of communication between Quebec and Fredericton, passed through disputed territory, there was necessitated the restoration of the old Metis Road from the Saint Lawrence to the Restigouche, now to be known as the Kempt Road.

The settlement of the boundary question in 1842, by the terms of the Ashburton Treaty, gave to the State of Maine much of the territory through which Captain Yule's survey ran, and, consequently, the intercolonial scheme, as such, was indefinitely postponed. The St. Andrews' scheme, with diminished importance, still survived. In 1847, preliminary work was commenced at St. Andrews but stopped almost immediately. It was not until 1851 that operations really got under way. This enterprise, known later as the New Brunswick & Canada, pushed steadily northward and, despite the optimistic note struck by its name, was fated never to be more than a comparatively local line.

In the meantime, the railway mania which Great Britain experienced in 1845, revived the intercolonial railway scheme, and various companies were formed. The connections and reputability of those concerns were of doubtful character, however, and they received no official encouragement or backing. The colonies, nevertheless, were keenly interested, and Lord Falkland, then Governor of Nova Scotia, favouring the enterprise very strongly, communicated with Lord Stanley, Secretary of State for the Colonies, upon the matter, suggesting at the same time the advisability of a survey to determine the most practical and most feasible route for the proposed railway.

In the meantime, however, Mr. Gladstone came into office as Secretary of State for the Colonies. He proved to be very cautious about the question of pecuniary assistance, and offered, in lieu, some advice regarding the drafting of such future railway legislation as might become necessary in the colonies. He did, however, adopt the suggestion of the survey and after the provincial Parliaments of Canada, Nova Scotia, and New Brunswick had bound their respective provinces to make good the necessary expenses, instructions for a survey were issued in June, 1846, by Mr. Gladstone to Captain Pison and Lieutenant Henderson of the Royal Engineers.

It was now generally recognized that an intercolonial railway was a practical necessity for the purpose of welding the British North American possessions together. The lower colonies had no substantial physical link with Canada, and with the current rapid expansion of the United States, the British Colonies began to fear for their independence and for the maintenance of the British connection, which they felt might be strengthened by the construction of an intercolonial railway, and by the development of Imperial trade and immigration to North America. The question of such immigration

received great attention at this time, and systematic colonization along the route of the railway, to relieve some of the congestion and overcrowding in the Old Country and to open up the colonial wilderness, was advocated with vigour.

The survey was carried on by the two engineers appointed, until, in October 1846, Captain Pipon was drowned in the River Restigouche. His place was taken in 1847 by Major Robinson, likewise of the Royal Engineers, who brought the survey to a satisfactory conclusion, and made his report in 1848.

This Report recommended a route from Halifax to Truro, to the Miramichi River by the Gulf Shore, to Chaleur Bay by the Nipisiquit River valley, along the coast to the Matapedia River, up the valley of the latter to the Saint Lawrence River, along the Saint Lawrence to Riviere du Loup, and then to Levis, opposite the city of Quebec. This route was favoured over the alternate Central and Frontier routes as it possessed the most favourable grades, offered the best military facilities, and was most conducive to the development of the New Brunswick fisheries. He stated, in addition, that an intercolonial railway was both a military and a political necessity.

In the Province of Nova Scotia, the Lieutenant Governor, Sir John Harvey, was a hearty advocate of an intercolonial railway, as his voluminous correspondence with the British Colonial office amply proves, and the members of the Provincial Legislature were enthusiastic supporters of a scheme for railway development, in Nova Scotia at least. Whether an intercolonial line of railway was to be built or not, they were prepared to expand railway facilities to their own most populous and industrious communities. During the session of 1849, the Legislature placed at the disposal of the Imperial Government, the right of way for an intercolonial railway, together with all Crown Lands for five miles on either side of the line. The payment of £20,000 Sterling was also pledged as interest on the capital necessary to carry on the construction of such a railway. This offer was communicated to the Colonial Office, and in June 1849, Earl Grey, now Colonial Secretary, replied that while Her Majesty's Government was very anxious to promote the undertaking and had considered very favourably the colonial enactment, at the same time, being fully conscious of the difficulties yet to be overcome, it was not prepared to recommend to Parliament any measure for the execution of the project.

The Nova Scotia Legislature continued to enact legislation to facilitate and to authorize railway construction in the Province, and in the following year, 1850, the Imperial Government was asked once again to aid in the construction of the railway, with the request that it guarantee the necessary funds. Grey replied that the Government was not prepared to recommend such a measure "considering the great amount of, and pressure of the exigencies which continue to weigh on the Imperial Treasury". The natural result was the discussion of local railway lines by the various colonies concerned, and the other two Colonies, Canada and New Brunswick, likewise passed the legislation necessary to authorize local railway lines of their own. As all hope for the construction of the Halifax and Quebec Railway dwindled, so the interest of the Colonies in other local enterprises gained in importance. A public electric telegraph had been constructed from Halifax, through New Brunswick and Maine, and its success had been so pronounced that the question of a railway to parallel it was being discussed, and such a project seriously entertained.

While connections with the United States were thus being contemplated, an invitation came to the Colonies from Portland, Maine, to a Convention summoned to discuss projected railways, especially one to run from Portland to Halifax. This meeting took place in July, 1850, and many great and grandiose ideas were discussed and studied at its sessions. The State of Maine was prepared to construct its own portion of the railway, and other American capitalists professed their readiness to construct the Canadian portion, provided that they were granted the necessary Acts of Incorporation, and liberal grants of land and money.

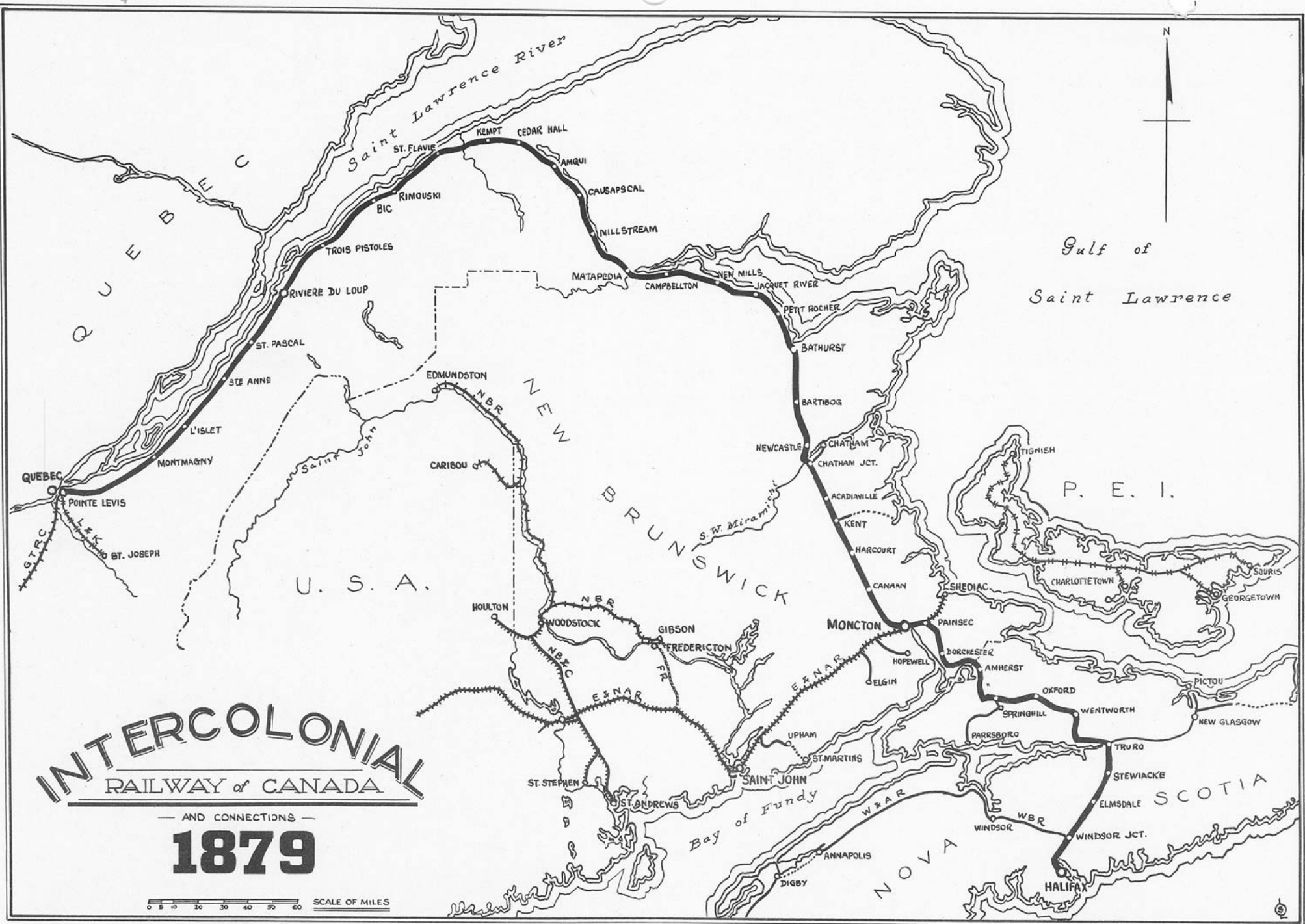
Thus was born the "European & North American Railway", with another high-sounding name, expressing the hope and belief that Halifax would become the great point of embarkation for Europe from America. Many flowery and extravagant orations were made in that style of expression so typical of the United States at that time, and many were the confident opinions expressed that the Convention heralded better and more amicable international relations. One orator spoke as follows: "In the annals of mankind since the first dawn of civilization, there has not been a spectacle that surpasses the moral and political grandeur, the exhibition which the three memorable days of this convention have made to the world".

The same speaker, becoming even blasphemous in his extravagant and ill-considered utterances, remarked enthusiastically that even the Crucifixion did not do more to herald peace on earth and good-will to men than the Portland Convention.

From the scenes of such excitement and enthusiasm, the Nova Scotian delegates returned to find public feeling equally aroused in their own Province. In Halifax in particular, the public imagination was aroused, and a public meeting was held in that city. Enthusiasm ran high, but Joseph Howe interjected a cautionary note. He declared that the State revenues of Maine were insufficient for the construction of her own portion of the line, and that reliance could not be placed on American capital for the fulfillment of the project. He rather recommended the attraction of English capital. The substance of these proceedings were communicated by Harvey to Earl Grey under date of August 29, 1850, who stated that his Government, aware of the military and commercial significance of the proposed railway would not conscientiously allow such an enterprise to come under the domination of foreign capitalists. At the same time he enquired whether the Imperial Government would be disposed to guarantee the funds, not to exceed £800,000 Sterling, which Nova Scotia might be called upon to borrow in England for her portion of the railway. Grey replied that the same obstacles to the granting of pecuniary assistance to the Quebec railway would apply to the present scheme. In view of the extreme importance of the enterprise, both as a colonial and as an Imperial necessity, the Government of Nova Scotia sent one of its members, Joseph Howe, to England to restate more emphatically the case for the Colonies.

This was not the first time that Howe had argued in favour of the railway. In 1835, as editor of the "Nova Scotian", he advocated the construction of a railway between Halifax and Windsor, Nova Scotia, in an editorial contributed to that newspaper. As Windsor possessed water communication with Minas Basin, thence to the Bay of Fundy, he felt that such a railway would greatly facilitate trade between the eastern and western portions of the province.

Likewise, in 1833, Howe, in commenting upon the contributions of the General Mining Association to the industry and wealth of the province, lauded the Association's use of the railway for the transportation of its minerals, and stated that its enterprise had brought the railway to Nova Scotia twenty years earlier than it might otherwise have been expected. The amazing accuracy of Howe's prediction will shortly be observed. Howe thus was obviously keenly conscious of the value that the railway was to be to Nova Scotia, and to its industries. Howe carried out his mission in England during the winter of 1850-51 and, in two well-contributed briefs, put forward his arguments in language which makes them rank among the greatest of colonial state papers. The people of Nova Scotia, he said, were anxious to secure the advantages of that modern improvement of the common highway, namely, the railway, and believed that railways were essential to the advancement and prosperity of the Province. Personally, he believed that, as the use of the roads was available to the public without toll, it would be a sound policy to carry the public free upon the railways, provided that the Government possessed the necessary means. If, however, circumstances demanded the application of tariffs, he believed that the tolls would be more moderate and fair if they were regulated by the Government, strictly according to the cost of construction and management, than would be the case if monopolies were created, and



INTERCOLONIAL RAILWAY of CANADA

— AND CONNECTIONS —

1879

0 5 10 20 30 40 50 60 SCALE OF MILES

speculators regulated tolls with reference to profits and dividends. If only Joseph Howe could see the effect of Government ownership in the twentieth century!

The British Government, he said, had guaranteed the cost of public works in many colonies, and it was under many obligations to aid Nova Scotia. American capital was prepared to finance the European and North American Railway line, but Nova Scotia was reluctant to permit this, as it preferred to see the control of such an enterprise in British hands. The honour of the Crown was deeply concerned in this matter. Howe had many interviews with members of the British Government, and he delivered a number of speeches in which he aroused for his cause the sympathy of the English public. In requesting an Imperial guarantee, he argued for one sufficient in amount to cover the cost of a main trunk line from Halifax to Quebec, as well as that of the international line to the Maine frontier, which constituted a larger object than that of Howe's immediate mission. No reply was received by him until his receipt of the famous communication from the Colonial Office, under date of March 10, 1851.

This document, the first official memorandum of the Government's decision, stated that it was prepared to ask Parliament to guarantee the cost of such a railway as would likely be of great importance to the Empire as a whole, and as would be constructed in its entirety in British territory; such a guarantee would cover the amount of a loan raised by the three provinces for a line from Halifax to Quebec. If a shorter line, other than that recommended by Major Robinson, could be found, it would receive preferential consideration, but any such contemplated deviation from the line of the original survey must be subject to the approval of Her Majesty's Government. The respective colonial Governments were to make the necessary financial arrangements for the extinction of the debts incurred through the loan, and for the payment of interest upon the same. Then there came the much-quoted sentence which was to bear so much importance for the future of the intercolonial project:-

" It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon that it should include a provision for establishing a communication between the projected railway, and the railways of the United States. "

Carried away, no doubt, by an enthusiasm borne of triumph, for he certainly had concluded a notable piece of negotiation, Howe wrote home immediately to relate the complete success of his mission. Advising the Nova Scotia Government of an Imperial guarantee to cover the cost of the main intercolonial trunk line, he stated that this guarantee included a provision for a line of connection across the province of New Brunswick to meet the railway lines in the United States. Sir John Harvey evidently accepted without careful scrutiny this extremely doubtful interpretation, and communicated the tidings of Howe's success to the Governments of New Brunswick and Canada. Earl Grey himself wrote to Harvey in March suggesting a conference at Toronto, to which the Lower Provinces might send their deputations, and at which various questions might be dealt with and decided, including the fair division of the expenses and revenues of the proposed railway.

On his immediate return to Nova Scotia, Howe spoke on the matter at a number of public meetings, and resolutions in favour of the same were adopted, copies of which were sent to Grey in London. Howe then proceeded to New Brunswick in an attempt to win the approval of that province. This was not an easy task to accomplish as the Portland line was really the primary object of that Province, while the intercolonial line, passing through the sparsely-settled northeastern wilderness, was calculated as likely to be a heavy burden upon the provincial revenues, which were already pledged to assist the St. Andrews and Quebec Railway. However, Mr. Chandler, the premier of New Brunswick, and the people of the Province were won over, and a deputation from New Brunswick proceeded with that of Nova Scotia to Canada. The result of this further success was also transmitted to Earl Grey.

The Conference at Toronto agreed that the railway from Halifax to Quebec should be constructed on the joint account of the three provinces and at their mutual risk, and that on the repayment of the debt thus incurred, each should own the line within its own territory. New Brunswick, it was decided, should build the Portland line at its own risk, with the funds guaranteed by the British Government, for which they believed were so guaranteed. Plans were also included in the agreement for the continuation of the trunk line, and its speedy completion, to Windsor, Canada West. The Canadian Legislature, being in session (June, 1851), immediately passed the necessary legislation. Nova Scotia then called a special session of her Legislature for the same purpose, but before New Brunswick could act likewise, the blow fell. Earl Grey, writing from London under date of November 27, 1851, advised the colonics that they were in error in supposing that the Imperial Government ever contemplated guaranteeing the cost of a line of railway to Portland, Maine. Her Majesty's Government could only consider assisting a line of communication between the three British provinces. The Portland line was obviously quite outside the sphere of British policy. Howe, as might be imagined, was greatly upset over this disastrous news, realizing that, as a result of his error, an entire extra session had been called in Nova Scotia, and the other extra expenses had been incurred in the other provinces. His defence is contained in two reports written in December 1851, both of which were sent to Earl Grey.

Grey's reply, dated January 9, 1852, while pointing out that the only railway which in all logic could possibly be imperially aided must of necessity be of direct imperial importance, states that, in perusing the reports of Howe's speeches and other documents, he must have overlooked the references to the guarantee covering both lines of railway, owing to the voluminous nature of the papers presented for his inspection. He also believed that he had made it quite plain, in conversations with Joseph Howe, that his government could not contemplate extending the guarantee to the Portland line. There were at the same time in process of construction many public works in almost every British colony, and they certainly demanded attention before the Portland line. Whilst the latter loomed large in importance to the limited horizon of the colonial governments, to an Imperial Government concerned with many weighty cares it was of small significance.

While certain Canadian histories, with a rather too apparent malice, have described the episode as a dishonour to the word of Great Britain and as the repudiation of an obligation, it is only fair to state that there is no evidence of any agreement covering the Portland line, except Mr. Howe's unverified word. Earl Grey merely stated that there would be no objection to the inclusion of the line to Portland "in a plan" which may be agreed upon". There is nothing definite, no agreement of such a kind, contained in Grey's dispatch of March 10, 1851. It was quite conceivable that Howe, in his impulsive excitement at an apparent success, might have imagined that there was, but he should most certainly have weighed the import of Grey's words before arriving at any conclusion. It seems like a case of wishful thinking. Hearing that the Imperial Government promised a guarantee, it seemed automatically to him that it must, of necessity, include the Portland line, for he knew that New Brunswick would not have been satisfied without that railway, and that his mission at the same time would not have been a success. It was natural too, of course, that the colonials should feel indignant, for the intercolonial loomed as a project of vital importance to them. Viewed from Grey's point of view, though by no means of trivial importance, it must have been but one among dozens of important public works throughout the Empire. With all the cares of government, and the necessity of examining reports, resolutions and speeches from countless sources, his overlooking of Howe's early references to the Portland line guarantee is indeed excusable.

The project, however, did not immediately peter out for, to the colonies, a matter of the highest importance hung in the balance. A Canadian delegation proceeded to New Brunswick, where an alternative route was agreed upon with that province, whereby the railway would follow the Saint John River through New Brunswick to Saint John, and thence proceed to Halifax by way of the head of the Bay of Fundy.

railway would follow the Saint John River through New Brunswick to Saint John, and thence proceed to Halifax by way of the head of the Bay of Fundy.

This joint delegation carried on the discussion at Halifax with the government of Nova Scotia. The latter, however, refused to pay one-third of the cost of a line which would obviously be of so much more additional advantage to New Brunswick, and to the port of Saint John. Accordingly, the plan was revised, and Nova Scotia agreed to contribute three twelfths, while New Brunswick agreed to pay five twelfths, and Canada four twelfths. This scheme was detailed in a communication to Earl Grey, dated February 5th, 1852. Grey replied, declining to commit his Government to this route, lacking sufficient information, as he did, regarding its merits.

Accordingly, a delegation from Canada, Nova Scotia and New Brunswick proceeded to England to interview the Imperial authorities once again. Hincks, Howe and Chandler made the journey. Lord Derby's government was now in power with Sir John Packington as Colonial Secretary. The importance of the railway was freely admitted, but aid was refused on the terms proposed, and on May 20, 1852, Packington dealt the final blow by announcing that aid must be declined, as all the previous negotiations had been based, and were conditional upon, Major Robinson's chosen line.

Thus was brought to a conclusion, the early negotiations for a jointly constructed intercolonial railway, bringing with it much disappointment and disillusionment. One writer believes that the colonies made a blunder in making themselves responsible for the cost of a preliminary survey, which was conducted solely in the interests of imperial and military considerations, for, in so doing, they automatically acknowledged that the colonies' interests, not those of the Imperial Government, were primary. Had the Imperial Government been induced to accept the charges for the survey in question, the railway would, most likely, have loomed more important to it. Furthermore, a further Colonial Secretary, Lord Glenelg, had suggested an intercolonial railway to Lord Durham, as a political expedient to bring about intercolonial union, and now the revised route of the railway was rejected on military grounds. Great Britain had already guaranteed a loan for the cost of the Canadian canals, which were built more from commercial than from military considerations, and thus the colonies did feel disappointed that no such aid was forthcoming for a railway of even greater importance and significance. That was the colonial view.

It must not be entirely forgotten, however, that the Imperial Government was now pursuing an extremely cautious fiscal policy, and that the intercolonial railway scheme must have appeared extremely insecure, viewing the meagre resources of the colonies, and the small amount of revenue available for such a huge project, especially in the instance of New Brunswick. At any rate, this was the end of the attempt to unite the colonies by a line of railway.

-o-o-o-o-o-

References for Chapter 1:

- FLEMING, Sandford, : "The Intercolonial".
 DURHAM, Lord, : Report.
 TROUT, : "Railways of Canada", 1870.
 NOVA SCOTIA: Journals of Assembly, 1846, 1849, 1851, 1852.
 McLEAN, S.J., : " National Highways Overland ", in
 "Canada and Its Provinces" - Volume 10, p. 386.
 LOVETT, : "Canada and the Grand Trunk ".

★ ★ ★ -- HAVE YOU MADE YOUR RESERVATION ?

The Spring Excursion on Sunday, March 30th, promises to break all previous records. Reservations: Trip Committee, Box 22, Sta. B, Montreal.

A RECENT VISIT TO THE CANADIAN
NATIONAL'S MONTMORENCY SUBDIVISION
ELECTRIFICATION.

by Paul McGee

NOVEMBER 9TH was a typical November day in most parts of the Province of Quebec, divided between sunny and mild, windy and cold, rain and snow. So it was in the ancient city of Quebec as I stepped off the overnight

train from Montreal to take my first good look at the last electric passenger railway in this province. The railway was taken over by the Canadian National system from the Quebec Railway, Light & Power Company, in 1951, but the equipment which greeted me as I entered the St. Paul Street station bore the initials "Q.R.L. & P.Co." So started one of the pleasantest trips which I have taken recently.

It was still dark as the first car to St. Joachim departed, with me as a passenger. I relaxed in the oversized seat, wondering at the comparatively large number of passengers on board, optimistically thinking of the line's future. We switched onto the single track over the diamond from Palais Station, over the St. Charles River drawbridge, and onto the quadruple track at Limoilou, where a large number of freight cars indicated prosperity. Several locals from the east passed on the double track between Limoilou and Montmorency Falls. Ahead, the sun rose, to the right the Saint Lawrence flowed on, to the left, the Precambrian Shield's southern fringe was evidenced in the mountains.

The double track, and frequent service, ends at Montmorency Falls. Ahead lie numerous flag stops for the St. Joachim trains. One of the advantages of taking the early morning train from Quebec is that most of these flag stops are passed at full speed, which is surprisingly high; on this train, the glory of the old interurban is restored. An interesting thing about our train is that while it carries no baggage or mail car, it does carry mail -- in the motorman's cab, whose size makes it something akin to a ball room.

The uninitiated enthusiast travelling this line will be shocked by the ultra-modern searchlight-type order board at Ste. Anne Church (renamed recently from Ste. Anne de Beaupre), followed by the remarkable three-way stub switch leading to one of the two car barns at Ste. Anne station. At Saint Joachim (who, by the way, was the husband of Ste. Anne), the equipment, yet lettered "Q.R.L. & P.Co.", includes as varied an array of rolling stock as will be found anywhere. Here are first and second class passenger cars built in 1889 by Jackson & Sharp, an elevated car, probably from New York, plus such oddities as Q.R.L. & P.Co. steel hopper cars with arch bar trucks. The station at St. Joachim is the end of the electrification, 25 miles from Quebec. The car I had taken had wyeed on its way in to St. Joachim, leaving it ready for its return to Quebec, in twenty minutes. This also left the car in a good position for photos, beside the watering equipment for the steam locomotives, which take trains over the remaining 63 unelectrified miles of this line, to La Malbaie, Que., along the rocky St. Lawrence shore. The time between arrival and departure from St. Joachim is just adequate to wander around the storage tracks taking pictures that are difficult to find now. By the way, none of the stored equipment here is electric-powered, it is all non-powered ex-steam rolling stock used as trailers for the 450 series cars or electric locomotives. To put it in the words of the conductor, these cars are used "pour les pellerins". ("for the pilgrims" - to the Catholic shrine at Ste. Anne's).

I was the lone passenger as we left St. Joachim, however, this ideal (for me) situation was short-lived as the train filled at the small stations with people heading to Quebec to work or to shop. A conversation with the conductor who was surprisingly friendly considering the early hour, revealed that one of the many way-freights was scheduled out of Limoilou fifteen minutes after our arrival there. It was at Limoilou, after I disembarked, that I acquired a respect for electric locomotives, for the way-freight which I had expected to consist of about seven or eight cars in length, stretched out of sight into the yard. When it left, a few minutes late, the total length was found to be thirty-eight cars! Unfortunately, the electric locomotives now bear the Canadian National's "diamond" herald, and C.N.R. cabooses are now used. After the freight had left, I walked the 0.6 of a mile to St. Paul station, overtaking another electric freight switching near the bridge.

The schedule I had worked out left me four hours to wander around the St. Paul station, which was the principal object of my visit (see November "Notes and News," page 119). Saturday morning is an active time, so that there was almost continual action. Cars arrived, snaked through the stub switches and into their appropriate tracks, backed out and over to the turntable, into their departure tracks, and prepared to leave. Such unusual sights as an employee washing the front of an interurban car were observed. A home-made conversion -- combine 113 rebuilt from a coach with open-platforms and plywood (!) sides, came in behind motor car 453, operating on a local schedule to Montmorency Falls. The combination car bore a rather incongruous advertising sign noting its express contents "for the best traction -- Snow Tires" (Ugh !)

One of the most startling sights was car 451 running back to back with car 405 in the same fashion as two diesel "A" units, although these cars are not equipped with multiple unit operation. Car 405 is wooden, with a five-window front and clerestory roof.

The turntable at Quebec is one of the musts for railfans. This is electrically powered and the fastest turntable one is likely to find anywhere. The cars are driven onto it, the trolley yanked down by the conductor while the engineer steps out and operates the turntable motor. In a matter of second, the car is turned, the trolley required and driven from the table. Apparently, no careful balancing is required. I might add that there is also a turntable leading into the second carhouse at Ste. Anne station, however it is of the "armstrong" variety.

Also on view at Quebec was locomotive 229, built by the Dominion Bridge Co., whose massiveness is in proportion to the background Palais station. Built to haul the Canadian National trains to La Malbaie, on the electrified section, 229 is an extraordinarily-large steeple cab locomotive, the cab being extended to account for most of the increase in length. The frame of the locomotive was built by Dominion Bridge.

Work equipment stationed at Quebec is interesting, some of it being salvaged from the Montreal & Southern Counties Railway, and one piece, crane car No. 8 being from the street railway operations of the Q.R.L. & P. Co. which ceased in 1947. One of the old M&SCR line cars now is CN 69457, the other M&SCR line car not being in sight. These lines cars have been occupied for several months replacing the single trolley with catenary, which I speculate came from the Montreal & Southern Counties. About seven miles had been hung by November, mostly between St. Joachim and Ste. Anne station.

One other interesting development has been the standardization of horns. Locomotives 225-229 and car 453 are equipped with three-horn chime, crane 8 and cars 405, 451 & 452 and 455 retain their single horn.

The steam enthusiast is not deserted in Quebec, either. CNR Pacifics 5569 and 5076 came in from Richmond and La Malbaie, respectively, it being noted that the latter came in via the electrified line. A Pacific belonging to the Quebec Central Railway was also observed from a distance. Additional bonuses available on this trip (for wives, etc.) are historic Quebec city, scenic Montmorency Falls, and the Shrine at Ste. Anne.

It might be noted that I left Montreal at 11:59 PM Friday night, and was back in Montreal again on Saturday in time to have supper and go to the hockey game that night. In brief, leave on 11:59 PM overnight train, take first St. Joachim train out of St. Paul station (across the street from Palais station, at which Montreal trains arrive), return on the same train, arriving Quebec about 9:15 AM. Take 2:00 PM train home, arriving Montreal 6:00 PM. Because of lack of freight activity, it is not suggested to make this trip on Sunday.

NOTES AND NEWS

by Forster Kemp

- NOTES AND NEWS

 e As the time approaches for planning summer schedules, rumours of further cuts in passenger services are appearing. It is reported that the Canadian National Railways is planning to discontinue passenger service on the branch line between Lunenburg and Mahone Bay, N.S., and that a similar step may be taken on the line between Orillia and Midland, Ont.
- NOTES AND NEWS

 e Recent incidents involving damage to trackage in southern British Columbia have forced the Canadian Pacific Railway to suspend all night operation on its line between Nelson and Penticton, N.B. The usual daily passenger service has been reduced to twice weekly.
- NOTES AND NEWS

 e The Montreal Transportation Commission recently announced dates for substitution of bus service for electric car service on several lines. They are as follows:

Sometime in June (tentative)	Route 91, LACHINE.
Sunday, June 22nd:	Routes 5, 5A ONTARIO.
	Route 9, RACHEL.
	Route 87, DAVIDSON.
Sunday, August 31st:	Routes 80, 82 BLEURY.
	Routes 96, 97, 61 VAN HORNE.
	Route 29 OUTREMONT.
- NOTES AND NEWS

 e British Columbia Electric Railway postponed the date for discontinuance of its Marpole-Steveston interurban line from February 1st to the 15th, but no word has been received as to whether or not the last run was actually made on that date or not.
- NOTES AND NEWS

 e All Canadian National Railways' steam locomotives will be withdrawn from the Maritime Provinces early this summer, and by the end of 1958, it is expected that all lines south and east of the Saint Lawrence River will be dieselized. At the present time, most operations in Nova Scotia, Prince Edward Island and Newfoundland are dieselized, but steam power is still to be seen regularly in New Brunswick.

(continued page 43)

LOGGING RAILWAYS OF VANCOUVER ISLAND - Part 1

by Elwood White,
Vancouver Island Railway
Historical Association.

ONLY A VERY FEW logging railways remain today of all the multiplicity of lines which once brought out the "big stacks" from the dense forestlands of Vancouver Island. Only one company is still logging with locomotives on the Island, and it will be discussed in the April News Report. However, several companies are still using railways as part of their transportation system between the bush and the sawmill. The following is a brief survey of these operations, which visitors to British Columbia may find to be of interest.

OSBORNE BAY WHARF COMPANY

Starting from the southern end of Vancouver Island, the first logging line encountered is located at Crofton, B.C., about forty five miles north of Victoria. It is the shortest railway in British Columbia, having only 0.33 miles of track. Lumber is brought in by the Esquimalt & Nanaimo Railway over a short branch which connects with the main line at Osborne Bay Junction. Switching on the wharf is performed by a very small 35-ton Shay locomotive. The line is a subsidiary of the Hillcrest Lumber Company, of Mesachie Lake.

HILLCREST LUMBER COMPANY

This company's mill is located at Mesachie Lake, B.C., some distance west of Osborne Bay. At one time, this company's logging operations were almost entirely rail-based, and as many as ten locomotives were in service, but now an 80-ton Climax locomotive is used to switch the mill sidings and to haul the lumber about five miles to the E&N interchange at Cowichan Lake. A 45-ton Climax locomotive is kept as a standby engine. It was built in 1915, and is reputed to be the oldest Climax engine in operation in North America.

WESTERN FOREST INDUSTRIES, LIMITED

About three miles north of Mesachie Lake is located the mill of Western Forest Industries at Honeymoon Bay. This company once employed six locomotives in its logging operations, but has turned to trucks, which permit easier access to timber on higher ground. A small Diesel locomotive is used to haul cars of lumber to the E&N at Cowichan Lake, using the same tracks as Hillcrest Lumber Company. A 90-ton Pacific Coast Shay is kept in reserve in case of Diesel failure, which is quite a frequent occurrence.

Not many years ago, the whole Cowichan Valley echoed to the sound of steam locomotives of the Shay, Climax and siderod types, as they brought the logs out of the ancient forests down to the sawmills and loading docks. British Columbia Forest Products had railways at Cuxuse and Nitinat, Western Forest Industries, Empire Logging and Lake Logging at Honeymoon Bay, and Hillcrest Lumber and Mayo Lumber Co. at Paldi, but apart from the switching operations noted above, they are all a thing of the past and the tall timber resounds only to the road of the Diesel logging trucks.

More about Vancouver Island logging railways will appear next month.

- e Northern Alberta Railways recently received five 1750 HP diesel-electric road switcher locomotives from General Motors Diesel Limited. They are the first new locomotives on the line in more than 30 years.
- e The much-publicized Queen Elizabeth Hotel, owned by Canadian National Railways, is expected to receive its first guests early in March and to hold official opening ceremonies on April 16th and 17th. Meanwhile, reports have been received that the C.N.R. is planning a \$4,000,000 extension to the Nova Scotian Hotel in Halifax, and that the C.P.R., having failed to find a buyer for its hotels at Kentville, Digby and Yarmouth, N.S., will operate them again this summer.
- e Winter operations at the port of Saint John, N.B., have resulted in the operation of two 2-10-0 type locomotives by the Canadian Pacific Railway in its yard at Hay Shore, N.B. These engines were formerly in Montreal Terminals transfer service. Engine 3004, Class F2a 4-4-4, is now in passenger and express service between London and Windsor, Ontario, replacing engine 3000, which has been authorized for scrapping.
- e Canadian Pacific Railway recently received the first of the Budd RDC-2 units for its Kettle Valley service. Numbered 9196, it is equipped with reclining seats and was built partly by the Budd Company, and completed by the Canadian Car Company Limited.

oo00o00oo

TRIP NO. 35

SUNDAY, FEBRUARY 23rd, was overcast, and most members thought "only the die-hards will be out today". Snowflakes swirled around the green sides of M.T.C. car 2222. Contrary to usual practice at these excursions, there was no need for last-minute roundup of passengers before the car left Youville Shops.

Fifteen passengers were aboard at departure time, and two more were picked up along the way for a total of seventeen. The route was via Cremazie and St. Denis to Bellechasse, then around the carharn where we used the east run-around track -- the west side track is now closed due to the construction of a new bus garage. After a brief pause, we made our way out to Park Avenue via Bellechasse, St. Lawrence and Bernard. A fast run was made down to Ontario Street over trackage that was, strangely enough, almost unoccupied. As we turned west along Ontario, several members exclaimed: "Oh! oh! Maybe we shouldn't have turned in here after all" for there were street cars in a long line all the way to Aylmer Terminus. However, it was too late for reconsideration, and we had to follow the procession which broke up as the cars arrived at Bleury street and went their separate ways. No. 2222 continued eastward along Ontario to Viau, with brief stops at St. Germain Street, and in the wye at Letourneaux Street. The restaurant at Viau and Notre Dame provided coffee and sandwiches while the car circled twice via St. Catherine and St. Clement streets.

On the return trip, the C.R.H.A. "Pusher Service" went into operation for the first time to remove an automobile from the tracks. A photo stop was made at the C.N.R. level crossing at Valois Street. We had intended to go up Davidson Street on this part of the trip, but the switch from the westbound track, which is usually kept salted but is seldom used, proved impossible to operate. A similar situation arose

when we attempted to turn north on Papineau Street, so we opened the south switch, went down to Craig Street and returned to Ontario, then continued to Rosemount Blvd.

This was a line over which few of us had travelled before, and there were many comments as we sped over the hills and dales of Rosemount, past the many schools, some unusual churches and several open fields where old farmhouses and barns still stand, surrounded by blocks of flats. A stop was made in the spur track at the end of the line for pictures to be fitted in between the automobiles which passed incessantly. Another stop was made at 20th Avenue on the return trip.

We turned south on Papineau to Mount Royal Avenue, and there the "pusher service" was urgently required. A large snowbank occupied the south side of the street, and there were many improperly-parked vehicles as a result. Unoccupied cars and trucks were moved clear by a group of about ten members, who lifted one end at a time, pushing it towards the curb (or snowbank). This was probably appreciated by the motorman of a regular Papineau car which followed us to Mount Royal car barn. Little difficulty was encountered on the return trip along Mount Royal to Park Avenue, and this was mainly due to wheels slipping on the snow-covered rails. The trip ended officially at Youville, but, since the car was stationed at St. Denis, it was returned there afterwards.

During the afternoon, a number of photographs were taken by the members, of Mr. Henry Heider, who has served as conductor on a majority of the Association's excursions over the M.T.C., and who was making his last run on such an excursion. He was due to retire on February 28th. Motorman on the trip was Mr. Laurin, who has also served on several C.R.H.A. excursions, including that memorable run in No. 274.

-- F.A. Kemp

WHATEVER YOU DO
CON'T MISS THE SPRING
TRIP ON MARCH 30TH !!

The Trip Committee expects a record number of reservations for the Spring Excursion which is being held, as announced previously, on Sunday, March 30th. Of course the principal drawing card is the double-headed steam

locomotives, which we have guaranteed as a feature. One of the engines used will be a 4-6-0 of Class H6g (old 1300 class). For the lead engine, however, we are trying to obtain No. 1165, an F-1-b, formerly No. 1009, which served for many years out of Stellarton, N.S., and which is presently assigned to Turcot, for its last few months' service. No. 1165 is one of the few locomotives remaining in Canada equipped with flat valves, and therefore, square cylinder steam chests. Like the H-6-g, this locomotive is a 4-6-0. In case 1165 is not available, another 4-6-0 will be used. Another item of note is that the Association was informed recently that the March 30th trip is being considered for part of a live television transmission by the programme "Wide Wide World", which is telecast each Sunday in the United States over the N.B.C. network, between 4:00 and 5:30 PM. Quite by coincidence, the N.B.C. had previously chosen railroading to be the topic for its March 30th programme.

WE REPEAT -- You won't want to miss what promises to be one of our most memorable railway trips, so ensure yourself a seat and get your reservation in right away to the Trip Committee, Box 22, Station B, Montreal 2. Price per person, \$6.00, Canadian funds.

INDEX OF OUTINGS

For the benefit of those members who maintain records for filing photographs and slides, and as a contribution to the history of the society, Mr. Ernest Modler has compiled a list of the Association's outings, including chartered train and trolley trips, and outings via regular rail services, since these trips were first inaugurated nearly ten years ago. We reproduce this list below, offering it as a valuable compilation, and, in a sense, an indication in some measure of the respect which the Association holds for the industry it represents --- rail transportation.

No.	Date	Co.	Train	Equipment	Destination	Notes
1	Aug. 7/48	MTC	Special	Car 1054	Cartierville	
2	May 14/49	"	"	Car 3	Mountain & Mt. Royal	
3	Oct. 30/49	"	"	Car 1042	Lachine	
4	May 24/50	NYC	22-2, 3-33	En. 4543, '15, '58, '98, '09, '43	Childwold, NY	Visit Grasse River RR Corp.
5	Aug. 5/50	MTC	Special	Car 200	Frontenac & Cote st.	Farewell Route 95.
6	Oct. 1/50	CNR	"	DECar 15837	Huberdeau	Fall Foliage Trip
7	Feb. 18/51	M&SC	"	Car 107	Granby	
7A	May 31/51	CPR	Tr. 463	Eng. 1228	Park Avenue	Last train ex Place Viger Station.
8	June 10/51	CNR	Special	DECar 15837	Quebec, via Garneau	
9	May 17/52	MTC	"	Car 4	Mountain & Lachine	
10	June 1/52	CNR-A&D	"	DECar 15837 Eng. 47	Asbestos, Que.	Visit to Asbestos & Danville RR
11	Oct. 5/52	CNR	"	Eng. 5292	Huberdeau	Fall Foliage Trip.
11A	Nov. 22/52	MTC	"	Car 859	Montreal North	Last run 703 cl. car
12	Mar. 14/53	"	"	Car 2501	Garland & Cote St.	" " Duplex "
13	June 6/53	CNR	Wayfreight	Eng. 2591	St. Hyacinthe	St. Rosalie Wayfrt.
14A	Oct. 3/53	MTC	Special	Car 200	Youville Shop	
14B	Oct. 4/53	"	"	Car 1177	Lachine.	
15	Oct. 30/54	"	"	Cars 1555-1664	Montreal North	Last run MTC trailer.
16	Apr. 30/55	"	"	Car 200	Bois Franc Road	
17	May 1/55	M&SC	"	Car 107	Ste. Angele	
17A	June 19/55	"	Tr. 128-129	Car 326	Montreal South	Last trip ex McGill St.
18	June 25/55	MTC	Special	Car 1981	Cote des Neiges-Westm't	Last trip Rt 65-14
19	Oct. 1/55	"	"	Car 1046	Montreal North & Cartierville.	
20	Oct. 2/55	CNR	"	Eng. 674	Rawdon	Fall Foliage Trip.
20A	May 12/56	M&SC	"	Car 607	Ste. Angele	
21	June 2/56	"	"	Cars 104-102	"	
22	June 3/56	MTC	"	Car 997	George V Loop.	
23	Sept. 1/56	"	"	Car 1317	St. Catherine St.	Farewell St. Catherine
24	Sept. 3/56	"	Pageant	Cars 997-274	"	" " (MTC Pageant)
25	Sept. 29/56	"	Special	Car 1046	Lachine	
26	Sept. 30/56	CPR	"	Engs. 2580-489	Sutton	Fall Foliage Trip.
27	Oct. 13/56	M&SC	"	Car 104	Ste. Angele	Farewell to M&SC
28	Apr. 13/57	CPR	"	RDC 9106-9067	Cornwall	Visit to Seaway.
29	June 23/57	MTC	"	Car 274	Notre Dame St.	Farewell to Notre Dame.
30	Sept. 22/57	"	"	Car 3200	Cartierville & Youville Shop.	
31	Oct. 5/57	"	"	Car 1	Mountain & Lachine	Farewell Route 11.
32	Oct. 6/57	DPR	"	Eng. 2467	Mont Tremblant & Labelle	Fall Foliage.
33	Nov. 2/57	MTC	"	Car 997	Lachine & Garland	Farewell Rts. 48-31.
34	Dec. 14/57	OTC	"	Cars 1003-685	Ottawa (system) Britannia, Lindenlea.	
35	Dec. 15/57	MTC	"	Car 200	Montreal North & Cartierville.	
36	Feb. 23/58	"	"	Car 2222	Ontario & Papineau	H. Heider retirement.
37	Mar. 2/58	OTC	"	Car 855	Ottawa Britannia, Bank, Coburg.	