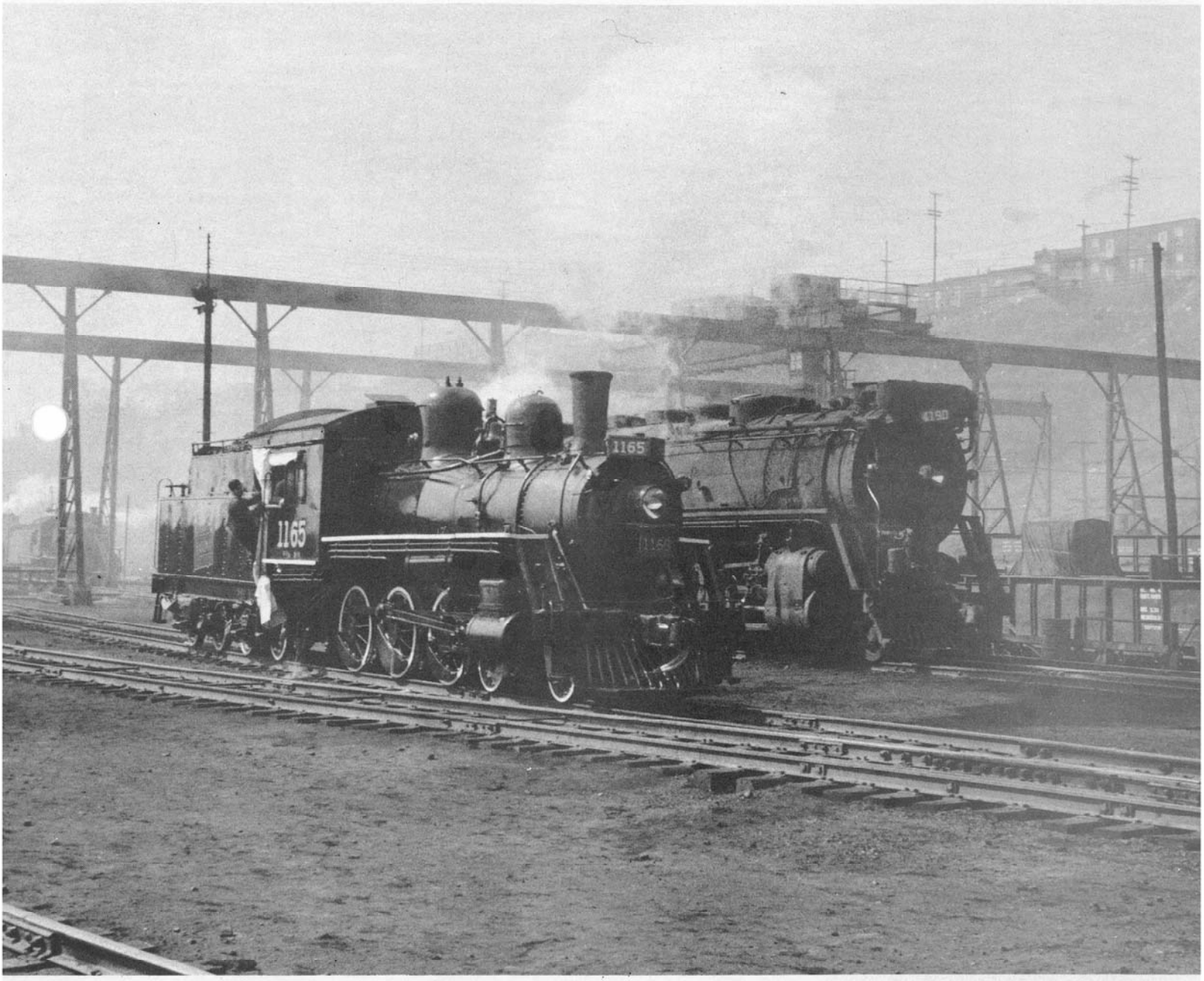
NEWS REPORT NO. 89 MAY 1958

CANADIAN RAILROAD HISTORICAL ASSOCIATION
INCORPORATED.

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



Largest and smallest tender engines on Canadian National Railways in the Montreal area, were photographed here at Turcot Yard, on March 29th. No. 1165 was painted up for our March 30th excursion, while No. 4190 was destined for scrapping. Both engines are now out of service.

-- Photo by Paul R. McGee

ROBERT RITCHIE BROWN

Members of the Association will learn, with considerable regret, of the death, on April 17th, 1958, of Robert R. Brown, charter member of our Association and Canadian Representative of our United States contemporary, The Railway & Locomotive Historical Society. Mr. Brown was in his fifty-ninth year.

A meticulous researcher and indefatigable historian, Mr. Brown's seemingly inexhaustible sources of information on the subject of Canadian transportation history were sought after by many. His is a place which can never be filled. He preserved his records methodically, and his record books and other reference material which he leaves behind will prove priceless to those who come after us, who will know him only by name.

Those of us who, like your Editor, knew and respected Mr. Brown as a valued friend, will join together in extending sincere sympathy to his widow, Mrs. Marjorie Brown, to his daughter, Miss Margaret Brown, and to his son, Mr. Douglas Brown, the latter a valued member of our group in his own right.

R. I. P.

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CANADIAN RAILROAD HISTORICAL ASSOCIATION

News Report No. 89
May, 1958

Editorial Address:
Box 22, Station "B",
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Editor: Omer S.A. Lavallee
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Notice of Meeting

The regular monthly meeting of the Canadian Railroad Historical Association, will be held in Room 203, Transportation Building, 159 Craig Street West, on Wednesday, May 14th, 1958, at 8:15 PM. This is a business meeting, at which reports will be given of the activities of the various committees. The meeting will also consider any matters which may properly come before it.

Members of the Association resident in the metropolitan area of Montreal are cordially invited to attend.

ASSOCIATION NEWS:

Plans for the Banquet have been suspended temporarily. The Trip Committee has announced that another steam railway excursion will be held on Sunday, July 20th, 1958, over lines of the Canadian National Railways from Montreal to Garneau, Quebec, possibly as far as Riviere-a-Pierre. Further details will be given in the June News Report and by direct mailing to non-members on our circulation lists.

THE INTERCOLONIAL, 1832 - 1876 ..... by Leonard A. Seton, B.A.,B.C.L.

CHAPTER THREE - THE COMPLETION OF THE INTERCOLONIAL RAILWAY

After the appointment of Sandford Fleming to survey the route of the Intercolonial Railway, events moved comparatively swiftly towards the realizationof the project. The Grand Trunk Railway was very interested in the Intercolonial Railway chiefly through its officials, Watkin and Brydges, especially the former, who strove, both in England and in British North America to bring about the construction of the railway. The Grand Trunk was, as usual, distinctly hard up, and no doubt hoped either to secure the contract for building the new railway, or to secure an increase in traffic through the extension of the Riviere du Loup line, which was now lying high and dry, to the Atlantic seaboard.

The necessity of the railway was well impressed upon the country. The incident at Bic, when the SS "Persia", in danger of being caught in the freezing river, was obliged to put 1100 men ashore immediately, demonstrated how valuable a through railway must prove, in winter particularly. There was also danger that the United States would abrogate the Reciprocity Treaty, which she did do in 1866. Furthermore, there was much talk of annexation in the United States, which aroused the fears of the colonists. If Reciprocity were abolished, the British Provinces required new markets, and the most obvious place to find them was amongst themselves, towards which the Intercolonial Railway was a virtual necessity. The unstable conditionof Canadian politics, with one government succeeding another every few months, was, as it turned out to be, definitely conducive to the building of the railway despite the fact that the Maritime Provinces regarded this state of affairs as being prohibitive to any definite action in this matter on the part of the Canadian Government. The deadlock thus created brought about the famous coalition ministry, with the avowed intention of consummating the confederation of the British North American Provinces.

When the Legislature of Canada rose shortly after this (1864), many members, representing varied parts of Canada accepted invitations from Halifax and Saint John to visit the Lower Provinces. The excursion was very well carried out, and amidst the banquets, speeches and various displays of good feeling, the men from the different provinces found that they had much in common, and much harmony and friendliness was conspicuously evident. This idea belonged to Sandford Fleming and he was aided and abetted by Thomas d'Arcy McGee. Shortly afterwards, the famous Charlottetown Convention followed, at which the new Canadian government was represented. The question of a general Canadian confederation definitely occupied the stage, and the building of the Intercolonial Railway was considered to be an integral part of any agreement. This was confirmed by the Quebec Conference in 1865 where, by the 68th of the resolutions adopted, it was decided that the General Government should seek without delay the completion of the railway. The Intercolonial Railway agreement came in for some criticism on the part of the Opposition in the Legislature during the Session of 1865. Many were willing to accept the Intercolonial Railway as part of the whole scheme, as the bringing in of the Maritimes was worth the price, but some, like the Hon. A.A. Dorion, were opposed to it under any conditions. He distrusted Confederation as a Grand Trunk Railway manoeuvre, merely to secure its much-desired I.C.R. He believed, and stated, that the revival of the I.C.R. project in 1861, was due to the Grand Trunk's recent failure to secure further government aid. The I.C.R. was merely an extension of the Grand Trunk, for the benefit of Messrs. Watkin and company. Dorion's statement was undoubtedly true in that the G.T.R. stood to gain by the construction of the Intercolonial, but their was nothing dishonest in their self-interest. The motives were mixed which prompted their activities, but they possessed at the same time genuine concern for the future well-being of British North America, and their persistent activities contributed towards the union of the same. Other arguments against the I.C.R. in the Legislature were largely weak

and ineffectual, and amongst the contributors were the Hon. L.H. Holton and the Hon. James G. Currie. On behalf of the I.C.R., the principal speakers were the Hon. John Rose, the Hon. Georges-Etienne Cartier, the Hon. George Brown, the Hon. Thomas d'Arcy McGee and Sir N.F. Belleau. Of these, Mr. Rose most adequately presented the necessity of the Intercolonial Railway.

The Intercolonial Railway became a very definite part of the British North America Act of 1867, for there could have been no Confederation if it had been omitted, and the Dominion Government and Parliament was to undertake to commence within six months, and to complete the railway "within all practicable speed". In connection with the B.N.A. Act, the Imperial Government passed the Canada Railway Loan Act, by which it guaranteed the interest up to 4% on a Canadian loan not exceeding £3,000,000. Amongst various conditions, the railway line was to be approved by the British Government, and provision was to be made for its use by Her Majesty's troops.

The new Canadian Government was prompt to enact the necessary legislation, and the Intercolonial Railway was given official birth, as a public work, belonging to the Dominion of Canada. Thus, the railway was not entrusted to the G.T.R. or any other private concern. The gauge was declared to be 5 feet, 6½ inches, while other details and specifications were to be adopted by the Governor-in-Council. The Construction and Management, until completion, was to be under the control of four Commissioners, to be appointed by the Governor and were to hold office during pleasure. As each section became complete, it was to be worked temporarily according to such arrangements as the Governor-in-Council might select, until the end of the next session of Parliament, in order that the latter might decide on the ultimate disposition of the section.

The amount to be raised by the Canadian Government was to be £4,000,000, of which the Imperial Government, as stated above, was to guarantee £3,000,000 at 4% interest, and the Canadian Government £1,000,000, at 5% interest. Half the total amount was to be floated in July 1868. Tenders were to be received by Baring & Glyn in London. The loan attracted some attention, and competition was active. The entire loan was taken at prices ranging from 105-5/8 to 106½, while further dealings were transacted at 107 to 109. The success of the loan was stimulated by the vigourous policy which the Hon. John Rose was pursuing, as Minister of Finance, in reducing expenditure and deficits.

On July 1st, 1867, the ownership, management and operation of the Provincial Railways of Nova Scotia and New Brunswick beca,e vested in the Dominion of Canada. The two railways, however, forming distinct units, were permitted to retain their original identities, under the Department of Public Works, as reports to that authority indicate. Avard Langley, a member of the NovaScotia Legislature, who became a Commissioner on December 12, 1864, continued as such in Nova Scotia, and Lewis Carvell was appointed as General Manager for New Brunswick, by the Dominion, on September 1st, 1867. On August 7, 1868, W. McDougall, Minister of Public Works, wrote to Messrs. L.Carvell, T.D. Tims and A. Burnel, requesting and authorizing them to make an investigation into the condition of the Nova Scotia Railway, and its mode of accounting. The working expenses of the railway during the year ending June 30, 1868, exceeded the revenues, while for some years previous, the published reports had indicated surpluses of receipts over expenditures, and apparently the operation of the Railway was anything but satisfactory. On August20, 1868, these gentlemen made their final report. This document shows a most deplorable situation on the Nova Scotia Railway. During 1867-68, the expenses per mile had slightly increased, while the earnings per mile had greatly decreased, owing to the opening of the Pictou line, and the lighter traffic handled on that line. The actual decrease in earnings per mile was from $1,996.27 to $1,751.68. The road was further described as lacking sufficient working capital. Station buildings from Halifax to Truro, and on the Windsor Branch, were dilapidated and inadequate for the service.

Renewals were also necessary for the permanent way, in order to make it safe, requiring new sleepers and rails. The motive power and rolling stock had suffered considerably from depreciation, and many items were not fit for service, while others had depreciated as much as 50%. The state of rolling stock, buildings and permanent way led to the conclusion that the road had never actually paid its way, and that it had actually been worked at a loss. Such surpluses as had been reported would easily have been eaten up had any allowance been made for depreciation, and had the railway been maintained in first-class condition.

The books had never been audited, not even after the road had passed into the hands of the Dominion. The station books were likewise unsatisfactory. Some of the agents were scarcely able to write legibly and had a limited knowledge of accounts. Parties had removed goods without paying for them, with the result that uncollected freight charges, of which little could ever be collected, had amounted to $28,662.24. The issue of stores was managed very inefficiently, there being no check on them, and often no vouchers being required. The capital account was also of doubtful accuracy. The number of employees was in excess of that necessary for the ordinary working of the railway. Station agents were obviously incapable, and some were in arrears, for money collected, of from $40. to $500.

Rules and regulations demanded revision, as well as some rates, especially those pertaining to the Horse and Waggon traffic, carried on passenger trains at a positive loss. Rates were both published and unpublished, and many were the result of precedents rather than principles. The possible coal traffic at Pictou was not being developed, as the service provided by one inadequately strong engine was inefficient. Thus, by 1868, the Nova Scotia Railway had degenerated into a totally unsatisfactory business concern and public utility. One is tempted to ask whether it ever was the satisfactory railway which previous annual reports had pictured. Railway operation was evidently somewhat primitive in NovaScotia.

There is no corresponding report of contemporary conditions on the New Brunswick Railway but evidently they were of such a nature as not to warrant such an investigation. The reports prepared by Lewis Carvell on the New Brunswick Railway indicate a strong, substantial and well-managed railway, operating at a satisfactory profit. The net revenue for the fiscal year ending June 30, 1868, was $35,073.45, as compared with a deficit in Nova Scotia of $1,536.35.

During the following year, (June, 1869) Lewis Carvell was appointed to take charge of the Nova Scotia Railway, and his report for the year 1868-69 is dated at "The General Superintendent's Office, Nova Scotia & New Brunswick Railways", Halifax, N.S., October 9, 1869. His report for the New Brunswick Railway was dated at Saint John, N.B. On January 14, 1870, however, George Taylor was appointed Superintendent of the Government Railways in Nova Scotia, Mr. Carvell retaining his position in New Brunswick.

It might be now convenient to trace the career of the so-called "Eastern Extension of the European & North American Railway" as the New Brunswick Railway was now known, again, for it is rather an interesting section of the I.C.R., and at this point it enters more closely into the story of the N.S. and N.B. Railways. In 1865, contracts had been made between the Intercolonial ConTract Company of London, and the Governments of NovaScotia and New Brunswick, for the construction of a line between Truro and Moncton to link up the Nova Scotia and New Brunswick Railways, on the understanding by the provinces that this should form part of the I.C.R. In the winter of 1866-67, the Intercolonial Contract Company failed, and the contract was assigned to Messrs. Clark, Punchard & Co.; at the date of Confederation, no work had been done in Nova Scotia, and accordingly, the Province annulled its contract, for the British North America Act had contained provisions for the immediate construction of the I.C.R. New Brunswick would also have been justified in intervening, for very little had actually been completed -- upwards of six miles of grading -- but, without ascertaining whether the route selected was the best in the interests of the I.C.R. as a whole, and the Contract

was continued. In the above contract, the line was to run to the village of Dorchester, to serve some local interest. The route selected was not a direct one, and in July 1867, the New Brunswick Government wasinformed that if the Eastern Extension proved to be not in a proper position for forming part of the I.C.R., the latter would be obliged to build a more satisfactory line.

Protests were naturally received, and the Minister of Public Works, accordingly, directed Sandford Fleming, who was the Chief Engineer of the new Intercolonial Railway, to determine whether the line would be acceptable. Fleming reported that two alternative lines were in every respect more favourable, and were about eight to ten miles shorter than the route via Dorchester. He recommended the abandonment of the latter immediately. It was unfair to the other Provinces to twist the railway out of its course, without serving any useful purpose. As Fleming said "... it would practically place Nova Scotia from eight to ten miles farther from the remaining portions of North America than was necessary, and thus virtually impose a tax of something like one shilling a head, and the same amount per ton, on all passengers and freight passing over the railway, for all time to come."

More protests, came from New Brunswick, and the matter was referred to the I.C.R. Commissioners, to report on the advisability of adopting the line was a portion of the I.C.R. In the meantime, the Eastern Extension from Painsec Junction to Dorchester had been opened for traffic on December 10, 1868, and was afterwards operated for the contractors of that line. The latter lost $1,783.81 in this business. The Commissioners recommended that the Dominion Government should offer to assume the Eastern Extension Railway, when completed satisfactorily, for the gross sum of $894,000. This was finally settled in 1869, when the railway from Painsec to the boundary of Nova Scotia was transferred to the Dominion Government for the sum named, out of which New Brunswick was to reimburse the contractors. The contractors had previously operated the line from Painsec to Dorchester on their own account, and on November 11, 1869, that portion was taken over by the E.& N.A. Ry. and operated for the Department of Public Works as a branch of the E.& N.A. On December 13, 1869, a further section to Sackville was opened for traffic, making 32 miles in all. On December 29, 1870, the portion between Sackville, N.B., and Amherst, N.S., 9 miles, was handed over to the Dominion, and opened for traffic as a part of the I.C.R., under the management of the E.&.N.A.Ry. Having brought the story of the Eastern Extension up to date, and given it its place with the New Brunswick and Nova Scotia Railways, let us continue with the career of the latter. It might be mentioned, here, that the construction of the link between Truro and Amherst, N.S., had never been attempted by Nova Scotia, owing to the costly nature of such a line, passing, as it would of necessity, over the Cobequid Mountains.

By Order-in-Council, November 9, 1872, the NovaScotia, European & North American, and the Intercolonial (Painsec-Amherst) railways were reconstituted under the name of the Intercolonial Railway, and the whole was placed under the general superintendence of Mr. Lewis Carvell. George Taylor relinquished his post in Nova Scotia, and was made General Freight Agent of the Intercolonial. The line was now divided into three divisions, corresponding to their old identities, for their efficient operation. The Windsor Branch was maintained by the I.C.R., but operated by the Windsor & Annapolis Railway Company, which was subsidized by the Nova Scotia Government under an arrangement whereby the W.& A. paid to the Dominion Government one-third of the gross earnings. The headquarters of the new I.C.R. were established at Moncton.

The history of these lines subsequent to the reconstruction gradually merges with the story of the "New Works" of the I.C.R., which were now well under way, and with which we have yet to deal. Operations centred around these old lines — the nucleus of the Intercolonial Railway — and as each section was opened, it was provided with service from this core of the system. Throughout the events which have been narrated, steady improvements were taking place on the old lines. The permanent way was strengthened and improved, with the replacement of ties and rails, the widening of cuttings,

the solidifying of embankments, and the provision of better drainage. The rolling stock was improved. In 1869, it was reported that six locomotives in New Brunswick had been using coal as fuel for some time, and that it had proved a success. It was intended to equip gradually all of the motive power to burn coal.

Business was steadily growing. Thecoal traffic formed a large item, despite the high duty of admission into the United States. During the year 1868-69, 41,654 tons of coal were moved over the Nova Scotia Railway from the Acadia Mines, near New Glasgow, of which 35,630 tons were shipped to Pictou Landing for water shipment. It was estimated that if the United States duty on coal were abolished, the coal trade would double itself. Thehorse and waggon trade at the same time declined, as was expected. Parties in charge of teams were formerly allowed to travel free, which was unfair to other customers who forwarded goods, but this had recently been abolished and teamsters were now obliged to pay the ordinary fare. By this time, separate passenger and freight trains were a regular feature. The speed of passenger trains was reported as 19 mph, and that of freight trains, 13 mph.

Sandford Fleming completed his initial survey in 1864-65 and made his report on February 9, 1865. In all, fifteen different lines and combinations of lines were surveyed and compared. Fleming favoured a line by the Bay of Chaleur, not only as providing the best military advantages, but as making it possible to establish an ocean port on the Bay, which was bound to possess many advantages for travel between Montreal and Liverpool, as much time would be saved by the longer rail, andshorter steamship, journey. The survey was not an elaborate one at the time, and only a portion of the line since adopted had been tested by instrumental survey. Not a week had elapsed after the day of union, when the Minister of Public Works sent instructions to the Engineer-in-Chief, to proceed with the surveys necessary to establish the exact location of the Intercolonial Railway. The remainder of 1867 was spent in examining the country between Truro and Amherst, and in 1868 surveys were continued on the whole line, employing a large staff between Nova Scotia and Riviere du Loup.

Naturally, at this time much argument and debate arose over the choice of a route through New Brunswick. The press teamed with articles on the subject, and debate was ca carried to the Legislature and Council of the Dominion. Petitions from interested parties and localities poured in to the Department of Public Works. Sandford Fleming published no opinion, as this had not been sought. In March, 1868, he was requested by the Government to give his decision on his choice of the best route. His choice was unhesitatingly by the Bay of Chaleur line. There was little prospect, in his estimation, of any local traffic by whatever route was adopted, whereas the route of his choice possessed all the military advantages desired by the Imperial Government, and certain commercial prospects, due to its proximity to the Gulf of Saint Lawrence.

The location of the line through Nova Scotia between Truro and Amherst was, and had been, likewise a matter for dispute. The mining interestsin the Cobequid Mountains, namely the Londonderry Iron Mines, demanded to be served directly by the I.C.R. They were represented by Mr. John Livesey, who, for four years since the survey was first made in 1864, never ceased to put views forward, both privately and officially, urging the importance of locating the railwaynear the furnaces of the Londonderry Iron Mines.

In 1865, Fleming reported on the best route for the Nova Scotia Government, recommending that a central route should be adopted. Six routes were surveyed by Fleming in that year, of which line "A" was advocated by Livesey and line "F" by Fleming, claiming that the latter would better accomodate the villages on the Gulf Coast. After Confederation, Fleming again reported in favour of route "F" and Mr. Livesey carried his argument to the Department of Public Works. Fleming considered that line "F" and a branch was cheaper than line "A", and was, furthermore, shorter and passed over a lower summit. During the discussions, a combination line was mentioned as being between "A" and "F", four miles longer than "F" but reducing the branch line from seven miles to .3. After many debates, the Chief Engineer was called upon to report again

on November 4, 1868, and Fleming, while still supporting line "F", was prepared to admit that the combination line possessed certain advantages. This route would have an objectionable alignment, but its gradients would be no less favourable. Accordingly, on November 6, 1868, the Government notified the Chief Engineer that the "combination" line had been finally adopted. As Fleming himself has written:

> " Thus the controversy was ended; and hence arose that gigantic and conspicuous sweep which the railway traveller will observe on the southern flank of the Cobequid Mountains, where the line describes nearly half a complete circle. So marked is this feature in the location, that the popular voice has applied to it the term 'Grecian Bend'".

The location surveys proceeded during 1868, and, in the same year, the Government, desirous of initiating construction, requested the Chief Engineer to prepare plans and specifications, so as to be available when tenders were called for. The Chief Engineer and his staff, it must be mentioned, had not been given sufficient time to ascertain and estimate the exact measurement of the work which might have to be done, especially with regard to the construction and culverts, for this required observation of a year's duration to determine the changes in the size and depth of rivers and streams. Accordingly, prospective tenderers had at first little data regarding quantities of materials upon which to work. The Government, however, decided to let the work by measurement and price, as a schedule contract. By this method, contractors submitted a schedule of prices, one price for each type of work involved. The Government could thus, with a rough estimate of quantities, calculate the ratio between the tenders of the several contractors. The line was to be constructed in short sections of about 20 miles, and the final number of sections decided on was 25, lettered from "A" to "Z", omitting "J", from Riviere du Loup in the direction of Truro, and including the Moncton, Painsec Junction and Eastern Extension sections ("U", "V" and "W"). Numbers were attached for the order in which the contracts were let for the same. These contracts were to include clearing, grading, fencing and bridging, with the exception of the bridge over the rivers at Trois Pistoles, Metis, Restigouche, Nepissiquit, the two branches of the Miramichi, and Folly River.

In November 1868. the advertisements for tenders were published, and in December, incompliance with the statute authorizing the I.C.R. (30 Vic. Cap. 13), four Commissioners were appointed, on the 11th of that month. These gentlemen were Messrs. A.Walsh, (Chairman), the Hon. E.B. Chandler, C.J. Brydges and W.F. Coffin. The latter resigned and was replaced by the Hon. A.W. McLellan. They engaged a secretary and an accountant and formally re-appointed the engineering staff, which was composed of district engineers, together with resident engineers, rodmen, chainmen and assistants for each surveying party.

The Commissioners first met together on December 17th, and with the Chief Engineer and three District Engineers on the 30th. At once disagreement arose between the Chief Engineer and the Commissioners over the method of letting contracts. The Commissioners were in favour of letting each section for a lump sum for the whole and not by a schedule of prices. By this principle, the contractor whose tender was accepted would be rigidly held to the price in his tender, and would be paid no more for any increase in the work, or any less for any diminution in the same. Fleming contended that sufficient data was not available to tenderers to compute the total cost of any one section, and stated that it would be impossible to deny contractors "extra payments" for increase of work performed. These and other arguments are contained in three documents prepared by the Chief Engineer, of which only the second and third were published amongst the Parliamentary papers. The Commissioners replied only to the first communication, and their arguments weresomewhat weak in the light of Fleming's two subsequent rebuttals.

The opinion of the Commissioners was sustained, and tenders were asked on the bulk sum system. During February and April, 1869, tenders for bridging and grading 161 miles,

THE INTERCOLONIAL - (CHAPTER THREE) will be concluded in the June 1958 issue.

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PASSENGER SERVICE CEASES ON OLDEST PORTION OF THE CANADIAN PACIFIC RAILWAY

SATURDAY, APRIL 26TH, 1958, was the last day of passenger service on the Canadian Pacific Railway's St.Gabriel Subdivision, a line which includes more than half of the former "Compagnie du Chemin a Rails du Saint Laurent et du Village d'Industrie", (Saint Lawrence and Industry Village Rail Road Company). This line was the first to be built in Canada which was destined to form part, later, of the Canadian Pacific Railway.

The last passenger train to St.Gabriel was a mixed, No.613, hauled by a diesel road switcher No.8449, with two boxcars, baggage car 3947 and coach 1570. Engine and passenger cars returned as train 614 to Lanoraie, and shortly afterwards provided the last passenger service to Joliette as trains 189 and 190. The Assistant Editor, Mr. Forster Kemp, made the final trip on trains 613 and 614. Freight service, mainly sand and gravel from two large pits on the line, will continue.

Cessation of passenger service came just five days short of the one hundred and eighth anniversary of the opening of the original line from Lanoraie village on the Saint Lawrence River, to Joliette. The exact alignment of the former wooden-railed (until 1879) Industrie Railway is followed, from the present enginehouse at Lanoraie, through Voligny, into Joliette station, a distance of 6¼ miles. The section from Lanoraie village to the present station, about six miles inland, was abandoned in 1879 when the little line was taken over by the provincially-owned Quebec, Montreal, Ottawa & Occidental Railway, then newly completed between Quebec and Montreal by way of Trois Rivieres.

The Industrie Railway was the first line on the north shore mainland of the Saint Lawrence River. It was chartered by the Legislature of Canada East in 1847; the construction commenced in 1849 and the line was opened to the public on May 1st, 1850, linking Village d'Industrie, which had been founded by Barthelemy Joliette in 1823 at the falls of the l'Assomption River, with river navigation on the Saint Lawrence at Lanoraie. The intrepid Joliette, after founding the town which was to take his name after his death, was also the promoter of the railway, whose opening he survived by only six months. Canada's first two railway locomotives, the DORCHESTER built by Stephenson in 1836, and the JASON C. PIERCE, built by Norris in 1837, were purchased from the Champlain & Saint Lawrence to run on this road. The DORCHESTER ran for fourteen years on the Industrie line, finally meeting its end in a boiler explosion in 1864 a short distance north of St. Thomas village (Voligny station). Around the turn of the century, the nameplate of the DORCHESTER was turned up by a farmer ploughing a field adjacent to the explosion site, and this plate has been preserved in the College at Joliette, the only remaining relic of the first steam locomotive to operate in Canada.

The Eastern Division of the Q.M.O.& O. was taken over by the Canadian Pacific Railway in 1885, and was worked by that company since that time. For many years in the 1920's, the branch was worked by "E" class 4-6-0 type engines of the 2100 series. Later, in 1929 or 1930, one of the C. P.R.'s last three 4-6-4 tank locomotives, No. 5992, took over the duties

until it was scrapped in 1934. Following this, 2100's were used again for a few years, but in 1938 or 1939, G1 class 2200's were assigned, and held the job until the end. Latterly, the mixed train was handled by engine 2226, being replaced by diesel road-switcher No.8449 apparently only on the last day.

-- O.S.A. Lavallee

(A complete history of the Industrie Railway was carried in the News Report for May 1950, on the occasion of its centenary.)

TRIP NO. 38
SMOKE, STEAM AND CINDERS-
OUR FIRST DOUBLE HEADER

by Forster A. Kemp

WHEN THE DATE OF THIS EXCURSION was first announced by the Trip Committee, grave doubts were expressed by many of the members about the probable state of the weather at that time of the year and, in consequence, of the number of passengers which might be expected to make the trip. However, the weather on Sunday, March 30th, 1958, was such as to confound any doubters who might remain. The sun shone brilliantly over the brown landscape, from which the last vestiges of the winter's snow was rapidly retreating.

The train itself was memorable in that it was powered by two locomotives of the 4-6-0 or Twn Wheel type, being our first double-headed steam train, and also because it pursued a circular course. Leaving Central Station over the Victoria Bridge, it returned through the Mount Royal Tunnel, in the meantime traversing the territory from the Richelieu River at St.Johns, to the Ottawa River at Hawkesbury. The train consisted of a streamlined baggage car, which was equipped with steel barriers mounted across its four wide doorways, and four 5200-series, arch roof, reclining-seat coaches, whose two-section doors provided convenient yet safe vantage points from which to watch the scenery and take photographs, while the air-conditioning separated the passengers from the cinders.

Four locomotives were used in the course of the trip; electric power in the Montreal Terminal area with engine 188, a box-cab unit, formerly of the National Harbours Board, hauling our train from Central Station to Bridge Street, while No.186, a similar unit, returned us to Central Station from Mal Royal. The steam locomotives were Nos.1165 (until 1957 No.1009), a diminutive low-wheeled 4-6-0 whose slide valves and Stephenson valve motion belied its 1912 builder's date by Montreal Locomotive Company, and 1391, one of the ubiquitous ex-Canadian Northern H6 class engines which have powered innumerable trains in every class of service. No.1165, incidentally, was a former Canadian Government Railways engine, having been used originally in the building of the National Transcontinental Ry. Both engines were painted and polished in preparation for the onslaught of photography which was to preserve their images for photography. Even the tender wheels had been whitened ! However, in all fairness, it would be difficult to say whether the efforts of the Turcot Shop staff on the locomotives, outshone the efforts of the Pointe St.Charles coach yard staff in turning out immaculate coaches for the comfort of the passengers. The train was certainly a credit to the Canadian National.

Kenneth Chivers, our President, who was in charge of the tickets, set up his desk near the gate of Track 16 at Central Station shortly after 7:30 AM, and passengers soon began to gather nearby. They were admitted

at 8:00 AM, and most were in their places by 8:25, which had been advertised as the leaving time. The train left at 8:30 and moved out to Bridge Street station, where the steam engines awaited. This station is particularly unsuited to photography, so it was not scheduled as a stop for this purpose. A brief delay ensued as No. 59, the "Scotian", emerged from the bridge. We passed trains from Sherbrooke and Granby as we crossed the bridge -- their engine crews looked somewhat astounded at seeing the motive power of Passenger Extra 1165 East ! A few passengers boarded at St. Lambert, and then the train turned on to the Rouses Point Subdivision. Passing the interlocking signals that still guarded the abandoned crossing of the M.& S.C., the engines' exhausts quickened as we followed the double track to Brosseau. After a pause to register, we continued on to St. Johns. The second track, abandoned more than a year previously, was in the course of being lifted along this section.

The engines took water at St.Johns, providing an opportunity to photograph them. However, the Trip Committee is pleased to report that no one was left behind at this, or any other, water stops ! The next stop was made at Cantic, where our train turned from the southward direction to the westward route of the Alexandria Subdivision. Our train pulled into Cantic station on the Rouses Point Subdivision, where most of the passengers detrained. The train backed out of the station, to the north switch of the wye, then moved around to the Alexandria Subdivision while many feet of film was exposed. Some snow and ice was still on the ground, and one well-known member got wet feet after making an unsuccessful attempt to cross the ditch on the ice. The train backed into the station, everyone got on again, and we resumed the trip. The D.& H. train, the "Laurentian", stopped at Lacolle, held signals against us for a few minutes, but we soon proceeded to the next stop, one curve beyond Barrington. This was a "still" stop, in wooded country, with hard snow lying along the track. After this, we continued along that section of the former Canada Atlantic main line which few of us had ever traversed before. The line crosses the Chateauguay River about a mile beyond Ayrness, and at that point, there was a stop for water and pictures. When the engines were finished taking water, a "movie run" was made across the bridge, for the benefit of those who had crossed ahead of the train.

The largest town on our route was Velleyfield, but we did not stop there. We stopped instead a short distance west of it, on a causeway which connects the town with Clark's Island in the Saint Lawrence River. Another movie run was made there, around a curve on the island. After reloading the passengers, we proceeded over the bridge to Soulanges, where another run was made through the canal bridge. The village of Coteau was surrounded by a considerable amount of water, but fortunately this did not extend to the railway yard. The train was hauled in on the shop track to enable engine 1391 to take coal, as it had been doing most of the work. Both engines then took water, passengers returned to the train, and it backed out to the station, then presently left for the next stop, Ste. Justine. West of Ste. Justine, the line follows a gradual curve, laid on an embankment, to a shallow cutting about half a mile from the station. Photo enthusiasts detrained at the station and walked along the track to the cutting, where most of them took positions on an open sloping field south of the track. The train advanced at considerable speed, both engines emitting as much smoke and steam as they were capable of doing. Brakeshoes smoked as the train stopped just inside the cutting.

At Glen Robertson, we turned northward on the Vankleek Subdivision, a line which was a decided contrast to the other lines over which we had travelled. The track is laid over the hills and down the dales of the Glengarry country, and is therefore liberally endowed with curves and grades. One of these is located at the approach to Dalkeith station, so that it was there that our next stop was made. A considerable number of inhabitants, evidently alerted by the CNR caretaker, were waiting as our train came in. After passengers had detrained, the train backed down the hill and assaulted it again for those participants who had any movie film left. After this, we continued down to Hawkesbury, where a water stop provided another break. Engine 2546, 2-8-0, waited nearby with the evening passenger train which would follow us to Montreal. After taking water and changing engine crews (we were entering another crew district), we pulled out of Hawkesbury, crossing the Ottawa River, turbulent at this point, by the high deck truss bridge; we turned toward Montreal.

This was the "home stretch" of the trip. Our route, the Grenville Subdivision, followed the line of the Carillon & Grenville, the last broad-gauge railway in Canada. A stop was made at St.Andrews East, and the train was backed out onto the North River bridge for pictures, then it returned to the station and reloaded. The last real photo stop on the trip was made at Grenmont, where we joined the Montfort Subdivision. The tenders were filled for the last time, and then we continued on to Val Royal, save for a stop to allow passengers off at St.Eustache. Engine 186 awaited us at Val Royal, and the two Ten Wheelers were cut off and sent on to Turcot. The passengers began preparing for arrival at Central Station. By this time, the Lunch Service had left off trying to give away the coffee of which there was a surplus, and the committee began to collect the bottles and put them away. Stops were made at Monklands and Mount Royal to detrain passengers and then we plunged into the blackness of Mount Royal tunnel.

When we arrived at Central Station, most of the passengers agreed that it had been a very interesting trip -- one of the best that we have ever operated.

NOTES AND NEWS

by Forster Kemp

⊖ Dieselization continues across Canada; Canadian National Railways has announced the dieselization of its Jasper-Prince Rupert line. Only one steam locomotive is left on the line, used on short freight runs out of Prince George. Passenger service between Quebec, Cochrane, Noranda, Chambord, Dolbeau and Chicoutimi is now normally diesel-operated, but steam engines still run from Montreal to Hervey and Riviere-a-Pierre, and are expected to continue operation until new passenger diesel units are delivered in November.

⊖ Canadian Pacific Railway has acquired one Budd RDC-1 unit from its United States subsidiary, the Duluth, South Shore & Atlantic Railway. The DSS&A recently discontinued passenger service between Mackinaw City and Houghton, Mich. Known as a "Shoreliner" and bearing the number 500, it is now a "Dayliner" and is numbered 9049. The CPR now owns 21 RDC1, 21 RDC2, 5 RDC3 and 3 RDC4 units.

⊖ Dominion Atlantic Railway business car "Nova Scotia" has been assigned to the Canadian Pacific Railway, and given the number "7", and has been assigned to the Farnham Division, replacing car 24.

- Canadian National Railways have purchased thirty-two lightweight sleeping cars from the New York Central Railroad. These cars were built between 1938 and 1940. Ten cars, having seventeen roomette each, will be given names of CNR stations beginning with the word "West"; fourteen 18-roomette cars will be named in the "South" series, while the eight "Cove" cars will contain four double bedrooms, 4 compartments and two drawing rooms.

- Canadian National Railways has been testing a set of German-built, welded, fabricated lightweight passenger car trucks in its Montreal-Toronto service. These trucks, built by the West German Car company (Westwagen) are considerably lighter than North American cast-steel designs. Another car set of somewhat similar trucks had been ordered from the Schindler Carriage and Wagon Company of Switzerland.

- A contract has been awarded to a Campbellton, N.B., contracting firm for the construction of a new Canadian National Railways terminal building at Edmundston, N.B. The building will house the Centralized Traffic Control equipment for the Edmundston-Napadogan line, and also station, express and divisional office facilities.

SPRING SCHEDULE CHANGES

by Forster Hemp

April 27th, the fateful "change-of-time" day has come and gone, and passenger service has disappeared from only two branch lines: the CPR line between Lanoraie, Joliette and St. Gabriel, one of the country's oldest railways, and the CNR line between Terrace and Kitimat, B.C., which is one of its newest. Other services were marked by rescheduling, reduction of services, and the cutting of stops at intermediate points.

On Canadian National Railways, the Montreal-Halifax services have been extensively revised, with coaches being introduced on the "Ocean Limited", previously an all-sleeper train, and sleeping and dining services being removed from the "Scotian". More than two hours have been cut from the time of the "Maritime Express". Changes have resulted in schedules on Truro-Sydney, Moncton-Saint John, Newcastle-Fredericton and Matapedia-Gaspe lines. The Truro-Sydney "Railiner" trains 609 and 610 have been extended to Halifax as trains 605-606. Trains 5 and 6 now run only between Truro and Sydney and have no parlour or meal service. Moncton-Saint John trains 13, 14, 20 and 43 now make the run in two hours, 15 minutes, having dropped many of the local stops including the suburban stations east of Saint John. A "Railiner" now runs as trains 635-636 between Campbellton and Gaspe, connecting at Matapedia with trains 1 and 2. The connection with "The Scotian" is now provided by mixed trains 101 and 102.

Service on the Lunenburg-Mahone Bay branch has been reduced from twice daily except Sunday, to one trip weekly, made on Friday. Other reductions include Granby-Waterloo, reduced from five trips daily except Sunday to one, and Sorel-St.Hyacinthe, where the tri-weekly service has been reduced to weekly. Montreal-Ottawa trains 49 and 50 have cut out many of their stops and reduced their running time. Glen Robertson was one of the stops left out, thus depriving the Hawkesbury mixed train 217 of its Montreal connection.

A new line appears in the schedule -- the CNR branch from Sipiwesk, on the Hudson Bay Railway, to Thompson, new townsite of the International Nickel Company. It is served by a tri-weekly mixed train, which manages to return four times a week ! Several "Railiner" services are scheduled to begin in Western Canada on June 1st. These will replace conventional trains between Saskatoon and North Battleford; North Battleford-Edmonton; Camrose-Drumheller; and Edmonton-St.Paul-Grand Centre, Alta., and add one more schedule from Saskatoon to Regina, Sask. No change has been made in the schedule of train 621, which misses a connection with train 5 by twenty minutes !

On the Canadinn Pacific, the daily-except-Sunday "Dayliner" between North Bay, Mattawa and Angliers, Que., will be replaced June 1st by a tri-weekly extension of the Ottawa-Chalk River service, to Angliers. This is another run which could be t a "Nightliner", as it provides an early-morning arrival at Angliers. Service between Nelson and Penticton, B.C., is still restricted to twice weekly. Several Saskatchewan branch line services have been reduced from weekly to twice-a-month. The Quebec Central's Vallee Jct-Megantic mixed train now runs twice weekly. Trains 25 and 26, which formerly ran from Toronto to Sudbury, will run between Toronto and MacTier only. The city-owned but Canadian Pacific-operated Guelph Junction Railway (Guelph-Guelph Jct.), served by gas-electric car 9004, now has two trips daily except Sunday, instead of six.

Stations on the CPR between Vankleek Hill and Ottawa may now only be reached via Ottawa. This was brought about by the speeding-up of train 235. Passengers wishing to reach the affected stations from Montreal must use train 233 to Ottawa and return on train 10. However, train 237 on Sunday will still make these stops.

The last sleeping car service between Montreal and Chicago was recently discontinued. Line numbers 1709 and 2009, operated in Canadian National trains 16, 17 and 20, now run only between Montreal and Port Huron, Michigan.

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OUR COVER PHOTOGRAPH was made by our member Mr. Paul R. McGee at Turcot shop, during the visit to the CNR and CPR terminal facilities which took place on the day preceding the Spring Excursion, Saturday, March 29th. No. 1165, formerly No.1009, was inherited by the Canadian National in 1918 from the Canadian Government Railways. The engine had been built in 1912 by the Montreal Locomotive Company for the contractors, O'Brien, McDougall and O'Gorman, who were then engaged upon the construction of the National Transcontinental Railway. Upon completion of the NTR, the engine was sold to the Canadian Government Railways by the contractors. Possessing drivers only 51" in diameter, this little engine is one of the last in Canada to possess flat valves utilizing saturated steam. It is due for permanent retirement at the end of 1958.

-- O.S.A. Lavallee