



crha News Report

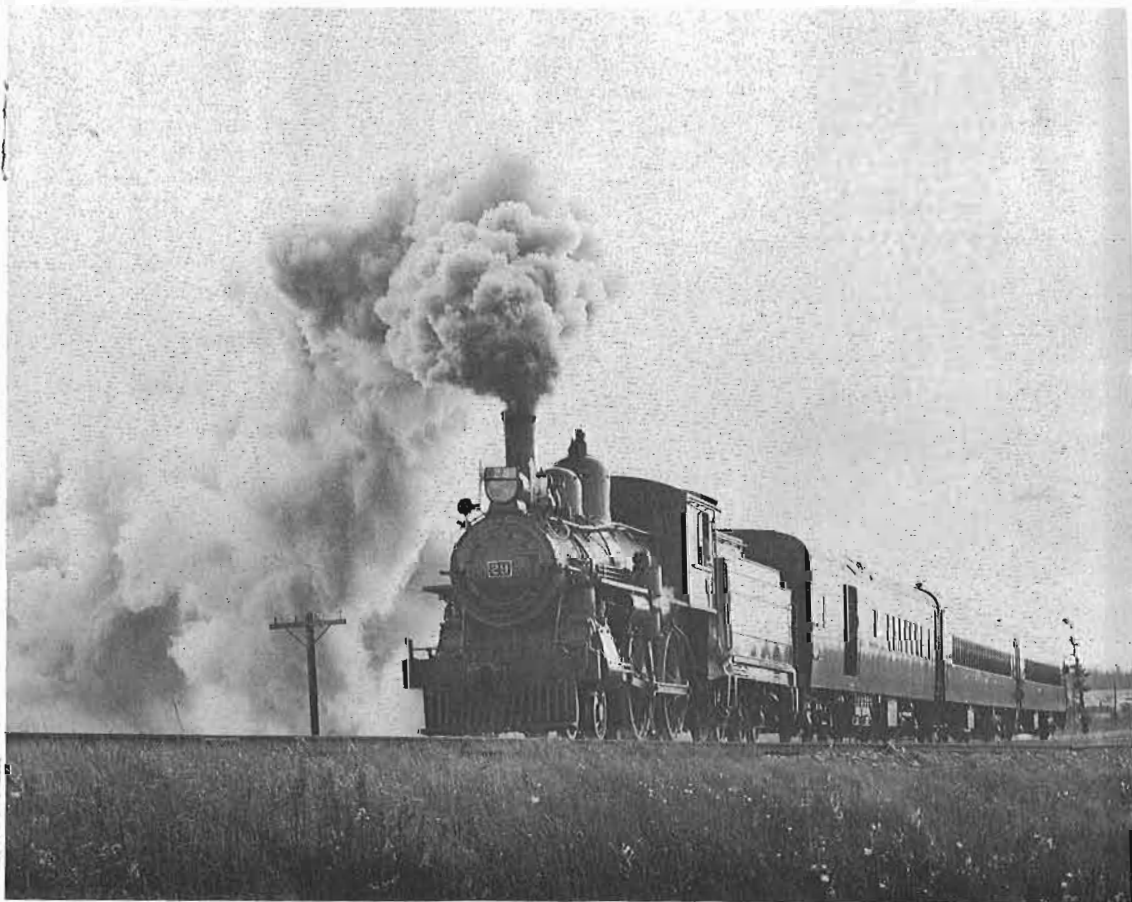
P.O. BOX 22.

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 118

JANUARY 1961



Sleek-sided passenger cars contrast strongly with seventy-three-year-old Canadian Pacific 4-4-0 No. 29 throwing smoke over Quebec countryside as it tackles 3% grade north of Lepage, Que., on the St. Lin Subdivision. Occasion was a CRHA Excursion on November 6th, 1960, marking the seventy-fifth anniversary of the driving of the last spike on the CPR main line, which took place in British Columbia on November 7th, 1885.

Photograph by John Freyseng.

Association News

NINETEEN SIXTY ONE

MEMBERSHIP

At the December meeting, the following persons were elected to Regular Membership in CRHA:

Mr. Walter Bedbrooke,
Mr. R. Dufresne,
Mr. Ken Ward.

At the same meeting, the following persons were elected to Junior Membership in the Association:

Mr. Richard Palmer,
Mr. Hugh Rowland.

The following persons were introduced, for the first time, as candidates for Regular Membership:

Mr. Derek Loder,
Mr. John Pollard,
Mr. V.H. Young.

The following persons were introduced, for the first time, as candidates for Junior Membership:

Mr. Jeffrey Forest,
Mr. Bill Prince.

We have been asked to mention, for the benefit of newer members, that membership cards are issued only to Regular Members who pay \$3.00 annual dues. Invoices are attached and regular and junior members, as well as subscribers, for whom the rate is \$2.00, are asked to make their remittances as soon as possible. They may be mailed to the post-office box, or given to Mr. Stephen Cheasley or Mr. Paul McGee of the membership committee, at the regular meeting.

The year which has just begun is one which holds great promise for our Association. In March, the Association will observe its twenty-ninth birthday with every assurance that by the time the thirtieth anniversary rolls around in 1962, our long-sought museum will be, at least in part, a reality. It is hoped that the financial campaign will be sufficiently far advanced to allow of a start being made upon a storage building in the spring of this year, to be located at the property recently made available to us at Delson, Que. With this in view, 1961 will see a portion of our rolling stock transferred there, and a start made on refurbishing some of the larger steam locomotives to make them presentable to the public.

In matters historical, 1961 is an important year; for one thing, the year will mark the centenary of the opening of the first street railways in Canada, the systems in Toronto and in Montreal having begun service in August and November, 1861 respectively. In July, there will occur the 125th anniversary of the opening of the first steam railway in Canada, and suitable observances are being planned for this important occasion, including special train trips.

Uppermost in the minds of many of our readers will be the question of providing steam locomotives for excursions in 1961; suffice it to say for the present that the railway anniversary in July would be a most appropriate occasion for a steam run of some kind, but our only commitment will be that, as in the past, we will do the very best we can under the conditions prevailing.

Omer S.A. Lavallee.

The
ERIE & ONTARIO
Rail Road

by ROBERT V.V. NICHOLLS

First opened in 1839 as a horse-operated tramway, the Erie & Ontario Railroad is the oldest line in what is now Ontario. Reopened in 1854, it became the third oldest steam railway, being alone antedated by the Ontario Simcoe & Huron, and by the Great Western.

DURING THE DECADE 1830 to 1839, no fewer than nineteen groups of citizens petitioned to the legislature of Upper Canada for charters of incorporation as railway companies. Eight of these petitions received the Royal Assent, as listed below:¹

Railway	Incorporated
Cobourg to Rice Lake	1833
London & Gore Rail Road	1834
Hamilton & Port Dover Rail Road	1835
Erie & Ontario Rail Road	1835
Niagara River to the Detroit River	1836
Toronto to Lake Huron	1836
Wellington Square to Goderich	1836
London to Devonport	1837

However, the mortality rate among these infant lines was very high due to the severe financial crisis that overtook Canada and the United States in 1837 and only one, the Erie and Ontario Rail Road Company, reached maturity.

Though the Welland Canal between Lake Ontario and Lake Erie had been opened in 1829, yet there was a band of men to be found sufficiently courageous to advocate the building of a competing line of railway. Led by John and Alexander Hamilton, sons of Hon. Robert Hamilton, the contractor for the original Niagara Portage Road, they petitioned the legislature of Upper Canada for incorporation in 1831 and again in 1832, but without success. Needless to say, the officers of the Welland Canal Company such as Merritt fought the proposal bitterly. Later, when it was evident that the legislature was sympathetic, they suggested a cooperative scheme, but in this they were themselves rebuffed.² It was intended that the line should run inland between Chippewa and

Queenston, and naturally Niagara Town was anything but enthusiastic.³ Finally, the anxious years of 1812 had not been forgotten and the military authorities had to be satisfied that the line would not impede their strategic plans. Accordingly, throughout the State Papers of Upper Canada for 1834, 1835 and 1836, there is to be found an extensive correspondence between the Secretary of State for the Colonies, the Lieutenant-Governor, and the Board of Ordnance relating to this matter.⁴ Indeed in 1834 the Royal Assent was reserved until the wishes of the Board of Ordnance could be made known; the company was instructed not to intrude on lands less than 1,000 yards from military fortifications. Yet, at long last, the Assent was given on April 16th, 1835.

The incorporators of the Erie & Ontario were John and Alexander Hamilton, Thomas Clark, David Thorburn, Robert Grant and Humphrey Tench of Queenston, Samuel Street of Niagara Falls, James Cummings of Chippewa, James Gordon and Malcolm Laing. The capital stock was limited to £75,000 sterling at £12/10s. a share; the construction was to be finished in five years; the shareholders were to meet in Stamford,⁵ at the old Whirlpool Hotel.

The line was far from complete in 1837, and a provincial loan of £5,000 was arranged.⁶ Indeed, the question still remains as to when it was actually opened to traffic. The line is shown on Coventry's map of 1838 and De Veaux⁷ states that it was operating between Chippewa and the Falls in 1839. Green's suggestion that each section was operated as completed is probably correct.⁸ It is of importance to notice, however, that an extension of time was sought after, and granted in 1840,⁹ and that some work was going on later. Indeed, Sir Richard Bonnycastle, in his book, "The Canadas in 1846" seems to suggest that the railway did not have a wharf at Queenston until that year. He had already taken the occasion¹⁰ to deplore the necessity of importing an engineer from the United States to lay out the line, to wit: John B. Jarvis. James Archibald was later in charge of construction.¹¹

Though it is true that Queenston and Chippewa in the 1830s were not towns of great importance -- indeed, even in 1851, their populations numbered only 200 and 1,000 respectively -- yet there can be no doubt that the building of a railway between the lakes to supplement the Portage Road (first used in 1789) and the Welland Canal (opened in 1829) was justified. Such a means of transportation was particularly fitted for passenger traffic and it is likely that in the summer months many tourists and passengers passed over it on their travels between Toronto and Buffalo.

The rails were of timber strapped with iron and the motive power was two or three horses hitched one ahead of the other, trotting horses for passenger cars, draught horses for the freight cars. The line began at a terminal station and warehouse on the terrace at Queenston -- a wharf was later built below -- and mounted on a long incline up the face of the escarpment to the Heights near where the Brock Monument now

stands. It then turned south along the west side of the Second Concession Road of Stamford (Stanley Street in Niagara Falls) until it reached what is now Ferry Street, passed southeasterly through a cutting, and came out on the bluff at Falls View. Then it followed the Portage Road as far as "Clark Hill" and finally ran straight into Chippewa to a steamboat wharf near the present bridge site. A reference to the map will make this description clear. Information as to the gauge of this line is not available. Bonnycastle in 1846¹² stated that the company owned three carriages and an open cart. Green relates in his monograph on the Niagara Portage Road⁸ (to whom grateful acknowledgment is made) an interview he was privileged to have about 1925 with Mr. H.J. Cambie, C.E., of Vancouver. Mr. Cambie, then a man of eighty-eight years of age clearly remembered how in his 'teens he had travelled over the line on May 28th, 1852. Thus we possess an accurate picture of the tramway as it was just two years before it was converted to the use of steam power. "The passenger carriages were exactly similar to those used on the Stockton & Darlington Railway in England ten years earlier." That is to say, they were of the four-wheel variety with three carriage-like compartments, side doors and a running-board; they could accommodate about twenty-four passengers. The "enginedriver" and the baggage were carried on the roof; the "engine" was of one-, two- or three-"horsepower". Traffic being light and the cost of snow removal prohibitive, the Erie & Ontario was not operated in winter.

In 1852, the Company secured a revision of its charter whereby it was permitted to reconstruct the railway and operate it by steam locomotives. The reconstruction involved the realignment of the roadbed up Queenston Heights so that an easier grade was secured through St. David's embayment, and the following of the newly-built Great Western as far as Suspension Bridge. The original roadbed was regained near the Falls. The present Michigan Central takes the same route. An extension was at the same time made to Niagara-on-the-Lake and the line was opened between that place and Chippewa on July 3rd, 1854. In accordance with the law of 1851, the line was doubtless broad gauge.

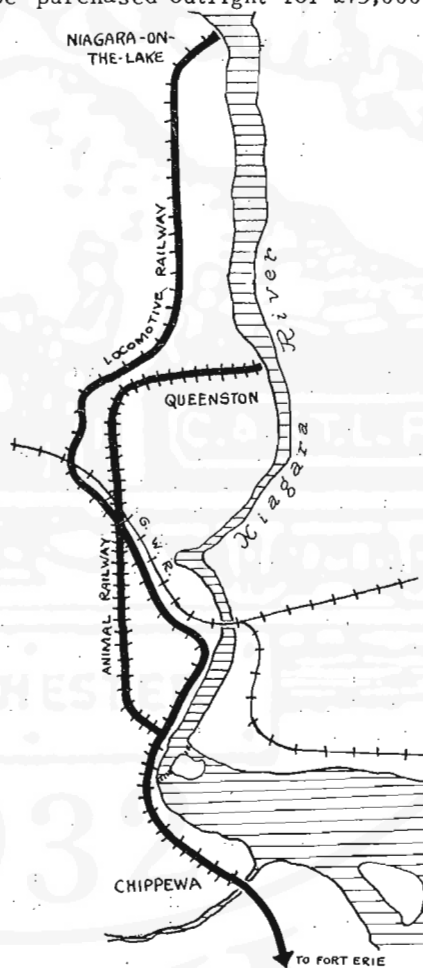
Apparently the well-known railway contractor, Samuel Zimmerman was in charge of construction for it was in his name that the one and only locomotive the railway possessed was bought. The "Clifton" was a 4-4-0 built by the Amoskeag Company of Manchester, N.H., in 1854. It was numbered 169 on their list. This locomotive had 16x20" cylinders and 60-inch drivers.¹³

The later history of the Erie & Ontario was not without its interest. In 1857, a company was incorporated under the title Fort Erie Railway Company, with power to build a line from Fort Erie to Chippewa and to purchase or lease that portion of the Erie & Ontario between Chippewa and Clifton (Niagara Falls). It appears that shortly afterwards, the latter railroad got into financial difficulties for in 1862 the Town of Niagara was given power to sell it on account of advances made to the Co-

mpany. The purchaser was William A. Thomson. A year later it was purchased from him by the Fort Erie and the amalgamated lines became known as the Erie and Niagara Railway. Thus, lake-to-lake communication was established by the time of the Fenian Raids in 1866.¹⁴

Let us now follow the fortunes of the Erie & Niagara. At a meeting of the shareholders of the Great Western Railway of Canada held in April, 1865, in London, England, the President, Thomas Dakin, announced that an agreement had been entered into for twenty-one years by which the Erie & Niagara with its 31 miles of line on its completion in the autumn (?) would be operated by that Company. The advantages of this scheme were that the GWR would now have a direct line into Buffalo and of the broad gauge, 5'6", and that the route between Buffalo and Detroit would be shortened by twelve miles. In 1872, the directors further proposed that the line should be purchased outright for £75,000. It was their intention to achieve thereby a junction between the eastern end of the Main Line and the Glencoe Loop Line, but the negotiations fell through on account of disagreements between the several owners of the railway. Accordingly, the Great Western turned its attention to the Welland Railway and entered into an agreement with it. It is interesting to note that the last cars of the GWR to be converted from broad- to narrow-gauge were some nineteen that had been reserved in 1871 for use on the Erie & Niagara.

As a result of this fiasco, between 1875 and 1878 the Erie & Niagara fell into the hands of the Great Western's great rival, the Canada Southern. The Canada Southern in its turn was leased to the Michigan Central in 1904 after being operated by it for some ten years, and in 1929 leased by it to the New York Central. And this brings up to date the history of the oldest railway in Upper Canada. The route of the horse-operated tramway could still be traced in 1939.



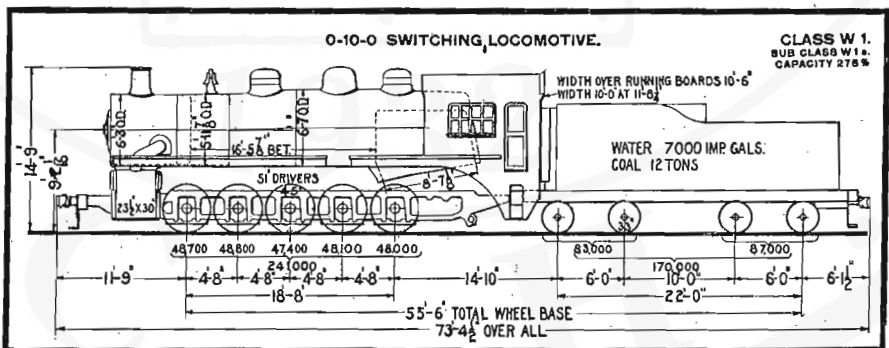
This interesting research paper was originally carried in CRHA Bulletin No.11, December 1939. The Bulletin is now out of print.

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DIAGRAM CORNER

One of the advantages of our new format is the fact that line drawings such as maps and diagrams can now be made a feature of every issue. Accordingly, as often as possible, we will include diagrams of various locomotive types used in Canada, such as that reproduced below. This, an official Canadian Pacific Railway diagram, shows the heaviest switch engine ever used in this country, an 0-10-0 of Class W-1-a, built at Angus Shops in 1914. Only three of these interesting engines were built, Nos.6950 to 6952 inclusive and as far as is known, they were used exclusively on western lines. Total weight of engine and tender was 205½ tons. All three were scrapped in the last five years.



Observations

... a department of news and comment, conducted by Anthony Clegg.



- * A nationwide strike by Canada's non-operating railway unions has been rescheduled for May 16th. The unions were originally scheduled to walk out December 3rd, but the strike was ordered postponed for six months by the Federal Government. The new date is one day after the postponement period set by the government. It must still be ratified by the Unions' policy-making body which meets January 24th. The unions are asking for a 14-cent-an-hour wage increase recommended in a conciliation board majority report. The railways have said that they can't afford to pay the increased wages.
- * The Board of Transport Commissions for Canada has authorized the Canadian Pacific Railway to abandon its 122-mile subdivision extending from Reston, Man., to Wolsley, Sask.
- * The Board has also authorized Canadian National Railways to abandon a part of its Wakopa Subdivision, between Carman and Deloraine, Man. The railway had applied to abandon the entire 80-mile line on grounds that traffic did not warrant its continuance, but the Board only authorized abandonment of the 62-mile section between Neelin and Deloraine. An 18-mile section between Carman and Neelin will continue to operate after the cessation of service on the remaining portion, which is to take effect August 1, 1961.
- * Quebec Lands and Forests Minister Bona Arsenaault drove a silver last spike into a new rail line at Gagnon, Que., on December 10th last; then predicted many more such ceremonies in Quebec's rich and rugged northeast. By spring, 125-car trains will be taking 23,000 tons of iron ore daily from Gagnon to Port Cartier on the Gulf of Saint Lawrence 290 miles northeast of Quebec city. Shipments of 70% iron ore concentrates will be made from Port Cartier to European and U.S. markets. Water at the port, which was carved out of solid rock, is 50 feet deep at low tide. The 193-mile line is part of Quebec Cartier Mining Company's \$200,000,000 development and is called La Compagnie de Chemin de Fer Cartier.
- * J.R. McMillan, Vice-President of the CNR's new Prairie Region, has announced the selection of Dauphin, Man., as the headquarters for the Hudson Bay Area and the selection of Saskatoon as headquarters of the Saskatchewan Area.
- * Preparations are being made for the location survey for the proposed 400-mile railway from northern Alberta to the Northwest Territories. Major J.L. Charles, a Canadian National Railways consulting engineer, is in the Peace River country, making arrangements to begin the survey this winter.

- * The Board of Transport Commissioners has ordered a postponement for the proposed increase in freight rates on export grain. Effective date of the increased charges proposed by Canadian railways has been set back from January 2nd to February 1st, after a two-day hearing in Ottawa. The National Harbours Board told the Commissioners that less grain will be shipped from Halifax, NS, and Saint John, NB, if grain is shipped overseas from Georgian Bay ports through US channels as a result of lower rates on American rail lines. Further hearings on the proposed rates will open before the Board January 10th to permit parties opposed to the boost to present additional evidence.
- * More than thirty choristers added a holiday atmosphere to Montreal's Central Station December 21st, with almost three hours of Christmas music. Employees of Canadian National Railways have formed a four-part choir and sang Christmas carols and traditional wintertime songs for CNR train travellers from 8:15AM until 9:30AM and from 4:30PM until 6:00PM.
- * A contract to build new subway cars for the Toronto Transit Commission's University Avenue subway, now under construction, was recently awarded to Montreal Locomotive Works. The new cars are to be seventy-two feet in length, and have four doors on each side.
- * General Motors Diesel Limited, London, Ontario, is reported to have won an order for twelve diesel-electric locomotives from the New Zealand Government Railway. Value is approximately \$2,000,000. It is expected that these locomotives will be of the "G12" export model of 1325 h.p.
- * GMDL is also reported going into the freight car construction business. The Canadian Pacific Railway has announced that it has ordered ten T-40 piggyback cars from the locomotive builders, for delivery early in 1961. Construction of the T-40, or Portager, is an effort by the diesel locomotive manufactory to get back into regular production after the heavy layoffs which followed the completion of dieselization of Canadian railroads.
- * The Interstate Commerce Commission of the United States has given the green light to a merger of Canadian Pacific-controlled properties in the United States. They are the Wisconsin Central, the Minneapolis, St. Paul and Sault Ste. Marie and the Duluth, South Shore & Atlantic railroads. The merged lines will be known as the Soo Line Railroad Company with headquarters at Minneapolis, Minn., and will operate 4,800 miles of line.
- * "Canada's per capita spending on roads and streets is now the highest in the world, and the same holds good for expenditure per registered vehicle". The current business review of the Bank of Montreal provides the statistics.

Dr. O.M. Solandt, CNR vice-president, said recently that he envisages Canadian railways in the near future consisting only of main lines and a few major branches, supplemented by trucking. Dr. Solandt said abandonment of unprofitable rail services that could be more efficiently provided by other carriers would strengthen railways as well as their competitors and lower Canada's transportation bill.

The Board of Transport Commissioners has rejected an application by the CNR to abandon the operation of its Rapid City subdivision between Hallboro and Beulah, Man. The Board, in a judgement made public in Winnipeg said that the railway has not shown that the burden of continued operation of the 74-mile line outweighs the loss and inconvenience to the general public that would result through abandonment. In April 1959, a mixed train, consisting of a day coach attached to a freight, was reduced to a wayfreight by discontinuance of the day coach. This train now operates once a week from Hallboro to Beulah Wednesdays, and return on Thursdays.

A "royal" memento of the vanished steam locomotive era in Canadian railroad history was unveiled in the "Bistro Room" of the Queen Elizabeth Hotel early last December. It was the number plate of CNR locomotive 6057, which was driven, between Yates and Piers, Alta., by Her Majesty Queen Elizabeth II, then the Princess Elizabeth, during her 1951 tour of Canada. The heavy brass plate and a coloured photograph of the Queen climbing into the cab of the locomotive were placed alongside other mementoes of the steam locomotive era. One wall of the "Bistro" is decorated with carved linoleum panels depicting the evolution of the steam locomotive. (-- and the "Dorchester", Canada's first locomotive, is shown erroneously as a 2-4-0. --Ed.)

The Wall Street Journal reports New York Central RR has agreed to acquire about 50 new commuter cars as part of New York State's programme to improve New York city suburban rail service. The railway will pay \$4,100,000 as its share of the cost of the cars, and the state will provide a sum roughly equal to that of the railway.

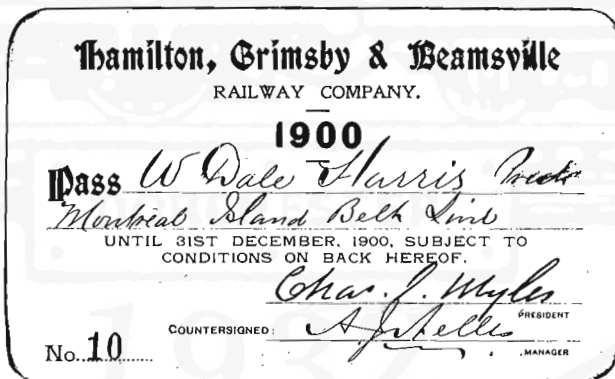
The New York Central Railroad was also in the news recently as a result of its approval of the first US-made railroad wrist watch for use throughout the system. Heretofore, operating employees had to use pocket watches. The Central has approved a 23-jewel Raymond railroad wrist chronometer made by Elgin.

A west coast informant advises us that Crown-Zellerbach's Comox Logging & Railway Company is shortly to be converted to diesel operation. This was confirmed in a recent newspaper report. One of the CL&RCo.'s steam veterans, No.2, a 2-6-2T, was donated to the town of Courtenay, B.C., in August, and made the run from Ladysmith to Courtenay, 80 miles, under its own steam! It is now on display near the office of the Courtenay Chamber of Commerce.

CANADIAN NATIONAL NAMES ITS TOURIST SLEEPING CARS

Emulating the action of Canadian Pacific Railway some years ago, the Canadian National system recently decided to assign names to thirty-one tourist sleeping cars in the series 2225 to 2255. The word "tourist" will also be concurrently removed from the sides and end doors, thus removing any suggestion that the accommodations in these cars are "inferior" in some respect. It will also enable the cars to be pressed into service as standard sleepers on overnight runs during periods of heavy travel, as Canadian Pacific has done since names in the "F", "G" and "U" series were conferred on tourist cars some years ago. A complete list of names and numbers follows:

<u>Number:</u>	<u>To be named:</u>	<u>Number:</u>	<u>To be named:</u>
2225	POINTE ACONI	2241	POINT LANCE
2226	POINTE BASSE	2242	POINTE LABEL
2227	POINTE BLEUE	2243	POINT MAY
2228	POINTE DE BUTE	2244	POINTE MICHAUD
2229	POINTE CALUMET	2245	POINTE DES MONTS
2230	POINTE CARRE	2246	POINTE NAVARRE
2231	POINTE DU CHENE	2247	POINTE LA NIM
2232	POINTE CLAIRE	2248	POINTE PARENT
2233	POINT COMFORT	2249	POINTE AU PIC
2234	POINT CREWE	2250	POINTE PLATON
2235	POINT CROSS	2251	POINT PRIM
2236	POINT EDWARD	2252	POINTE DE ROCHE
2237	POINTE AU GAUL	2253	POINTE SAPIN
2238	POINT GARDINER	2254	POINT TUPPER
2239	POINT GREY	2255	POINT WOLFE
2240	POINT IDEAL		-----



RAILWAY PASS COLLECTION

A recent important acquisition to our collection of railway documentary material is a collection of more than 400 railway passes issued to W. Dale Harris, railway civil engineer and once President of the Montreal Terminal Railway. A scarce but interesting item from this collection is reproduced here.



ENTHUSIASM made up for any deficiency in costume or appearance from the original ceremony, last November 6th, when Donald Forbes Angus, CRHA Honourary President, drove home a commemorative last spike to mark the seventy-fifth anniversary of the driving of the last spike completing the Canadian Pacific Railway, which took place in Eagle Pass, B.C., November 7, 1885. Fifty feet behind the camera, making its last run after seventy-three years' service, was CPR 4-4-0 No. 29, pictured on this month's cover. No.29 is to be preserved by CRHA. CPR Photo.

Canadian Railroad Historical Association

NEWS REPORT NO. 118

JANUARY 1961

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