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News

STATION "B"

Report

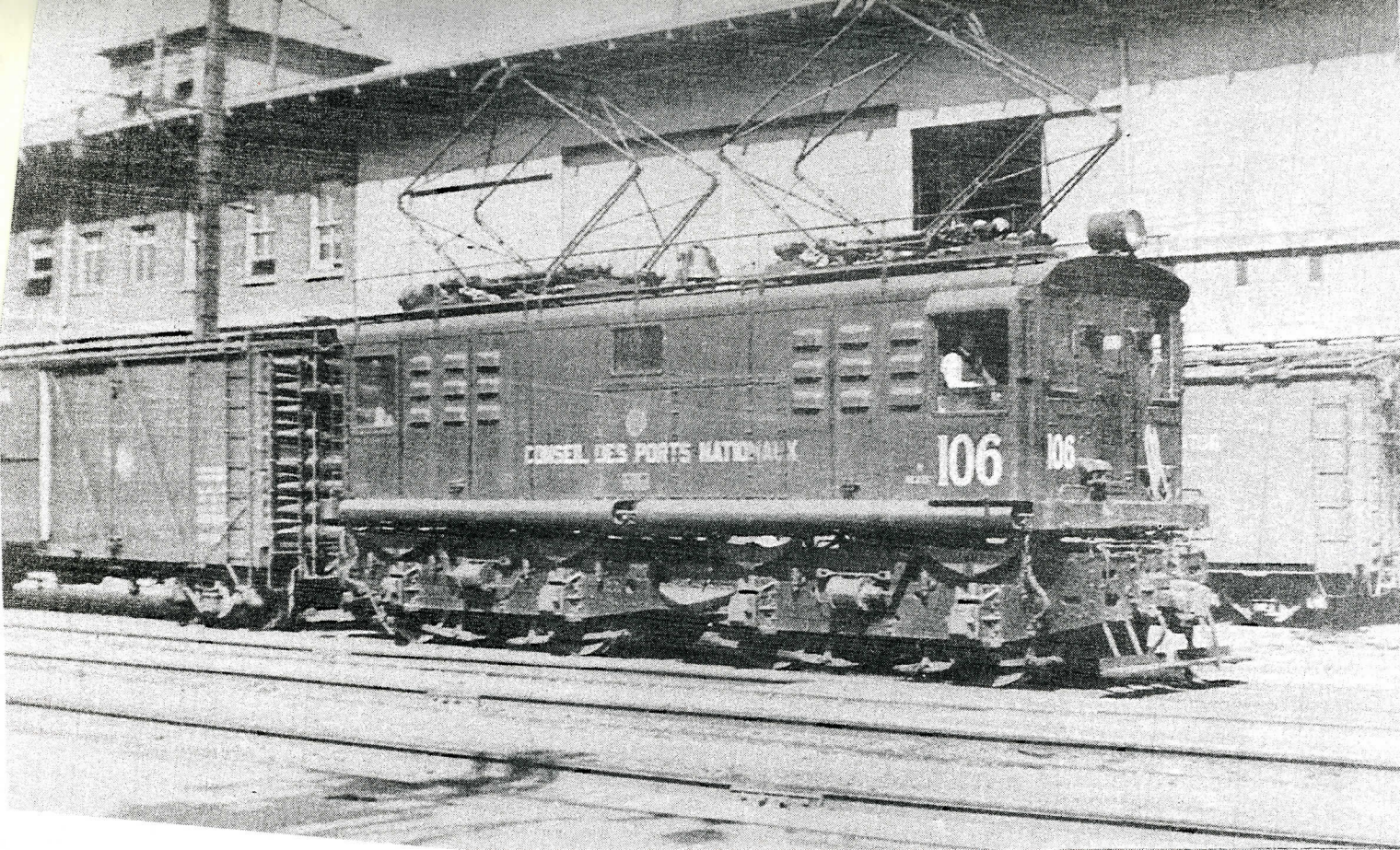
MONTREAL 2, QUEBEC

NUMBER 129

JANUARY 1962



Mention of railroading on the north shore of the Gulf of St. Lawrence brings to mind ultra-modern, high density ore carriers. The camera of Forster A. Kemp shows a contrast provided by the Gulf Pulp and Paper Company, a nine mile operation between Clarke City and Pointe Noire, Quebec. This portrait of G.P. & P. Co. O-6-O number 38 was taken on July 17, 1961.



Orphans from Britain

by A. Clegg

Working for the Canadian National Railways in the Montreal terminals are a number of orphans from Britain - nine powerful electric locomotives of the Z-4-a class. Orphaned and all but abandoned when the National Harbours Board decided to scrap the grand plan for electrifying the Harbour Railway at Montreal, they were saved from the scrapper's torch by the inauguration of C N R electric hauler services between Central Station and Turcot and Bridge Street.

The engines had been designed and built as heavy-duty freight haulers for the Harbour Commission of Montreal by the English Electric Company, Dick Kerr Works, at Preston, England, and were shipped to Canada in 1924, 1925, and 1926, to provide the motive power on the Montreal waterfront. In the early 1920's, the Harbour Commission of Montreal was intrigued by the possibility of electrifying the railway on the docks and around the harbour area of Canada's metropolis.

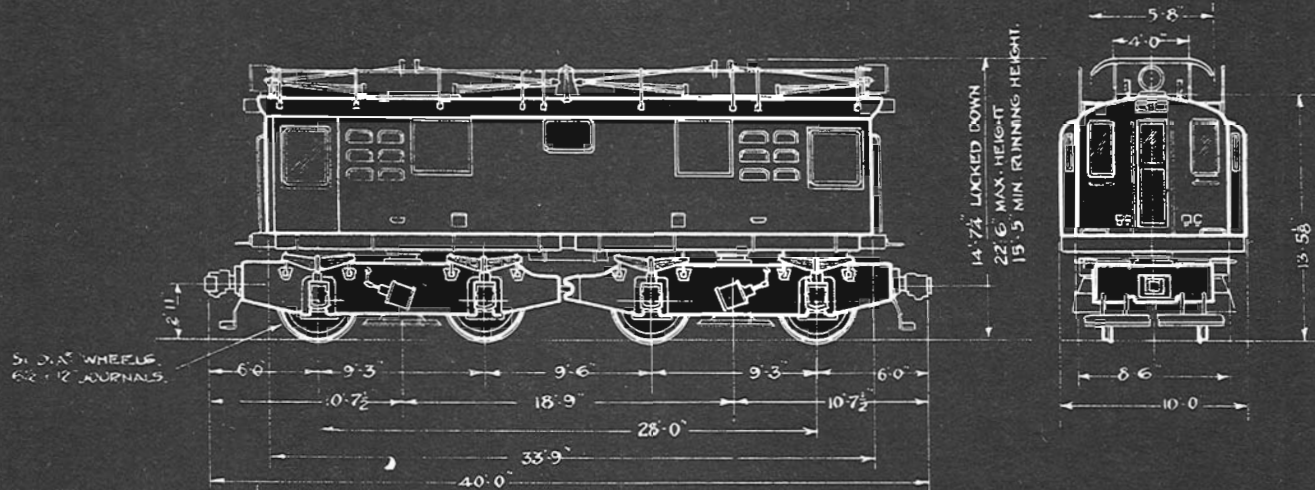
Railroad electrification was very much to the fore at the time: the C N R planned to use electric trains in the Montreal, Toronto and Ottawa vicinity, and even the sparsely trafficed Temiskaming & Northern Ontario made plans for electrifying its lines. A ten million dollar development scheme for the Port of Montreal, sanctioned by the Dominion Parliament in 1923, therefore, included plans for electrification of the waterfront trackage between Victoria pier and the foot of McGill Street.

Four locomotives were ordered in 1924 and erection of overhead was started in the same year. The work commenced in the vicinity of Victoria Pier and gradually extended westward. When the Port of Montreal officially opened on April 18 of that year, it was reported that the work of electrifying the railway was proceeding at a satisfactory pace. No electric operation took place that year, however, because the first of the original order for four boxcab engines was not delivered until the first week in November. The second of the double truck units arrived about a week later while the remaining two reached Montreal soon after the start of the 1925 navigation season. These four 100-ton locomotives, which carried the numbers 101 to 104, were placed in service during the summer of 1925, and five similar units, numbered 105 to 109, were received from the same builder the following year.

The Montreal Harbour electrification, however, did not prove to be too successful. Technically it was fine but the financial burden was too great and at the close of the 1940 navigation season, electric operations were brought to a halt. During the following months, the National Harbours Board wire crews took down the expensive overhead and dismantled the electrification works. The electric locomotives, however, fitted admirably with the CNR's need for additional motive power for the National System's expanding Montreal Terminals electrification. The locomotives, therefore, were transferred to the Canadian National Railways in 1942 in exchange for nine steam-powered 0-6-0 switchers numbered 7512 to 7518 inclusive.

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SUB CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO.	PREVIOUS ROAD NOS AND INITIALS.	PRESENT ROAD NOS	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL
Z-4-a	1924 ZC	ENGLISH ELECT. CO.		NAT. HARBOURS 8 ^o 101 to 109 9180 to 9188 C.N.	180 to 188.	
						TYPE ELECTRIC CLASS Z-4



SUB CLASS	WEIGHS IN WORKING ORDER. LBS			TRACTION EFFORT. LBS				SPEED					
	FT. TRUCK	BK. TRUCK	TOTAL	1 HR. RATING	COEFFICIENT	CON. RATING	COEFFICIENT	STARTING	1 HR. RATING	CONTINUOUS	MAX. SAFE		
Z-4-a	100750	100750	201500	24800	12.3	21400	10.6	50400	19.8	20.9	50		
SUB CLASS	HP OF LOCO		CONTACT CONDUCTOR			MOTORS			COMPRESSOR		PANTOGRAPH		
	1 HR. RATING	CON. RATING	VOLTS	TYPE	LOCO	N ^o	TYPE	DRIVE	GEAR RATIO	TYPE	CAPACITY	TYPE	DRIVE
Z-4-a	1250	1100	2400	CATENARY	D.C.	4	G.E. 754D	SINGLE GEAR	102/16	2-D4P	100 CFM	5-159C	AIR RAISED SPRING LOWERED

Locomotive Notes

- * Biggest news around Montreal these days is Canadian National's proposal to restore J-4-d class 4-6-2 No. 5107 to operating condition, to be used in conjunction with our 4-8-4 No. 6153, on double-headed steam excursions during the coming summer. This engine has been in storage at Cochrane, Ont., and is presently en route to Montreal following a tentative inspection which would indicate that it can be placed in operating condition at not too much cost. No. 5107 is of the same class as No. 5114 which was recently in use out of Edmonton, Alta., on an excursion sponsored by the Northern Alberta Model Railroaders, and reported in the News Report last month. No. 5107 was built by Montreal Locomotive Works in 1919, builder's number 61473. It has 69" driving wheels, and develops 38,100# maximum tractive effort.
- * Canadian National's 4-8-4 No. 6167 is to be used on further excursions out of Toronto during 1962, the first being a Mid-Winter Excursion to Lindsay, Ont. sponsored by our friends in the Upper Canada Railway Society. This will take place on Sunday, January 28th, 1962, leaving Toronto (Union) at 9:30 AM, with stops at Danforth and Scarborough, and returning about 6:00 PM. There will be a 75-minute layover in Lindsay. Fare is \$9.50, with children's fares at \$5.00. Tickets and folder are available from Trip Committee, Upper Canada Railway Society, Box 122, Terminal "A", Toronto.
- * During December, Canadian Pacific D-10 class 4-6-0 No. 1098 was sold to the Edaville Railroad Museum.
- * Canadian Pacific Railway still has seven operable steam locomotives at St. Luc Yard, Montreal, stored serviceable for possible use during the winter. They are: G-5 4-6-2s Nos. 1227, 1270; G-3 4-6-2s Nos. 2409, 2454; H-1 4-6-4 No. 2827; P-2 2-8-2s Nos. 5361, 5405. A larger number spent last winter at St. Luc for the same reason, and while none of them were used in train service, quite a number were steamed up for heating service at Glen Yard when the heating plant failed and was out of action for several weeks. Lest anyone be tempted to come to Montreal, we might add that operation of these engines is extremely problematical.
- * Those of our readers in western Canada, may or may not be aware of an ex-Canadian Pacific 0-6-0, No. 6144, class U-3-c, which puts in its time switching the plant of Canmore Mines Limited, at Canmore, Alta., as that company's No. 4. The engine, built by CPR in 1905, was sold to the mine in 1943, and works in one of Canada's most scenic locales.
- * Quebec North Shore & Labrador Railway #702, an ex-Ontario Northland Ry. 4-6-2, has been placed on permanent exhibition at Sept-Îles, Que., in front of the iron ore railway's station. QNS&L's other steam locomotive, ex-Canadian National Rys. No. 1112, a 4-6-0, has been promised to our museum.
- * Maritime Coal, Railway & Power Company engines 9 and 10, 2-6-0s, have been sold for scrap to a firm in New Glasgow, Nova Scotia. This followed an unsuccessful attempt by the railway to sell the two engines, which were in operating condition, for \$3,000 each. Our Association has acquired 4-6-0 No. 5.

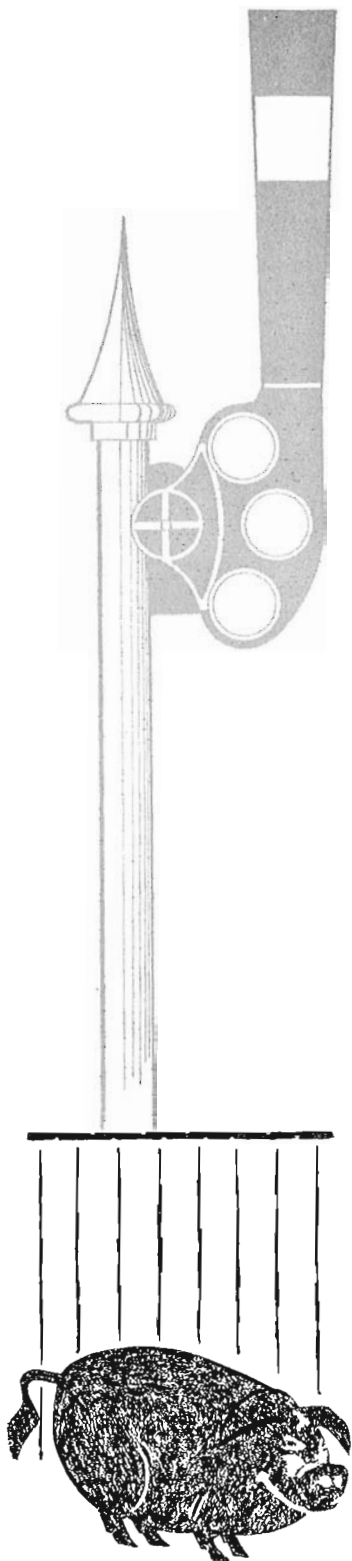
Railroad Hog

In 1920, ten years before the Welland Canal was opened, heavy grain shipments moved from Midland to Lindsay, through Lorneville Junction. The Blackwater - Coboconk Branch crossed the Midland - Lindsay line at this point. The diamond was protected by semaphores a quarter-mile from the station. Each semaphore was controlled by a cable which was wound onto a drum to put the signal in "Go" position. To change to "Stop" the cable was let out by kicking a release cog.

One Fall day the agent at Lorneville heard the telegraph key chatter a message that a freight train was leaving Lindsay for Midland. To be sure, dead sure, that the signal was clear, he went to the station platform to check. The chain was wound tight on the drum, the signal arm was straight up - the light was green.

A few minutes later the train whistled repeatedly. The agent heard it but, knowing the signal was clear, he thought of cattle on the track or some other reason for the whistling. A few minutes later the train crawled slowly up to the station. The conductor and engineer came into the office and expressed their views on being stopped for no apparent reason. The agent insisted the signal was clear, and accompanied the crew outside to prove his point.

But the signal arm was straight out - the light was red. He glanced around for an explanation and saw the curly-tailed end of a pig disappearing around the corner of the station-house. He said to the conductor, "Maybe the pig did it." Snorting in disgust, the conductor high-balled his train, and spread the



word along the line that the agent at Lorneville had lost some of his marbles.

A week later the agent called his son to the station window to bear witness with him. Over in the wye his potatoes had been harvested, but many little ones had been cast aside. The family pig was rooting them out and gorging himself. When he completed his meal he crossed

the tracks and trotted along the platform, headed for home.

But for a moment he deviated. He moved inquisitively to the signal level and drum, thrust his snout into the blob of axle grease on the release cog, - then scuttled for his pen and safety behind the house as the drum spun, the cable ran out with a clatter, and the signal jolted from "Go" to "Stop"

The agent at Lorneville was Wm. R. Dickson, who retired from CN service at Omeme, Ontario, in 1935 and died in 1937.

ORPHANS FROM BRITAIN, continued

For about a year, the electrics were in storage but with the opening of CN's Central Station in 1943, they received their second lease on life. Between 1943 and 1960 the English Electric built units, renumbered CN 9180 to 9188 and later again renumbered 180 to 188, proved their worth by hauling the heaviest trains into and out of Central Station, Montreal. The recent substitution of diesel power has resulted in the powerful electrics not being used to the full extent of their capacities but they are still maintained for hauling the heavy "crush-hour" commuter traffic through Mount Royal Tunnel.

The accompanying diagram, courtesy of Canadian National Railways, gives essential mechanical and electric details of these locomotives, which are believed to be the only railway motive power units in the country which were not built on the North American continent.

LOCOMOTIVE NOTES, continued

In view of the forthcoming centennial anniversary of the City of Prince Albert, Sask., and the fact that the town was the terminus of the first branch line built in the Province of Saskatchewan, Canadian National Railways has decided to donate a steam locomotive for display there, at the request of city fathers. The engine selected is 4-6-2 No. 5080.

Other locomotives recently sold by Canadian National Railways for historical preservation include:

2-6-0 No. 89	Sold to Edaville Railroad Museum, U.S.A.
4-6-0 No.1551	" " " " " "
2-8-2 No.3254	" Willis F. Barron, Ashland, Pa., U.S.A.
" No.3377	" Edaville Railroad Museum, U.S.A.
" No.4070	" National Museum of Steam Propulsion, Michigan, U.S.A.
4-6-2 No.5288	" Edaville Railroad Museum, U.S.A.

all of these destined to properties in the United States.

One additional engine, 4-8-2 No.6069, is to be preserved in Canada, this unit having been purchased recently by the City of Point Edward, Ontario.

The
ERIE & ONTARIO
Rail Road

Further information on Ontario's third oldest steam railway.

by C.W. Kenneth Heard

In the January, 1961, number of the News Report, we were favoured with an article by Dr. R.V.V. Nicholls on the Erie and Ontario Rail Road, which originally appeared in C.R.H.A. Bulletin No. 11, December, 1939. Since that time, however, some further information concerning the locomotive history of this line has come to light. This new information is founded on the material which was contained in the Keefer Report of 1859-60, which was discovered in 1940. It is the purpose of this present article to summarize the locomotive history of this road in the light of this discovery, the researches of Mr. R.R. Brown on the subject, and, last but not least, the humble additions made by the present writer.

In discussing the reconstruction of the road following the revision of its charter, assented to on 10th November, 1852, (16 Vic., Cap. 50), whereby it was rebuilt as a locomotive railway Dr. Nicholls states, "In accordance with the law of 1851, the line was doubtless broad gauge." This statement is a little misleading owing to some confusion as to what actually happened in 1851 over the gauge question. Actually there was no law of 1851 which categorically specified the gauge to be used by Provincial railways. Since the line's 1852 Act did not specify the gauge, and in the absence of a ruling by the Railway Commissioners on the subject, conceivably the company could have used any gauge it wished. Thus, in ascertaining the gauge actually used, we must rely on evidence stronger than a hitherto misunderstood law of 1851.

There are three other pieces of evidence which support the contention that the line was broad gauge, one of which Dr. Nicholls mentions later in his article. He says, "It is interesting to note that the last cars of the G.W.R. to be converted from broad- to narrow-gauge were some nineteen that had been reserved in 1871 for use on the Erie & Niagara."

Secondly, the 1852 Act of the company empowered them to cross and connect with any other railway. Since the G.W.R. was as yet the only other nearby railway, it is safe to assume that it was with this railway that the Erie and Ontario would connect. In the interests of interchange, then, the E.&O. would adopt the same gauge of the G.W.R. at that time.

Finally, the Erie and Niagara Ry. Act of 1863 (27 Vic., Cap. 59), which railway became the successor to the Erie and Ontario, empowered the company, in Sec. 29 of the Act, "to lay down a six foot gauge track besides the usual five feet six inches track of this Province" and the Erie and Atlantic and Great Western Railroads of the United States were given running rights over the Erie and Niagara. It is therefore safe to assume that in 1852 the Erie and Ontario was reconstructed to the Provincial gauge.

After discovery of the Keefer Report in 1940, Mr. R.R. Brown analysed its contents and published the results in bulletin

56 of the Railway and Locomotive Historical Society under the title Early Canadian Rolling Stock. In this article, under 'Locomotives' for the Erie and Ontario Railroad, he listed:

'Niagara' -- (I) 4-4-0 16 x 20 60" 18 tons.
Amoskeag 1854.

"Probably this was the 'Clifton', Amoskeag No. 169, built for Zimmerman and Balch.....
..This locomotive was disposed of sometime early in 1860 and was replaced, perhaps, temporarily, by the following leased engine. There is no record of where the second one came from.

'Niagara' --(O) 4-4-0 18 x 20 66" 30 tons.
Amoskeag 1854.

Referring back to the 1859 Keefer Report, we find the following entry in Appendix No. 71 concerning the locomotive stock of the Erie and Ontario Railroad:

No. 1, 'Niagara' (I) 4-4-0(?) 60" 16 x 20 18 tons.
Flues - 155, 10' long, 1-3/4" dia.
Tender Capy. 1800 gals. 12 tons loaded. Combined weight of engine and tender loaded - 30 tons.
Built Amoskeag Works, Manchester, N.H. First put into use 1855.

Mr. Brown apparently equated the above engine with his first 'Niagara'; and I think he was right in so doing. I don't think he is right, however, in assuming that this engine was the 'Clifton', Amoskeag No. 169, for reasons which I will discuss later. Then, assuming that this is not the 'Clifton' but another locomotive similar to it, it would seem reasonable that the railway received in 1855 a locomotive, either new from Amoskeag or second-hand from somewhere, to replace that owned by the contractor. It is possible that a check with the surviving Amoskeag records may reveal something about this 'Niagara'.

If, then, we do not accept Mr. Brown's premise that the 'Clifton' was the 'Niagara' or vice-versa, then where did the 'Clifton' come from and where did she go to? It is ironic that when I was doing research on the Port Hope, Lindsay and Beaverton Railway, I came across another 'Clifton'. Mr. A.A. Merrilees suggested to me the possibility that the two 'Cliftons' might very well be the same locomotive, and I was thereupon prompted to look further into the matter.

Referring again to Mr. Brown's article in Bulletin No. 56, there is the following entry under Port Hope, Lindsay, and Beaverton Railway:

P.H., L. & B. No. 3 'Clifton', (I) 4-4-0 15 x 20 60"
22 tons Manchester, 4-1858.

The corresponding entry in the Keefer Report is as follows:

P.H.L. & B. No. 3 'Clifton', (I) 4-4-0(?) 16 x 20 60"
Flues - 154, 10'6" long 1-3/4" dia. Wt. of engine 22 tons. Tender capy 1400 gals., wt. loaded 12 tons. Built Manchester, N.H.. Put into service April 1858.

For some reason or other, in transposition from the Keefer Report to the article in Bulletin No. 56, the cylinder diameter of this locomotive shrank one inch. Apparently it did not occur to Mr. Brown that this locomotive might be the 'Clifton' referred to in respect to the Erie and Ontario Railroad; or, if it had, he must have dismissed the idea from his mind. The differences between Brown's version above and the Keefer version are significant. Keefer's "Built Manchester, N.H., put into service April 1858" becomes Brown's "built by Manchester (Locomotive Works), 1858." These assumptions may not necessarily follow. In fact, I think Mr. Brown confused the 'Niagara' and the 'Clifton' -- the 'Niagara' being the second and permanent locomotive of the Erie and Ontario, and the 'Clifton' being Amoskeag No. 169, built in 1854 for Zimmerman and Balch, contractors, which started service on the E. & O. and later ended up on the Port Hope, Lindsay and Beaverton. The bases for this assumption are as follows:

Keefer, by saying, "Built Manchester, N.H.," could have meant "Built in Manchester, N.H., -- not necessarily by the Manchester Locomotive Works. Also, the reference "put into service April, 1858" could refer to when the engine started service on the railway -- not to when the locomotive itself was put in service. The fact that there were two locomotive building firms in Manchester, N.H., at that time (Amoskeag and Manchester Locomotive Works) was and still is a source of confusion. It is necessary that in reading Keefer one does not surmise from his Report anything more than what he actually says -- unless of course there is other conclusive supporting evidence.

This locomotive entered service on the P.H.L.&B. in April, 1858, four months after the opening, on 30th December, 1857, of the railway between Port Hope and Lindsay. Thus, the locomotive was either elsewhere, or at least not available to the railway for use. Samuel Zimmerman was the contractor for the G.W.R., the P.H.L.&B., and also for the reconstruction of the Erie and Ontario. It is quite conceivable that after the E.&O. had received its permanent locomotive, -- the 'Niagara', Zimmerman might have used his own locomotive -- the 'Clifton' -- as a construction engine on the P.H.L.&B.. Zimmerman died on March 12th, 1857, in the Desjardins bridge collapse; and it is possible that his executors sold the 'Clifton' to the P.H.L.&B.. It is also possible that the 'Clifton' found employ in other locations before ending up on the P.H.L.&B.. I hope that in my studies of the latter I will come across further evidence -- one way or the other -- on this matter. For the time being, however, here is where it stands

There is, unfortunately, one further mystery to be discussed concerning the locomotives of the E. & O. Brown (but nobody else apparently) in his R. & L.H.S. article mentions two 'Niagaras' (Remember?) Where did he get the other one? The first 'Niagara' could hardly have been rebuilt to the second one; because the dimensions, even for those days, are too dissimilar. Amoskeag did not build a locomotive with the same or similar dimensions for either the G.W.R. or the G.T.R.. If the E.&O. leased it from somebody, it could hardly have been the G.W.R. or the G.T.R.; but who else had broad gauge locomotives answering this description built by Amoskeag? There is the possibility that this second 'Niagara' was the one supplied to the railway to replace the 'Clifton'. I don't think so; for the dates are too far apart, and in 1859 Keefer described both the 'Niagara' and the 'Clifton' as two separate engines, apparently by the same builder,

but with detail differences. Again, the surviving Amoskeag records may shed some light on this as well.

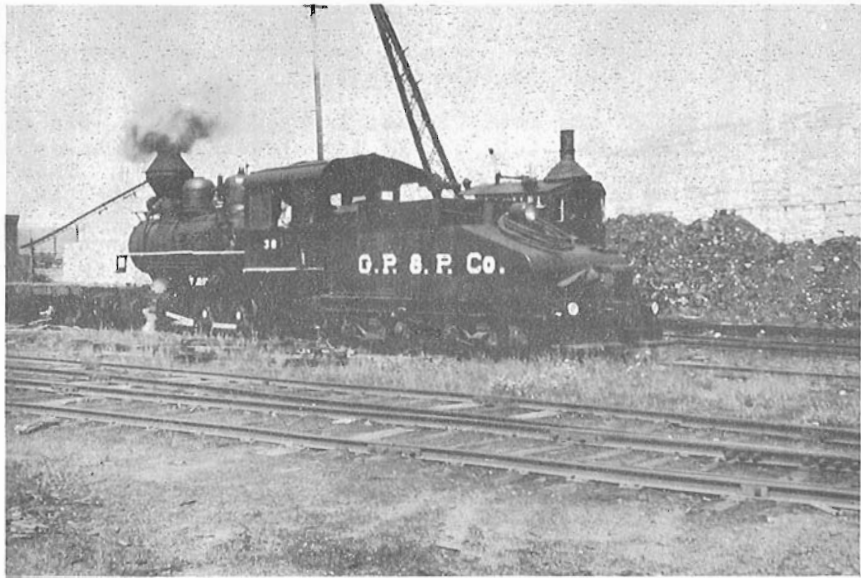
Apparently the road in its independent days was never prosperous, for 25 Vic., Cap. 32 of the Province of Canada, assented to on June 9th, 1862, tells an interesting story. This Act mentions in passing that the Town of Niagara(-on-the-Lake) had advanced money for the reconstruction of the road after 1852. This money was raised by municipal borrowing, which was guaranteed by the company with a first mortgage on the road. In view of the fact that neither interest nor principal on the mortgage was paid by the railroad, the Town of Niagara therefore applied for and received powers to sell the road at foreclosure sale. I daresay that the one person connected with the railway who ensured that his financial interests were adequately protected was the contractor -- Samuel Zimmerman, who doubtlessly suffered no financial loss whatsoever. The sale was consummated by Indenture dated 10th August, 1863. The purchaser was a William A. Thomson, of the Village of Fort Erie, who was one of the provisional Directors of the Canada Southern Railway.

Meanwhile the Fort Erie Railway had been incorporated by the Province of Canada on 10th June, 1857, (20 Vic., Cap. 151) with power to build from Fort Erie to Chippewa, to connect with the Erie and Ontario Railroad and the Port Dalhousie and Thorold (Welland) Railway, and to purchase, lease, or otherwise acquire from the E. & O. the line between Clifton (Niagara Falls) and Chippewa. By Act of 15th October, 1863, (27 Vic., Cap. 59) this Company was empowered to change its name to Erie and Niagara Railway Company and to purchase the Erie and Ontario from Mr. Thomson, whereby the E. & O. was to be merged with the E. & N.. The new company also had powers, subject to the laws of the State of New York, to build from opposite their wharf in Fort Erie to Exchange Street, Buffalo, a distance of some six miles. As I have said before, the company could lay a six-foot gauge track in addition to the normal five-foot-six-inches track for the benefit of the Erie and the Atlantic and Great Western Railroads. These powers were never exercised. The company was given two years; i.e., until 15th October, 1865, to complete their new works.

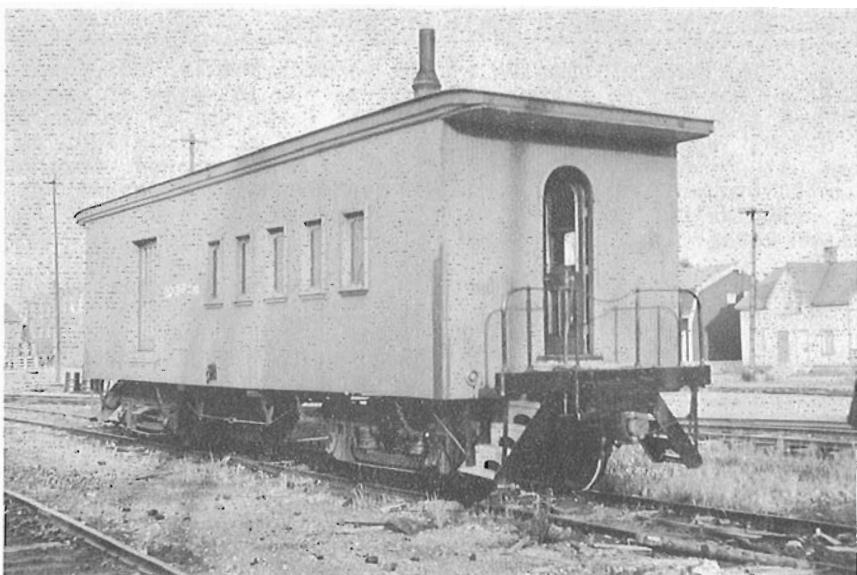
The date of opening of the section between Chippewa and Fort Erie has so far escaped detection; but in view of the above mentioned time limit, and in view of the fact that in April, 1865, the G.W.R. was to lease the line as from its completion in the Autumn, it seems most likely that the line was opened somehow by the 15th October, 1865. The Great Western Railway leased the line on a commission basis apparently until 1873, when the Canada Southern leased it.

In 1872, the Great Western, fearing that the Erie and Niagara's control by a hostile road might pose a threat to their exclusive use of the Suspension Bridge (which fear, as events proved, was well founded), made overtures to buy the road. Their offer of £75,000 (not £750,000 as A.W. Currie has it in his book, The Grand Trunk Railway of Canada, (U. of T. Press, 1957), p.203), was considered inadequate by the E. & N. bondholders; and the sale thereupon fell through.

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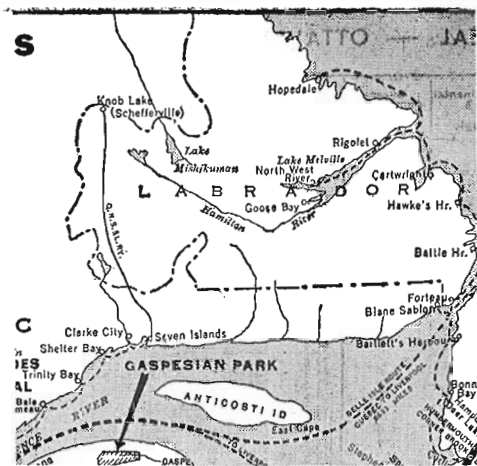


These views give a sampling of equipment owned by the Gulf Pulp and Paper Company. Above is 0-6-0 locomotive 38, also pictured on the cover. Below is one of G.P. & P. Co.'s combination cars. Both items are pictured by Forster A. Kemp at Clarke City, Quebec.



Railways of the St. Lawrence North Shore

by Forster A. Kemp



The large area of land located east of the Saguenay River and north of the St. Lawrence River and Gulf was a vast blank on the railway map of Canada, with a few minor exceptions, until the commencement of iron ore development about 1950. This development resulted in the completion of the 360-mile Quebec, North Shore & Labrador Railway in 1954; the 27-mile Romaine River Railway in the same year; the 195-mile Cartier Railway and the Carol Project (a 45-mile branch of the Q.N.S.&L.) in 1960; the Arnaud Railway, 14 miles under construction; and the Wabush Railway which is still in the planning stage. All of these are principally intended for the transport of large quantities of iron ore from rich mines in the interior to ship loading facilities on the Gulf of St. Lawrence. However, they have also become vital links in the supply of the necessities of life to those who work in and around the mine sites. Most of the 600 odd miles of operating routes are in use by passenger and general freight trains throughout the winter, although ore is not carried during the cold weather.

The few exceptions mentioned above were mainly associated with logging and pulp and paper mill operations. As far as is known, only two of these remain: one at the mill of the Quebec North Shore Paper Co. at Baie Comeau, Quebec, and the other a nine-mile line operated by the Gulf Pulp & Paper Co. at Clarke City, Quebec. These both predate the iron ore railways by many years and are interesting to railway enthusiasts for the fact that they operate some of the last remaining steam locomotives in the Province. The latter line will be dealt with first (the writer knows little about the other, save what has already been stated), then the newer lines will receive attention in turn.

GULF PULP & PAPER COMPANY - Clarke City to Pointe Noire, Quebec, 9 miles.

A visitor approaching Clarke City by land will have been travelling through rocky, hilly bush country, a great deal of which has been burned over, and may be rather surprised, on descending the one-mile side road, to find an area of flat land (mainly muskeg). He may be even more surprised to cross a railway which has obviously been there for a long time. If he is familiar with railway equipment at all, he will probably be somewhat shaken if he unexpectedly meets an 0-6-0 switching locomotive with a long, pointed pilot and a "diamond" stack! After all, isn't this the land of 132 pound rail, quadruple diesels and 125-car ore trains? However, if our visitor, overcoming his surprise, continues on into the town, he will find a pulp mill surrounded by high piles of baled dried pulp between which run the light rails of the Gulf Pulp & Paper Company's railway. There are a number of wooden box and flat cars,

some of pre-1900 design, stiffened by several truss rods under the floors; there are others of steel-frame design imported from the Canadian Pacific Railway; there is a water car composed of a tank upon a short flat; there are two combination cars, one having Intercolonial Railway van trucks, with flat roofs, open platforms and arched doorways (they may be ICR second class combines); there are a number of cranes, some of which are operated by electricity and have to be plugged into power outlets on the yard poles; and, if our hypothetical visitor is at all fortunate, he will see the other 0-6-0.

The locomotives are numbered 38 and 48 and are quite orthodox, medium-sized specimens of the 0-6-0 tender switching type. They were built by the Davenport Locomotive Works in 1907 and were sold to the company by Mr. A. Andrew Merrillees of Toronto. They have straight-topped boilers, "turtle-back" tenders with arch-bar trucks, steel cabs, slide valves, Laird overhead crossheads, Stephenson valve gear and cross-compound air pumps. The "diamond" stacks with which they are equipped are apparently to add a little screening capacity to their small smokeboxes due to the fire hazard inherent in the mill area. The pointed pilots are fabricated from bars of angle-iron, with a step at the bottom wide enough to stand on, thus serving as a foot-board as well as a pilot. Standard couplers are fitted but have slotted knuckles for coupling with bars and pins when necessary. The engines burn coal and are painted black, with rods, polling cups, running board edges and lettering in white.

The railway follows an almost semicircular, nine-mile route through unspectacular bush and muskeg from Clarke City to the dock at Pointe Noire, on the western side of Sept Iles Bay. Part of the railway has been relocated to make room for the new Arnaud Railway, which parallels it near Pointe Noire. The contractor made use of the old railway in building the new one and had several dilapidated flatcars upon it for that purpose. If a physical connection were made between the two lines, it would result in the interconnection of four of the seven railways on the North Shore. In the meantime, locomotives 38 and 48 continue to connect the mill and the dock. Those who have seen them, wonder what locomotives 1 to 37 and 39 to 47 must have looked like, if they ever existed.

THE ARNAUD RAILWAY COMPANY - Pointe Noire to Mile 8.3,
Q.N.S.&L. Rly.

Construction of this railway was begun early in 1961, and was carried on throughout the summer. The roadbed should be almost ready to receive track in the spring. Beginning at a wye connection and sidings between Mile 7 and 8.3 (north of Sept Iles) on the Quebec, North Shore & Labrador Railway, it extends around Sept Iles Bay about fifteen miles to Pointe Noire where an ore dock and loading facilities are to be built by the Wabush Mining Company for iron ore from the Lake Wabush area. The company intends to build a railway from Lake Wabush to Ross Bay Junction, mile 225 on the Q.N.S.&L., obtain trackage rights on the Q.N.S.&L. to mile 7, and operate its ore trains to the docks at Pointe Noire. This plan is presently being blocked by the Q.N.S.&L.. As far as is known, no rail equipment is yet on the property, but several items of road equipment are lettered with the company's title. Further development is to be expected on this line during 1962.

Mr. Kemp will continue his description of "North Shore" railways in future issues of the News Report.

No. 5 Moves to Montreal

Following the purchase of locomotive No.5 of the Maritime Coal Railway & Power Company, by the Canadian Railroad Historical Association which was reported in the December issue of the News Report, the locomotive was routed to Montreal on its own wheels, moved via Canadian National Railways, through Moncton, then by way of the former National Transcontinental Railway through Edmundston to Levis, then to Delson via Drummondville and St. Lambert.

The locomotive was the subject of a news release by the Canadian National system's public relations office in Moncton, on Friday, November 24th, 1961. The text was as follows:

" MONCTON -- The first -- and last -- steam locomotive ever to use the CNR's Moncton hump yard arrived there late Wednesday night and slipped out again before dawn on her way to a railway museum.

For the locomotive -- a 63-year-old ten-wheeler operated for the past 40 years by the Maritime Coal, Railway & Power Company at Joggins, N.S. -- it was an ignominious trip. The proud old steamer was hauled in and out on the end of a CNR freight train drawn by one of the modern diesels which rendered her and her sisters obsolete. It was the Canadian Railroad Historical Association that saved the old ten-wheeler from almost certain destruction in the scrapyard. The locomotive, No. 5, is one of three steamers of the old Joggins railway which is being closed down. Already one of the three -- a Mogul, No. 9 -- has been sold for scrap.

The Association organized an excursion to make a farewell steam-powered trip on the Joggins Railway earlier this year, and strained funds to the utmost to purchase No. 5.

The old locomotive, which had been idle eight years, needed something of an overhaul before she was ready for the road. By next week, she will be in Montreal, ready to join other historic locomotives in the museum the Association is building at Delson, Que. In Moncton, she was taken to the CN diesel shop to be prepared for her first trip out of the Maritimes since she was purchased in Ontario more than forty years ago. Headlight, bell, whistle and other items of equipment were removed for the journey to thwart souvenir-hunters.

Subsequently, the log of No. 5 was as follows:

Wednesday, November 22nd, 1961	Joggins-Maccan, NS	MCR&PCo.
	Maccan, NS-Moncton, NB	CNR
Thursday, " 23rd, "	Moncton-Edmundston, NB	"
Tuesday, " 28th, "	Edmundston, NB-Joffre, Que.	"
Wednesday-		
Thursday, " 29/30th, "	Joffre(Levis)-St.Lambert, Que"	"
Thursday, " 30th, "	St. Lambert-Delson, Que.	"

At Delson, the engine is being stored with our Quebec cars, through the kindness of the Canada Creosoting Company.

O.S.A.L.

Notes and News



- ★ Canadian National Railways has announced that it will close its station at Barrie, Ont., and sell the site for redevelopment. The station at Allandale, Ont., 1.1 miles south of Barrie, will be renamed "Barrie" to serve the city. Allandale was a community in its own right for many years, and the station was the centre of a busy railway facility, including engine terminal, shops and yards. More recently, Allandale was annexed to Barrie, and now its name is finally to disappear with the transfer of facilities.
- ★ The National Capital Commission is inviting the public to propose a name for the new railway station which is being built in Ottawa three miles from downtown. The station will be situated along Alta Vista Drive, east of the Rideau River; it is designed by John B. Parkin of Toronto, and will be operated by a railway terminal company subsidiary to Canadian National Railways and the Canadian Pacific Railway Company. The present Union Station, recently described as "A splendid replica of the Baths of Caracalla in Rome", may possibly be converted into a theatre and auditorium.
- ★ Pacific Great Eastern Railway has introduced new reduced rates between Vancouver and Prince George, BC, and for all passengers travelling more than 200 miles, in a move to meet competition from other forms of transportation, chiefly automobile travel. The railway will also reintroduce complimentary meals for those passengers holding reserved seats. Meals on the RDC Car trains were cut off last year following a labour disagreement as to the number of men used in the meal service by the railway; the new meal service will be in the hands of caterers. The new rate from Vancouver to Prince George will be \$15.40, with a reserved seat costing \$3.50 extra.
- ★ Indications are, that if the proposed causeway linking Prince Edward Island with New Brunswick across the Northumberland Straits is built, it is possible that it will not carry a railway line, as does the recently-completed causeway linking Cape Breton Island with mainland Nova Scotia. The Prime Minister, in a recent pronouncement at Charlottetown indicated that while engineering studies have shown a causeway to be "hopeful and feasible", that the cost could be lessened by 10 or 15 percent if no provision is made for railway routes. The causeway, to replace the present carferry service between Cape Tormentine, NB, and Borden, PEI, would be nine miles long.
- ★ Since communications in Canada are generally considered to be a part of the transportation field, we feel it appropriate to note that last December 12th marked the sixtieth anniversary of the first transatlantic wireless message. It was on December 12th, 1901, that the wireless signal ". . ." (S) was transmitted from a primitive transmitter at Poldhu, Cornwall, England, and was received 1,800 miles away across the Atlantic at Signal Hill, in St. Johns, Newfoundland, by Signor Guglielmo Marconi, using kite-suspended antennae and a crude receiver. The anniversary was marked by taped greetings transmitted by government representatives both in England and in Canada, following a re-enactment of the original signal using modern radio transmitters and receivers.

NOTES AND NEWS (continued)

★ According to a recent disclosure by a representative of the Iron Ore Company of Canada, some \$550 million is being invested to exploit the iron ore deposits of the Wabush Lake-Carol Lake area in western Labrador. The area, at the end of a recently-completed branch railway from the Quebec North Shore & Labrador Railway's Sept Iles-Knob Lake line, will include a new community, Labrador City, and a six-mile railway from the mines to a \$70,000,000 concentrating plant. 50,000 tons of ore-laden rock will be transported in ninety-six trains a day, which will operate over the six-mile railway. The most interesting aspect of all is the fact that the trains will be crewless and completely automatic -- an installation which the company claims is the first in the world.

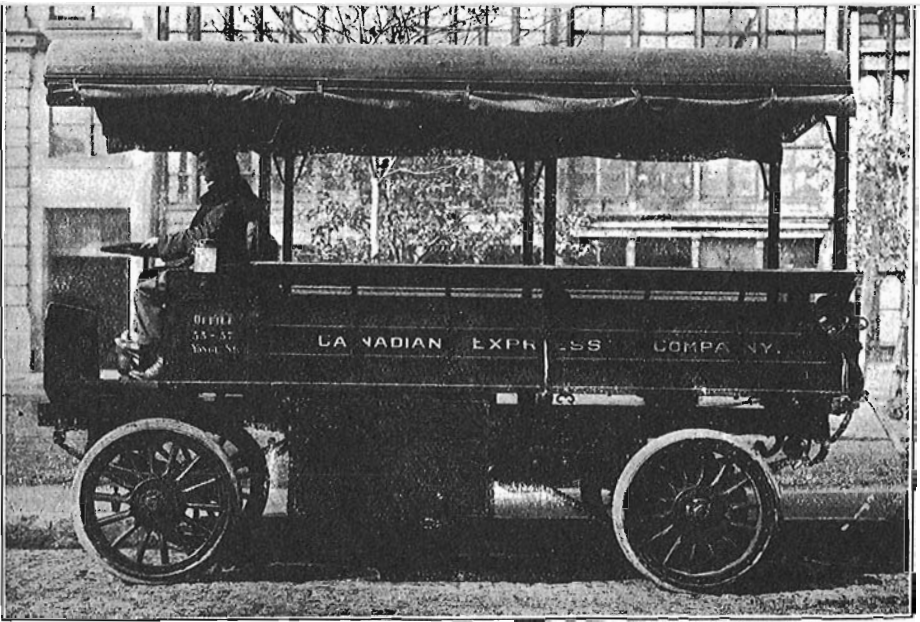
The Iron Ore Company's part of the project will be completed in July, 1962, but no definite date has been set for the main deposit of the Wabush Iron company to come into production. The two mining projects will be supplied with power from a hydro-electric plant which is presently nearing completion at Twin Falls, Labrador, on the Unknown River. The power plant is being developed by Twin Falls Corporation, a subsidiary of British Newfoundland Corporation Limited, and is situated some 125 miles from the Wabush-Carol lakes mining site.

★ Another new railway is being proposed for the north. Recently, United States Steel Corporation indicated that it was negotiating with Canadian National Railways to build a 100-mile long railway northwesterly from Hinton, Alta., on the CN transcontinental main line about fifty miles east of Jasper, Alta. The line would carry coal from underground deposits in the Victor Lake and Grand Cache Lake areas -- coal which is suitable for making coke used in steel-making processes. The development would include a town-site for 5,000 people, an airstrip, access roads and water supply.

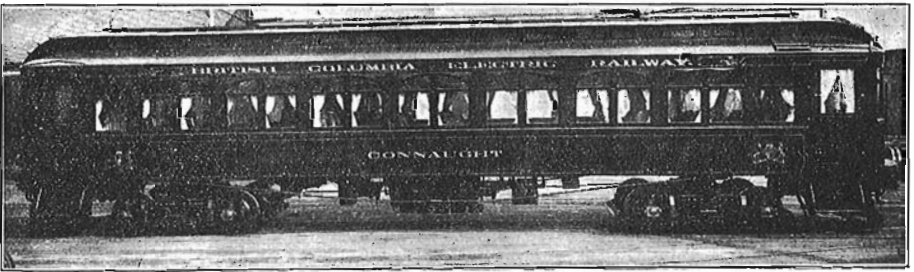
★ The soon-to-be-constructed Pine Point railway has been officially named the GREAT SLAVE LAKE RAILWAY by Canadian National Railways, who will begin construction of the 435-mile line in the spring. The railway will extend north from the Northern Alberta Railway near Peace River, to Hay River on Great Slave Lake. A branch will join the line at Enterprise, south of Hay River, and link the main line with the mines at Pine Point. Nine major bridges will be necessary, the largest being a 2,000-foot steel span across the Meikle River, whose valley is about a mile wide and some 300 feet deep. This crossing is about 90 miles north of Peace River, and the steel used to bridge this gap will equal the amount required by all of the other eight bridges together. Completion of the railway is expected in 1965.

THE ERIE and ONTARIO RAIL ROAD, continued

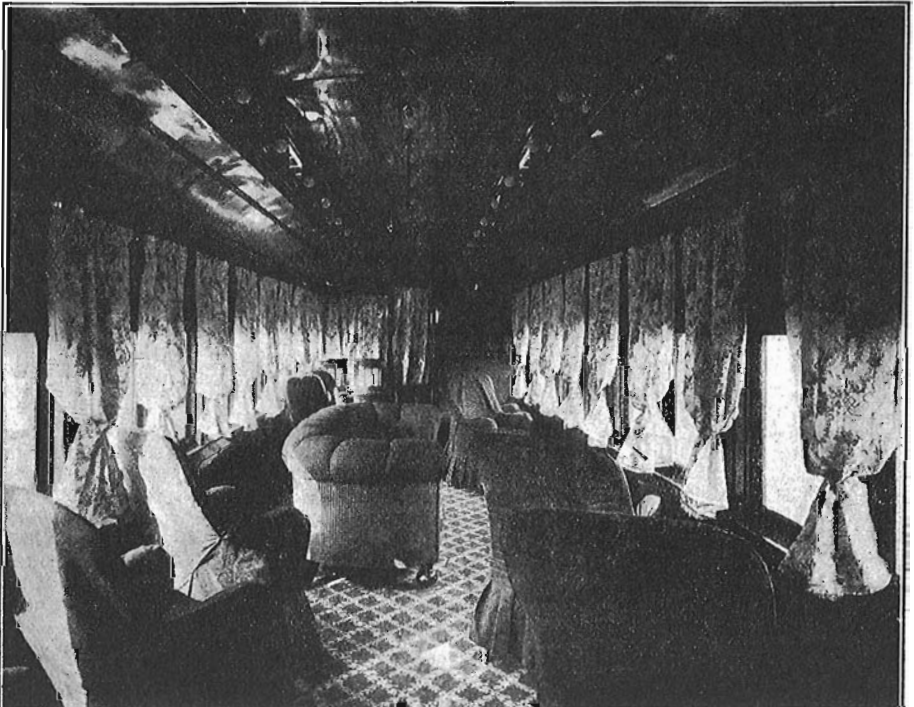
To wind up the story of the road in its broad gauge and independent days, we must mention the Act obtained from the Dominion of Canada on 23rd May, 1873, (36 Vic., Cap. 86). Sec. 2 of this Act enabled the Directors to determine the gauge of the line as they saw fit. Finally 38 Vic., Cap. 66 of 8th April, 1875, enabled the Canada Southern to absorb the Erie and Niagara. The stage was therefore set for the Canada Southern to use the E.&N. for its own purposes; and the future history of the road is tied up with the story of that line.



Canadian Express Company, Electric Truck.



Royal Car on British Columbia Electric Ry.



50 YEARS AGO

FIFTY YEARS AGO - in 1912 - railway news was very much to the fore. New lines - both steam and electric - were being built in many parts of the country, only surpassed in numbers by those that were being planned and not built. Revolutionary types of motive power and rolling stock were being tested alongside new and improved versions of the tried and true. And new marvels of engineering in the form of bridges, stations and the like were being pushed to completion to keep pace with Canada's expanding railway picture.

A glance through railroad and tramway news articles of half a century ago reveals a number of interesting items, some of which are reviewed briefly in the following paragraphs.

In 1912 the Duke of Connaught uncle of the reigning monarch, King George V, paid a visit to Western Canada, and the British Columbia Electric Railway was requested to transport the Royal Party from Vancouver to New Westminster. Accordingly, one of the company's large interurban cars was refurbished inside and out in parlour car style, suitable for the distinguished travellers. The specially repainted exterior of green and cream was offset by the royal coat of arms and the name Connaught appearing on each side. The interior furnishings consisted of green plush chairs and couches, with light silk curtains over the windows. Frosted lamps and luminous electric radiators provided light and heat for the special run, part of which was in the cool of the evening. The road number of the double truck, wooden car selected for the special honours has not been ascertained.

Late in December 1911, a dispatch from Ottawa announced the Dominion Government's intention of establishing a year-round car-ferry service between Prince Edward Island and the mainland of New Brunswick. This plan would involve changing the 3' 6" gauge of the PEI lines to standard gauge. A more ambitious proposal to construct an underwater tunnel some hundred and fifty feet below Northumberland Strait was ruled out as being too expensive a solution to the Island province's transportation problems.

An appropriation of \$400,000 was made early in January 1912, to provide the ice-breaking car-ferry and to change the gauge of the PEI railways.

Fifty years ago, work on the National Transcontinental Railway was proceeding apace. As the year 1912 reached midpoint, track had been laid for some 350 miles eastward from Winnipeg, about 330 miles in the vicinity of Cochrane, Ontario and for 750 miles westward from Moncton, except for a short stretch in southeastern Quebec and over the yet unbuilt St. Lawrence at Quebec City.

One of the most spectacular of the structures on the eastern part of the N.T.R. was the viaduct over the Little Salmon River in northern New Brunswick. Under construction between the early part of 1910 and February 8, 1911, the 25 span bridge was designed according to Dominion Government specifications by R. F. Uniacke and W. A. Duff, N.T.R. bridge engineers. The Dominion Bridge Company Ltd. of Montreal were subcontractors for the substructure. No accident nor casualty of any kind was the proud boast of both management and erection

FIFTY YEARS AGO, continued

crews who worked on the 4,000 foot long structure at a height of some 200 feet above the water line of the Little Salmon River, 185 miles northwest of Moncton.

It was reported in May, 1922, that the Canadian Pacific Railway was to push forward the electrification of the company's railway between Rossland and Castlegor Junction, B.C.. Steam power on the line was listed as five locomotives: two of 36,000 lbs. tractive effort, and three of 23,000 to 24,000 lbs. tractive effort.

The electric motive power installation was planned to consist of four 70 or 80 ton electric, and power was to be provided by the West Kootenay Power and Light Company from Bonnington Falls, B.C.. Both Canadian Westinghouse and the Canadian General Electric Company tendered on the electrification, the former advocating a high voltage alternating current installation, the

CGE favouring 2400 volts D.C., as later used by the CNR for the Mount Royal tunnel.

A forecast of extinction for horsedrawn express wagons was demonstrated in Montreal during the summer of 1912, when the Canadian Express Company acquired five trucks for express delivery service in the metropolis. Although they sped through the city streets at 12 m.p.h., they could travel up to 45 miles on a single charge of their underslung storage batteries - double the efficiency of contemporary horsedrawn wagons. They were powered by electricity, which was claimed to offer several superior characteristics as compared with gasoline powered vehicles. Charging the batteries, a somewhat lengthy operation, was done during the night and, although use of the vehicles was in the nature of an experiment, "...it is probable that the horse will be largely, though gradually, superseded".



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