



crha News Report

P.O. BOX 22,

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 130

FEBRUARY 1962



LIVERPOOL & MILTON TRAMWAY COMPANY was a standard-gauge short line which served the two south coast Nova Scotia towns more than half-a-century ago. A steam "dummy" locomotive heads the train in this winter photograph taken before the turn of the century, while the coach at the rear of the train is a former Halifax horse car. Flat cars are loaded with pulp slabs bound from a pulp mill at Milton to ships at Liverpool. (See page 31)

Collection of Dr. R.V.V. Nicholls

The Museum

The following donations to the Museum Fund are gratefully acknowledged:

Mr. J.C. Maffre	\$ 5.00
Mr. Robert H. Holden.....	5.00
Mr. Herbert E. Summers	5.00
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Hon. Sen. Adrian K. Hugessen .	100.00
Mr. Bill Williams	18.00
Mr. Matthew Herson, Jr.,.....	8.00

-- End of 1961 ! --

Beginning of 1962.

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Mr. Peter A. Lyon.....	5.00
Mr. J.C. Bayley	20.00
Mr. Harold R. McMann	5.00
Mr. George M. Hart	52.50

TOTAL \$1,820.10
Previously acknowledged: 16,299.14

GRAND TOTAL \$18,119.24

NELSON STREET RAILWAY is the subject of Bulletin No.3 of the British Columbia Railway Historical Association, available from BCRHA at P.O. Box 114, Victoria, BC. The price per copy is 50¢. Written by Douglas V. Parker, the 19-page history, which includes nine photographs, maps and car roster gives an excellent insight into the half-century career of Canada's smallest electric street railway system. The BC Association has other publications available for sale, and orders and inquiries may be directed to the address above.

The BC Electric Ry car "Connaught" illustrated in the January issue of the NR, was later BCER No.1304. Mr. F.C. Legrove of Port Coquitlam, BC has written to tell us that he assisted in taking this car to Portland, Oregon, where it is presently the property of the Willamette Valley Electric Railway Association. He also advises that this car was completely rebuilt following accidental burning on the BCER in 1946.

CRHA EDMONTON BRANCH FORMED.
A branch of our Association has been organized in Edmonton, Alta. Watch the March "News Report" for details.....

ABANDONMENT OF C.N.R. OTTAWA RIVER BRIDGE

Early in January, Canadian National Railways Montreal Area announced that due to the Quebec Hydro power development on the Ottawa River at Carillon, Que., the railway bridge between Hawkesbury, Ont., and Grenville, Que., would be removed from service at the end of the month. The last scheduled trains in each direction to use the bridge were No.81 westbound from Montreal to Hawkesbury on Tuesday, January 30th, and No.82 eastbound from Hawkesbury to Montreal on Wednesday, January 31st. On the same afternoon, No.81 ran only as far as Grenville, which thus becomes the western terminal of the Grenville Sub-division. Daily-except-Sunday passenger service will continue to operate between Montreal and Grenville, while Hawkesbury will be served only by the branch from Glen Robertson on the main Montreal-Ottawa line of the CNR.

The section of railway affected by the abandonment, which is less than two miles in length, was opened originally in 1901 by the Great Northern Railway of Canada, as the westernmost portion of a line linking Hawkesbury with St. Jerome, Joliette, Garneau and Quebec. Hawkesbury, at this time, was already served by a branch of the Canada Atlantic Railway which had been opened into the town from Glen Robertson, Ont., in 1892. The GNRC station was on the site of the present CNR depot, while the CAR station (which is still intact and used as a retail store) was situated on the main street. During 1909, the Canadian Northern Railway, which by this time had acquired control of the Great Northern, extended the Hawkesbury "branch" westward to Ottawa, via Alfred Centre, Rockland and Cumberland, Ont., and two years later, in 1911, built a branch from Cushing Junction, on the Quebec side some little distance east of Grenville, to the Island of Montreal, via St.Eustache; it was this branch which was opened into Montreal in 1916 by the newly-completed Mount Royal Tunnel. Canadian Northern became a constituent of the newly-formed Canadian National Railways in 1918 and with the integration of the Grand Trunk Railway (which had acquired the Canada Atlantic in 1905) into the National system in 1923, the facilities at Hawkesbury were consolidated and the old CAR-GTR station closed and disposed of with all trains thereafter using the former Canadian Northern station.

In October 1939, Canadian National abandoned the Hawkesbury-Ottawa section of the former Canadian Northern, and one year later in October, 1940, the railway from Cushing Jct. to St. Jerome was closed. The current changes now make Hawkesbury dependent only on its original 1892 rail link.

The bridge affected by the abandonment consists of a short through-truss span over the Carillon Canal, and a combination deck truss, and deck plate girder structure on steel towers, over the Ottawa River proper. The rails were carried at a height of approximately fifty feet above the mean water level.

CANADIAN PACIFIC'S D-10 Class 4-6-0s were Canada's largest locomotive class numerically, some 500 units (numbered between 600 and 1111) having been built between 1905 and 1913. The D-10 was at home in every Province served by CPR, and was used in passenger, freight, yard and work services. We have in mind a photographic and factual tribute to this versatile and useful locomotive, and would like the illustrations to represent the photographic talent of our readers. If you have any good-quality still or action views of these locomotives, we would invite you to send in prints to be considered for publication. We can't pay for photos, of course, but every one used will be credited and contributors will receive complimentary copies of the book when it is issued. Prints sent in may be of any size, but should be capable of enlargement if chosen for use.

-- Omer Lavallee.

Sherbrooke Railway & Power Co.

While the majority of the street railway systems in the smaller Canadian cities lasted until the late 1940s and early 1950s due largely to the artificial stimulus of the second World War and its accompanying shortage of automotive fuel, rubber tires and other equipment, there was a preliminary wave of abandonment which occurred in the early 1930s, occasioned by the rise in popularity of the autobus. After a lapse of thirty years or more, little remains to remind us of these systems and what is more unfortunate, historical research tends to be rather weak on these street railways which served New Glasgow and Stellarton, NS; Moncton, NB; Trois Rivieres, Que.; Kingston, St. Thomas and Cobalt-Haileybury in Ontario; Brandon, Man., and Moose Jaw, Sask., to name but a few.

One of these interesting systems was that of the Sherbrooke Railway & Power Company, which served the city of Sherbrooke, Que., effectively and adequately for nearly thirty-five years, from 1897 to 1931. While the system became an all-Birney operation in later years, it did enjoy the distinction, unusual for such a small city, of having designed and built cars of its own design, these under the direction of an able and imaginative officer, Mr. Francois-Xavier Couture. Two such cars, of a sort of "pre-Birney" design were built in 1917 and 1918 and we might have heard more of the products of this resourceful individual, had the famous Safety Car design of C.O. Birney not mushroomed into prominence and popularity just at this period.

It was in 1895 that the Legislature of the Province of Quebec incorporated the Sherbrooke Street Railway Company, empowering it to build an animal- or electrically-powered street railway in the city of Sherbrooke and environs; the authorization enabling animal power to be used was merely a formality, and from the outset the system was predestined to electricity. In July of 1897, construction got under way on a Belt Line which connected the business district with the principal residential areas. Owing to Sherbrooke's hilly topography, the belt line routing enabled the company to select streets with less severe hills. Initially, the Belt Line started from the GTR station, and ran along Depot, Wellington Street South, Aberdeen, Alexander, King Street West, Belvedere, Wolfe, Queen and Melbourne, then back via Moore, Dufferin, Wellington North and King to the station. Simultaneously, construction got under way on a route to Lennoxville, about four miles south of Sherbrooke. The track was laid with 55-pound rails, and service was inaugurated on both Belt Line and Lennoxville routes on November 1st, 1897 using six closed, 28-foot cars, seating thirty passengers each. The car builder is unknown, but probably they were built by Ahearn & Soper in Ottawa.

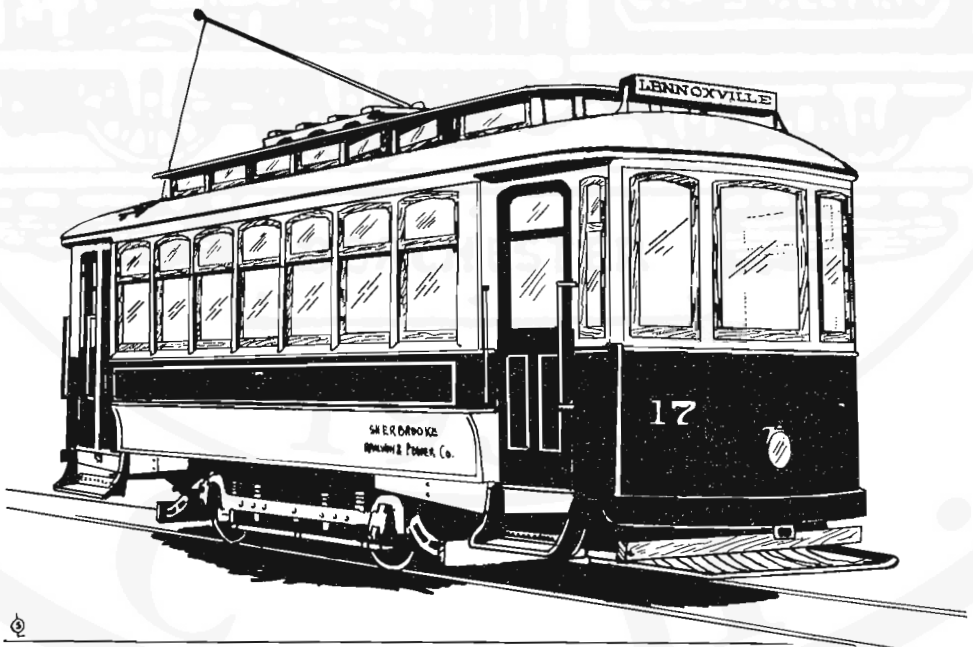
In the summer of 1898, coincident with the arrival of four open car bodies, which utilized the trucks of four of the closed cars, a further line was constructed and opened for service, crossing the St. Francis Bridge on King Street, and running out Park Avenue for some little distance. At this time, two cars served the Lennoxville route, running on a twenty-minute headway, and two other cars served the Belt Line, one in each direction, likewise offering a twenty-minute service. One other car was used on the Park route, connecting with the Belt Line and Lennoxville cars at King and Depot streets, where the Lennox-

ville cars looped via Depot, King and Wellington. The sixth car was retained as a standby for rush hours.

In the ensuing decade, the system, which was capitalized at \$350,000, proved to be a profitable enterprise, and while there were no changes or extensions to the routes, six new cars were obtained in 1904 and 1905 from the Ottawa Car Manufacturing Company, five of them seven-bench open cars, while the sixth was a thirty-foot closed car body which utilized the truck of one of the original 1897 street cars.

In 1910, the company was reorganized as the Sherbrooke Railway and Power Company, forming part of a small complex of local power companies operating in eastern and southeastern Quebec, which was the nucleus of the present Southern Canada Power Company. The new company embarked on a programme of extension, which saw a route built on Bowen Street from King Street, where connection was made with the Park Line, to the Newington Shops of the Quebec Central Railway Company. In 1912, the Frontenac route was inaugurated, running from the Belt Line at Frontenac and Dufferin, up Frontenac to Wolfe, then sharing the line on Wolfe with the Belt Line, left it again to go west on Portland, north on Ontario and east on Prospect streets, as far as Quebec street. One car functioned on each of the two new lines.

To serve these extensions and augment the older equipment, the Company obtained four new cars from the Ottawa car company in 1911, thirty-foot single-truck wooden cars of very substantial construction, which represented the most advanced design of single-truck wooden car in Canada. One of these, No. 17, is the subject of an illustration on this page. These cars were originally



two-man, but in 1914 they were converted to one-man operation.

In 1913, the extreme end of the Newington line was cut back to Woodward Street, and in 1915, the line on Queen Street was abandoned, the Belt Line now using the northwest loop of the Frontenac line, which was extended eastward on Prospect and Melbourne streets to meet the old Belt Line.

The final extension came in 1921, when the Fairmount route was completed, being an appendage off the Belt Line in the southwestern part of the city, running on Alexander, Galt, Belvedere, Short and Drummond streets to Fairmount Street. This was the first line to be served by Birney safety cars, two new vehicles of this type having been acquired that year from the Brill Company in Philadelphia.

In 1917 and 1918, two other cars had been added to the roster which had been constructed under the direction of Mr. F.X. Couture. One was a steel-bodied car using a 21-E single truck from the 1904-05 Ottawa-built cars, while the other was the same except that it had wooden sheathing. Between 1923 and 1926, though the system grew no larger, thirteen Birney cars were acquired second-hand from four U.S. systems, in Rochester, NH; Chelsea, Mass.; Woodside, L.I., NY; and the Williamsburgh Bridge Railway in New York City.

The Sherbrooke transit system was one of the first in Canada to succumb completely to the blandishments of the bus. While the street railway itself inaugurated a bus line (King-Murray) in 1928, a jurisdictional dispute shortly arose

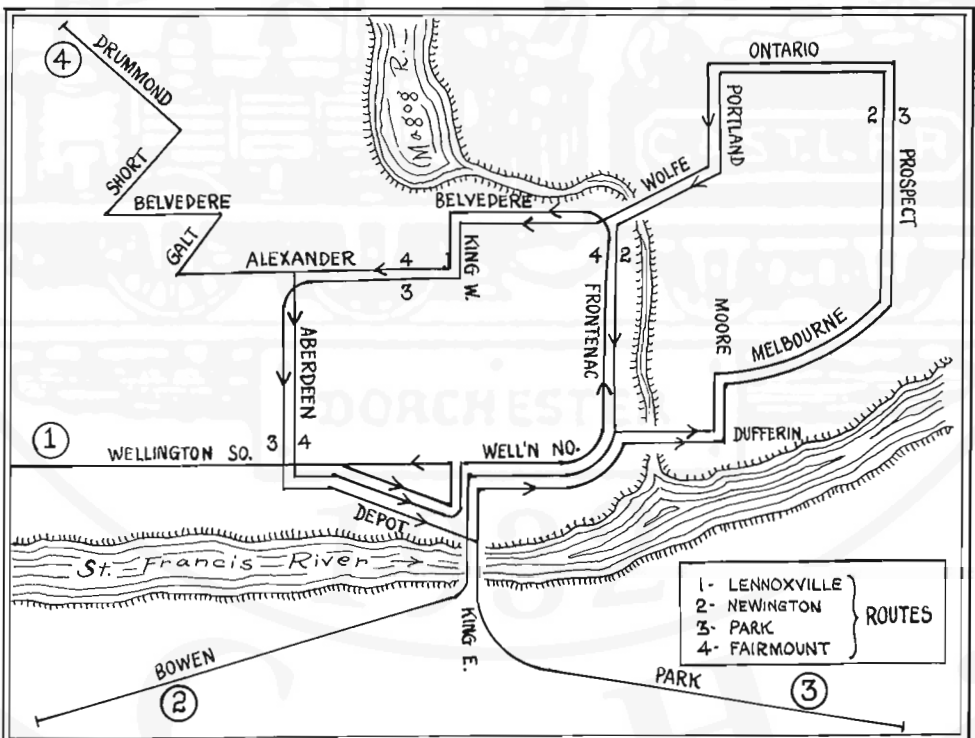


Diagram of car routes at cessation of service on December 31st, 1931.

between the parent Southern Canada Power Company on the one hand, and the City of Sherbrooke on the other, over industrial power rights, as the City was now producing its own electricity. The outcome of this difference was that when the Sherbrooke Railway & Power Company's franchise expired on December 31, 1931, it was not renewed and street railway service ceased on that date. The cars were replaced by an autobus service provided by the Provincial Transport Company from the first day of January, 1932, but the affairs of the street railway were not wound up until 1937. Most of the cars were scrapped, but three Birneys were sold to the Quebec Asbestos Company at East Broughton, Que., in 1938. One of these later became a locomotive, while the other two went eventually to the Nova Scotia Light & Power Co. at Halifax, where they lasted until abandonment of the Halifax system in 1949.

The street railway's carhouse and shop were situated on Wellington Street South, about one mile south of King Street, on the Lennoxville route. Most of the system was single-track with passing sidings except in the downtown area where there was a short stretch of double track. The Lennoxville line was situated on the east side of the road between the two towns. In addition to the route names, the cars carried boards cut in geometric designs and painted distinctive colours, denoting their routes. These signs were as follows:

LENNOXVILLE:	White Rectangle	NEWINGTON:	Red Disc
PARK:	Blue Crescent	FAIRMOUNT:	Green Diamond.

ROLLING STOCK of the Sherbrooke system.

- | | |
|-----------|--|
| Nos. 1-6 | Built 1897, builder unknown. Closed single-truck 28' cars, seating 30 passengers. GE 1000 motors. |
| " 1 (2nd) | Built 1904 by Ottawa Car Mfg. Co. Body only; used truck and controls of first No. 1 |
| " 7-10 | Built 1898, builder unknown. Open single-truck cars, using controls and trucks of four of 1 series cars in summer. Scrapped in 1905. |
| " 11 | Built in 1904 by Ottawa Car Mfg. Co. Open single-truck 7-bench car, seating 45. Westinghouse 101B2 motors. In 1912 rebuilt to one-man with sides enclosed in wire mesh. |
| " 12-15 | Built in 1905 by Ottawa. Same as No.11. No.14 later rebuilt into crane car, and No.15 into a closed car. Westinghouse 12-Amotors, later changed to Westinghouse 101B2. |
| " 16-19 | Built in 1911 by Ottawa. Closed single-truck 30' cars, seating 35. Westinghouse 101B2 motors. 1914 rebuilt to one-man. |
| " 20 | Built in 1917 by F.X.Couture. Closed single-truck steel-bodied car. Westinghouse 101B2 motors. |
| " 21 | Built in 1918 by F.X.Couture. Same as No.20 but wood body. |
| " 22-23 | Built in 1921 by J.G. Brill. Single truck Birney safety car. |
| " 24-26 | Builder and date unknown. Single truck Birney safety cars, bought in 1923 from Rochester, N.H. USA |
| " 27-30 | Built in 1920 by Wason Mfg. Co. Single-truck Birney safety cars, bought in 1924 from Eastern Massachusetts Street Railway, Chelsea. Said to have originally been Dover, Somersworth & Rochester Railway Nos. A, B, C, D. |
| " 31-34 | Builder and date unknown. Single truck Birney safety cars, bought in 1925 from Woodside, L.I., N.Y., USA. |



CRHA RECEIVES MODEL OF CANADIAN NATIONAL "6400"

A two-and-a-half-inch scale model of Canadian National U-4-a 4-8-4 No. 6400, weighing approximately three-quarters of a ton, was donated to the Association for eventual display at the Museum, by Canadian National Railways regional Public Relations Department at Montreal. The model, which was obtained for us through the special efforts of Mr. J. Norman Lowe, was built in the Munitions Department at Point St. Charles Shops, Canadian National Railways, in the autumn of 1945, and was for many years a familiar sight in the toy department of the T. Eaton Company department store in Toronto at Christmas time, when it headed a miniature train hauling youngsters during their annual visit to see and to talk with Santa Claus.

Following the trend on prototype railways, the Toronto store of Eaton's retired the engine in favour of a diesel unit, which took over the "Toyville" Train at Christmas 1960. Since that time, the model of No. 6400 has been in storage until it was turned over to the Association in December, 1961.

The engine is a faithful, scale replica of the prototype; measuring more than eighteen feet from end to end, the locomotive and tender are carefully detailed and painted, even to the raised brass digits "6400" on the running boards, and a scaled-down replica of a cast Canadian National number plate at the front of the engine. The headlight and classification lights can be illuminated, and the valve-gear is skilfully fashioned and complete in every detail. Construction is metal throughout, and the wheels, including the disc driving wheels, and truck frames are steel castings. The engine possesses no motive power in its own right, the motors to propel the train having been incorporated into the design of the first "passenger" car in the miniature train -- and this car is still doing duty with the diesel outline replacement locomotive. However, controls were situated in the vanderbilt tender, and a square opening in the top of the tank, accomodating the controls for the "engineer", and his seat, is the only major departure from prototype. The cab and boiler are used to house an electric motor and air compressor, with a long air reservoir which is used to sound a three-tone air whistle. A gong in the tender, operated by a foot lever, serves to imitate the well-known Canadian National air-operated locomotive bell.

Our photograph, illustrated on the page opposite, shows the engine just after completion at Point St. Charles Shops in 1945, being inspected by Mr. R.C. Vaughan, then President of the National System (second from left) and other officers of the Railways. The size of this impressive model (waist-high on an adult of average height) is readily apparent. The driving wheels are flangeless, enabling the engine to negotiate the sharp curves of the "Toyville Railway".

A similar-scale model of Canadian Pacific H-1 class 4-6-4 No. 2851, is still in use at the Montreal store of Eaton's of Canada, at Christmas time.

The 6400 model is being stored temporarily through the kindness of our Honourary President, Mr. Donald Angus, but will be moved eventually to Delson to be displayed in conjunction with other notable models which the Association has available as exhibits.

SHERBROOKE - Roster of Rolling Stock (concluded from page 27)

"	35-36	Builder and date unknown. Single-truck Birney safety cars, bought in 1926 from Williamsburg Bridge Ry., New York, USA.
No. 1		Built 1897, builder unknown. Single-truck double-end snowplow. Scrapped 1910.
No. 1 (2nd)		Built 1911 by Ottawa. Single-truck double-end sweeper.
"	2	Built 1912 by Sherbrooke Ry. & Power Co. Double-truck double-end freight motor later converted into snowplow. Originally Westinghouse 12-A motors, later 101B2.

DISPOSITION: In 1938, cars 22, 23 and 29, also sweeper 1 sold to Quebec Asbestos Company, East Broughton, Que. No.23 rebuilt into locomotive, and in 1942, Nos. 22 and 29 sold to Nova Scotia Light & Power Co., Halifax, as Nos.176 and 177. Scrapped in 1949. Other Birney bodies were sold for use as cottages, etc., and many moved to vicinity of Petit-Lac-Magog, west of Sherbrooke.

Notes and News



- * Canadian Pacific Railway is developing a seventy-acre industrial park south and east of its Ogden Shops, in the city of Calgary. The park has been divided into 57 industrial sites, most of them comprising between one and one-and-a-half acres. Two industries are already under construction in the area.
- * The Board of Transport Commissioners has authorized Canadian National Railways to abandon its passenger service between Quebec and St. Raymond, Que. The service will end after April 28th.
- * Canadian Pacific Railway has been authorized by the Board of Transport Commissioners to abandon passenger service between Fredericton and Fredericton Jct., NB effective March 15th. Presently, this service is provided by CPR's only two remaining self-propelled gas-electric cars. Also authorized for removal is the local service between Saint John and McAdam, NB, and between Ottawa and Chalk River, Ont., on the same date. The Board refused to permit the railway to abandon its passenger service between McAdam and Edmundston, NB., on which the railway claims it loses \$140,000 a year. In connection with an application made in 1961 to abandon completely the Snowflake and Fallison Subdivisions in southern Manitoba, the Board ruled that the railway might abandon, after August 1st, service between Snowflake and Windygates, Man., and between Snowflake and Fallison, Man., only, retaining the railway between Wood Bay and Snowflake.
- * Premier Robarts of Ontario recently announced that a complete modernization and renovation of the communications system of the Ontario Northland Railway (owned by the Province of Ontario) would get under way immediately. The project, to include micro-wave facilities, is expected to cost \$7,200,000.
- * A sweeping overhaul of Federal transportation policies and regulations, aimed at freeing Canada's railways for a "sink-or-swim" competitive battle against other forms of transport, has been proposed in the second volume of the report of the Royal Commission on Transportation, which was tabled in the House of Commons by the Prime Minister on January 23rd. Highlights of the 289-page report include a major overhaul of national transportation policy aimed at creating an efficient transport system, sweeping de-control of railways to enable them to compete effectively as ordinary businesses instead of semi-public utilities; the freeing of all freight rates, except for a maximum rate formula on proven "captive" traffic, and a minimum rate formula to forestall rail-truck price wars; an end to across-the-board freight rate increases, and the repeal of most of the traditional regional subsidies; repeal of the CN-CP Act of 1932, which would result in cancellation of familiar pool services; planned branch-line abandonment, arranged in stages over 15 years, so that areas can effect gradual adjustment to discontinuance of unremunerative lines; and a theoretical blueprint for nationalizing privately-owned railways on a skeletal basis, if their managements ever decide that such railways are not commercially feasible. The Commission is under the chairmanship of M.A. MacPherson of Regina, and is expected to release its third report, containing special economic research studies, later this year.

CANADIAN PACIFIC RAILWAY LOCOMOTIVE DISPOSALS, 1961

During the year 1961, Canadian Pacific Railway's scrapping programme for steam locomotives continued, with 176 locomotives being disposed of, 175 by dismantling and one through sale. On the 1st of January, 1962, there remained only 188 locomotives on the inventory, of which eleven are being held for our Association's museum project at Delson, Que.

Here are the locomotives scrapped during 1961 by classes:

- D-10 (4-6-0): 814, 871, 890, 911, 946, 963, 969, 986, 1002, 1004, 1010, 1027, 1033, 1038, 1039, 1066, 1072, 1077, 1080, 1094.
Also 1098 sold to the Edaville Railroad Museum, U.S.A.
- F-1 (4-4-4): 2926.
- G-1 (4-6-2): 2200, 2206, 2209, 2219, 2224, 2229, 2237, 2238.
G-2 (4-6-2): 2500, 2501, 2514, 2550, 2554, 2556, 2599, 2609, 2626, 2628, 2629, 2644, 2659, 2660, 2663, 2664.
G-3 (4-6-2): 2323, 2326, 2328, 2332, 2334, 2345, 2349, 2362, 2368, 2369, 2370, 2373, 2374, 2378, 2381, 2383, 2388, 2391, 2398, 2397, 2399, 2408, 2412, 2414, 2421, 2424, 2426, 2430, 2434, 2441, 2444, 2459, 2461, 2471.
G-5 (4-6-2): 1223, 1224, 1226, 1231, 1233, 1239, 1255, 1256, 1258, 1260, 1261, 1262, 1263, 1269, 1273, 1280, 1283, 1291, 1301.
- H-1 (4-6-4): 2811, 2819, 2820, 2822, 2825, 2834, 2841, 2848, 2854, 2856, 2857, 2863.
- M-4 (2-8-0): 3422, 3429, 3462, 3504, 3507, 3514, 3546,
N-2 (2-8-0): 3607, 3610, 3624, 3632, 3638, 3641, 3642, 3682, 3692, 3700, 3725, 3750, 3752, 3759.
- P-1 (2-8-2): 5102, 5114, 5135, 5137, 5144, 5145, 5147, 5160, 5162, 5163, 5170, 5175, 5183, 5187, 5202, 5214, 5225, 5229, 5231, 5232, 5234, 5236, 5240, 5254,
P-2 (2-8-2): 5325, 5374, 5394, 5400, 5401, 5406, 5410, 5411, 5413, 5428, 5429, 5445, 5449, 5452, 5458, 5473.
- V-4 (0-8-0): 6933, 6939, 6941.
V-5 (0-8-0): 6964.

TOTAL: 176 UNITS

COVER PHOTOGRAPH:

The Liverpool & Milton Tramway Company was incorporated in May, 1896, under the laws of Nova Scotia, and was opened for service in March, 1897, for a distance of six miles. The line possessed one locomotive, the 0-4-2 "dummy" shown in our picture, about a dozen freight cars of which two were boxcars and the rest flat cars, and one car, a former Halifax horse car mounted on double trucks, which doubled as a passenger coach and condutor's van, this according to a memorandum possessed by the late Mr. Robert R. Brown, from D.C. Mulhall, a director of the railway. The line functioned independently until 1910, when it was acquired and used as a spur by the Halifax & South Western Railway, later coming into the hands of Canadian National Railways, who abandoned it in 1937. The course of the Tramway between Liverpool and Milton was largely along or beside the public road, as our illustration shows.

Narrow Gauge Railways in Canada

With the passing of the steam locomotive from active duty on our railways, the Association has noticed a slight resurgence of interest in historical research on other facets of Canadian railways. Quite a number of requests for information of a general nature have been received in recent months, and as a result, a few publications intended as "survey courses" upon various aspects of Canadian railway history are now being prepared, or are planned for publication.

The first of these, under the above title, and including outline histories, pictures and maps of all Canadian common-carrier narrow-gauge railways, and some of the more significant private lines, will be released by the Trains & Trolleys Book Club, probably in March. This monograph is intended to give a broad picture of narrow-gauge development for the casual amateur, but its condensed information will serve as a point of reference from which detailed studies of individual companies or systems may be made.

It is very painful to realize that Canadian rail hobbyists as a whole are largely ignorant of the existence, let alone the background, of narrow-gauge railways in Canada. The Association frequently receives requests, some of them rather plaintive, asking if there "has ever been any narrow-gauge railway in Canada", the writers surprisingly unaware of the fact that Canada possesses North America's largest existing narrow-gauge network, in the form of the 708 miles of the Newfoundland lines of Canadian National Railways, 22 miles of the Grand Falls Central Railway in the same Province, and 90 miles of the Canadian portion of the White Pass & Yukon Route.

Moreover, we are destined to retain this distinction, since none of these systems are threatened by foreseeable

abandonment. Quite the contrary; all have modernized plant and operations without sacrificing an inherent regional charm. For there are few stronger contrasts in culture, locale, geography or climate than those which exist between the three-foot-gauge Yukon carrier, and the forty-two inch width of the Newfoundland lines.

But the story does not end there -- not by any means. The narrative embraces many other facts about Canada and its narrow-gauge lines which are worthy of more general circulation.

For example, Canada possessed the first narrow-gauge public railway in North America, and probably in the whole of the western hemisphere as well, in the Toronto & Nipissing Railway which was opened to service in July, 1871. We are also justifi-

ied in advancing the claim that Canada had the first truly narrow-gauge steam-operated railway of any kind in the western hemisphere, in the form of the $1\frac{1}{2}$ -mile 42-inch-gauge carrier which functioned at the Lingan Colliery in Cape Breton as early as 1866. This was but three years after steam operation was adopted by the Festiniog Railway which, still happily existing in the hands of a Welsh preservation society, makes undisputed claim to being the first steam-operated narrow-gauge railway in the world. Yet only three years after the Welsh line adopted steam traction, a little 0-4-0 tank locomotive, "Fairy", operated on the Lingan Colliery tramway, hauling coals from the mine to the ships.

We can even claim precedence in the three-foot-gauge "department", with the Glasgow & Cape Breton Coal & Railway Company, whose operations commenced in May, 1871, over a ten-mile line connecting the pier at Sydney with Reserve Mine, also in Cape Breton.

That all of these small-gauge railways were influenced by the Festiniog to a marked degree is evidenced, for example by the Fairlie Patent double-ended steam locomotives which were first used on the Welsh road, but were later exported liberally across the Atlantic, principally to Mexico. One, however ("Mountaineer") went to the Denver & Rio Grande Railway ostensibly as a gift of the Duke of Sutherland, while five more, three of them 36" gauge, and the other two 42" gauge, went to three of the very first Canadian narrow-gauge lines, the Glasgow & Cape Breton, the Toronto & Nipissing and the Toronto, Grey & Bruce systems.

*- Meaning more than a foot narrower than the standard or Stephenson gauge of 4'8 $\frac{1}{2}$ ".

The Sydney line, with its 36" gauge, tended to be the exception in the first decade of narrow-gauge in Canada, and while other systems were built in Ontario, Quebec, New Brunswick and Prince Edward Island in the 1870s, they were all of the forty-two-inch persuasion.

The 1880s saw the beginnings of Newfoundland's extensive system followed by a "rash" of three-foot-gauge building, in Alberta and in Quebec. The two lines in French Canada were constructed by colonization societies supported by the Catholic Church. Another settlement line in Alberta in the 1890s had Mormon money behind it.

It remained for the Nineties to produce the most scenically spectacular systems, redolent of the railways of Colorado rather more than other Canadian lines - the Kaslo & Slocan, the Trail Creek Tramway (dealt with in a recent News Report) and the oft-publicized White Pass & Yukon.

While a few lines made their appearance in the Twentieth Century (the smallest but perhaps the best-known of all being the 3'8 $\frac{1}{2}$ " gauge Portage Railway of the Huntsville, Lake of Bays & Lake Simcoe Railway & Navigation Company), the years following 1900 were noted mainly for the decline of the narrow-gauge in this country; the largest unit loss occurred in the 1920s, when the whole Prince Edward Island system comprising more than 250 miles of 42" gauge was converted to standard width, the last narrow-gauge train running from Murray Harbour to Charlottetown in September, 1930.

But the era of new lines was not over -- quite. As late as 1941, the United States Army built a ten-mile line connecting the Newfoundland Railway at White's Road, Nfld., with the Harmon Air Force Base at Stephenville, on which they operate



their own diesel locomotives.

Apart from the two principal groups at each end of Canada, vestigial traces of many other lines can be found in the countryside of every Province except Manitoba and Saskatchewan. The CNR lines in P.E.I. still twist about aimlessly from side to side of the Island, just as they were laid in the early 1870s; CN travellers riding from St. Sauveur to Sixteen Island Lake in the Laurentian Mountains of Quebec, are forcefully reminded of the Montfort Colonization Railway of the Nineties which laid this line to 36" width, the present CN track following every turn and grade variation of the original line, including a near 4% grade at Lac Chevreuil.

In the Caledon Hills northwest of Toronto, the scars of the Horseshoe Curve which surmounted the Niagara Escarpment for the Toronto, Grey & Bruce Railway are still plainly evid-

ent on a tract of land imaginatively named "Horseshoe Farm".

Visitors to Lake Louise in the Canadian Rockies can hike along the abandoned roadbed of the Canadian Pacific's Lake Louise Tramway, which carried hotel guests and baggage from the railway station to the hotel in gasolene railcars, from 1912 to 1930, and a short distance away, near the highway to Field, B.C., there lie the remains of a 3-foot-gauge 2-6-0 built by Baldwin in 1885 for the railway which ran over the Canadian Pacific's present standard-gauge line from Dunmore to Lethbridge. This little machine was being shipped out, in the Nineties, after CPR had acquired and standard-gauged the railway, and apparently tumbled from a flat car while descending the famed 4% "Big Hill" from Stephen to Field and there it rests to this day, with its tender.

In the remote mountains of

the Slocan, the 3-foot rails of the Kaslo & Slocan are said to exist still, isolated and abandoned, on rock ledges on the sheer mountain face near Sandon, the tracks rendered inaccessible after landslides and forest fires sealed the fate of the K&S more than half a century ago.

Three of the lines spilled over into the United States. Best-known example is the 20-miles of the White Pass & Yukon which lie in Alaska. The present Great Northern (USA) branch from Shelby, Montana to Sweetgrass, was a 36-inch-gauge appendage (Great Falls & Canada Ry) of the Alberta Railway & Coal Company which ran from Coutts to Lethbridge, Alta., with a branch from Stirling to Spring Coulee. In northern Maine, the 42-inch-gauge of the New Brunswick Railway "sneaked" over the frontier into Caribou, Maine, from Aroostook, NB, as the Aroostook River Railroad.

Economically, many diversified reasons lay behind the construction of more than twenty distinct Canadian narrow-gauge common carriers. In the east, the reasons were largely developmental; indeed, in Newfoundland and Prince Edward Island, the railways were provincial government projects, gladly turned over to Ottawa after each of

these colonies joined Canada, in 1949 and 1873 respectively. Hay intended for consumption by horses in the mercantile cities of the eastern USA was largely responsible for the Lake Champlain & Saint Lawrence Junction Railway, which ran from Stanbridge, Que., to St. Guillaume and was narrow-gauge for only a year-and-a-half. The Toronto & Nipissing was owned by a distillery (-- therein may lie the reason for the Fairlie double-ender "Shedden" exploding!).

The lines in Cape Breton owed their existence to coal, but the Rocky Mountain systems were the result of mineral strikes of a more precious nature, silver-lead in the case of the Kaslo & Slocan, gold-copper for the Trail Creek Tramway, and just plain gold for the White Pass & Yukon whose territory contributed two new words to the English lexicon, "Bonanza" and "Klondyke".

If the foregoing whets your appetite to know more, watch for the appearance of the book at an early date. Concise histories of the various roads will be supplemented liberally with photographs, maps, locomotive rosters and, for the model railway buffs, scale diagrams of as many locomotives and cars as we can get before deadline.

CLEARING TENDERS CALLED FOR GREAT SLAVE LAKE RAILWAY.

Tenders for clearing a one hundred foot wide right-of-way for the first 176 miles of the Great Slave Lake Railway were called on December 21st, by Canadian National Railways.

The work will be divided into four sections, each embracing more than 400 acres of clearing, and the tender call specifies that all but the most nor-

therly section must be cleared before May 15th. Supervision of the contract work will be carried on from the CNR construction office at Peace River, Alta.

Canadian National Railways, which is building the railway under an agreement with the federal government, expects to have the 438-mile railway completed by December, 1965. To meet this schedule, it is expected that construction will get under way this spring in the wake of the clearing crews.

B.C.-ALASKA "SEA-TRAIN" SERVICE TO BEGIN IN APRIL

In January, Canadian National Railway announced that beginning in April, a sea-train service will be inaugurated between Prince Rupert, B.C., and Whittier, Alaska. The new route will cut some 600 miles from the present Seattle-Alaska sea route, and will provide US shippers with a fast, direct service without break-of-bulk.

Boxcars shipped via the new service will not be unloaded upon arrival at Prince Rupert. Instead, they will be loaded on board barges which will be taken in tow by tugs and hauled 800 miles up the coast to Whittier, where they will be landed to continue their journey over the United States Government-owned Alaska Railroad.

The 800-mile sea ferry service will

be one of the longest in North America. Hitherto, the ferrying of railway equipment in service has been limited to comparatively short water voyages, such as between the British Columbia mainland and Vancouver Island, and in the east, between Cape Tormentine, NS and Borden, Prince Edward Island. It is expected that the new service, which will consume about five days in the journey between Prince Rupert and Whittier, will result not only in faster service for shippers, but also in a considerable decrease in shipping charges as well, by eliminating transshipment between railway car and ship at each end of the present sea route.

The announcement was made following the conclusion of a one-year contract between the CNR and a marine company in Prince Rupert, to tow the barges in the new service.

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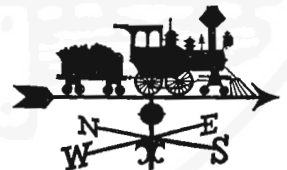
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