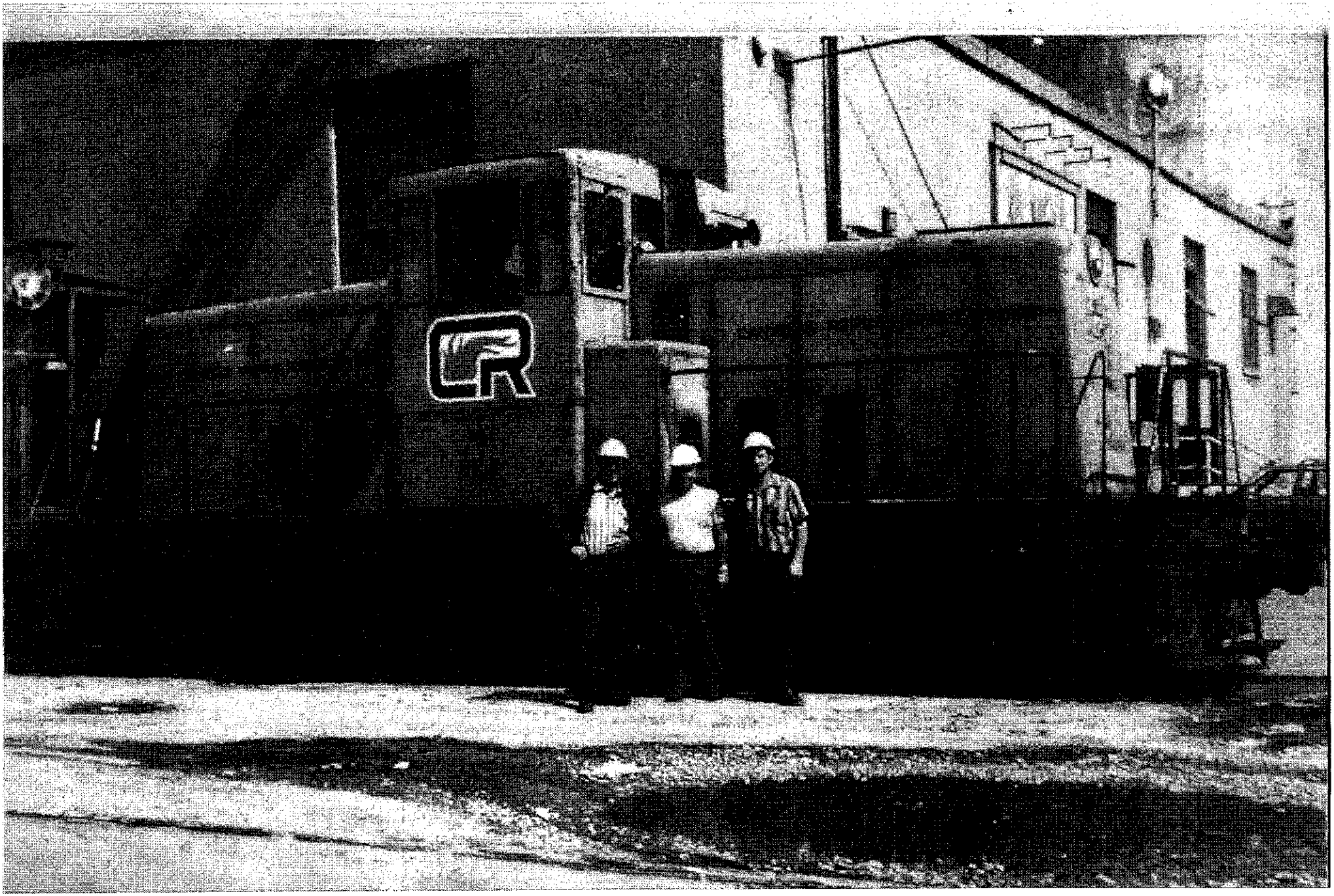
LOGGING AND INDUSTRIAL RAILWAYS

There were three logging and mining shortlines that connected with the North Shore line;

1. The Thurso and Nation Valley
2. Canadian Refractories Railway
3. The Salmon River and Northern Railway

Canadian Rail

No.368
SEPTEMBER 1982


CR

CANADIAN RAIL

Published monthly by the Canadian Railroad Historical Association
P.O. Box 148 St. Constant P.Q.
J0L 1X0

ISSN 0008-4875

FRONT COVER

PASSING BLACK LAKE on the run from Marelan to Kilmar, the railway of the Canadian Refractories Company describes an interesting and picturesque series of curves. This line has now been abandoned.

INSIDE FRONT COVER

LOCOMOTIVE NUMBER 1 of the Canadian Refractories railway is a G.E. diesel-electric. In this view, taken at the Marelan plant, we see Messrs. V. Thorburn, G. Poulter (driver) and W. Stewart (trainman).

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
V1C 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St.Catharines,
Ontario L2R 6W8

ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

Canadian Refractories Industrial Railway

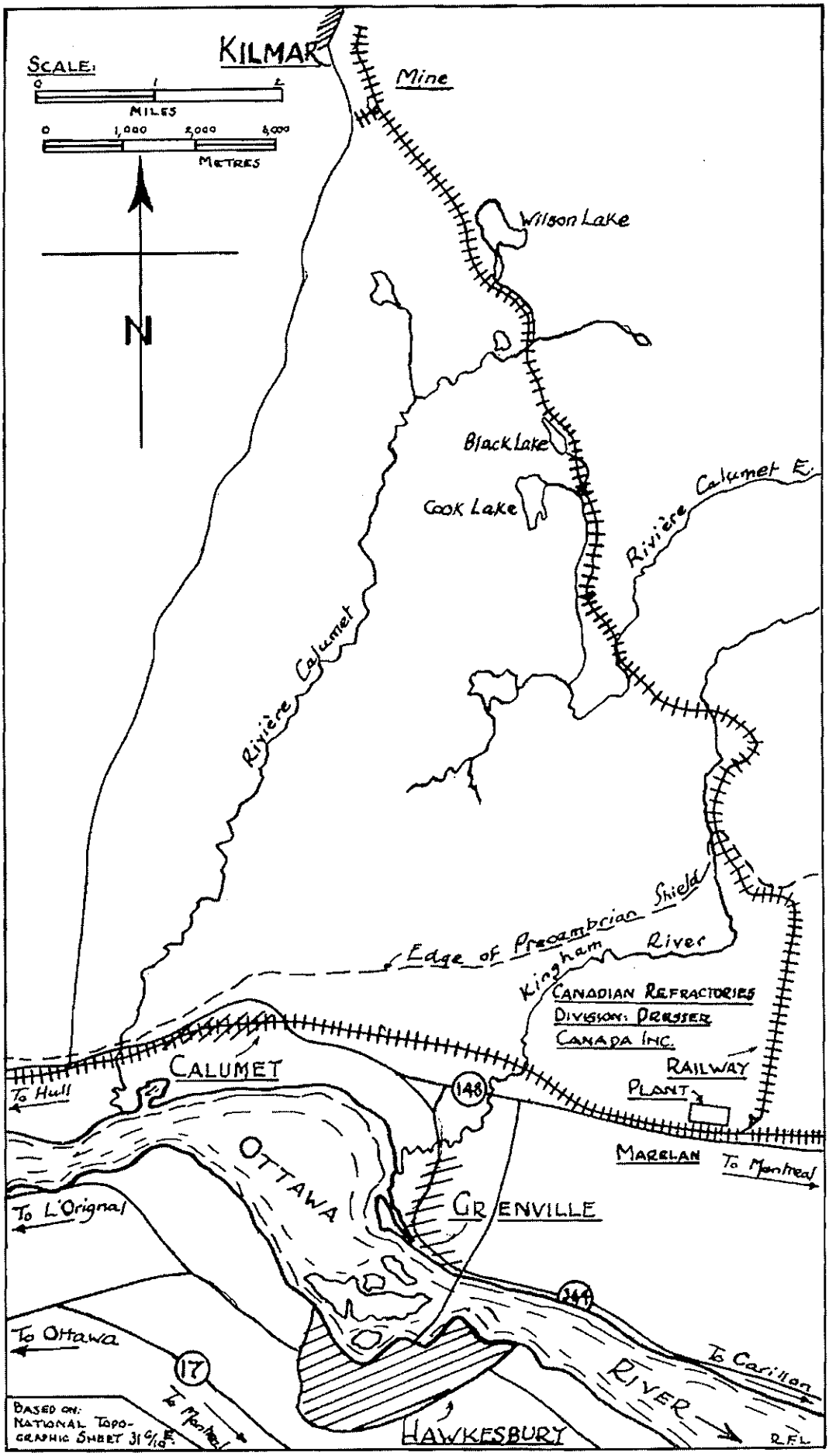
By Robert F. Legget

Another of Canada's small industrial railways has finished its course after 65 years of faithful service. It will soon be just a memory to the few who knew it well. For the last run was made on 17 July 1981 on the Canadian Refractories line from Kilmar to Marelan, Quebec. All rolling stock was then brought down to the Company's main plant, at Marelan, and has now been disposed of; the twelve miles of track have now been dismantled.

The accompanying sketch map shows the location of this little-known line in Quebec, across the Ottawa River from Hawkesbury, Ontario, roughly midway between Montreal and Ottawa. The southern limit of the Precambrian Shield here comes close to the Ottawa. Original settlements were naturally along the banks of the "Grand River" (as the Ottawa was known in earlier days) but small groups began establishing new homes along the early logging roads going up into the hills. One of these small outposts eventually became the Scottish settlement of Kilmar, eleven miles north of the river towns of Calumet and Grenville. It is said that an itinerant preacher first noticed the glistening white ore near Kilmar around the year 1900. This was start of the notable industrial complex of today.

The white ore is low-grade deposit of magnesite, formed in the Precambrian Grenville complex. It is believed that solutions high in magnesium penetrated the Grenville limestone in some geological upheaval eons ago, forming the valuable magnesium carbonate. Originally mined in open pits, the magnesite has been mined from shafts since 1936, the underground operations of today being efficient and highly mechanised, with proved reserves available for many years to come.

Mining commenced in 1914 when supplies from an Austrian mine were cut off by the first world war. Dominion Timber and Minerals Company was the operating agency. Ore was brought in horse-drawn carts down the winding road from the mine to a siding on the North Shore line of the Canadian Pacific Railway, as many as one hundred teams of horses being employed at one time. In 1916 a charter incorporating the Grenville, Harrington and Northern Railway was issued for the construction and operation of a standard gauge railway from Grenville to Labelle, Quebec but this company was apparently never set up.


KILMAR
SCALE:
0 1 2
MILES
0 1,000 2,000 4,000
METRES
N
Mine
Wilson Lake
Black Lake
Cook Lake
Rivière Calumet E.
Rivière Calumet
Edge of Precambrian Shield
Kingham River
CANADIAN REFRACTORIES
DIVISION: DRESSER
CANADA INC.
RAILWAY
PLANT
CALUMET
To Hull
148
MARELAN
To Montreal
OTTAWA
GRENVILLE
To L'Orignal
To Ottawa
17
To Montreal
HAWKESBURY
RIVER
To Carillon
R.F.L.
BASED ON:
NATIONAL TOPO-
GRAPHIC SHEET 31 G/10 E.

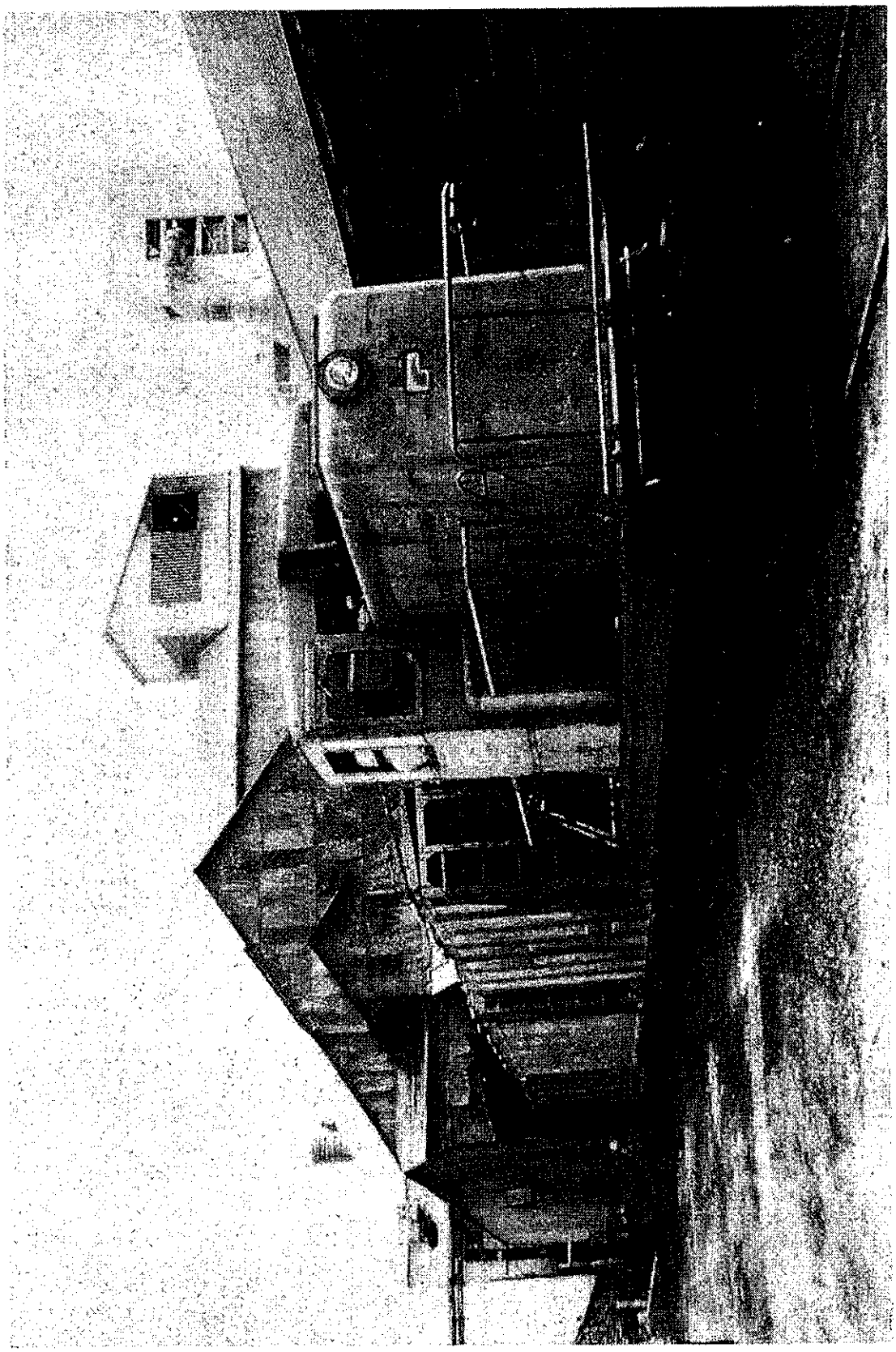
Later that year, however, a narrow gauge railway was constructed from mile 54.7 of the C.P.R. Montreal to Ottawa line, as far as the magnesite mine, approximately 11.5 miles to the north. Urgently needed for war purposes, magnesite was shipped down the little line in ever increasing quantities (35,000 tons annually by 1918) and transferred to main line cars at the junction with the C.P.R. All the equipment for the little line had been purchased from a logging company in the Fort William district, "lock, stock and barrel".

The names Kilmar and Marelan were derived from the Kilbourne family which had early financial interest in the development. It was taken over in 1918 by the Scottish Canadian Magnesite Company; this company was succeeded by Canadian Refractories Limited in 1933. This Company maintained close links with the Harbison-Walker Refractories Company of Pittsburgh which finally purchased a controlling interest in the operation after the end of the second world war. In 1967, Dresser Industries obtained control and the operation is now known as the Canadian Refractories Division of Dresser Canada Inc.

In the 1920s the unique properties of the Kilmar ore, even though low-grade, were studied by scientists of National Research Council of Canada, notably by Mr. F. E. Lathe (whom I had the pleasure of knowing as a colleague in my first years with the Research Council). Methods were developed of beneficiating the ore, notably by heavy-mineral separation; it could then be "dead-burned" in a rotary kiln and crushed. It is in this form that the ore is shipped from the processing plant at the mine to the modern manufacturing plant at Marelan, adjacent to Highway 148 and so familiar to all who use this pleasant "north shore road" from Montreal to Hull. The main products of the plant are MAGNECON refractory bricks in a variety of sizes and shapes, used for such purposes as lining kilns and furnaces. They are shipped from the plant, initially by C.P.R., to countries all over the world, constituting one of Canada's notable specialist exports.

The first plant at Marelan was started in 1953; it has been expended at regular intervals since then. The latest addition is a replacement of the smaller special products plant located at the Kilmar mine. It was this change in manufacturing that sealed the fate of the little railway since all that it would now have to carry would be the crushed ore from the mine to the plant and this could clearly be done more economically by contractors using trucks. The automobile had won another victory!

Plans for upgrading to standard gauge the original narrow-gauge line were made in 1930 and carried out in 1931, using the same alignment. After leaving the mine the route follows a winding course through the bush, generally following the contours of the land with only a few short sharp grades. There are no earthworks to speak of and only a few short steel joist bridges, crossing and recrossing the Calumet and Kingham Rivers. The winding course changes abruptly to a two-mile tangent as soon as the boundary line of Chatham Township is reached, an interesting feature of location for which an explanation has not yet been traced. This long straignt stretch is on a down grade of about 1.8 per cent, finishing with a Y

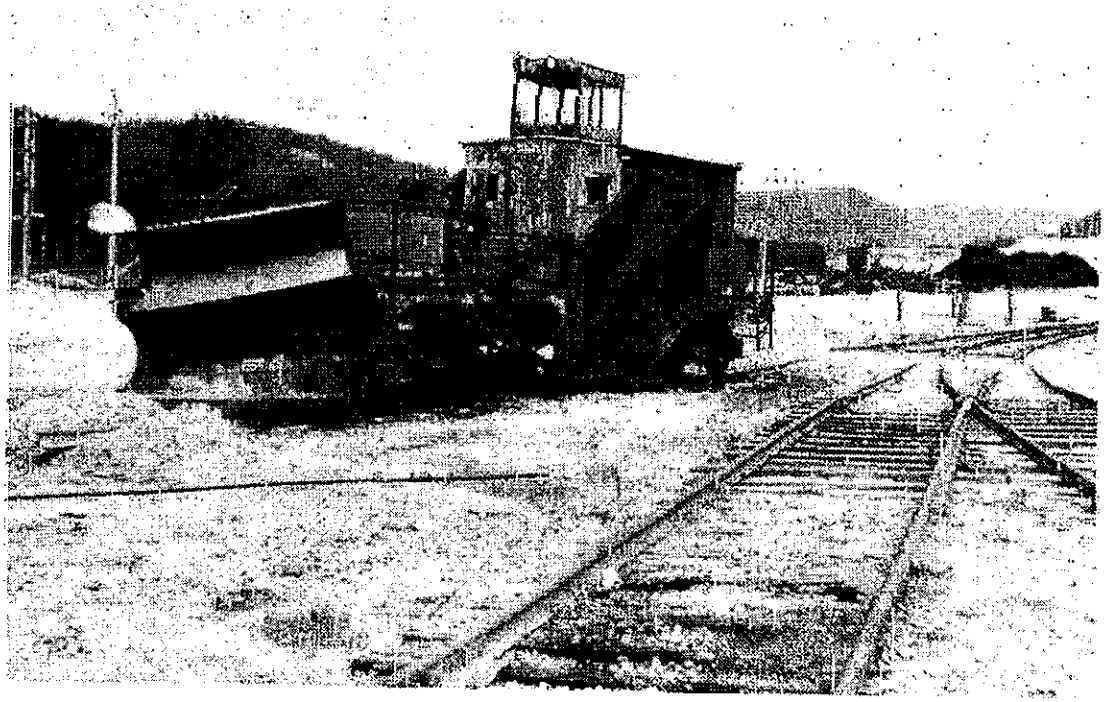


MORNING TRAIN READY TO LEAVE KILMAR for Marelan. An empty B. & O. box car is ahead of two loaded hopper cars.

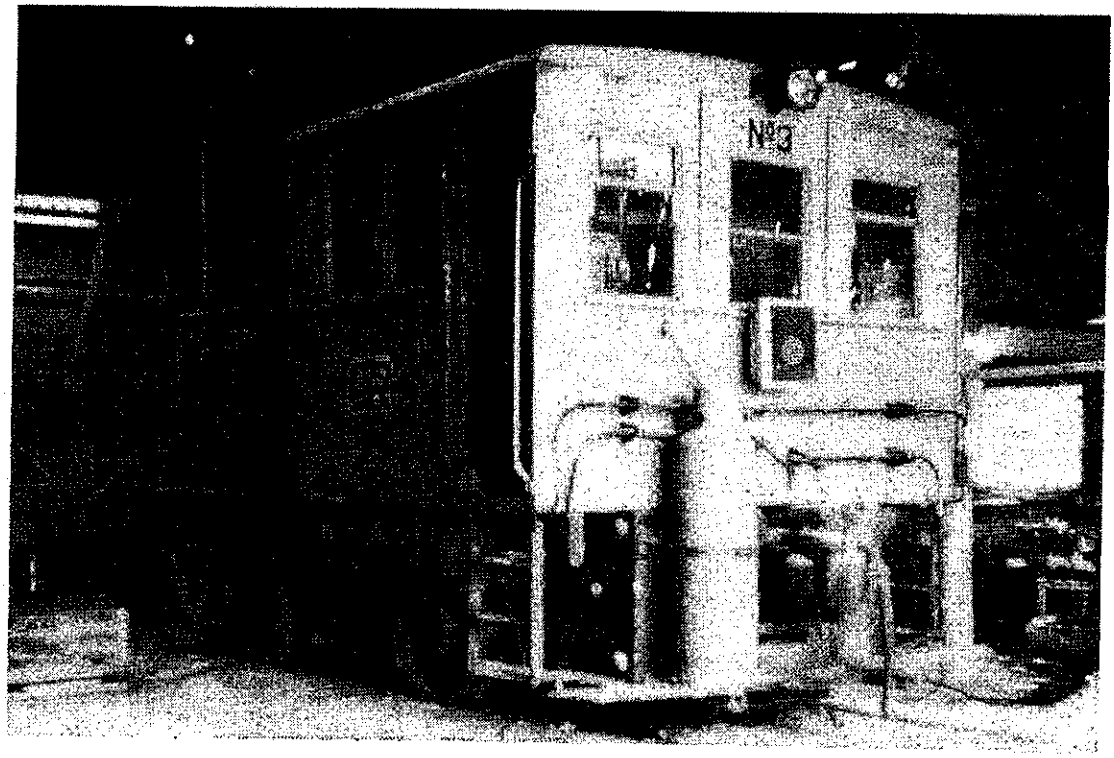
junction and then a junction with the C.P.R. North Shore line at the former Marelan station, followed by a short run into the sorting yard of the Marelan plant. There are only one of two house along the track (near the southern end); a small quarry is passed but otherwise all that can be seen is the untouched bush.

The narrow-gauge railway was equiped with small side-dump cars, two of which when loaded were hauled by one of the stud of our small saddle-tank "dinkies". No details of these small steam locomotives are now available and no picture has yet been traced but they must have provided a pleasing sight hauling their little trains down from the hills. At one time, the line was so busy that all four locomotives were in steam at once, working day and night and requiring a total of thirty two trainmen! Then the line was converted to standard gauge, they were replaced by Plymouth 4-wheel 35-ton chain-driven gasoline locomotives - one of the first conversions from steam haulage in Canada! There were eventually three of these versatile machines, only one of which was retained when, in 1950, a General Electric 65-ton, 580 h.p., diesel-electric locomotive was obtained. It provided the main motive power for the line for over thirty years until the line was closed; it was then in excellent condition. It has been sold to an industrial complex at L'Orignal. The "Plymouth" was used only in emergencies such as times when sections of the line were flooded as snow and ice melted in springtime. The crushed ore was carried in standard bottom-dump covered hopper cars; half a dozen tank cars were also on roster for transport of oil up to the mine.

It was on locomotive No. 1 - the diesel-electric - that I was privileged to make the journey from Kilmar to Marelan on a lovely summer day shortly before the line was closed. Mr. J. D. Hollett, Manager of the Marelan plant, kindly granted permission



SNOWPLOW OF THE KILMAR - MARELAN RAILWAY. Simple but effective.



THE ONE REMAINING PLYMOUTH GASOLINE LOCOMOTIVE in its storage shed at the Kilmar mine.

THE END OF THE "TWO MILE STRAIGHT" showing the switch into the Y adjacent to the main line connection.

for this privilege; Mr. B. Boivin, Manager of the Kilmar plant, made the necessary arrangements. I am indebted to Mr. Hollett for many courtesies, including some of the information which this account contains. I was accompanied by Mr. V. Thorburn whose 35 years with the Company enabled him to answer all my persistent questions, adding so greatly to the pleasure of the journey. It was a pleasure to watch the expert handling of the locomotive by its drive, Mr. G. Poulter who was assisted by Mr. W. Stewart as trainman and second-man, busy indeed when our little train reached the plant.

The load was typical of the daily run - an empty B & O boxcar being returned to the main line and two loaded hopper cars, each with about 350 tons of crushed calcined ore. Very shortly after leaving the mine yard all traces of "civilisation" had disappeared, a part only from the track ahead. It was a real pleasure to be again amid untouched bush country, with birds innumerable around. Wilson Lake is passed on the left (to the east) at mile 2, the track runing along the edge of Black Lake two miles further on. The track was well ballasted throughout, with waste rock from the mine. Despite the fact that it had not been economical to provide new ties for some years, riding was generally quite smooth for such a heavy locomotive. Two thirds of the line has 80 pound rails and one third 100 pound rails. It was clear that the small maintenance-of-way gang had been doing a good job.

TYPICAL VIEW FROM THE FRONT PLATFORM OF THE LOCOMOTIVE showing the thick bush through which the line ran.

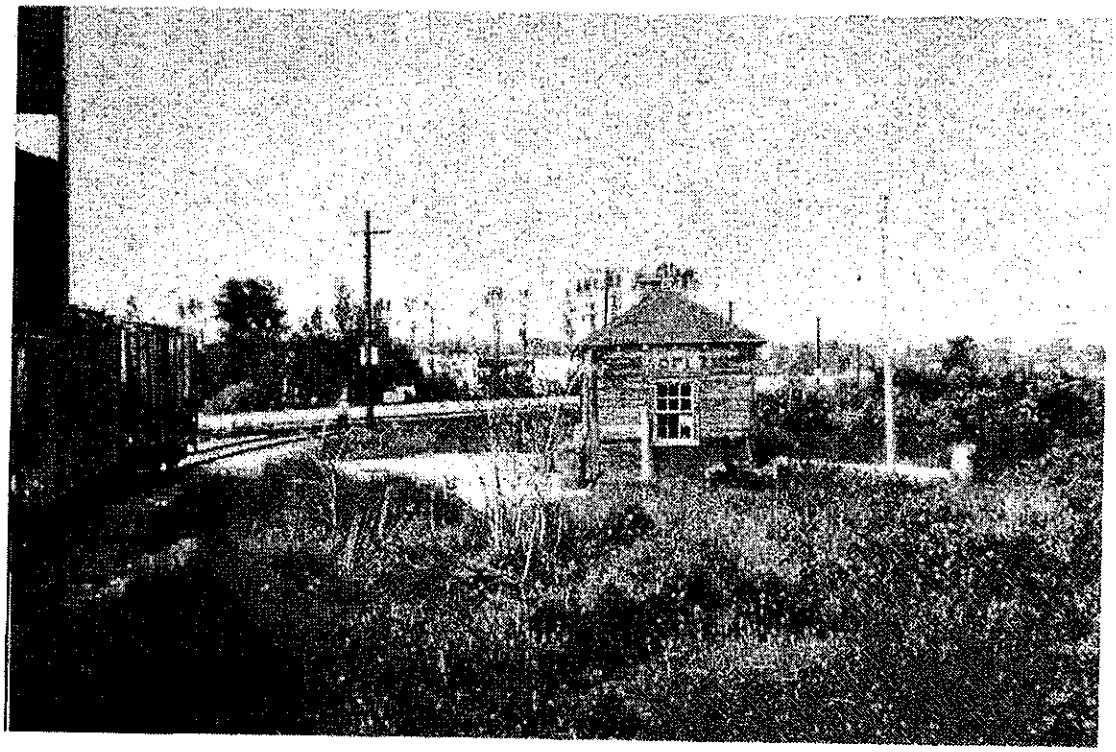
Their main problem was easily seen - water! Since the line wanders along the low-level areas between typical glaciated exposures of the Shield, it traverses water-logged ground for much of its length. Not only is this typical muskeg topography widespread but the water problems are componded by the activities of beavers. I saw more beaver dams and houses during the hour's ride than I had seen for many years! We noticed the results of work by the track gang in removing some beaver-made structures which were too close to the line to be left intact. Rebuilding by the beavers of some of these was also noted.

The water-logged nature of much of the track had led to occasional derailments but only one serious mishap has interfered with operations during recent years. This was a winter derailment when improper clearance of snow at one of the few crossings caused the flange on the locomotives lead wheel to "climb", ten feet of railhead being broken off. The locomotive was derailed and tipped on its side, fortunately sustaining no real damage even though the ground was frozen. It proved possible to bring up the rough gravel road (for which the crossing was provided) two powerful mobile cranes. Once positioned, the two cranes had no difficulty in replacing the locomotive on the track; it was soon operating again as usual. There have been, naturally, typical troubles with snow drifts but the line had its own somewhat unusual snow-plow; when operated by the Plymouth, this cleared the track without difficulty.

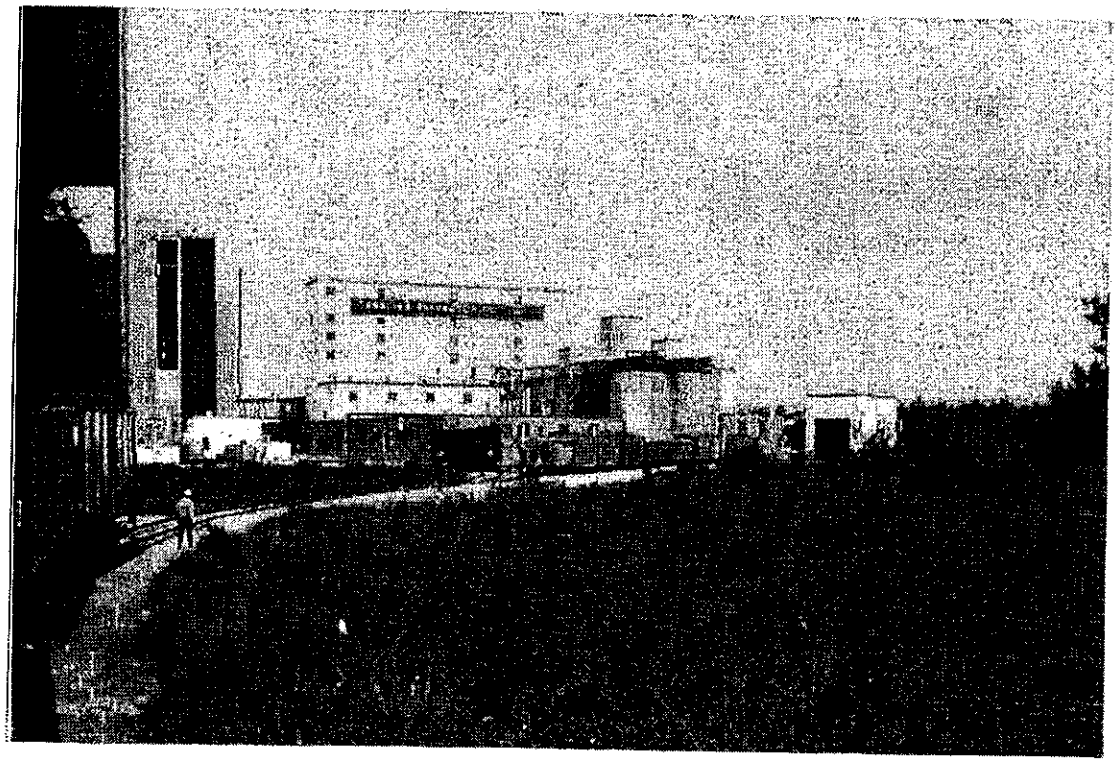
The last part of our run, down the "two-mile-straight", showed Driver Poulton's skill in handling his brakes since no power was needed until the Y was reached and the Marelan plant was in sight. The locomotive ran round its three cars by using the Y and then pushed them into the plant yard, past all that remains (a battered hut) of the original Marelan station. Shunting took place immediately, a job that will have to be done in future by a C P R yard locomotive. Later in the day the return trip to Kilmar would be made, with empty cars an occasional tank car full of oil, and regular shipments of miscellaneous supplies for the special products plant and the mine.

The elimination of this return freight, when the new special products plant opened at Marelan, was largely responsible for the closing of the line - obviously unavoidable but still regrettable to a railway lover! It is to be hoped that future transport of the ore by road will prove to be as safe and reliable as it has been for 65 years by the railway. But a parting warning from my new friends was to drive up the road from Calumet to Kilmar with unusual care when next I paid a visit since it would then be used by trucks bringing down the ore!

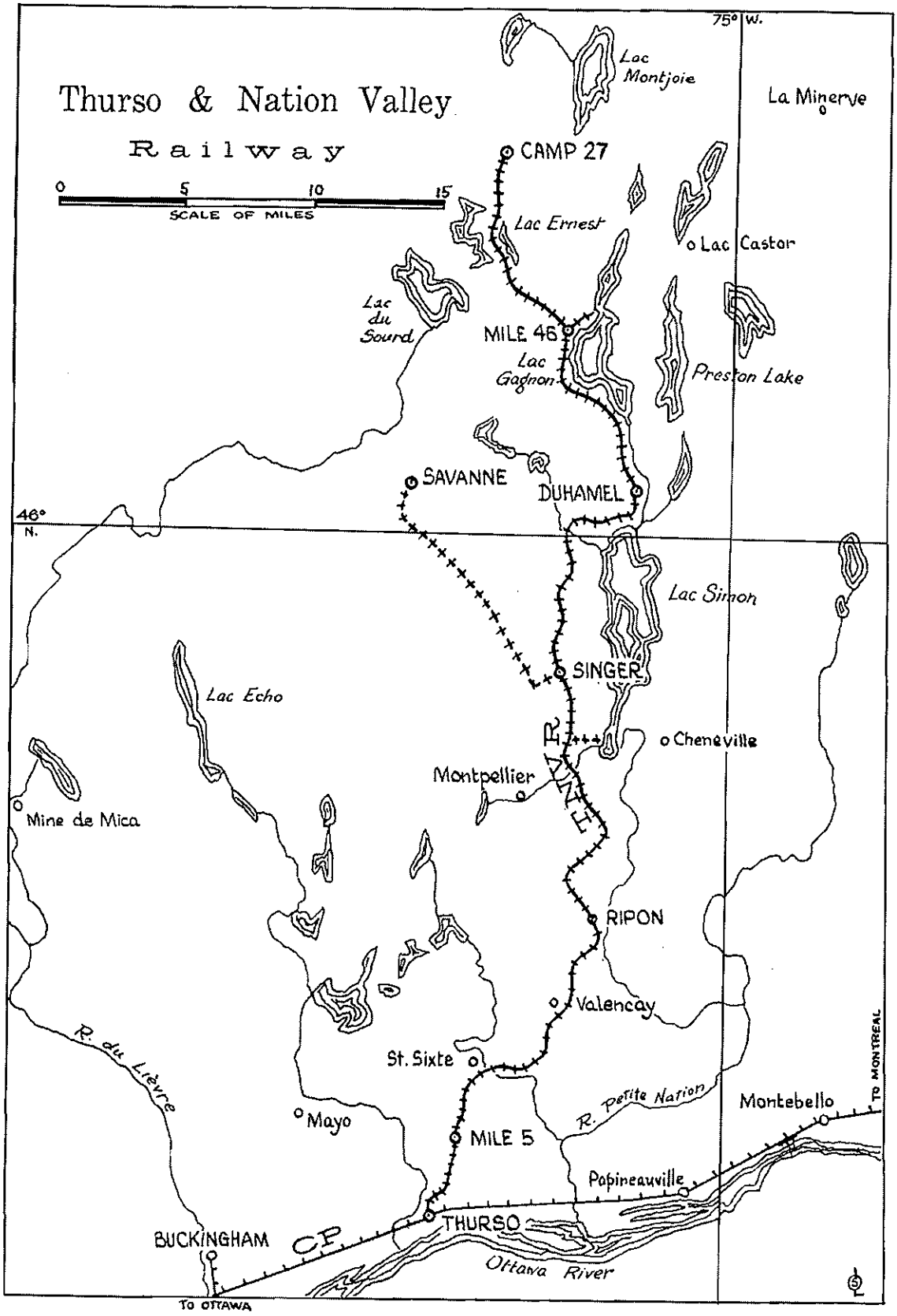
Robert F. Legget

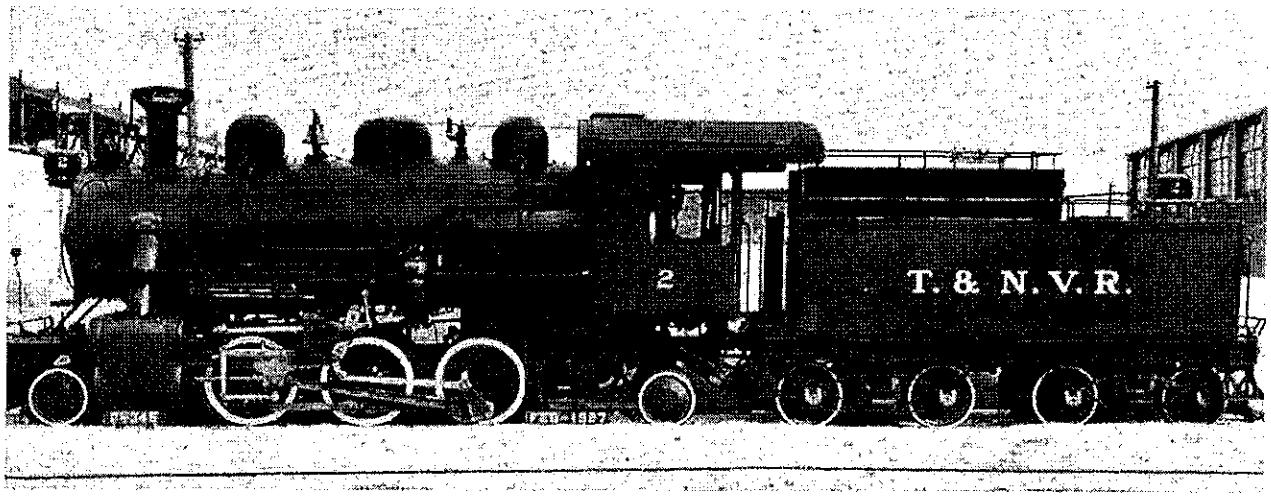


THE MORNING TRAIN BEING PUSHED BY LOCOMOTIVE No. 1 past all that remains of Marelan station. The C.P. North Shore line from Montreal to Hull-Ottawa is in the background.



MORNING TRAIN BEING PUSHED (by loco No. 1) into the railway yards of the Marelan plant.


Thurso & Nation Valley
Railway
0 5 10 15
SCALE OF MILES
75° W.
46° N.
Lac Montjoie
La Minerve
CAMP 27
Lac Ernest
Lac Castor
Lac du Sourd
MILE 46
Lac Gagnon
Preston Lake
SAVANNE
DUHAMEL
Lac Simon
SINGER
Lac Echo
Cheneville
Montpellier
R. NATH
Mine de Mica
RIPON
Valencay
St. Sixte
R. du Lièvre
Mayo
MILE 5
R. Petite Nation
Montebello
TO MONTREAL
Papineauville
THURSO
BUCKINGHAM
C.P.
Ottawa River
TO OTTAWA



After about ten years of operation, the Savanne territory became denuded of usable timber in the vicinity of the railway, and the decision was made to extend the railway northward through Hartwell and Preston townships to the village of Duhamel, at the north end of Lac Simon. This extension was apparently completed just prior to the outbreak of war in 1939, and it included the summit of the railway, where the tracks go above the 900-foot elevation for a short distance, about thirty miles from Thurso. The former mainline northwesterly into Papineau township fell gradually into disuse and was abandoned, with a woods road being constructed along its alignment. A vestigial relic of this route is the wye just south of Singer, at Mile 26.

Extension northward from Duhamel took place in 1940 and 1941, continuing into Gagnon and Lesage Townships in the County of Labelle. The railway went up the west shore of Lac Gagnon, then following the Riviere Ernest past Ernest Lake, terminated finally at Camp 27, some 56.4 miles from Thurso. This location, still the northern terminal of the T&NVR, is only fourteen miles from Nomininque and 25 miles from Mont-Laurier, both on the Ste. Agathe Subdivision of the Canadian Pacific Railway. Some short spurs were intermittently in use, one at Mile 24 for about half mile to Baie de l'Ours; another at Mile 46 for 1.2 miles down to Lac Gagnon, and a third at the end of the line, Mile 56, for 4.1 miles to a lake. Only the branch at Mile 46 remains, though there are a number of short log-loading and gravel pit sidings. Wyes are located at Singer (Mile 26), Mile 36 (one mile south of Duhamel), and at Camp 27 (Mile 56).

Conversion of the Thurso & Nation Valley Railway to diesel electric motive power came about beginning in 1947, when 2-6-2 No.2 was sold to the Montreal Coke & Manufacturing plant in Montreal, and Shay No. 3 was scrapped at Thurso. No. 1, which appears to have been a Climax, was scrapped after a few years' service in the late 1920s. Since then, seven internal combustion locomotives have been acquired, of which five are still in use, one having been lost in a washout near Duhamel, while the second was sold to the Canada & Gulf Terminal Railway at Mont Joli, Que.

Excursion

For many years, the Thurso railway remained a "closed book" to railway amateurs, due largely to conservative company policy, and possibly stemming originally from security measures surrounding the reported employment of prisoners-of-war in the bush during the Second World War. Recently, however, an exception was made for a group of about fifty to make a trip over the line from Thurso to

The Thurso & Nation Valley Railway

— O.S.A. Lavallée

ONE OF THE MOST INTERESTING applications of the railway to private industry in Canada has been in the hauling of forest products from our country's vast natural store of timber, and it was not too many years ago that many operations of this kind flourished from coast to coast. The development of specialized highway equipment by the automotive industry has made serious inroads upon the smaller volume operations, but a few logging railways can still be seen in operation, particularly in western Canada, on Vancouver Island.

The operation with which we are concerned, however, is neither on the Island nor even in the west, though it is one of the longest such railways still in existence in Canada. It is in the Province of Quebec, and its southern terminus is on the north shore of the Ottawa River, barely thirty miles downstream from Ottawa's Parliament Hill. This aptly-titled system, the Thurso & Nation Valley Railway Company, runs from the town of Thurso, on the Canadian Pacific's Lachute Subdivision, up the valley of the Little Nation River, through the wooded, rolling hills of Papineau and Labelle counties. The carrier is owned by the Singer Manufacturing Company, which is otherwise noted for sewing machines. It serves a vast, unsettled hinterland of Crown territory stretching back for more than fifty miles into the Laurentian interior, possesses five diesel locomotives and a former Canadian Pacific official car, and based on present forecasts, looks forward to a safe and secure future.

History and Description

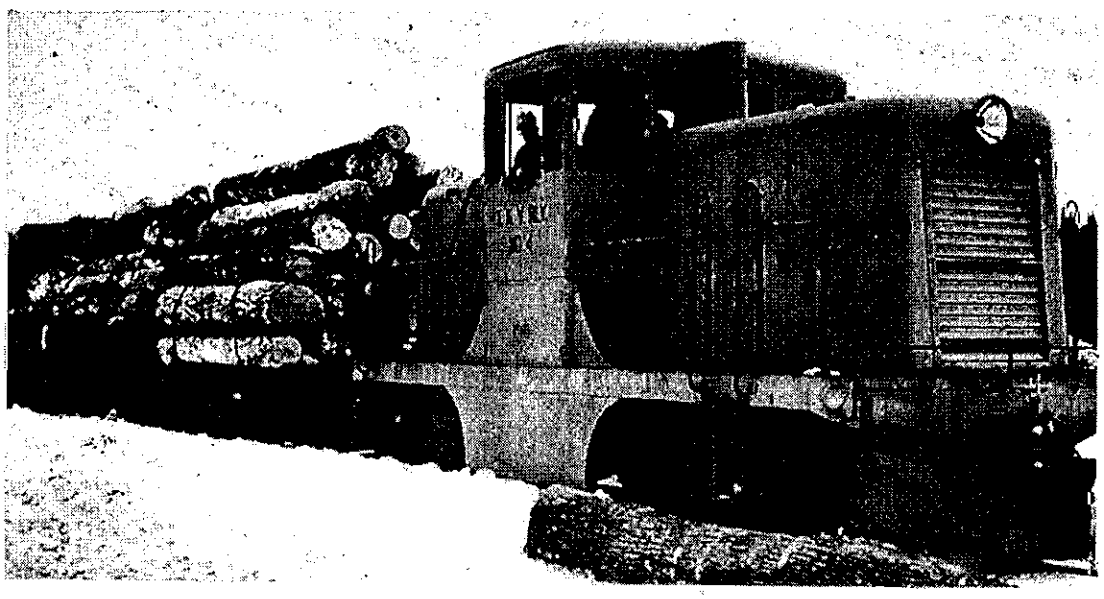
Chartered in Quebec (16 Geo. V, Cap.113) on March 24th, 1925, the Thurso & Nation Valley Railway commenced construction immediately, and a little over a year later, in July 1926, carried the first load of logs to the Thurso sawmill. In these early years, the Company possessed three steam locomotives, two being of the familiar geared type, while the third was one of only a handful of tender engines of the 2-6-2 arrangement ever used in the Dominion. An exactly similar locomotive is still owned by McMillan & Bloedel on its Nanaimo Lakes operation on Vancouver Island. The railway's route lay northward for some 27 miles through the villages and hamlets of St. Sixte, Valencay, and Ripon to what was then known as "Headquarters Camp" at Singer, Que. From Singer, the railway went a further thirteen miles or so in a northwesterly direction through Hartwell, Lathbury and Papineau townships following the valleys of the Riviere Laroche and the Riviere Savanne. The terminal camp was about forty miles from Thurso. In the mid-Thirties, a spur was constructed northward from Singer for four or five miles, and this eventually became the main line after the line into the Savanne valley was logged out.

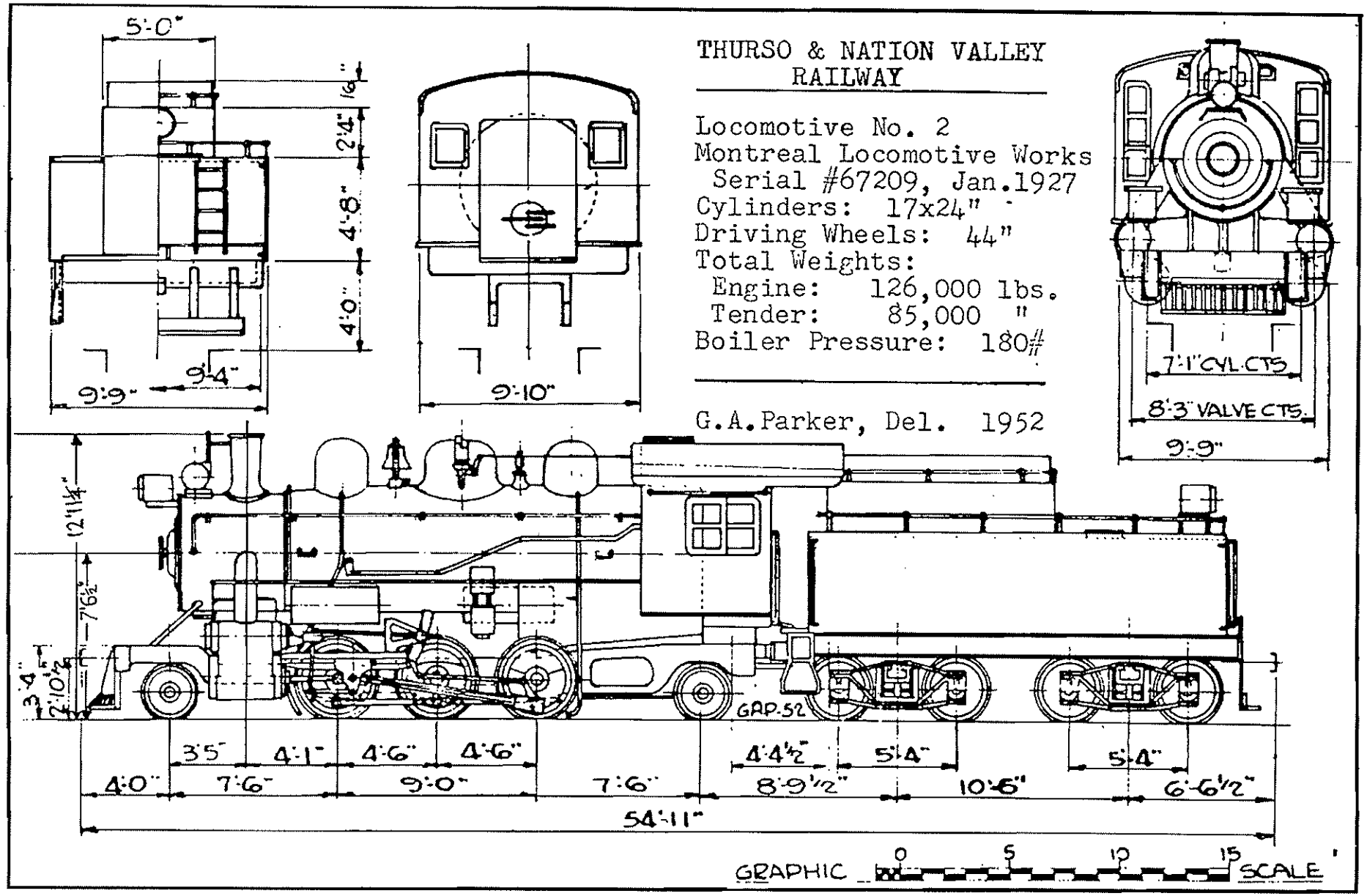
Camp 27 and return. This trip was carried out under the auspices of the Laurentide Chapter of the National Railway Historical Society, to which CRHA members and friends were invited, and it took place on Saturday, August 17th, 1963.

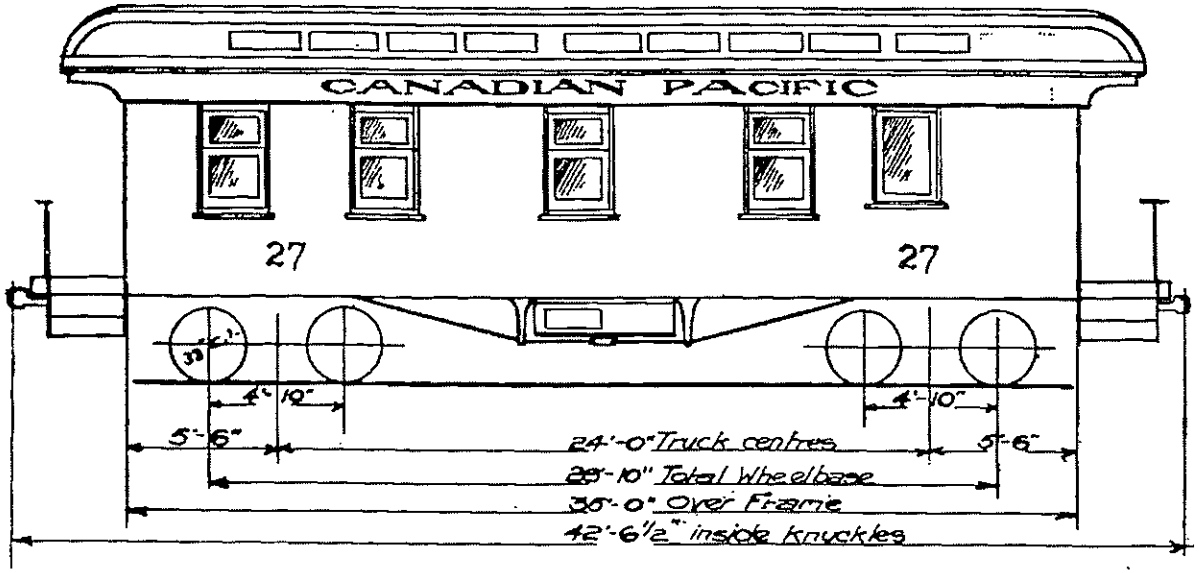
The participants boarded Canadian Pacific RDC-2 No. 9114 at Montreal, and travelled as a special move to Thurso, via Ste. Therese and Lachute. The train left Montreal at 8:15 AM, EST and arrived at Thurso two hours later. It is worthy of note that the conductor was Mr. Walter Doran, a member both of NRHS and CRHA. Upon arrival at Thurso, the passengers disembarked directly into the gate of the Singer yard to find a picturesque special train awaiting, consisting of 70-ton diesel-electric locomotive No. 7, two CPR gondola cars and T&NV official car No. 27. The day being overcast and inclined to rain, most of the participants boarded the official car which is now in its 55th year, having been built by the Canadian Pacific Railway at Farnham in April, 1909. One of that Company's well-known 35-foot official cars, No. 27 was sold to the Thurso & Nation Valley Railway in 1929, just a few years after the line's opening. It is the last CPR 35-foot car in existence.

In view of the preference for the sheltered accomodation, it was decided to leave one of the gondolas at Thurso, and CPR 342326 was retained for the trip up the line. A short period of switching served to rid us of the surplus car, and to the basic three-car train thus resulting, were added nine pulp-rack cars at the rear.

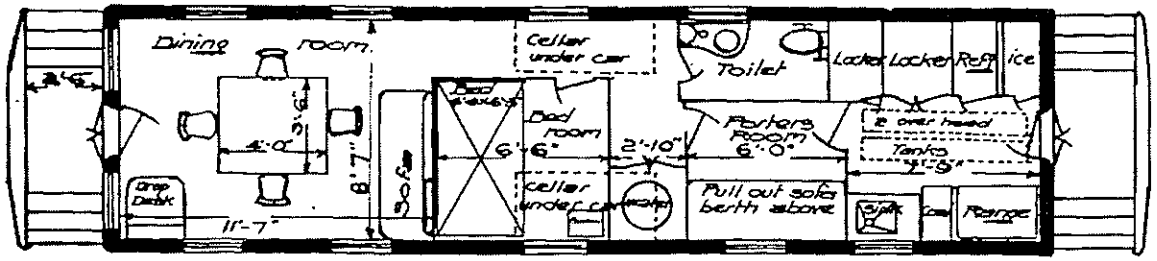
Less than a quarter of an hour after disembarking from the CPR we were on our way, the diesel exhaust of No. 7 blowing back over the gondola car as the train ascended the steep incline out of the yard up to the plateau above, which formed the Ottawa River shore in prehistoric times. In the first mile or so, the railway climbs more than 100 feet. Once up the hill, the train picked up speed and maintained a fairly-uniform 30 mile-per-hour pace, over well ballasted track. Soon we found ourselves in the Laurentian foothills, clattering over the points of the siding at Mile 5, then skirting, in turn, the villages of St. Sixte and Valencay. The station at Mile 15, Ripon, doubles as a shelter for track motor cars and, until recently, boasted the line's only train order board. This was probably more for ornament than use, since the trains are dispatched by radio, all locomotives being so equipped.

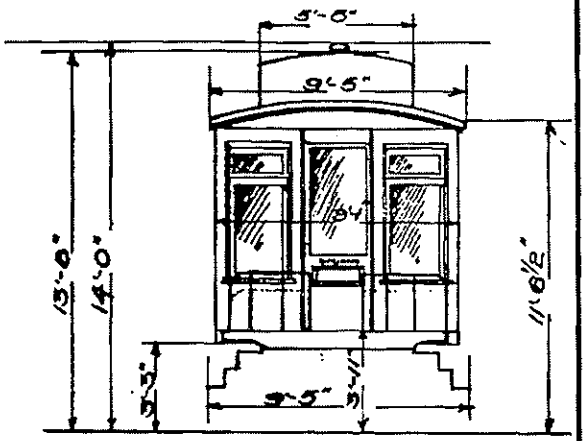



THURSO & NATION VALLEY RAILWAY
Locomotive No. 2
Montreal Locomotive Works
Serial #67209, Jan.1927
Cylinders: 17x24"
Driving Wheels: 44"
Total Weights:
Engine: 126,000 lbs.
Tender: 85,000 "
Boiler Pressure: 180#
G.A.Parker, Del. 1952
5'-0"
2'-4" 1/16"
4'-8"
4'-0"
9'-9"
9'-4"
9'-10"
7'-1" CYL CTS
8'-3" VALVE CTS.
9'-9"
12'-11 1/4"
7'-6 1/2"
3'-4"
2'-10 1/2"
GRP-52
3'-5"
4'-1"
4'-6"
4'-6"
4'-4 1/2"
5'-4"
5'-4"
4'-0"
7'-6"
9'-0"
7'-6"
8'-9 1/2"
10'-6"
6'-6 1/2"
54'-11"
GRAPHIC
0
5
10
15
SCALE



Business Car

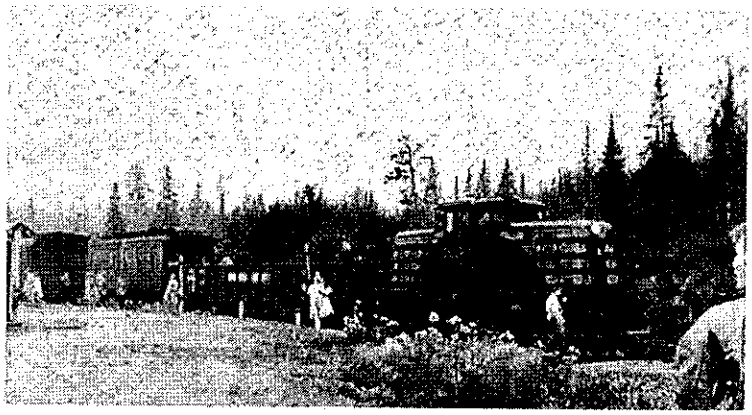




CANADIAN PACIFIC RAILWAY COMPANY

Official Car No. 27
Built at Farnham, Que., in April, 1909.
Sold, 1929, to Thurso & Nation Valley Ry.
Still in use, 1963.

Bed Room and Sofa now removed.



Thurso and Nation Valley Special Train
at Camp 27, Que., August 17th, 1963.
(Photo by Robert Halfyard)

About an hour after leaving Thurso, without noticeable incident other than a few harder-than-usual spurts of rain, our train arrived at Singer, Mile 26, where the timberland begins and the farmland ends. South of the station is a wye, which marks the original railway up to the Savanne valley. Here, our locomotive and the nine pulp racks were uncoupled, the locomotive replaced by 44-ton unit No. 9, which works north of Mile 26 only. No time was lost, and after a stop of barely five minutes, we were on ourway again, climbing into a narrow valley with scarcely enough room for the railway and a small stream. Near Mile 30, the summit level of the whole line is attained where, for a time, the rails lay slightly above the 900-foot elevation; we had climbed about 700 feet since leaving Thurso. Once past this narrow defile, the train descended a 3% grade, which is the ruling hill for southbound, loaded trains, and obtained a brief glimpse of two former Canadian Pacific wooden passenger cars and a caboose on the wye at Mile 36, before stopping at Duhamel, 37 miles from Thurso. There is a two-track enginehouse here, which was empty as we passed on our northward journey.

The 30-m.p.h. pace continued as our locomotive pulled its light, swaying two-car train along the picturesque reaches of the shores of Lac Gagnon, passing occasional stacks of logs ready for loading, fed to the single track by roads into the forest. The overcast and intermittent rain persisted, making the day seem more like one in late autumn than in mid-August. Consequently, it was with some sense of achievement that the buildings of Camp 27 came into view around a curve and with the sight, the welcome news that tea, coffee and cookies awaited us in the camp dining hall. Behind us lay 56.4 miles of sinuous single-track line, laid with rail whose weight ranged from 56 to 80 pounds, over which our trip had been made in just under three hours.

While we had our snack (with the compliments of the railway), the locomotive and gondola car were wyed and recoupled to the official car, which is still known by its former CPR number 27. Here, those of us who had braved the rain on the northbound trip in the gondola car took the opportunity to examine the interior of the official car, to find it fitted up plainly but comfortably, not too far removed from its appearance while on the CPR, though missing the original bedroom in favour of an enlarged lounge-dining room. It was at this point, characteristically, that CRHA's Railway Committee mentally earmarked No. 27 for the museum, when the T&NV Railway is through with it, of course!

Shouts of "all aboard" by Mr. Gaetan Lafleur, the superintendent of the T&NVR, gathered the passengers together for the return trip, and departure was made about 1:30 PM. The rain had now ceased, but the overcast remained; however, we were afforded brief glimpses of deer and other wild life. At one point on the northward journey, a series of short, sharp notes from the whistle of No. 7 had drawn our attention to sheep on the track. Deer need no such blatant warning, and a short note from the locomotive was sufficient to notify the passengers that something interesting was to be seen. Our progress along the line was marked by the strident tones of the whistle as it blew religiously for every one of innumerable dirt-road grade crossings. The whistle effectively punctuated conversation in the open car.

On the return trip, the train stopped briefly at the wye at Mile 36, then backed down the west leg so that passengers might examine the two coaches and van noted on the northward journey, and now derelict at this point. At the spur at Mile 33, we backed in and picked up another ex-CP van, this one showing signs of activity with a curl of wood smoke rising from its smoke jack. Our three car train then proceeded to the north switch at Singer, where our locomotive No. 9 cut off and went into a siding to await No. 7 which had returned to Thurso with a ballast train after leaving us several hours previously.

The passengers occupied themselves with a picture-taking respite and after standing for about twenty minutes, were greeted by No. 7 with a string of now-empty ballast cars which were placed in a pit track, before the locomotive coupled to our three car train. The non-stop trip back from Singer to Thurso was made in little more than an hour, and after wyeing at the enginehouse in the mill yard, backed alongside the waiting CPR RDC, No. 9114.

The CPR special train left almost immediately, and after making very good time, arrived back in Montreal promptly at 6:30 PM, giving us good cause to remember favourably, the first rail amateur trip over eastern Canada's longest logging railway and, we earnestly hope, not the last!

Arrangements for the excursion were made by Messrs. S.S. Worthen and W.F.G. Doran, who gratefully acknowledge the splendid cooperation of the officers of the Singer Manufacturing Company and the Thurso & Nation Valley Railway Company.

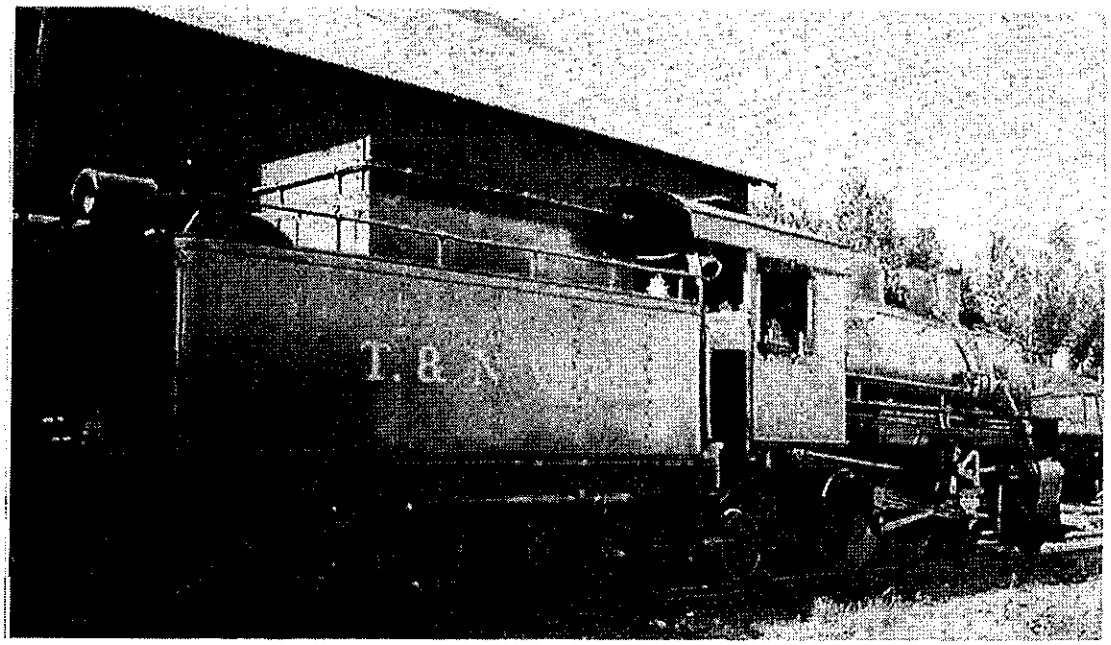
PHOTO CAPTIONS:

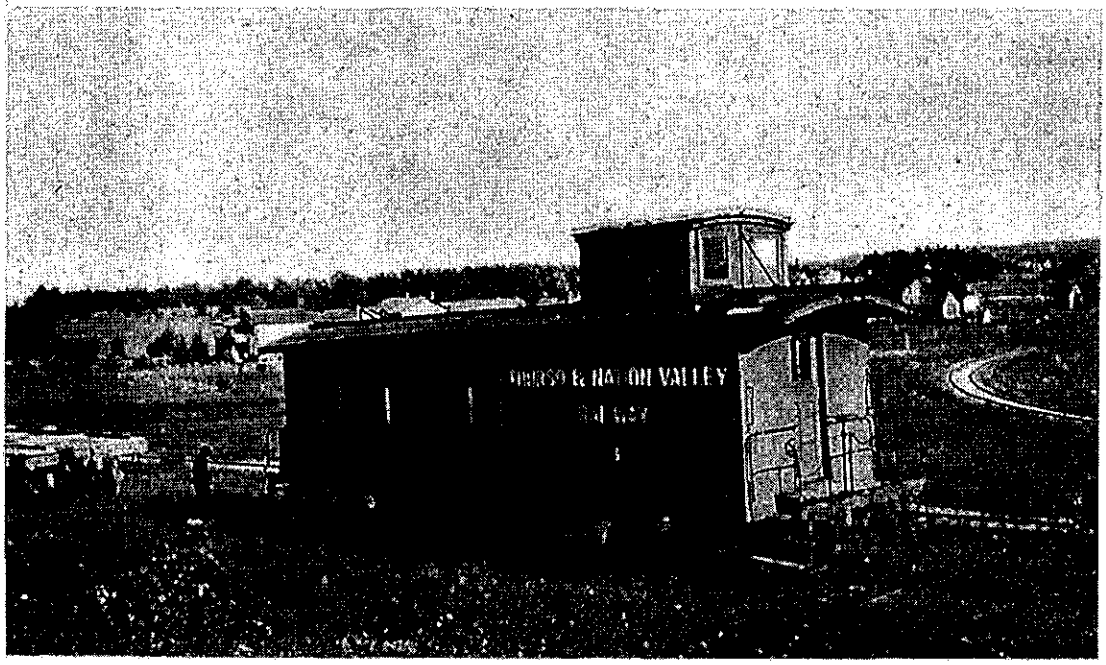
(See next page)

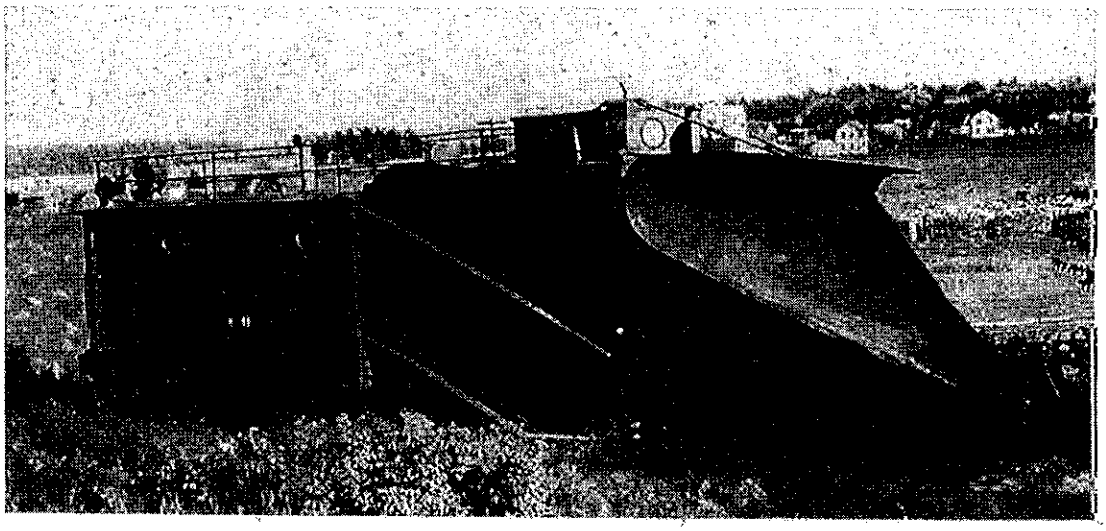
Thurso and Nation Valley Railway equipment at Thurso Que, on August 24th, 1935.

2-6-2 locomotive #2.
Former CP conductor's van #3.
Russell snowplow #10.

(Three photos from the collection of the late William Cole.)

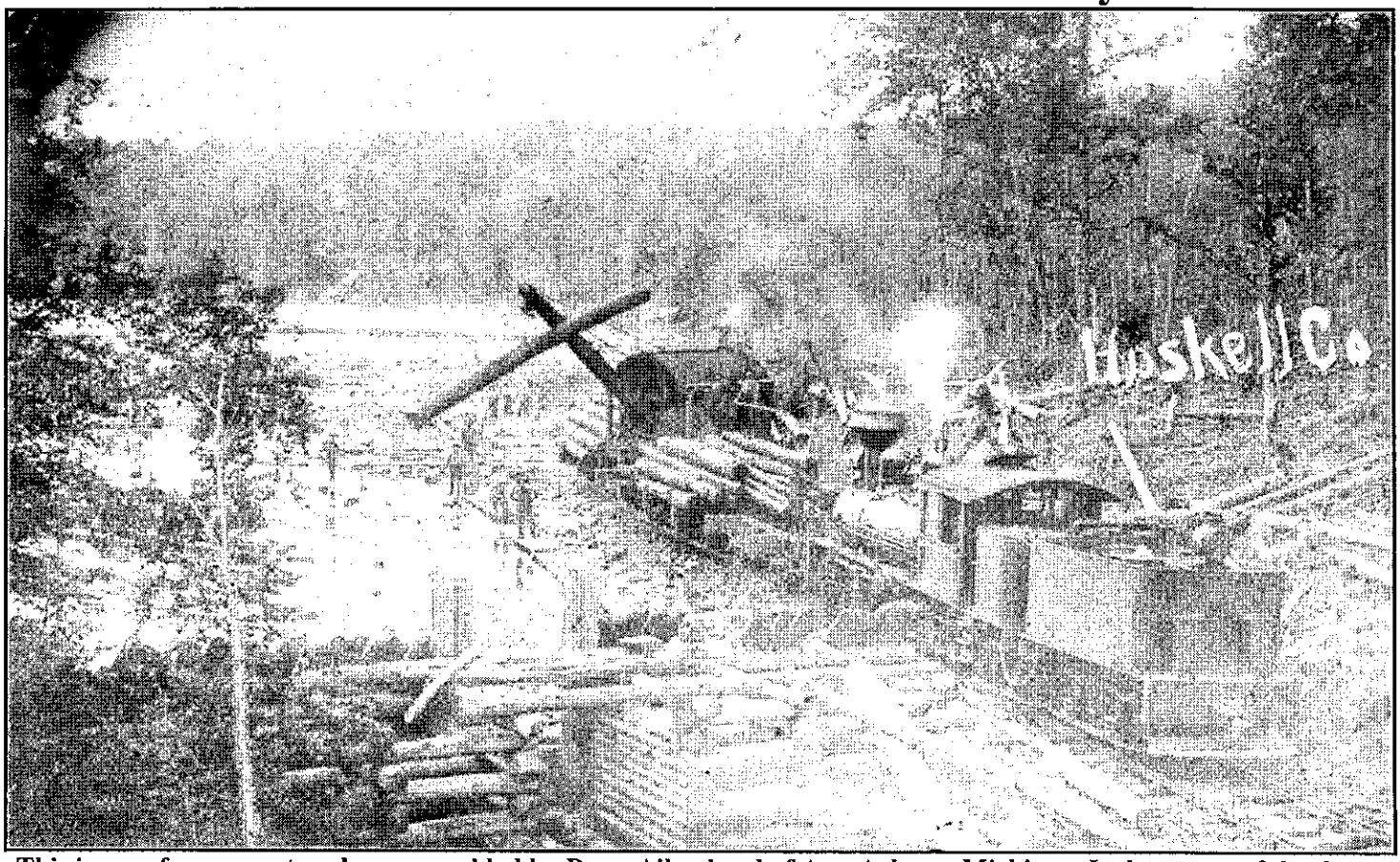






COLIN CHURCHER'S RAILWAY PAGES

The Salmon River and Northern Railway



This image, from a postcard, was provided by Doug Aikenhead of Ann Arbour, Michigan. It shows one of the three-truck Shays, 53 or 54, working in the woods.

The small village of Fassett, Quebec, just east of Montebello, was a very busy place at one time. In 1906 the Haskell Lumber Company decided to construct a mill there to cut the wood which was available in the Laurentian Hills, to the north of the Ottawa River. One of the Directors of the Company was a Mr. J.W. Fassett who gave his name to the village. F.H. Hopkins, the contractor, carried out much of the work using a small Davenport 0-4-0 saddle tank steam engine. The mill commenced operation in 1907 and a standard gauge line was built from a dock on the Ottawa River, across the Canadian Pacific North Shore line (Lachute Subdivision) and for some 27 miles north and west towards Mont Laurier. The line was constructed with 75 pounds per yard rail and closely followed the contours of the land, curving along the banks of the Salmon (now Riviere Kinonge) and West Branch (now Riviere Kinonge Quest) streams in a very picturesque location.

Three, Shay-type, geared locomotives were purchased new to work the line. The first was No. 51, a two-truck Shay. The other two, Nos. 53 and 54, were three-truck versions. The Davenport, which was used around the mill yard, took the number 52. Around this time, Haskell Lumber became Fassett Lumber but the locomotives retained the same numbers. Lumber was cut at the mill for shipment by rail and water on the Ottawa River. Bark was also shipped out for U.S. tanneries. The line also provided 50" hardwood cordwood for the Standard Chemical Company's distillation plant at Fassett and a separate locomotive was allocated to this work. The small Davenport was not up to the job and it was scrapped in 1910. It was replaced by a brand new 0-4-0 saddle tank locomotive from Montreal Locomotive Works. This was purchased by Standard Chemicals, becoming Number 4.

The situation remained relatively stable through the First World War and into the post war boom of the 1920's. The Company used 36-foot long log cars together with flat cars rented from the CPR. Snow was heavy and the company snow plow was used frequently in winter. There were problems with ice build up on the many bridges on the line. At one time over 100 men were at work picking the ice. They even used a home made ice breaker.

The worse grade on the line was a quarter mile of 9% at High Bridge on the way up. There were many stretches at 4% and

some up to 7%. The only bad stretch on the loaded journey was a mile long section at 7% which was just two miles from the Fassett mill. The trains either had to double this section or whistle for another locomotive to come out from the mill to assist. The last section into the mill yard was on a steep descending grade. All hand brakes had to be tied down to assist the air brakes to hold back the train.

By the end of the 1920's the cut was reduced and the Fassett Lumber Company decided to move to Foss Mill, Ontario, in Algonquin Park. Standard Chemicals took over the Salmon River and Northern Railway in order to maintain its supply of hardwood. Shay No. 53 was sold to Standard Chemicals while the other two Shays, Nos. 51 and 54, moved to Foss Mill where they worked on a logging line to Tea Lake. The saddle tank, No. 4, remained at Fassett to switch the yard. It was soon found that one main line locomotive was insufficient and another geared locomotive, this time a Climax no less, was sent from the Standard Chemical Company's plant at South River, Ontario, to help out. This locomotive had come new to South River and retained the number 200 which it carried there. Between 1929 and 1931 No. 53 was leased to the Thurso and Nation Valley Railway which was under construction at that time.

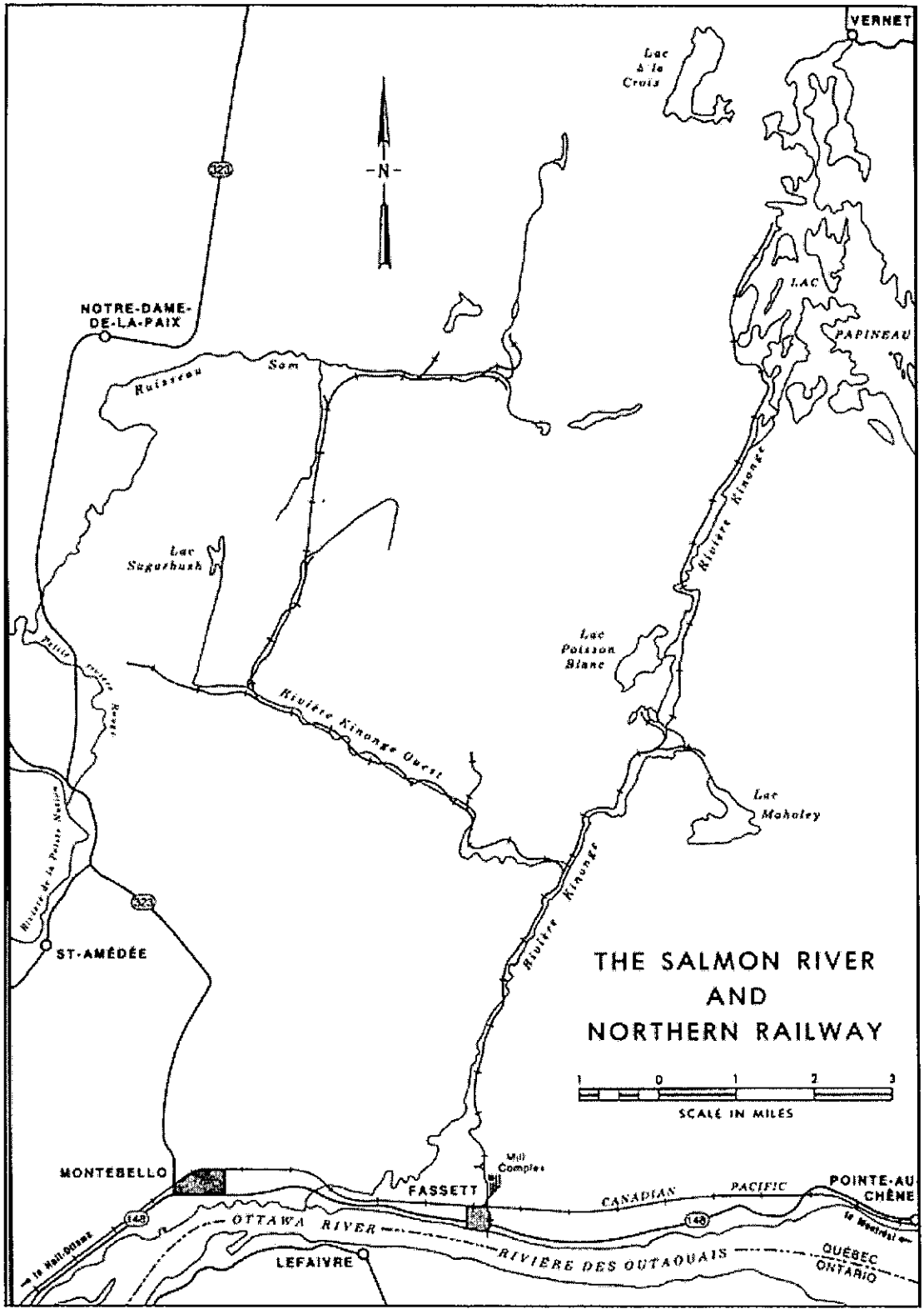
The railway was becoming increasingly costly to maintain and the cutting rights expired in 1937 (they reverted to the Seignery Club). The rails were torn up in 1938 and sold for scrap. No. 53 was cut up at Fassett the same year. The MLW saddle tank No. 4 was used in the yard until 1940 when it was replaced by another small 0-4-0 saddle tank which came from the company's Longford, Ontario, plant.

What happened to the two Shays that went to Foss Mill? Sometime during the late 1930's the operation was reorganised as the Staniforth Lumber Company. The railway was abandoned when the operation was moved to Kiosk which had no railway. No. 51 burned in the roundhouse at Foss Mill but No. 54 was purchased by Zagerman's (an Ottawa scrap dealer) and was for sale at Barry's Bay in 1942. Although details on its final disposition are unclear, it was probably scrapped as part of the war effort. Interestingly, when the T&NVR was looking to extend its line in the early 1940's, the company looked at the supplies that were stored at Barry's Bay. They were not suitable as the T&NVR did not use stub switches!

Salmon River and Northern Railway Locomotive Roster

No.	Builder	Serial	Date	Type	Notes
51	Lima	1545	5/09	Shay 2	Acquired new by Haskell Lumber; became Fassett Lumber #51; moved to Foss Hill; burned.
52	Davenport	435	4/06	0-4-0ST	Acquired new by F.H. Hopkins; scrapped 1910.
53	Lima	1956	5/06	Shay 3	Acquired new by Haskell Lumber; became Fassett Lumber #53; sold to Standard Chemicals #53, 1929; leased to T&NVR 1929-31; scrapped 1938.
54	Lima	2353	8/10	Shay 3	Acquired new by Haskell Lumber; became Fassett Lumber #54; moved to Foss Mill; sold to Zagermans, for scrap? c!942.
4	MLW	47808	1910	0-4-0ST	Acquired new by Standard Chemicals; scrapped 1940.
?	?	?	?	0-4-0ST	From Longford, Ontario, 1940; disposition unknown. (may have been an 0-6-0T)
200	Climax	?	?	Climax	Little is known of this locomotive. It was likely either Climax s/n 1127 of 1911 (45T) or Climax s/n 1523 of 1918 (60T). Both were acquired by Standard Chemicals at South River in 1924. s/n 1127 was scrapped in 1941 and s/n 1523 in 1943.

Aerial view of Fassett, Quebec, looking north from over the Ottawa River on October 30, 1927. CPR's Lachute Sub. runs from right to left. The Fassett station, with two boxcars and two loaded gondolas in the siding, can be seen clearly. The Fassett Mill is in the centre with two rail yards running north/south. This photo was probably taken after the lumber operation had moved to Foss Mill, Ontario, as the western yard has been lifted. The yard throat extends into the interchange track with the CPR. The CPR diamond and the line to the dock on the Ottawa have also been lifted but can be clearly seen. There are several piles of logs close to the tracks in the yard. The main line runs north and then veers north west as it climbs out of the Ottawa River valley. There is a wye to the west of the main line. This is set in the trees to the north of the mill and cannot be seen from this angle.



THE SALMON RIVER AND NORTHERN POSTSCRIPT

In researching data on the Thurso and Nation Valley Railway I heard persistent stories that the TNVR had used geared locomotives of all three types: Climax, Heisler and Shay. The only geared locomotive owned by the T&NVR was a three-truck Heisler, serial 1577, of 4/29. The company did lease the Shay No. 53 but this claim is not true. The Thurso Heisler spent most of its time in the bush but just think - during the 1930's it was possible to travel down the north shore of the Ottawa River towards Lachute and see geared locomotives from each of Climax, Heisler and Shay!

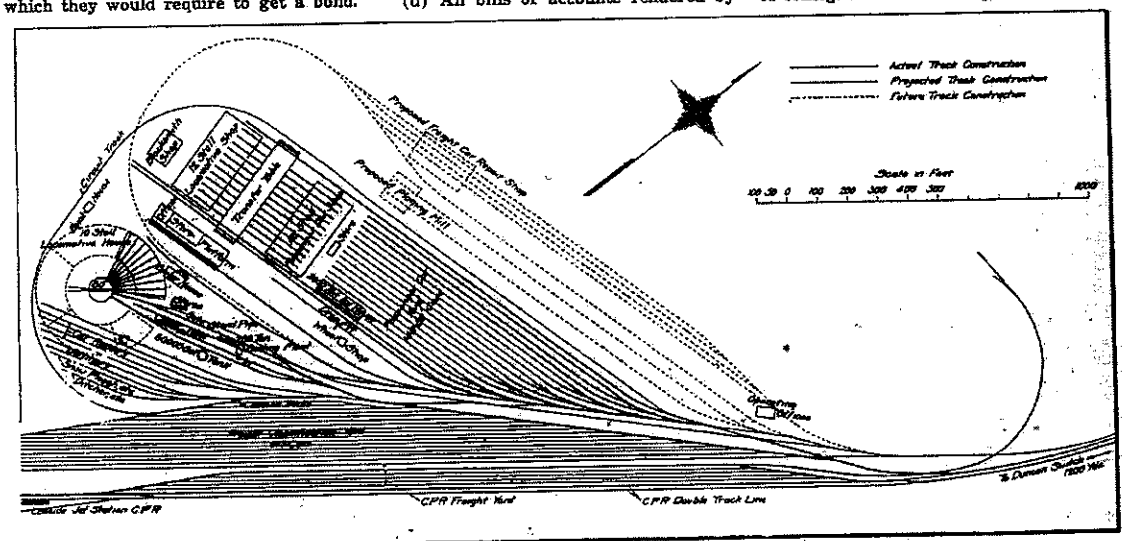
Much of the information for this article came from papers in the Merrilees Collection which is

Farnham-Newport Grade Reduction.—Work is in progress on the reduction of the grade between Farnham and Newport, Que., mileage 56.40 to mileage 91.09, from 1.5% in places to 0.8% operating grade. On the extreme heavy hills it is proposed to use a pusher service, which avoids the cutting of these hills or changing the line. There will not, at the present time, be any diversion of the main line between these two points. The work is being done by the company's men under the charge of H. C. Grout, Resident Engineer, F. S. Darling, Division Engineer, being in general charge.

September 1904

Amended Regulations for Payment of Transportation Charges.

The Canadian Railway War Board's circular 97, issued Feb. 3, also supplement 1 thereto, both of which were published in Canadian Railway and Marine World for March, have been cancelled by circular 107, issued by the board May 7. We are advised that the change has been made in deference to numerous requests from representative sections of the shipping public in various parts of the country. While the original instructions were formulated after lengthy investigation and consideration, and obviously would have had the effect of removing certain objectionable features of railway transportation credit arrangements, which have existed in the past, by placing of railways and shippers on the same level, many shippers objected strongly to giving bonds as a matter of principle, their contention being that in many instance they are stronger financially than the surety company from which they would require to get a bond.



Leaside Terminals, Canadian National Railways, East End.

The new rules were worked out after several conferences between representatives of the board and the shippers, and it is believed they will prove satisfactory to all concerned. The new regulations are as follows:

Effective June 1, the collection of transportation charges (including demurrage, storage, and all charges incidental to transportation) by railways operating in Canada, for services rendered, shall be on a cash basis, and, effective as of that date, credit accommodations then in existence which may be in conflict with the following regulations shall be cancelled:

1. Tickets shall be sold only for cash in advance of service. Baggage charges are subject to the same rule as tickets, except c.o.d. baggage and storage charges, which must be paid in cash before delivery.

2. In cases where the enforcement of this rule with respect to freight will retard prompt movement or delivery of the freight or the prompt release of equipment or station facilities, carriers, upon receipt of the attached form of application from financially responsible firms for credit, may extend credit to such firms under the arrangement described hereunder:

(a) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 1st to the 7th of each month (both dates inclusive), shall be paid on or before the 14th of that month.

(b) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 8th to the 14th, of each month (both dates inclusive), shall be paid on or before the 21st of that month.

(c) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 15th to the 21st of each month (both dates inclusive), shall be paid on or before the last day of that month.

(d) All bills or accounts rendered by the carrier to consignor or consignee, as the case may be, from the 22nd to the last day of each month (both dates inclusive), shall be paid on or before the 7th of the month following.

In all cases bills are payable within the prescribed period at the designated office of the carrier. Unless otherwise arranged between the interested parties the designated office shall be that of the carrier's agent from whom notice of charges due is received.

3. Credit arrangements shall be made with the treasurer or other duly authorized officer of the carrier, which officer shall state the amount of credit to be allowed and shall designate the nature of surety required, if any.

Upon completion of arrangement for credit as above, a carrier may accept and forward prepaid shipments or may deliver collect consignments in advance of payment of all charges thereon to the amount covered by the credit arrangement.

Failure to pay such charges within the time prescribed shall be considered sufficient cause for cancellation of credit.

4. When application for weekly credit has not been filed and the literal application of the terms of this order would involve undue delay to traffic or the congestion of facilities on account of holding shipments, either collect or prepaid, until cash is actually in the hands of railways, the carrier's agent may be authorized to grant 48 hours credit to responsible parties.

5. Cheques within the instructions issued by the individual railways to their agents will be considered as payment in cash. At points where there are no banking facilities or where firms have no accounting office, arrangements may be made, subject to the carrier's treasurer or other duly authorized officer, whereby representative of shipper or consignee may settle by giving the carrier's agent a sight draft on shipper or consignee. Where acceptance of draft as cash as herein provided is arranged, shipper or consignee, as the case may be, shall absorb the amount of exchange on such draft.

6. Transportation charges on freight placed in storage, either on property of carrier or in private warehouses, on order of shipper or consignee, after arrival at ultimate destination, are due and payable when such freight is placed in storage. If charges are not collected from warehouse company, they should be collected from the consignee under the terms of this circular or immediately succeeding the time of the placement in storage, and not after final delivery to consignee.

7. In case of any question as to accuracy of charges, bills must be paid as rendered and claims presented for alleged errors. This will not prevent adjustments by agents of obvious error. An obvious error is one on which both railway agent and shipper or consignee are agreed, and which may be corrected without further investigation. In circumstances where the carrier's representa-