

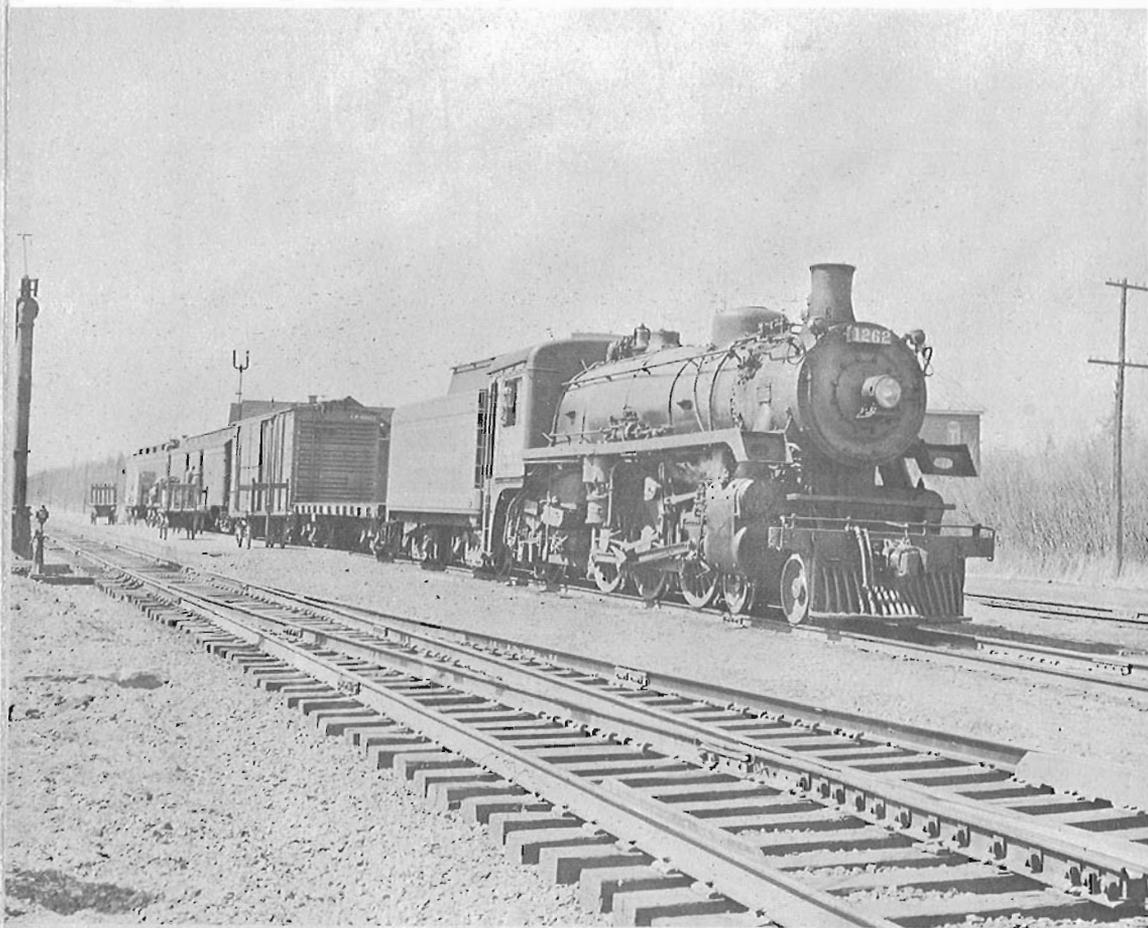
Canadian Rail



Number 135

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July - August 1962

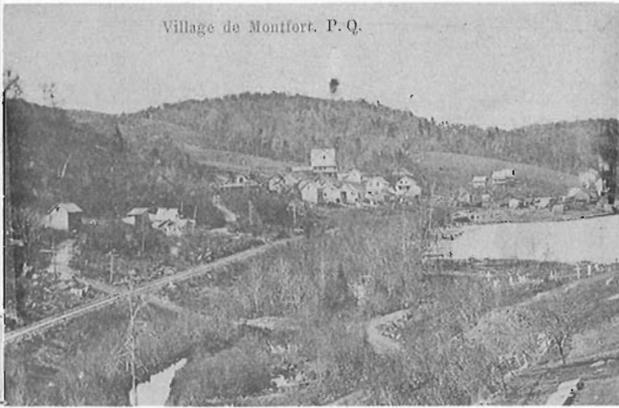


Engine and train have both disappeared since this photo of the twice daily St. Gabriel de Brandon mixed was taken at Lanoraie in the spring of 1957. Much of the station trackage has also been removed since.

Photo: Paul McGee



Village de Montfort. P. Q.



The Montfort Story.

by O.S.A. Lavallee

The cessation of railway service between St. Jerome and Lac Remi, Que., over a portion of Canadian National Railways' Montfort Subdivision in the Laurentian Mountains to the north of Montreal, was treated last month in a News Report account. The abandonment became effective on June 1st, 1962, and affected 53.0 miles of track between St. Jerome and Lac Remi, plus the branch, 0.9 miles in length, extending from Intervale to Huberdeau, Que.

Considered by many to be eastern Canada's most scenic rail route, the upper section of the Montfort Subdivision has an interesting history linking it

COLONIZATION

During the latter half of the Nineteenth Century, few political matters engaged the attention of the people of Quebec so much as agriculture and colonization. Early industrialization in the eastern United States lured many a French-Canadian boy and girl to the mill cities of neighbouring New England with the promise of material rewards vaster by far than they could ever expect to accumulate on the farm. The descendants of these emigrants live today in New England under the title of "Franco-Americans" and in such numbers that some of the industrial cities of New Hampshire and Massachusetts seem like detached pieces of the Province of Quebec.

To combat this outflow, the Province instituted agricultural reforms, setting apart large areas for colonization, and in this field, it was aided by the strong influences of the Roman

with early colonization efforts in the Province of Quebec and with the development of the north country generally. Of more engrossing interest to the student of railways was the brief career of the narrow-gauge Montfort Colonization Railway, which comprised some nineteen miles of the section abandoned. It is sixty-five years since the last three-foot-gauge train made its way to Sixteen Island Lake, but the alignment of the railway in its last days over this section gave unmistakable evidence of its origin as one of those lines which our continental French friends so precisely call "chemins de fer économiques".

Catholic Church. In the Lake Temiscamingue region, on the upper reaches of the Ottawa River, colonization was aided notably by the Oblate Fathers whose efforts began in the 1880s. Earlier colonization projects had, however, been undertaken in the Laurentian hills to the north of Montreal. The work in this region was dominated by the figure of a respected and justly-famed clergyman, Rev. Father Francois-Xavier Antoine Labelle (1833-1891), parish priest of St. Jerome from 1868 until his death, and the personal founder of some sixty communities in the Laurentians. Father Labelle was an imposing man, weighing some 300 pounds and renowned for his strength and endurance. In 1888, he was made Deputy Minister of Colonization in the provincial Chapleau government; his church recognized his efforts by making him an Apostolic Prothonotary.

MONTREAL NORTHERN COLONIZATION RAILWAY COMPANY

In 1869, there was organized the Montreal Northern Colonization Railway Company, whose avowed purpose was to connect the St. Lawrence River city and port with the mountainous area starting about thirty miles to the northwest of the city. Initial work was carried on between Montreal and St. Jerome, and it was to the promotion of this line that the indefatigable Cure Labelle devoted his energies. The Northern Colonization was financially linked to some other projects to build railways linking Quebec with Montreal and Ottawa, along the north shores of the St. Lawrence and Ottawa rivers. Unable to finance these railways due to the hostility of the Grand Trunk Railway of Canada, their promoters, headed by Mr. (later Sir) Hugh Allan, bowed to the inevitable and transferred their railway, known now as the Montreal, Ottawa & Western Railway Company, to the Provincial Government in the autumn of 1875. The Province set up a Board of Commissioners to construct and operate the system as a public enterprise at the

provincial level*, under the name "Quebec, Montreal, Ottawa & Occidental Railway". Despite political interference, corruption and double-dealing, which made the seven-year life of the QMO&O one of the most colourful albeit infamous periods in the history of Canadian railways, the Reverend Father Labelle and his associates pressed for the completion of the St. Jerome line.

It was opened with much ceremony and celebration between Montreal (Hochelaga) and St. Jerome in October, 1876. For a time, the railway continued to be operated for the account of the contractor because of differences with the Government. In 1878, the Province took over full control and operation of the railway which in December, 1877, had also been opened from Ste. Therese to Hull, Que. In 1882, that portion of the QMO&O which included the St. Jerome Branch, was sold to the Canadian Pacific Railway Company, thus giving the one-year-old trans-continental a route into the city of Montreal.

- *- Not by any means a novel concept in Canada; every Province except the three prairie Provinces have owned and operated their own railway systems at various times. British Columbia and Ontario still do.

MONTFORT COLONIZATION RAILWAY COMPANY

Around 1890, settlement in and adjacent to the valley of the Riviere du Nord to the north of St. Jerome made it necessary for the Canadian Pacific to undertake an extension of its line into the mountains, heading in the direction of Ste. Agathe and La Chute-aux-Iroquois (since renamed "Labelle"). But this extension did not take into account settlement in some of the subsidiary valleys, of which one of the most important was the basin of Montfort to the west of Piedmont. Accordingly, in 1890, the Province of Quebec issued a

charter to the Montfort Colonization Railway Company to build a railway from a connection with the CPR north of Shawbridge to Morin Flats, Montfort and Sixteen Island Lake, a distance of approximately twenty-one miles.

At this time, there functioned in the Lake Temiscamingue area, the Lake Temiscamingue Colonization Railway, which was built to the gauge, unusual for eastern Canada, of three feet. There was only one other carrier in the Dominion east of Alberta built to this width, and that

was in far-away Cape Breton. True, other narrow-gauge systems had been built in Canada, but they were principally of the 42" persuasion, which afforded notably larger and more capacious rolling stock than the smaller thirty-six-inch gauge which had a considerable following in the United States.

Not unnaturally, the Montfort Colonization society emulated its Lake Temiscamingue counterpart by building a narrow gauge system. It may be more than coincidental that construction of the Montfort line started in the autumn of 1893, -- the same year that the Temiscamingue line was dismantled and rebuilt by the Canadian Pacific Railway as a standard-gauge branch; that the gauge selected was the same one as the Temiscamingue railway, three feet; that both lines only ever possessed two locomotives; and that both were owned by related colonization groups. Indeed, the belief has long been held that the rolling stock and other equipment of the Temiscamingue line was sent to the Montfort railway, though there is admittedly no positive evidence to this effect.

The Montfort Colonization Railway started at Montfort Junction, about two miles north of Shawbridge on the Canadian Pacific Railway. Crossing the Riviere du Nord on a bridge whose abutments are still partially intact, it climbed swiftly from about 600 feet above sea level to the prettily-situated village of St. Sauveur-des-Monts, thence

on through Christieville and Morin Flats to the end of steel, ten miles from Montfort Junction and just short of Lac Chevreuil. Service was inaugurated in the spring of 1894 between Montfort Junction and Morin Flats, a community which had been in existence as far back as 1855. In the summer of 1894, a further eleven miles of track were built, necessitating steep grades reaching a maximum of four percent at Lac Chevreuil (which, only slightly moderated, were there until the end of service) to climb a 150-foot "step" in the Montfort valley. Further on, after many curves, the railway reached its maximum elevation of 1,309 feet at Laurel, dropping down sharply to Sixteen Island Lake. The first regular train made the 21-mile run from Montfort Junction to Sixteen Island on March 8th, 1895.

Contemporary accounts indicate that the officers of the Railway at this time were:

- ∅ Edouard Senecal, President.
- ∅ Joseph Brunet, Vice-President.
A.S. Hamelin, Secretary &
Treasurer.
- ∅ E.D. Porcheron, Auditor.
Charles Libersan, General Manager & Purchasing Agent.
- ∅- Directors, also Godefroi
Chapleau and F. Froidevaux.

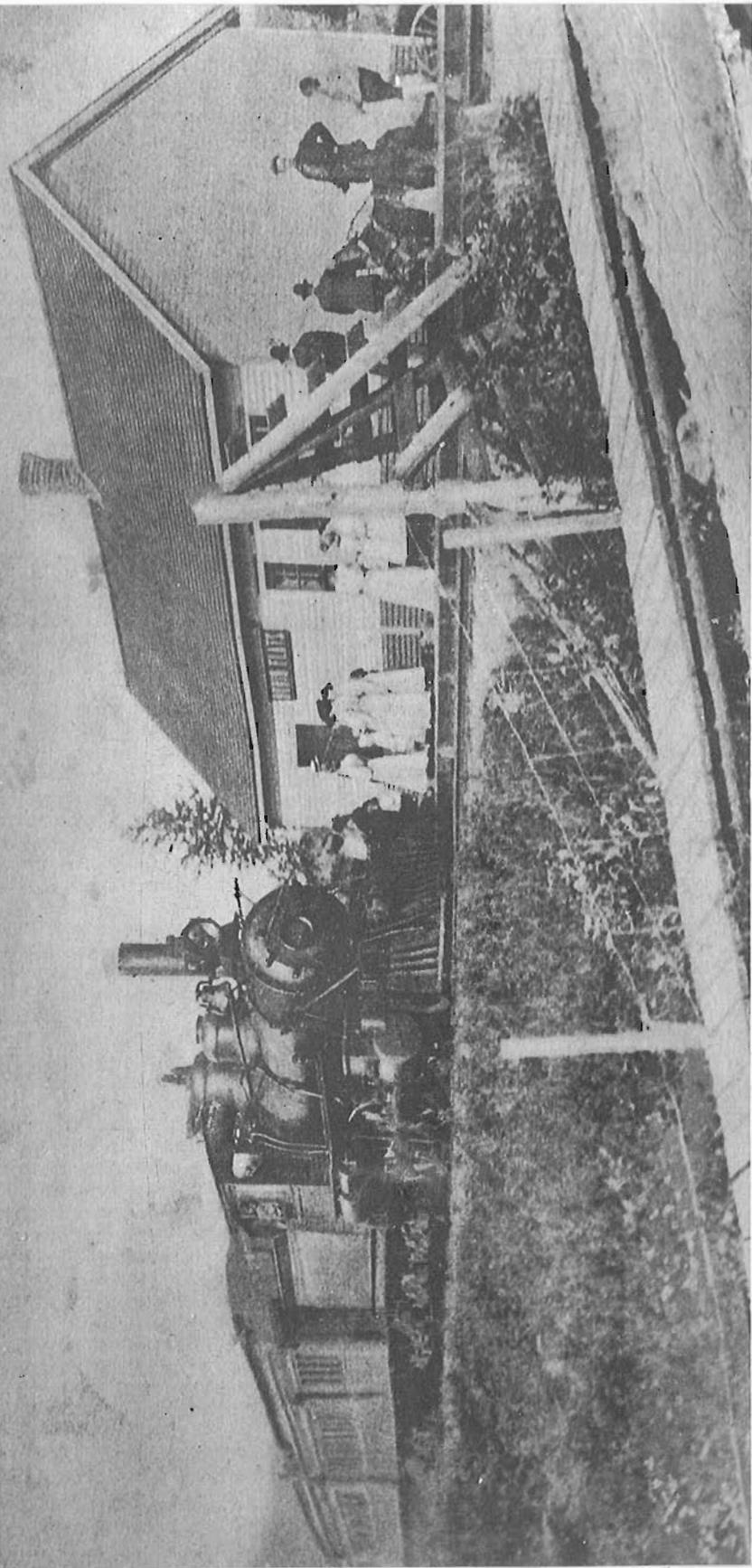
The offices were at No. 218 St. Lawrence Street in Montreal. The situation remained static for more than two years, during which period no further extensions were undertaken.

MONTFORT & GATINEAU COLONIZATION RAILWAY COMPANY

In 1897, the management of the Railway decided to extend the railway to Huberdeau and to seek further legislative powers enabling it to build further to the west. An intimation of the Company's intention is perhaps given by the change in the railway name to Montfort & Gatineau

Colonization Railway Company, which came about in 1898. Undoubtedly the prospect of possessing a longer railway, with increased interchange traffic with the CPR at Montfort Junction, also influenced the Directors to adopt the standard gauge, and in the summer of 1897

CAN. NOR. STATION. MORIN FLATS, QUE.



the Montfort Junction-Sixteen Island narrow-gauge was converted to 4'8½". A 10.4-mile extension to Huberdeau was also immediately undertaken and opened on December 7th, 1897.

The Montfort & Gatineau line, despite the optimism of its name, never attained the Gatineau. By this period, a new pan-Laurentian railway had appeared on the scene in the form of the Great Northern Railway of

Canada, which had started life as an insignificant CPR feeder extending eastward from St. Jerome to Ste. Sophie in 1884. In 1900, the now-greatly-enlarged GNRC ran its first train all the way from Quebec to Hawkesbury and in 1903, it purchased the Montfort & Gatineau Colonization Railway, though a thirteen-mile gap existed between the latter line at St. Sauveur, and the former one at St. Jerome.

CANADIAN NORTHERN QUEBEC RAILWAY COMPANY

In 1906, the whole of the Great Northern Railway of Canada became the principal constituent of the new Canadian Northern Quebec Railway, the instrument of the policy of Mackenzie and Mann in the province of Quebec. It was under the regime of the CNQ that the missing physical connection between St. Sauveur and St. Jerome (13 miles) was built and upon its completion in 1907, the original short link across the valley of the Nord from St. Sauveur to Montfort Junction was abandoned and the track taken up. Times were changing and so was the aspect of the countryside. The railways had brought the lower Laurentian area into focus as a summer vacation area, and from this time may be dated the subsequent almost complete transition from a predominantly forested and agricultural area,

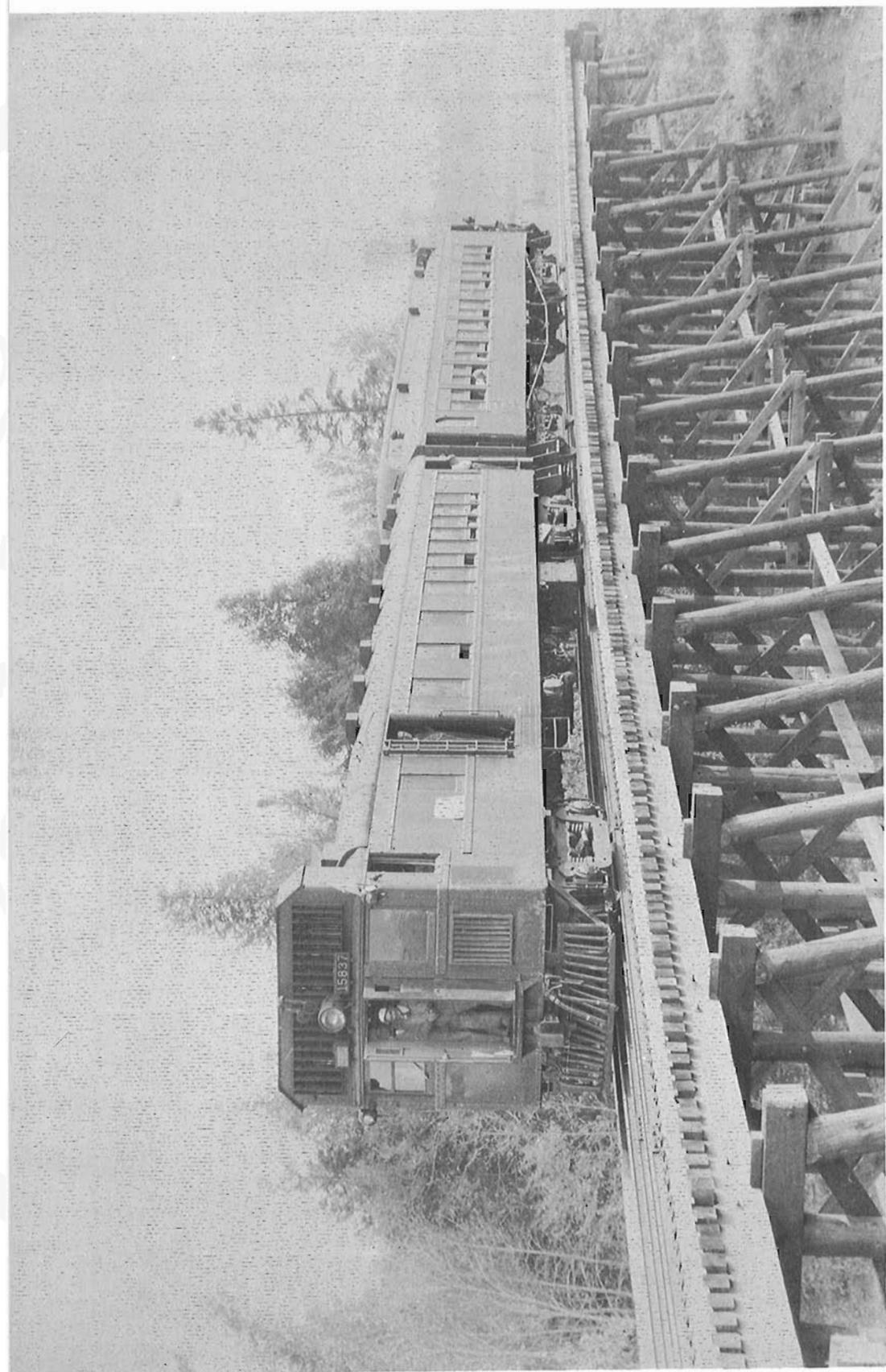
to an overwhelmingly recreational one. In keeping with the trend of the times, at about this time, the community of Morin Flats changed its name to the more pretentious one of "Morin Heights". At this time too, the name "Montfort Junction" was transferred to a new location, in the southeastern outskirts of St. Jerome where the GNRC crossed the CPR. In order to distinguish the two localities, it has been customary to refer to the two positions as "Old" and "New" Montfort Junction, respectively.

As a constituent of the Canadian Northern system, the CNQ (including, of course, the Montfort line) became one of the components of the newly-formed Canadian National Railways in 1918.

CANADIAN NATIONAL RAILWAYS

In its Canadian National years, the Montfort railway saw its final extension. A spur which had been constructed in 1916 from Intervale, just a mile south of Huberdeau, to a china clay deposit at Kasil, Que., 8.5 miles, was upgraded, in 1926, to main line status and extended three miles to Lac Remi. With the end of steel now 91.3 miles from the Tunnel Terminal (now Central Station) in downtown Montreal, the Montfort Subdivision had reached its greatest extent.

Not so many years ago, one of the most inspiring sights in the whole Laurentian area was the winter passenger service for skiers, more often than not doubleheaded by two CN 4-6-2 type engines of the 5200 and 5500 series. The sound of the exhaust as the locomotives made their way up the grade at Lac Chevreuil was worth the price of the round trip ticket to Huberdeau or Lac Remi. If ever a Canadian railway line was replete with a holiday atmosphere, it was this scenic mountainous



route, from whose trains such sights could be seen as the children splashing in their pool at the "Orphelinat" (Orphanage) station, near Montfort, or the dense population of canoes and motor boats on Lac St. Francois-Xavier, Sixteen Island and Pine lakes. In winter, the same atmosphere prevailed, with some of the Laurentians' most frequented ski slopes right in sight of the railway.

In September, 1950, when the Canadian Railroad Historical Association chartered its first railway excursion using CNR unit car 15837, the selection of a route fell almost automatically upon the Montfort Subdivision, due to its operational and scenic interest. Eighty persons turned out for this auspicious occasion, inaugurating a plethora

of trips during the 1950s which were to see us choose the Montfort Subdivision on two further occasions -- one in the autumn of 1952 when, using CNR 4-6-2 type No. 5292, we inaugurated the use of steam locomotives on CRHA excursions; we went again to Huberdeau in October, 1960, when CN diesel-electric engine 1914 had the honour of pulling the first diesel locomotive-hauled CRHA excursion train.

On our first two trips, in 1950 and 1952, the conductor was Mr. Lyle Larose, whose grandfather had helped to build the railway in the Nineties, and after whom the tiny halt at Larose, Que., near Weir, was named. Appropriately enough, Lyle was also conductor on the last passenger train on Sunday, May 27th, 1962.

ABANDONMENT

While Canada's railway expansion continues vigorously in the 1960s, particularly in the North, it is inevitable that less remunerative secondary rail lines will face abandonment. Built to colonize the Laurentians, the Montfort railway has filled its task ably, and having brought in the population, now succumbs to it by being requisitioned as the roadbed for a super highway. Hearings held in St. Jerome on May 17th and 18th, on the application by CNR to abandon the railway north of that town met with no opposition and as a result, instead of the customary 30-day notice, abandonment was allowed on 10 days' notice posted on May 21st, to take effect June 1st. Since the regular train service was now on weekends only, the reg-

ular service of No. 99 northward and No. 100 southward on Sunday, May 27th, became the last public train. Notwithstanding some 200 passengers who crowded aboard the seven-car train, the yard at Lac Remi had almost been completely torn up, and other preparations made to remove the tracks speedily. Some of the septagenarian and octogenarian passengers on board remembered the first narrow-gauge trains, and one old gentleman cherished the memory of a ride in the cab of a narrow-gauge engine back in 1896.

All in all, the skeleton of the old Montfort railway was given a good shaking-up on May 27th, before being laid to rest for its last long sleep.

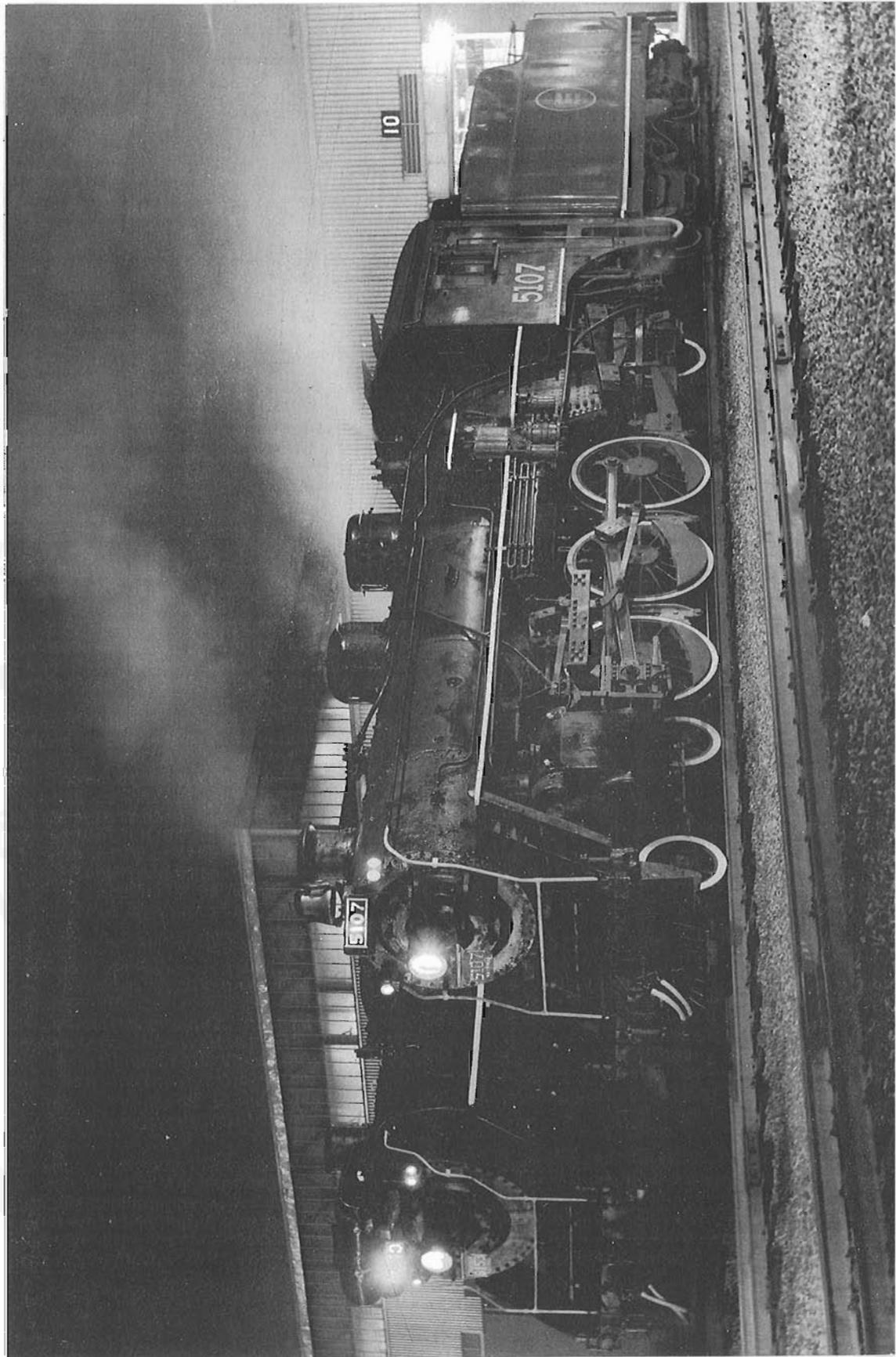
PHOTO CAPTIONS:

Page 106: The famous Lac Chevreuil grade is very apparent in this 1950 photo of CN 5562, Montreal-bound, with the evening passenger train. Photo: O.S.A.Lavallee.

Page 107: A general view of Montfort about 1900. - R.J.Hamilton

Page 110: Great Northern Railway train, headed by a 2-6-0 locomotive, at Morin Flats, about 1905. Photo: R.J.Hamilton Collection.

Page 112: Canadian National unit car 15837 with the first C.R.H.A. excursion, at Intervale in autumn of 1950. - O.S.A.Lavallee



Operation Canadian National Weekend.

by F.A.Kemp

Heralded by four months of publicity throughout the United States and Canada, "Operation Canadian National Weekend", comprised of Saturday, June 23 and Sunday, June 24, the first such event ever arranged by the Public Relations Department of CNR's St. Lawrence Region, was a sellout by the preceding Tuesday. On Saturday, chartered MTC buses carried capacity crowds from Central Station to the team tracks at St. Henri, quaintly known as the "Whale Yard" because of the exhibition of a whale on a flatcar there over thirty years ago; the memory of its unpleasant odour still lingers in St. Henri! The attraction this time was not a whale, but a display of ten locomotives, featuring Pacific 5107 and Northern 6153 which were to handle the excursion on Sunday. Also present were Museum Train engines 40 (4-4-0), 247 (0-6-0-T), 713 (2-6-0), CRHA-collection engines 49 (4-6-4-T), 1165 (4-6-0), 5702 (4-6-4) and electric 186 and Diesel 3713 in the new colour scheme. The collection engines showed the effects of lengthy storage, being somewhat rusty and grimy, but the 5107, 6153 and 3713 glistened in new coats of paint. Engine 186 was clean, although not recently painted. In the morning hundreds of people swarmed over, under and around the engines, keeping CNR constables busy, but the crowds became lighter in the warm, sunny afternoon. At about 5:30 in the afternoon, a road-switcher appeared and after coupling on to 5107 and 6153, pumped off the brakes and drew the engines away with air hissing from cylinder cocks and main reservoirs.

The excursion train had been given a departure time of 10:30 (Daylight Time) but most of the passengers were in their seats by 10:00. About 950 tickets were sold and, according to one report, more than 400 were turned away. The train was headed south in Central Station and consisted of seventeen cars. Twelve of these were coaches, with six of these being air-conditioned and six non-air-conditioned, placed in alternating order. Two baggage cars were at the front end of the train, the first one being for tape recorders only, and the second for riding, looking out of the open doors, buying souvenirs with CN monograms from the C.N. Recreation Association at one end of the car and CRHA publications from our hard-working Publications Committee at the other. Two dining cars, 1265 and 1266, at the middle of the train catered to family budgets with hamburgers, hot dogs and sandwiches in addition to Chicken pot pies for those wanting something more substantial. (I looked in vain for my Sunday roast beef, but you can't please everybody.) The rear of the train was brought up by 4-double-bedroom-buffet-lounge "Fort Brabant" which was occupied as a parlour car by those who submitted ballots, had them drawn at random and then purchased \$3.00 parlour car tickets. The bedrooms served as headquarters for CNR officials and as a base for operation of the public-address system with which the train was equipped.

The train left Central Station behind Diesel 3886, which allowed it to skirt new underpasses under construction at Wellington and d'Argenson Streets on temporary trackage not designed for steam locomotives. The engine change was made at Turcot East across from the sad, silent ruins of Turcot Roundhouse, now crumbling under the combined efforts of a demolition contractor and the local juvenile arsonists. (There appears to be a contest to see who finishes the job first!) The excursionists were not allowed out into the weed-grown yard, so the followers benefited from an unobstructed view.

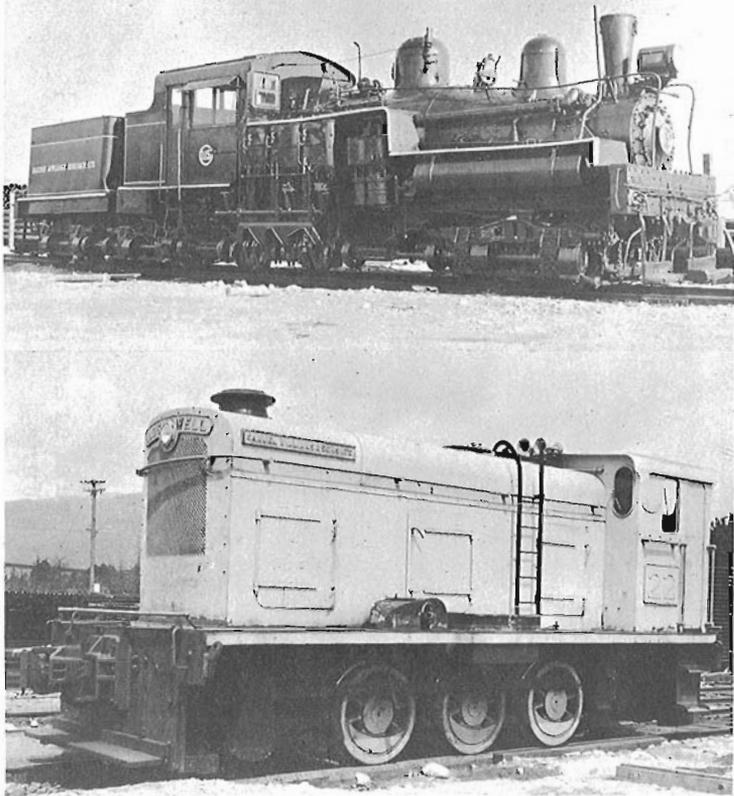
Welcome black smoke and white plumes of vapour rose into the air as the train wound through the yard and ascended the new quadruple main line through Ville St. Pierre, where 5107's mellow whistle was heard at crossings which no longer exist, bringing little boys running to the fences. At Ballantyne we turned onto the 1'Assomption Subdivision, passing slowly by the Montreal Yard, where the loudspeaker system was used to give a commentary. Unfortunately, it was audible only in the air-conditioned cars, and this fault persisted throughout the day.

The train proceeded uneventfully to Joliette, where an optimistic twenty minutes was allowed for the two engines to take water. The Joliette fire department was on hand with two 2½ inch hoses, one for each locomotive, connected to a hydrant. The main pressure proved to be inadequate, however, and more than one hour was consumed in filling the tenders, while the passengers mingled with several hundred townspeople around the engines, with much climbing into cabs, pilot portraiture, blowing of whistles and ringing of bells. When the train finally cleared Joliette, it was announced that the best of the three scheduled run-pasts, at Ste. Ursule Falls bridge, had been cancelled. A non-stop run was made to Shawinigan, where passengers were invited to detrain for the St. Jean Baptiste Day parade. (Only about 200 did so.) The train then went on through Grand'mère to Garneau, the two engines making a rousing ascent of the winding gradient east of the St. Maurice River Bridge. The train proceeded directly into the CPR interchange, heading southward toward Trois-Rivières on the Piles Subdivision of the CPR, then backed into the recently-enlarged Garneau Yard through the east leg of the wye interchange which is here supported by extra long ties in muskeg soil. The engines were cut off and returned to a point near the station, which was marked by a carload of coal and a rubber-tired crane, fitted with a clam-shell bucket. The fueling of 5107 was accomplished in fairly short order, and the Pacific was moved west to the Diesel water hose at the station platform. The watering was completed before 6153 finished fueling, but the filling of 6153's 11,800-gallon tank was by far the longest part of the operation. During this period, the skies became increasingly dark, and the rain, which had been threatening all day, finally came down, accompanied by distant flashes of lightning. The delays occasioned by the water difficulties resulted in the decision to run the special behind regular train 119 instead of ahead. Those wishing to make connections for New York, Washington and Ottawa were instructed to take this train, whose three coaches must have been somewhat crowded when it reached Montreal.

Only one run-past was made on the way home, at St. Boniface, and due to the weather, light conditions were at minimum values. Tape recorders got plenty of "stack music" as a fast run was made to Joliette, with several meets and stops for orders en route. At Joliette, the hoses were connected through the pumper this time, and the duration of the water stop was cut in half. Engine 6153 again took twice as long as 5107. Obviously, two hoses are needed for such large power.

We resumed our pace with little respite until we arrived at Gohier where the steam engines again left us and electric motor 187 took us to Central Station through the tunnel under Mount Royal. As we passed the engines waiting for the block at EJ Tower, most of us wondered whether or not they would ever run again and, if they do, we hope that the "technical difficulties" will be overcome.

Just for the record, arrival at Central Station was two hours and 42 minutes late.

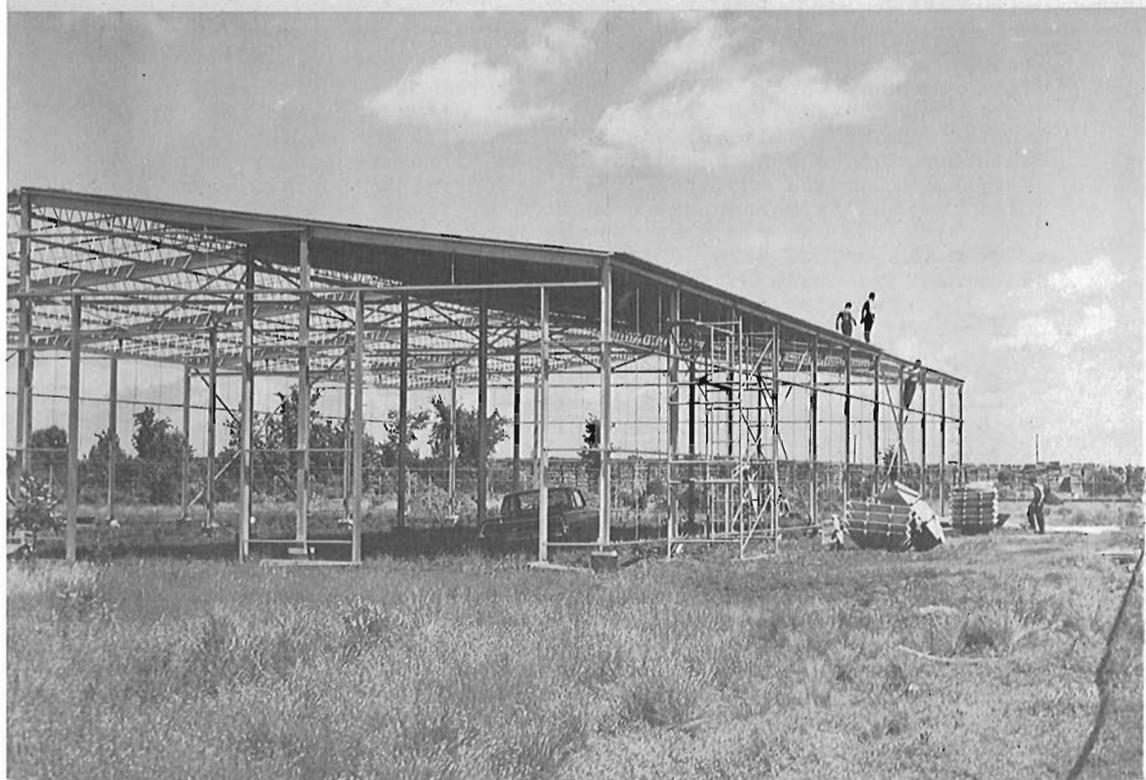


Two Pacific Coast Locomotives.

From the fine photographic collection of Peter Cox, we reproduce photos of two unusual locomotives presently operating at Vancouver Wharves, North Vancouver. The lower photograph shows one of two "steamish" looking diesels with siderods and front mounted stacks. Although boldly displaying the number 22 on the cab sides, this unit is officially No. 2 -- the sister unit No.1 carrying 21 on the number boards. The raised numbers were applied for the former owners, Samuel Williams and Sons Limited, along with the owner's plate on the hood. The engines, built in 1949 by Hudswell-Clarke (D702) are painted a bright blue, as is all other equipment at Vancouver Wharves.

The three-truck Shay, No. 115, is owned by Robert Swanson, head of Railway Appliance Research Limited, who is also chief inspector of B.C.'s Department of Railways. The locomotive is under lease from him to V.W. only when it is working, but always remains on the property, and rests in storage on a spur track. Mr. Swanson has taken advantage of between-assignment periods to effect light repairs and renovations, so that 115 now presents the splendid appearance as shown in the photograph. Its crew consists of a retired PGE engineman and a CPR fireman who obtains leave-of absence to put his steam experience back into practice.

Vancouver Wharves is a relatively new port of call on the waterfront scene, and received its first ship in 1960. The installation of a bulk loader early this year called for bigger motive power, as the long strings of gondolas destined for the rotary car dumper proved too much for the small blue diesels. No.115, built by Lima (3350) in 1936 and formerly Canadian Forest Products number 115, was the answer to this problem, and while used only infrequently, performs quite satisfactorily.



The Museum — June 1962.

by Dr. R.V.V.Nicholls

Just a year ago the Association signed a lease with the Dominion Tar & Chemical Company, by which it acquired a 10-acre site at Delson, Que., on which to establish Canada's railway-tramway museum. This lease will run for many years. The rental is purely nominal. The signing was the "green light" needed to go "full-steam ahead" with a project long dreamed of by our members. Since that day, much has been accomplished, thanks to the cooperation of many persons.

Of course, one cannot have a museum of any sort without exhibits to display. Of exhibits the Association is well provided. Indeed, they are sufficient to guarantee that The Canadian Rail Transportation Museum can become one of the greatest ventures of its kind in the world. The largest and most dramatic items are, of course, the many locomotives and cars. At the moment we have no less than 30 of the former and 20 of the latter. The Canadian Pacific Railway most generously has donated to the society twelve steam engines and five cars, Abitibi Power and Paper Company two locomotives, and six other companies one each. The Canadian National Railways have given us the ten-wheeler, No. 1165, and loaned to us on a permanent basis nine other engines. One of the most interesting of recent acquisitions is an O-6-0 tank locomotive, one of the Stroudley "Terriers", built in 1875 for the London, Brighton & South Coast Ry. England. It was presented to the Association at Brighton on June 4th and will be brought to Canada later this year. We expect to be chosen as custodians of the C.N.R.'s famous Museum Train, consisting at the moment of three locomotives and five cars. We were forced to buy one steam locomotive, Maritime Railway No.5, in order to save it from the scrap-heap.

Our collection includes railway, interurban, and tram cars. Many consider that Sir William Van Horne's business car, "Saskatchewan", is the "gem" of them all. However, most types of railway cars are represented. Our latest acquisition is a tank-car, gift of the Procor Company. We are hopeful that the Montreal Transportation Commission will place in our care its magnificent collection of tramway cars, which spans 50 years of service and is one of the finest on the continent. The motive-power and rolling-stock exhibits of the Museum are no mere "hand-me-downs". They were carefully selected in advance to depict decades of evolution of rail transportation.

The C. R. H. A. collections are by no means confined to locomotives and cars. Its holdings of smaller equipment, books, pictures, documents, passes, and other railroadiana can only be described as fabulous. It is doubtful whether any one knows all that the society owns! No recent inventory has been prepared and new items are received almost every day.... a veritable treasure-trove for students of Canadian transportation history. Our possessions are scattered in warehouses and homes and not readily accessible. We look to the day when they can be brought together in a heated archives building at the Museum.

Among the material resources of any museum, money rates high. The C.R.T.Museum is generally recognized as Canada's national museum of rail transport. In respect to the Government of Canada, this recognition has been endorsed recently by a grant of \$50,000 and in the case of the Government of the Province of Quebec by a grant of \$25,000. Other governmental assistance is being sought.

The Montreal Star

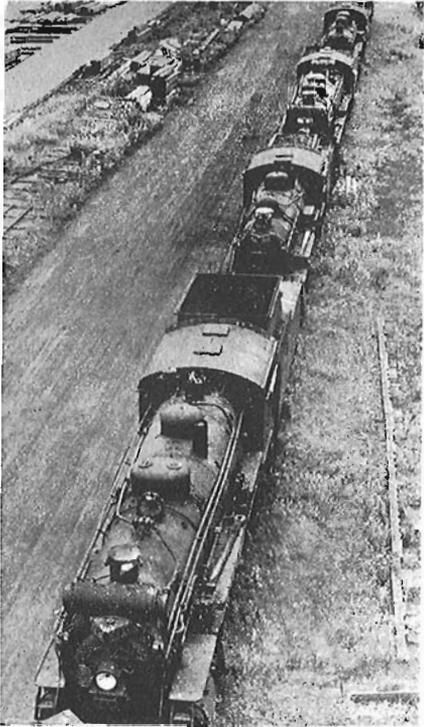
94th Year, No. 164

MONTREAL, SATURDAY, JULY 14, 1962

• PRICE TEN CENTS



A part of one of the first 10 locomotives to go on display at museum site for iron horses on 10-acre ground near the South Shore town of Delson, gets a going-over on a rail siding. It's an 1895 model that was used by the Maritime Coal, Railway, and Power Company.



These old iron horses are lined up in preparation for removal to Delson museum site. Officials hope to have part of the museum opened by next summer.

A Home for the Iron-horses

Rail Museum Planned for Delson

By DON NEWMAN
Survivors of a long line of smoke-belching monsters that roared across Canada will find their last resting place near Montreal.

A home is being made for the last of the iron horses on 10 acres of ground near the South Shore town of Delson, where the Canadian Railroad Historical Association is building a \$210,000 museum.

On the museum site, says CIRA's vice-president Oscar Lalavallee, will be a replica of a railway station dating from the end of the last century, fitted with the type of track in use 75 to 90 years ago.

Fifty pieces of time-worn rolling stock will be housed in three buildings, and the first of these—which will contain a quarter-mile of track—close to completion on the museum site, bordering Highway 90.

Says Lalavallee: "We hope to have part of the museum open by next summer."

Already the old train buffs have collected much of the vintage rolling stock they will put on display—which includes the 1885-model rotary rail car used by Sir William Van Horne, executive president of the Canadian Pacific Railway.

But the exhibits will not be confined to the heavy equipment of continent-spanning railroads. "Our interpretation of railways is quite broad," says Lalavallee. "Anything that runs on rails is part of the gallery."

Street Cars Too
And anything that runs on rails includes some old Montreal Transportation Commission streetcars that will be moved to the Delson site from the MTC's Youville Shops.

Part of the Canadian Pacific Railway's contribution to the museum is a rail siding, now under construction, on which the old rolling stock will be run up to the site.

One of the first 10 locomotives to steam down the new length of track will be a 1895 model that was used by the Maritime Coal, Railway, and Power Company until last year, running between Juggins and Mowat, N.S.

With a couple of old cars and an electrically powered pas-

senger car, it is on a spur line 150 active members of the CRHA climb into coveralls and rags and paint brushes are 10 governments and industry.

The electric car, built in 1902, was used until 1959 by the London and Port Stanley rail veterans, reading them Charles yards. One of them got combed that has been running since 1875.

It is the survivor of the last short haul into its electrical-powered inter-urban transit system that had its only Canadian use in the 200 associate members in the it hauled them to and from at the museum meet fall. Until heavy population a r e a z of United States, Europe, and Aus-work until 1959.

Material and money are being sent carriages outside Lon-Every weekend, some of the listed by the CRHA.

Still waiting the cleaning seem by provincial and federal governments and industry. The British are showing their National Railway's Poole St. interest with a bulky gift: a lo-

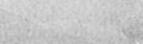
thousands of Lakeshore com- A gift from the British Rail-ways Commission. It will arrive in the next few days. Until then, it is in use switching pas-

Contributed to the CRHA m-don.



Here is the type of street car that was used in 1919 when the first buses appeared in Montreal. Scene is Place d'Armes. The museum will also house some of the old trams now lying idle at the Youville shops.

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Canadian Rail
Transportation Museum
featured in the
Montreal Star.

Donations of money from corporations, foundations and scores of individuals have swelled the present total beyond \$ 100,000. Our financial campaign will be renewed with increased vigor in the autumn. Members who feel that they know of helpful prospects are earnestly requested to pass the relevant information to the president.

At least as valuable as gifts-of-money are gifts-in-kind. The Association has been fortunate in receiving a number of the latter. In money value they probably total almost \$ 50,000. The list of gifts is impressive. The Steel Company of Canada assisted to the extent of \$ 5,000 toward the cost of the half-mile-long boundary fence around the museum property. The Algoma Steel Corporation has donated 100 tons of new 100-lb./yd. rail, sufficient for one-half mile of track, and the Dominion Steel & Coal Corporation 50 tons of used 85-lb./yd. rail from the former Cumberland Railway in Nova Scotia. The first track is now being laid at the Museum on the basis of a normal commercial contract with the Canadian Pacific Railway. It is the 550-ft. lead track from the Candiac Spur up to our first building.

The steel for our first motive-power & rolling-stock building was erected last autumn. The structure is 80x165 Ft. and contains four tracks. This spring, even before it was completed, the directors authorized the Museum Committee, sufficient money being in sight, to double its length. The original part is now being enclosed in aluminum sheet (a gift of the Aluminum Company of Canada) and the footings for the extension are being poured. The enlarged building will provide a half-acre of covered space and almost a quarter-mile of covered track.

Your directors are frequently asked, "When will the Museum be ready to receive visitors?" Ultimately, the date depends upon the success of our continuing financial campaign. However, even if some Santa Claus gave us a fortune tomorrow we could hardly be "ready for business" until next spring. Many facilities have yet to be provided: for example, an access road (the Royal Canadian Engineers generously constructed a bridge over the St. Pierre River a few weeks ago), a parking-lot, a gatehouse, and a power-line (Bedard-Girard Limited has offered to install at no cost a 800 ft. 575 volt circuit). In addition, exhibits must be restored, descriptive signs prepared, a corps of guides and watchmen recruited etc. In these areas the voluntary efforts of members can be immensely helpful.

What of the future? In so far as physical "plant" is concerned, our greatest needs are: more storage tracks (over 4,000 ft. will be required), more display space (having an area greater than three times the present building), and a small diesel locomotive (to move the exhibits about). Beyond these, we leave the region of feasibility and enter the land of dreams. These dreams include an operating steam locomotive, which can be taken out on the industrial spur or even on the main line, and an operating tramcar, on which visitors can be "taken for a ride" on a loop of track encircling the museum property.

Yes, during the last twelve months much has been accomplished, through the efforts of many members and friends. Now, let us all agree to play in the future a vital role, according to our means and our talents, in providing Canada with a railway-tramway museum worthy of its history and its destiny.

Notes and News

Edited by W.A. Pharoah



- ★ CN is running only one weekend passenger train in each direction between Portland and Montreal this summer. Authority for the reduction was granted -- for the Maine portion of the run -- by a decree in which the PUC said the public did not use the daily summer service enough last year to show it is needed. The weekend service will be in effect from June 29 to September 1, as follows:

leave Montreal	10:00 pm E.S.T.	Friday
arr. Portland	6:25 am	Saturday
leave Portland	1:25 pm	Saturday
arr. Montreal	9:55 pm	Saturday

- ★ The latest wrinkle in the drive to lure travellers back to passenger trains is CN's tickets by mail plan. Since June 1, all one has to do to secure mail delivery of a transportation ticket is to pick up the telephone, call the nearest CN passenger sales office and place an order. One must either hold a CN credit card or be listed in the local telephone directory to qualify for this privilege.
- ★ A new boxcar grading system to improve service to shippers and car distribution methods is being introduced by CN. It is an extension of the "yellowdoor" classification method first introduced by CN for newsprint cars in 1959. Each of the 60,000 boxcars in the CN fleet will carry a bright yellow disc on each side bearing a letter -- A, B, C, or D -- to indicate the grade of the car. "A" cars are for high class commodities such as sugar and flour while "D" cars are used for rough freight. An additional grade, identified by the letter "X" stencilled on the boxcar in yellow, will be used on cars in "captive" service carrying special cargoes. CN's data processing facilities at Montreal will maintain an up-to-date record of the grade of each boxcar and of the grade structure of the boxcar fleet as a whole. The records will enable the railway to regulate the boxcar fleet by upgrading in anticipation of variations in the demand for graded cars. The new grading program has already commenced and within a few months the entire CN boxcar fleet will carry the new grade labels.
- ★ Patrick B. McGinnis has unexpectedly retired as president and chief executive of the Boston and Maine Railroad. He was named to the unpaid post of chairman. However, it is reported that Mr. McGinnis, under a 10-year employment contract signed in 1956, will continue to be paid \$37,500 a year through 1966. (Can railway labour unions be blamed for their "job-freeze" programmes? - Ed.)
- ★ The 100th anniversary of the first run by the Flying Scotsman, one of the world's most famous trains, has been observed recently in London and Edinburgh. One section was formally christened the Royal Scots Grey, after an army regiment of the same name, before setting out on its anniversary trip from Edinburgh to London. The first Flying Scotsman took 10½ hours to make the 383-mile trip from London to Edinburgh. Its diesel successors complete the journey in six hours.

- ★ The Quebec Government has given its blessing to a new railroad projected by the Wabush Iron Company to move its iron ore from Wabush Lake in the Quebec-Labrador Trough to tidewater near Seven Islands. However, it does not yet mean that the railway will actually be built. For there already exists a railway following a similar route to that suggested by Wabush -- the Quebec North Shore & Labrador Railway owned by the Iron Ore Company of Canada, and classed as a common carrier. Wabush has leased a mile-wide strip as a right-of-way between the Seven Islands area on the Gulf and its mine now being developed about 250 miles north to the mine area. Wabush didn't want to build its own railway all the way to Seven Islands, but to run its own trains over the Q.N.S. & L. line. However, last fall, the Board of Transport Commissioners refused Wabush the running rights. The big issue was the rate that Wabush would pay the IOCO-controlled line for the privilege. The rate is still at issue. Either the two parties get together to settle the issue, or Wabush has to build a duplicate railway to get its ore to market. That would be a \$100 million job, though, and could take a couple of years to finish in the rugged Northern Quebec terrain.
- ★ Northern Alberta Railways' steam locomotive shop at Dunvegan Yard near Edmonton, not used since steam locomotives disappeared on NAR, is now used as a general repair shop for diesel locomotives. Recently, GP-9 No. 201 was taken in for complete overhaul and painting, the first NAR diesel to be so treated.
- ★ The last coal mine in the town of Drumheller, Alberta, closed at the beginning of May and it is already being demolished. This had extensive 2'6" gauge railway lines serving it, using horses and battery engines. About twelve miles southeast of Drumheller, at East Coulee, several mines are still active. One uses 2'6" gauge overhead trolley electric engines to haul coal out of the mine which follows a more or less level seam into the cliffside and has an interesting loop yard running over the tipples, mostly on trestle.
- ★ At another mine, the old shafts are exhausted but a new vertical shaft has been sunk about five miles away. The coal is carried on a 3'6" gauge line which runs cross-country with severe gradients and curves, to a rotary tippie and screens built on the hilltop 500 feet above the old buildings. The coal is carried to the valley below on a long conveyor belt. Motive power for the line was in a dark shed at the time of the inspection, and consists of two diesels which may have been purchased from the United States Army. It is suspected that the colliery found the locomotives and then built the line to suit!
- ★ Still on collieries, Canmore Coal Company O-6-O No. 4 is well known, but other curiosities here are worth mentioning. First is a very interesting wrought iron pin truss bridge crossing the Bow River, built by the Toronto Bridge Company in 1880. Its history must be quite interesting to say the least! While some coal is trucked from the colliery, the majority is carried for several miles along the valley on a 2'2" gauge electric railway using overhead 550 volts on the main line and overhead and compressed air engines on a steeply graded branch. The air engines also work inside the mine. An excursion over this interesting system is being arranged, if details can be settled, by the Calgary Model Trainmen's Club, and the Edmonton Branch will undoubtedly participate.
- ★ On Monday, May 21, CNR 4-8-2 No. 6060 passed through Edmonton west-bound in a freight train headed for Jasper, where it is understood that it will be installed on a spur opposite the station.

- ★ All Canadian Pacific Fairbanks-Morse diesel-electric locomotives, hitherto equipped with spark screens on the exhaust ports, have now had the screens removed due, it is believed, to plugging up.
- ★ Canadian National's Redditt roundhouse has been sold as this station is no longer a division point. The roundhouse is used as an aircraft hanger and part of the former freight yard forms an aircraft runway.
- ★ Canadian National Railways has ordered 500 insulated boxcars from Dominion Steel & Coal Company at Trenton, NS, with delivery scheduled for later this year.
- ★ Centralized Traffic Control is to be installed on Canadian National's main line between Watrous, Saskatoon and Biggar, Sask.. The control centre for the installation, which will involve 68 signals and 15 electric switches over the 108-mile section, will be at Saskatoon. The equipment, costing \$100,000, has been ordered from the General Railway Signal Company of New York.
- ★ Pacific Great Eastern Railway will shortly replace its wooden truss bridge at Quesnel, B.C., with a three-span steel bridge at the same site. The bridge is located south of the station, over the Quesnel River.
- ★ Northern Alberta Railways 2-10-0 No. 51, presently in the scrap yard of the Premier Steel Company at Edmonton, has been bought by the Pioneer Museum, situated on the Jasper Highway about 20 miles west of Edmonton. The engine will be hauled by CN to Carvel, Alta., the nearest point to the museum on the railway, then taken to its final position on a highway float.
- ★ A visit to the southern terminal of the Great Slave Lake Railway recently revealed that the right-of-way had been cleared but no construction had started. Large stockpiles of culvert were visible near Roma -- the actual starting point -- and a large area at Duet just across the river from Peace River town is being used as a storage yard. The Edmonton Journal is carrying frequent advertisements for tenders for bridge construction as well as for extension of the Whitecourt Branch westward.

INFORMATION WANTED:

GERMAN LOCOMOTIVES IN NORTH AMERICA

A European correspondent has asked the Association for information concerning three Deutsches Reichsbahn (German State Railways) locomotives which were reportedly shipped to North America in 1945 following the conclusion of the second World War. The engines concerned are a 2-10-0 wartime engine, No. 52 2006, and a 2-8-2, No. 19 1001, which were said to have been moved to the United States, and another 2-10-0 of class 52 supposedly brought to Canada and tried out on Canadian National Railways.

The Association has no record of such a locomotive coming to Canada, but if any of our readers can enlighten us on this, or with reference to the two locomotives which supposedly went to the United States, we would be very pleased to pass the information along.



NORTHERN ALBERTA RAILWAY EXCURSION
SPONSORED BY THE EDMONTON BRANCH.

A group of about eighteen members and friends of our Edmonton Branch had an enjoyable excursion on Saturday, April 14th., when they rode Northern Alberta Railways wayfreight No. 81 from Edmonton to Noral, 107 miles from Dunvegan Yards in Edmonton. The group returned on the regular Waterways - Edmonton passenger train No. 8. Train 81 was hauled by engine 302, while train 8 was headed by No. 305. The group travelled in a caboose-coach on the way-freight, car No. 303, which was originally built around 1900 as a coach for the Boston & Albany Railroad, and was in use on that line until 1927, when it was purchased by the Edmonton, Dunvegan & British Columbia Railway and renumbered 1855: its B&A number was 633. In 1942 it was converted into a combination car by the Northern Alberta Railways at Dunvegan Shops.

Our photograph, taken by Branch Vice-President Eric Johnson at Carbondale shows, from left to right Messrs. Harold Maw (and son); Peter Nigel; Brian Lambert; R.W. (Bob) King, Branch Secretary; Geoff Peters; Ken Pound; W.T. (Bill) Sharp, Branch President; Ross McAllister; Jim Stevenson and Harry Corah; Two other members of the group, Wayne Brow and Winston McDonald, were otherwise occupied when the photo was taken. The car in background is NAR 303.

No. 81 left Dunvegan Yards at 10:00 A. M., and after meeting Train No. 40 (a freight) at Campbell (mile 4.3) and train No. 2 (passenger from Dawson Creek) at Carbondale (mile 14.3), proceeded over the Waterways line, the group intending to go only to Boyle, Alta. (mile 86.8). Train 81 kept pretty well to schedule, however, and the group were able to accompany it 20.5 miles beyond Boyle to Noral, where there was a fifteen minute wait until No. 8 arrived to take our members back to Edmonton.

Eric Johnson informs us that Northern Alberta Railways, and particularly Mr. Donlevy, the Chief Dispatcher, cooperated nobly to make the outing very enjoyable to the participants.

CPR to abandon Norton—Chipman line

Canadian Pacific Railway has filed an application to abandon 38.4 miles of its Minto Subdivision, Woodstock Division, extending from Pennlyn to Norton in New Brunswick. This comprises the major part of the 44.6-mile section extending from Norton to Chipman, which in the last decade of steam locomotive operation achieved considerable fame as the railway over which a 4-4-0 type locomotive could be seen in operation on a daily-except-Sunday basis.

The section from Norton to Chipman was built and opened in 1888 by the Central Railway Company (New Brunswick) which had been incorporated in 1871; the railway extended north-northwesterly from a connection with the Intercolonial Railway at Norton, up through Cody and Cumberland Bay to Chipman, at the northeast corner of Grand Lake. The traffic was principally lumber at first, but strip mining of coal soon developed into the railway's most important traffic. For a time, the Central Railway Company also operated the railway from Hampton to St. Martin's as its "Southern Division".

On April 3rd, 1901, the Province of New Brunswick formed the New Brunswick Coal & Railway and in 1903 purchased the Central Railway Company, extending it shortly afterward (1906) from Chipman to the Minto coal field

On October 8th, 1914, the N.B.C.&R. was leased to Canadian Pacific Railway Company for 999 years, at a rental of 50% of the net earnings, and effective July 1st, 1931, operations of

the Railway were incorporated with those of Canadian Pacific Railway Company. It is noteworthy that since the N.B.C.&RR. was owned by the Crown in the right of the Province of New Brunswick, it was not a Company in the legal sense -- this in accordance with an opinion given by Mr. W.H. Curle, K.C., General Solicitor of the C.P.R., in 1925.

In its independent days, motive power of the Central Ry., and the N.B.C. & R., was provided generally by 4-4-0 and 4-6-0 type locomotives, the latter of the very small contractor's design similar to CNR 1165 in the museum collection. In CPR times the railway was the preserve of "A" class 4-4-0 type engines because of severe weight restrictions on bridges at mileage 51.9 (Pennlyn), 69.5 (Washademoak River drawbridge) and 90.08 (Kennebecasis River). For a time Nos. 105 and 144 were regularly assigned to the mixed train run between Norton and Chipman, but following No. 105's scrapping in 1945, No. 136 was sent down from the Quebec District and shortly after, No. 29 followed.

Limited traffic on the line precluded any major improvements to the bridges, and in any event the replacement of the drawbridge north of Cody would have entailed a considerable expense.

And so the three 4-4-0 engines continued to operate, piloted by a devoted locomotive engineer, John W. Myers (now living in retirement at Norton, NB) who catered to the idiosyncracies of the three seventy-year-old machines, with the sympath-

etic assistance of Albert Pontbriand, the locomotive foreman at Chipman.

No. 144 was given a general overhaul as recently as 1954, and No. 29 and No. 136 in 1955. With the attainment of almost complete dieselization elsewhere on the CPR, the three engines were retired from regular service in the autumn of 1959, though No. 29 remained available for service until late in 1960. The replacement unit was a small diesel-hydraulic unit, CPR No.18 of class HS-5-a, the only diesel locomotives with lighter axle loading than the "A" class steam locomotives.

During the spring just past the ice finally inflicted severe damage on the Washademoak drawbridge, and service was suspended south of that point. Now, the Railway Company has applied to abandon the remainder of this famous line, but for 6.2 miles at the north end serving the coal strip-mining operation at Pennlyn.

Abandonment, which is now virtually certain will see a number of familiar names dropped from the roster of Canadian stations, such as Scotch Settlement and Young's Cove Road, Bagdad (though not of "Arabian Nights" fame) and Washademoak.



Cont'd from Page 125

The May meeting of the branch featured three railway films: "Trail of '98" and "Railroads to Resources" from Canadian National Railways, and "End of the Line" from the National Film Board.

Planned June activities include a visit to the yards of the Northern Alberta Railways, to be conducted by Mr. C. Comrie, Master Mechanic.

The Edmonton Branch invites any of our members or subscribers who may be visiting in the Edmonton Area to contact one of the three Branch officers; all are on the faculty of the University of Alberta. The telephone number is GE 9-4951.

President:	William T. Sharp	(Mathematics)
Vice-President:	Eric Johnson	(Mechanical)
Secretary:	Robert W. King	(Electrical)



"I certainly do NOT have a cinder in my eye . . . she's just so beautiful I can't help crying!"

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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