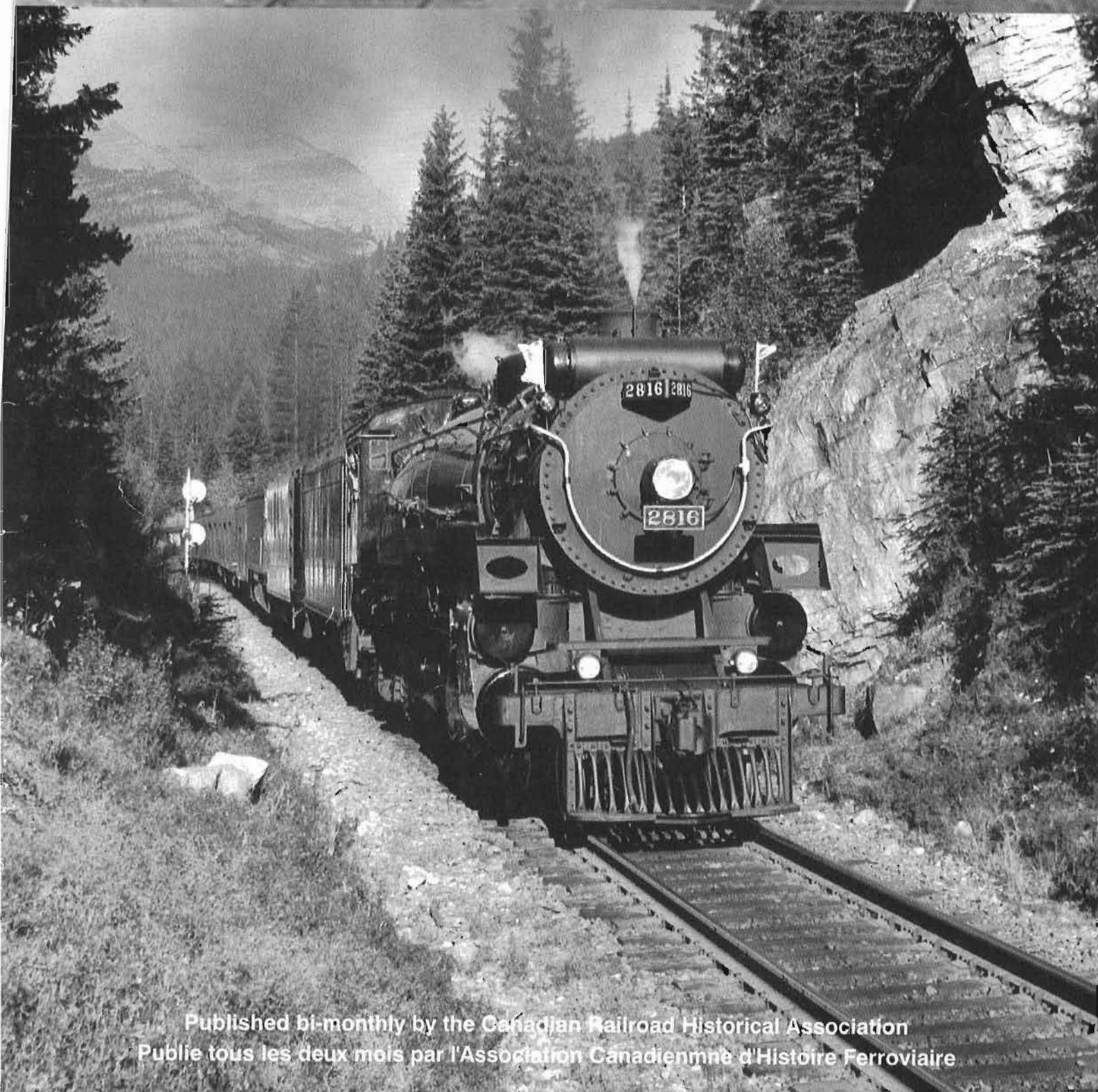




Canadian Rail

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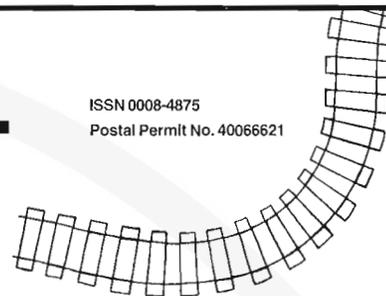


TABLE OF CONTENTS

CPR 2816 BACK IN STEAM AFTER 40 YEARS.....		3
MOUNTAIN MOGULS IN THE MARITIMES.....	JAY UNDERWOOD.....	8
ANOTHER CANADIAN CONNECTION TO THE VIRGINIA & TRUCKEE.....	FRED ANGUS.....	12
MY FAVOURITE CPR STEAM LOCOMOTIVE.....	STAN GARNER.....	13
A HOME GROWN HERO ON THE INTERCOLONIAL.....	JAY UNDERWOOD.....	16
THE CASE OF THE TRANSFER THAT NEVER WAS.....	JACQUES PHARAND.....	17
WESTLAND MANUFACTURING COMPANY.....	SMITHS FALLS RY. MUSEUM.....	20
NARROW GAUGE 4-4-0s in QUEBEC'S EASTERN TOWNSHIPS.....	DONALD R. McQUEEN.....	21
INTERCOLONIAL RAILWAY LOCOMOTIVES, AN UPDATE.....	DONALD R. McQUEEN.....	26
L'AGE D'OR DE L'INTERVENTION DU GOUVERNEMENT DU QUEBEC 1867-1920....	RICHARD LECLERC PhD.....	27
SIR CASIMIR STANISLAUS GZOWSKI 1813 - 1898.....	VICTORIA B. KATORSKI.....	34
EXPORAIL REPORT No. 8.....	CHARLES DE JEAN.....	36
NEW COIN DEPICTS LOCOMOTIVE "SCOTIA".....		37
NEW C D OF MONTREAL'S STREET CAR SYSTEM.....	JACQUES PHARAND.....	38
THE BUSINESS CAR.....		39

FRONT COVER: The "CPR EMPRESS", steam locomotive 2816, about to enter the lower portal of the Upper Spiral Tunnel on Saturday, September 22, 2001. CPR photo by Rick Robinson

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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A New Year and a New Look for Canadian Rail

For the new year 2002 we are introducing the first of several changes and improvements to Canadian Rail. First and foremost is the new cover which will give the publication a more contemporary look while maintaining the historical orientation to which the C.R.H.A. is dedicated. The insignia of the Association has been modified to make it bilingual; this was done by using initials so as to avoid crowding the design. However the basic elements of the design, the locomotive "Dorchester", the mountain and the two maple leaves, have remained unchanged as they have been for almost seventy years. This new insignia will gradually come into use on all publications and stationery of the C.R.H.A. The little track section, in use for more than forty years, has not disappeared but has been re-located to the title page inside the front cover.

It is now planned to use colour covers exclusively. This will include historical photos as well, for the earliest good colour photos are now more than sixty years old, and hand-coloured illustrations exist for earlier events. Other changes are slated to take place during the year. This will include improvements to the layout of the interior of the magazine as well as possible further modifications to the title page and the back cover. At the same time CRHA Communications is also undergoing a facelift and will appear in a smart new format.

The next big change is the content of the articles themselves. This is something that the editor cannot do alone! Ever since the publication started it has depended on input from the members to make it a success. There is never enough; even if it seems that there is a surplus of material one month, this is soon used up and for the next issue there may be a shortage. At present there are few articles remaining in the file. Above all there has been little input lately on recent events and modern rolling stock. Accordingly it was necessary for the editor to include much from the age of steam, and the present issue digs very deep, in many cases back to the nineteenth century (which is now the century before last). While stories from the 1800s are often most interesting, we would like very much to include more material from the late 1900s and even the 2000s. The next (March-April) issue will be a special one on a single subject. For all future issues we will be looking for more input from the members.

To accomplish all this the editor needs more help. Anyone interested in writing articles and providing photos and other supporting material will be very welcome. Having more assistance in the various facets of production will also ensure that deadlines are met and the publication appears on time.

Canadian Rail belongs to the members of the C.R.H.A. Together we can continue the improvements already started so we can truly call our publication "The magazine of Canada's railway history".

CPR 2816 Back in Steam After 40 Years



Crossing Stoney Creek bridge in British Columbia on September 22, 2001.

Photo by Roger Burrows

As most Canadian railway enthusiasts know, the Canadian Pacific Railway has repatriated its Hudson locomotive 2816 from Steamtown in Scranton Pennsylvania. Following three years of rebuilding in BC Rail's steam shop, 2816 operated under its own power on August 16, 2001 for the first time in more than forty years. After three days of testing, 2816 headed up an impressive passenger train and left Vancouver on September 19 for a five-day trip to Calgary.

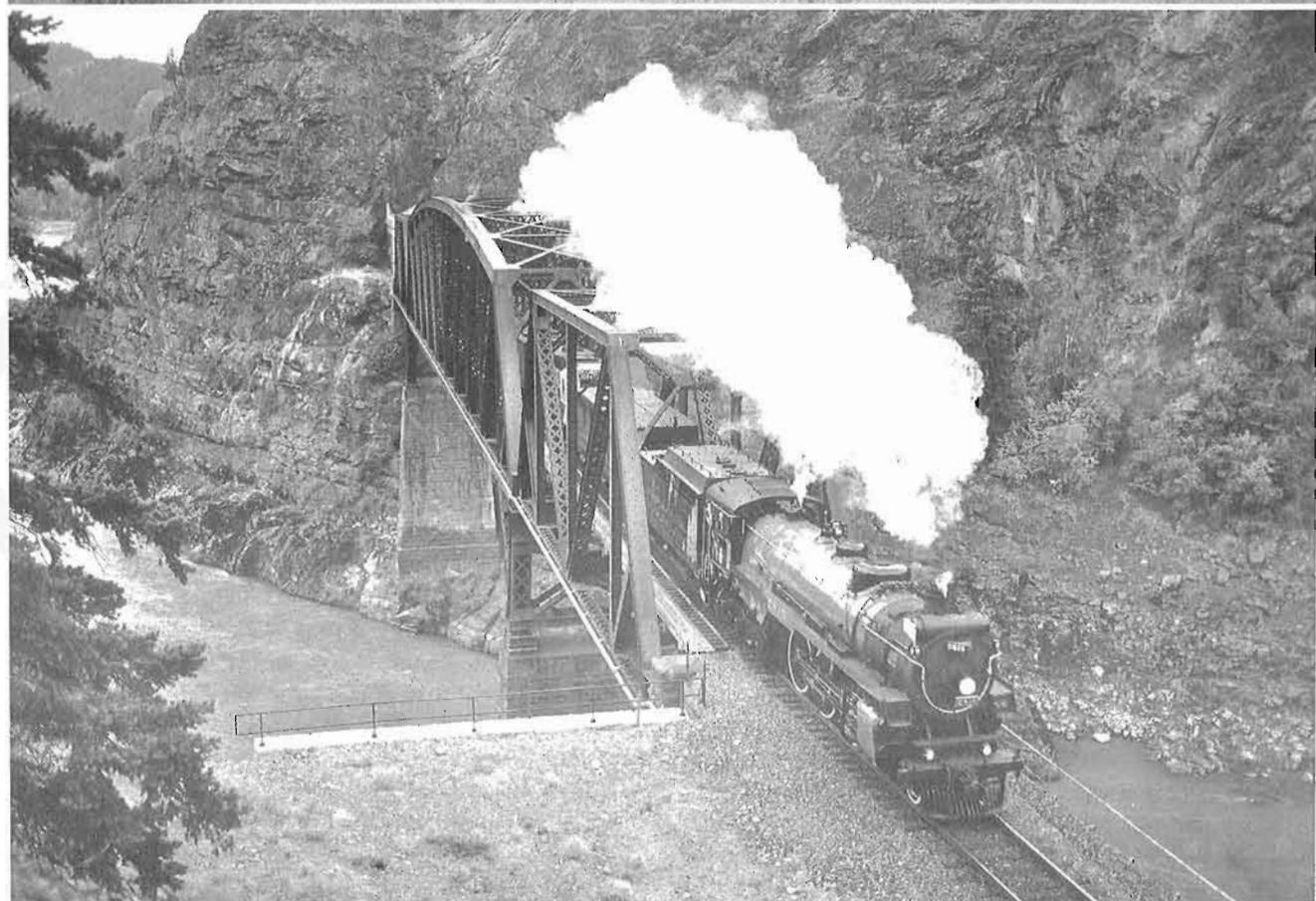
The trip went off perfectly, exactly as planned, in true CPR style. At every stop along the way, employees and the public came out in droves to see this historic occasion. At Salmon Arm B.C. alone, more than 2000 people, from infants to grandparents, crowded the station platform as 2816 steamed by. Those who watched the train on its five-day trip were not only local residents. Steam enthusiasts came from all over, at least one from as far away as Berlin Germany, especially to see the train.

Although the length of the train required a diesel helper (3084) through the mountains, the diesel was removed at "Morant's curve", near Lake Louise, on the 5th day, and 2816 hauled the train the rest of the way to Calgary. Two days later, on September 26, the annual meeting of Canadian Pacific was held at which the shareholders voted to split the company into five parts, one of which is Canadian Pacific Railway. It is no coincidence that 2816's historic trip to Calgary was just before this equally historic meeting.

Locomotive 2816 is no stranger to Calgary, the city that is now its home. In 1931, only a year after it was built, it was assigned to operate out of Calgary, and it remained in service in that area until 1937. In its later years it operated out of Montreal, sometimes on long distance trains and sometimes in commuter service. As such it was one of the last steam locomotives in service on CP. The end came in 1960 when all CPR steam operation ceased. However, 2816's work for CP was not quite over; in February 1961 it was pressed into service to supply steam for the Glen Yard while the regular boilers were shut down for repairs. It was then stored until 1963 when it was sold to "Steamtown USA" in Bellows Falls Vermont. It thus became the only CP unstreamlined Hudson to escape the scrapper. When Steamtown moved to Scranton Pennsylvania 2816 went too, and it remained there until 1998 when it was re-acquired by CP and moved to Vancouver.

2816 is now named the "CPR Empress" and will be operated as a "roving ambassador" throughout the system. Plans call for it to start its tour in May 2002.

The photos accompanying this article were very kindly provided to Canadian Rail by Jonathan Hanna, Corporate Historian of the CPR. They were taken by the company's photographers during this spectacular five-day trip. We hope you will enjoy them and will see 2816 during its tour this year.





Opposite Top: Leaving Banff Alberta on September 23, 2001, with Cascade Mountain as backdrop. Photo by Roger Burrows

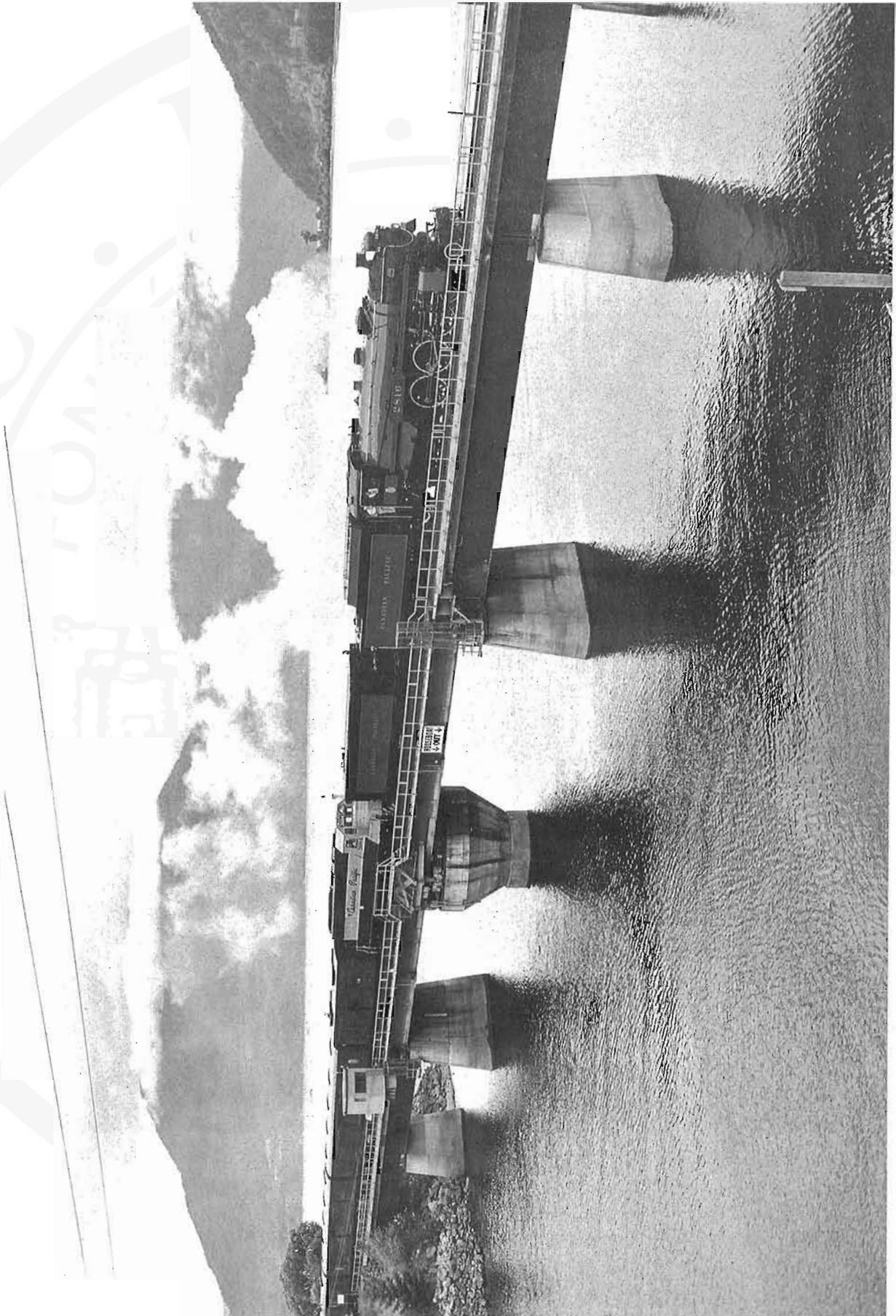
Oposite Bottom: Crossing the Fraser River at Cisco, B.C. on September 20, 2001. Photo by Roger Burrows.

Top: Approaching Field, B.C. on September 22, 2001. Photo by Rick Robinson

Bottom: 2816 in commuter service in Montreal in 1960.

Next page: Crossing the bridge at Sicamous, B.C. on September 21, 2001. Photo by Roger Burrows

Page 7: Approaching Craigellachie, B.C. on September 21 2001. This was the site of the driving of the Last Spike on the CPR on November 7, 1885. Photo by Roger Burrows





Mountain Moguls In The Maritimes

By Jay Underwood

When the Intercolonial Railway came into being in July of 1867, the government of Canada's first crown corporation inherited a variety of locomotives from the Nova Scotia Railway and the New Brunswick-owned European & North American Railway. These machines were all manufactured for the provincial gauge (5' 6") and used on work trains to support construction of the railway, and maintenance of the passenger and freight schedules on those portions of the line.

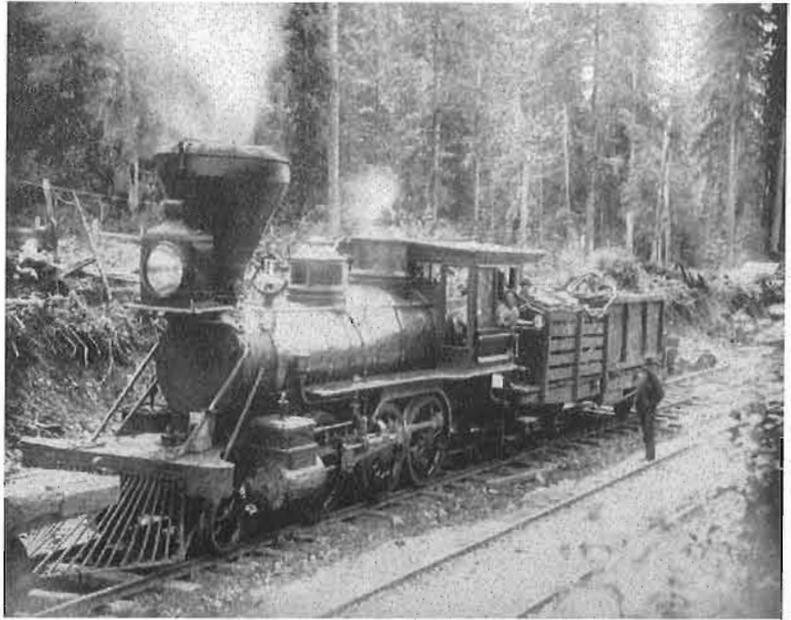
It was not until January of 1870 that newspapers began carrying the first tenders for engines and rolling stock, seeking a supply of 40 locomotives and tenders, 250 "box freight" cars and 250 "platform cars", all built according to the railway's specifications.

The equipment was in such short supply that extra trains were cancelled on the two provincial lines, as the Sackville, New Brunswick, Chignecto Post noted in its June 30, 1870 edition:

"Our people are doubtless disappointed at not having extra trains tomorrow. Mr. Carvell informs us that the excursion train over the European and North American railroad tomorrow, takes all the rolling stock at his command, and prevents his complying with the requests made."

Almost as soon as the Eastern Extension of the line from Moncton to Amherst was open to traffic, accidents began taking a toll on the Intercolonial's engines, as the Post reported in its January 26 1871 edition:

"On Monday evening the train with two locomotives, on the Intercolonial Railway met with a serious accident at the cutting at Fort Cumberland. The train having arrived here from Saint John, proceeded to Amherst, and on reaching Westmorland, the snow plough was thrown off the track, dragging off and seriously injuring the head engine, "Apoquoqui", and slightly damaging the engine "New Brunswick". The passengers and mails were sent by sleighs to Amherst, and a special engine, the "Samson", came from Saint John early Tuesday to assist in getting the disabled engine on the track, and removing the debris. The train commenced running yesterday from Au Lac Station to Saint John, and it is probable will resume her trips to Amherst today. The accident was occasioned by water covering the rails on the cutting, and becoming frozen on the sudden change of weather on Monday morning. We do not know if it is the case, but we learn that had there been section men to attend to Eastern Extension, the accident would not have happened; and, that notwithstanding the numerous gravel trains running on the track, not a load of ballast has been thrown on the road, or anything done to keep it in repair, which in places begins to shew the necessity of a penny's



2-6-0 Mogul-type Virginia & Truckee locomotive #8 "Humboldt", seen here after its arrival on the Onderdonk section of the Canadian Pacific line in British Columbia. Onderdonk purchased the engine in May of 1882; it was then numbered 3 and named New Westminster. The Nevada State Railroad Museum lists the locomotive as being built by Baldwin in 1870, with a cylinder size of 16 x 24 with 48 in. drivers, and a weight of 55,000 lbs. The locomotive was sold to the Intercolonial Railway in Nova Scotia in 1887, and numbered 189. It was rebuilt in 1896, and re-numbered 1024. It was scrapped in 1918.

worth of labour to prevents pounds being destroyed by accident, If any serious accident occurs, the people will hold the Railway Commissioners responsible."

Neglect on the right of way was not the only threat facing the locomotives. Less than two months later, on its February 16, 1871 edition, the Post was reporting:

"ENGINE AND HOUSE BURNED - On Tuesday night last, at Amherst, a fire broke out in the cab of the Engine "Hercules". The night watchman, a man named Sears, who was present at the time could not get at the water soon enough to put out the fire and he failed to run the Engine out of the House. The flames quickly spreading, soon destroyed Engine and Engine House. The "Hercules" was a fine Engine, about 8 years old, and cost some \$12,000. The Engine house cost about \$400. We don't know whether any blame is attached to the watchman."

Almost a year later, the railway was still adding locomotives to the roster, this time importing them from England for use on the unconnected northern New Brunswick section, as The Gleaner reported from Chatham in its October 19, 1872 edition:

"The Barque "Amadeo", Captain Crosby, arrived at Newcastle on Monday last from Greenock, with six locomotives for the Intercolonial railway on board. Two of them will be landed on the Railway Wharf as soon as the "Exemplar", that is now discharging steel rails, is unloaded. The machinists, Messrs. Kennedy and Allan, will commence putting the locomotives together as soon as they are landed, and expect to have them in running order about the first week in December."

This news was not entirely happy, however, as the voyage took a toll, reported by the Colonial Farmer (Fredericton) on December 2, 1872:

"The six locomotives for the Intercolonial brought by the bark "Amadeo" from Glasgow, were damaged on the voyage by the severe weather."

The railway was attempting to meet the demand for motive power, with a policy of buying locally, notably from a Halifax foundry, as the Chronicle of January 11, 1873 reported:

"The second new locomotive built at William Montgomery's "Nova Scotia Iron Works", Freshwater, for the Intercolonial Railway, was started from the works for the railway depot yesterday on strong bobsleds drawn by six yokes of oxen and a large gang of men. Though it weighed nearly 30 tons, it was drawn along easily. The only difficulty being the snow pitches in the streets, through which trenches had to be cut for the sleds. It got stuck in Lockman Street last evening and remained there."

The first serious accident to locomotives on the line did not occur until April 3, 1873, when the Saint John express collided with a northbound train near Brookfield, Nova Scotia. From that point on, the regional press paid close attention to the railway's operation and a decade later newspapers across the Maritimes were reporting myriad accidents on the railway.

The upsets continued at such frequency that the editorialists began drawing the conclusion many of the accidents were caused by government attempts at cost cutting, and prolonged use of faulty equipment, which was placing railway employees in harm's way.

Even ten years after the Brookfield wreck, the railway was attempting to bolster the roster with imports, as the Moncton Weekly Transcript noted in its June 14, 1882 edition:

"Of the ten locomotives purchased for the Intercolonial from Dubs' Company, Glasgow, Scotland, four are now ready for use. Three have been fitted out at



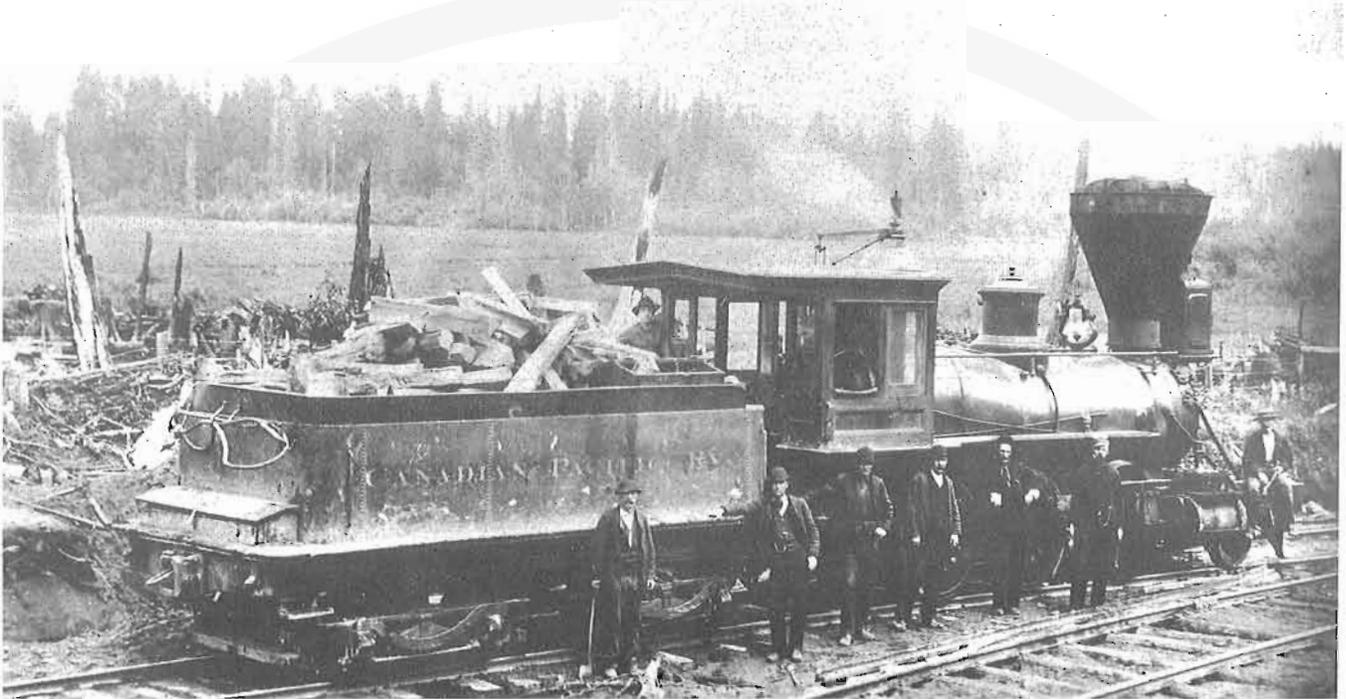
Former Virginia & Truckee No. 5, "Carson", built by Baldwin in 1869, came to British Columbia in February 1883 and was numbered 4, "Savona". Sold to the Intercolonial in 1887, it became ICR 190, and it survived until 1926 as CNR 7083. This photo shows it working by Kamloops Lake in 1885. Photo from Canadian Pacific Corporate Archives

Richmond and the others are being put together in the Moncton workshops by Mr. Robert Hunter and an assistant sent here by the builders. Yesterday afternoon the first one here was taken out for a trial by Driver E.S. White who was accompanied by Mr. Hunter and a Transcript reporter. The trial was made to Berry Mills and back, a distance of about 7 miles. Except that the journals were heated, a usual occurrence, the test was satisfactory."

The same newspaper was openly critical of this move, which had been applauded by its competitor, The Times (both papers were later amalgamated):

"The Government organ endeavours to show that the Railway workshops at this place have not been "practically closed" as have been stated, and quotes a statement of the number of men now employed here and elsewhere as its authority. But who is the authority for the statement? The organ does not give it, nor is therein, so far as we know, any official statement accessible to the general public or to public speakers or writers, from which the facts can be verified. The information should be accessible to all.

But taking the Times statement: There were 380 men employed in July 1878, in the Moncton workshops, as against 300 in July 1881! Here is a decrease of 80 men employed, and yet the organ states, "We don't think Moncton has any right to complain of the treatment received from the Government of Mr. John A. Macdonald." Eighty men less is "no cause of complaint" when the Government turns them out of employ and out of the industry, but eighty men are a great number in the Times editor's mind when employed in a Lock Factory or a Sugar Refinery. But by the Times' showing the Government did reduce the workshops to 270 persons,



Another view of No. 4, "Savona", this time at Keefer's B.C. in 1885.

Canadian Pacific Corporate Archives

thus turning out of employment 119 men! This is more than the number that is claimed to have been employed in either of the great new industries of Moncton.

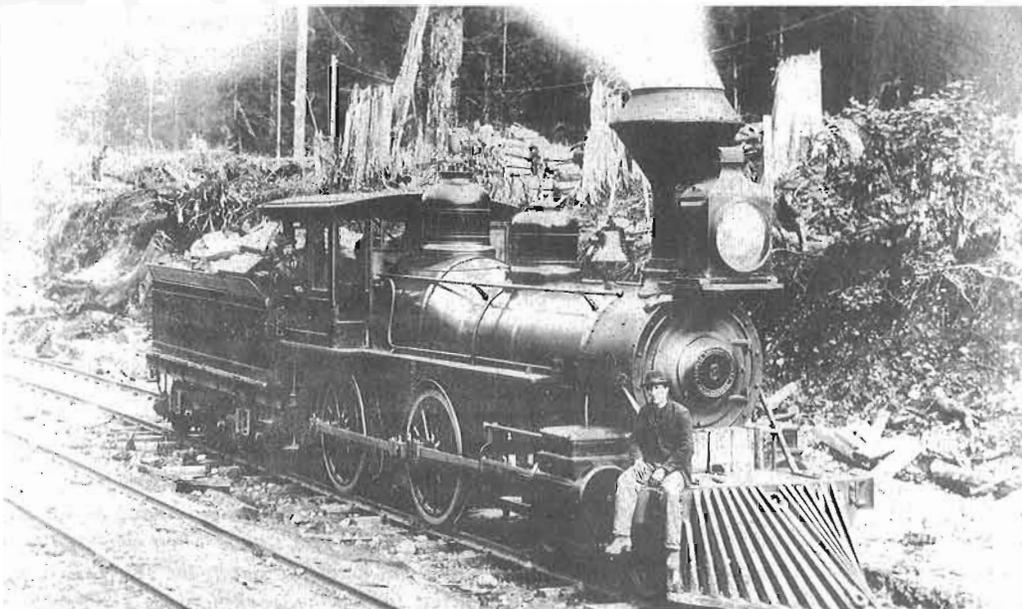
But the Times has not touched upon the vital point, the fact that only repair work is done here now, while the machinery, of a very complete and costly character, prepared for the construction of locomotives and rolling stock, is lying idle! Why is it that we are not now making locomotives here? They make locomotives in Saint John and other cities. We are buying them, as has been shown in these columns, abroad - in the United States and Scotland. Why is it then that with all the appliances for making locomotives at

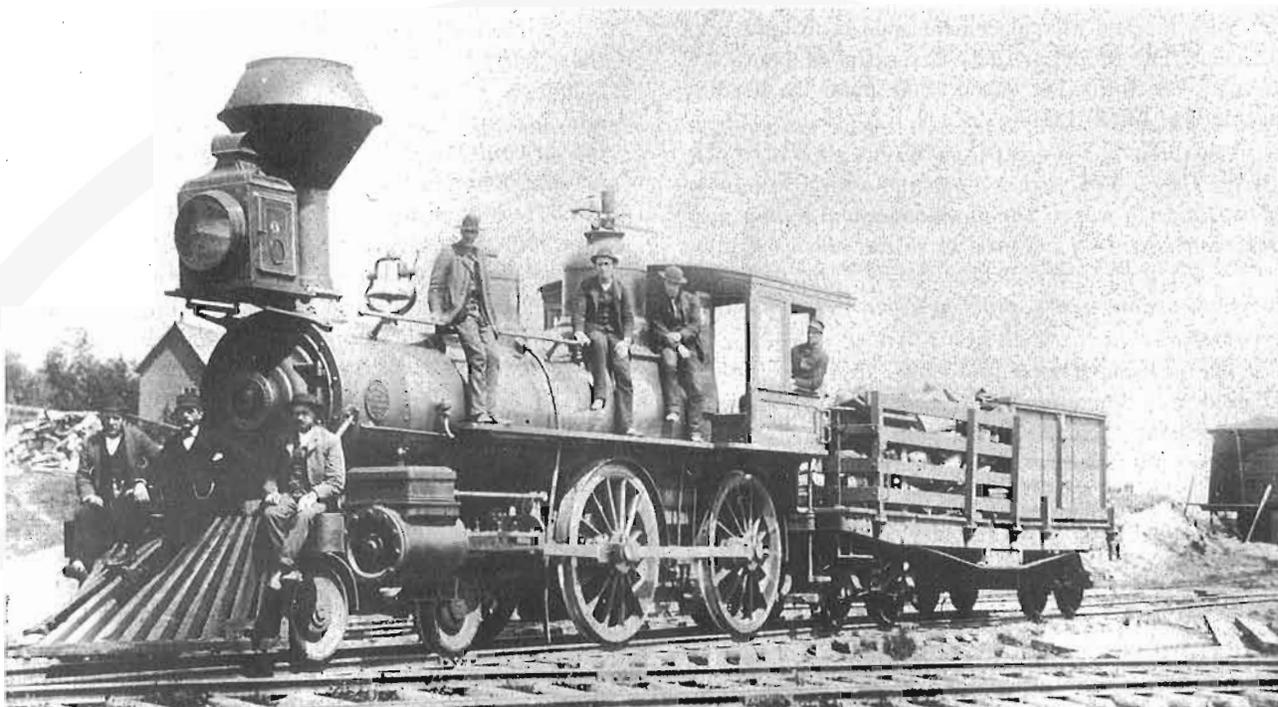
Moncton, 119 men were discharged, and constructing operations stopped! The only reason is that Sir Charles Tupper laid a paralysing hand upon this "Moncton Industry!"

Sir Charles, the Minister of Railways and Canals, was, according to the Transcript, the root of all the railway's evils. Indeed, locomotives were being imported from the United States, but some of them were far from new, and one of Tupper's purchases for the Intercolonial brought some beasts of varied heritage into the stable, mountain locomotives that had only recently finished work on the Canadian Pacific Railway. But that does not begin to explain their round-

about route to the East coast. Their story begins in the silver district of Nevada.

The Nevada silver boom followed hard on the heels of the California gold rush of 1849, with the discovery of the fabulous Comstock gold lode near what is now Virginia City, Nevada in 1859. By 1865 the Comstock mines were preparing for large-scale production, and silver became the principle prize, having been discovered in the blue rock that hampered the miners in their quest for the yellow metal.





In addition to the four Moguls, Onderdonk purchased four new 4-4-0 locomotives, built by Baldwin in 1884. These were numbered 6 "Nicola", 7 "Kamloops", 8 "Shuswap", 9 "Columbia". In 1887 these too were sold to the Intercolonial where they became 184, 185, 186, 187 respectively. Above we see No. 6 with a flat car for a tender. Opposite bottom is No. 8, while below is No. 9. All photos were taken in British Columbia in 1885.

Canadian Pacific Corporate Archives

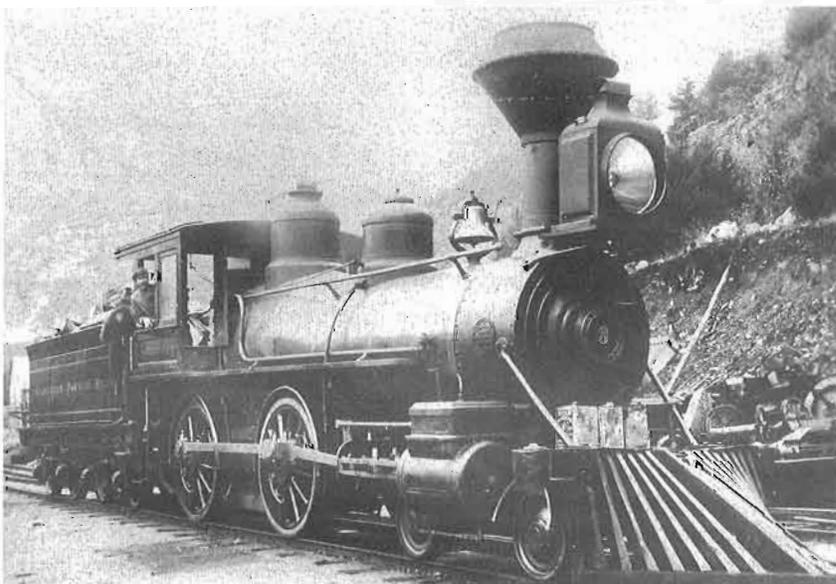
The Historical Guide to North American Railroads notes:

"The Virginia & Truckee Railroad was incorporated on March 5, 1868. Construction began almost a year later, and the first train from Carson City rolled into Gold Hill, just south of Virginia City, on December 21, 1869. A month later the line reached Virginia City. The line from Carson City to Reno and a connection with the Central Pacific was completed on August 24, 1872."

This appears to have marked high tide for the little mountain railroad. Virginia City was destroyed by fire in 1875, and while the catastrophe brought new business in the form of material to rebuild the community, silver ore production began to decline toward the end of that decade. It was perhaps for this reason that the railroad decided to divest itself of some of the older equipment.

Mogul (2-6-0) locomotives: 3 "Story", 5 "Carson", 7 "Nevada" and 8, "Humboldt," were sold in March 1881, Feb. 1883, Oct. 1883 and May 1882, respectively, to D.O. Mills of Onderdonk Construction. Andrew Onderdonk was the American contractor for the Canadian Pacific Railway's line through the mountains of British Columbia. The locomotives were respectively numbered 1 "Yale", 4 "Savona," 5 "Lytton," and 3 "Westminster."

By 1886, Andrew Onderdonk was ready to hand over his completed section to the Canadian Pacific Railway Company. Because of previous bad experiences with former contractor's engines, General Manager Van Horne of the CPR declined to purchase the four Moguls and the four 4-4-0s. After being stored for more than a year, all were sold to the Intercolonial in 1887, at the height of the line's need for more power. The 4-4-0s became ICR 184, 185, 186, 187, while the former Virginia & Truckee engines 3, 5, 7, 8 became ICR numbers 188, 190, 191, 189.



Still, the rate of replacement appears to have been insufficient. The Moncton Daily Transcript of January 9, 1888 made the following observation under the heading "Slaughtering I.C.R. Employees":

"Two new locomotives were received for the I.C.R. last week. They are the first of a batch of one dozen ordered from the Kingston works. The locomotives and rolling stock on the road have been allowed to so run down for years past, in order to present a fictitious annual statement, that today many employees are afraid to take a run with certain locomotives."

The newspaper went on to refer to a December 6, 1887 incident at Stellarton, Nova Scotia when a locomotive boiler explosion instantly killed three men and severely wounded several others:

"Experience shows as in the case of Stellarton, that the danger is not necessarily while running, but that actually while standing still waiting for orders, locomotives may blow up spreading death and disaster around. On the northern division, especially, some locomotives are said to be so defective, that the men are afraid to run them, and do so at peril. But what are the lives of slaughtered drivers and firemen and employees, the broken hearts and shadowed lives of widowed wives and orphaned children, to the party exigencies of an incompetent Minister of Railways on the expenditure side of the balance sheet?"

The daily run of reported accident, and the scores of those unreported; the terrible fatality by the explosion at Stellarton; the almost daily delays to the different expresses and passenger trains, are all incidents going to support this general indictment. The employees are afraid to speak because of the sure punishment to follow; the higher officials do not utter a protest because complaints may mean reorganization with themselves as the sufferers; and one half the public press is bribed, by printing jobs, into silence."

As for the mountain Moguls, the Intercolonial rebuilt 188 and 190 as 0-6-0 types at the Moncton shops in 1898 and 1908 respectively. Engines 191 and 189 were also rebuilt in 1896. After the rebuilds, the engines were renumbered ICR 1023, 1025, 1026 and 1024.

This is not to suggest that the four mountain moguls were in any way inferior to the task, or that Tupper had made an unwise purchase. The engines remained in service with the Intercolonial well into the twentieth century, even as the day of the Canadian Government Railway dawned, with the same numbers.

ICR 1026 was sold in 1917 to Canadian Car & Foundry Co. and 1024 was scrapped in 1918. With the birth of Canadian National came yet another set of numbers for the two survivors; ICR 1023 became CN 7082 (scrapped in 1920) while ICR 1025 became CN 7083. It was scrapped in 1926, the last of the lot.

Another Canadian Connection to the Virginia & Truckee

ISSUED BY GRAND TRUNK RAILWAY.		VIRGINIA CITY	
MONTREAL to VIRGINIA CITY, NEV.			
Good for one continuous EMIGRANT PASSAGE (In Emigrant Cars only) — Only on presentation of this Ticket, with COUPONS ATTACHED, and good only for EIGHT Days from date of issue.			
CONTRACT.—In consideration of the reduced rate at which this Ticket is sold, it will be forfeited if not presented to the Union Pacific Railroad Company for passage within EIGHT DAYS from date of sale.			
1876		6	
Officially stamped on the back with the SAME DATE in which on the face, and signed by the purchaser, after which it will be void. This ticket is not transferable and if presented by any other person than the one whose signature is attached, the Conductor will take it up and collect full fare. No stop-over check to be issued on this Ticket, and the Coupons belonging to this Ticket will not be received for passage if detached from this Contract.		J. Hickson GENERAL MANAGER.	
This Ticket is to be exchanged on the Union Pacific R. R. Company at Omaha, for one limited to NINE DAYS from date of issue, on which baggage will be checked to destination only.			
I hereby agree that the purchase of this Ticket, with the Coupons attached, is made subject to each and all of the above conditions.			
86-76	FORM 1570	Signature, Joseph Barbeault	RENO TO VIRGINIA CITY
		Witness, W. J. Orr	On Conditions name of Contract. Not good if detached. THIRD CLASS. 1570
			ISSUED BY GRAND TRUNK R. R. Virginia & Truckee R. R.
			06

As this article was ready to go to press, a very interesting artifact came to light in California. It is a 125 year old ticket, issued by the Grand Trunk Railway in Montreal, good for a trip "in Emigrant Cars only" from Montreal to Virginia City Nevada.

This ticket, printed on heavy green paper, and bearing the printed signature of General Manager Joseph Hickson, was issued on November 14, 1876 to one Joseph Barbeault. It was meant to be used almost immediately, for one of the conditions was that it had to be presented to the Union Pacific Railroad at Omaha within eight days of sale or it would be void. The route would have been Grand Trunk to Detroit, Michigan Central to Chicago, Chicago & North Western to Omaha, Union Pacific to Ogden, Central Pacific to Reno, and Virginia & Truckee to Virginia City. Only the final coupon (the V&T) is still attached.

What is especially interesting is that there was sufficient traffic between Montreal and Virginia City to warrant the Grand trunk preparing specially-printed tickets instead of filling in the final destination by hand as was often done. However 1876 was during the big silver-mining boom of the Comstock lode and evidently quite a few Canadians, as well as immigrants landing in Montreal, headed west to seek their fortune in the silver mines. It is very likely that some of them travelled on the V&T behind one of the engines that later came to Canada.

St. crosses under the tracks) and there was a small yard at each end. The lumber yard was close to 8th St. A new diesel switcher worked the coach yard, station and a few industries on the south side of the main line across from the flour mill. Another steam engine, No. 911, worked the tie treatment plant and other industries west of 14th St.

I was walking from school towards the main line one afternoon when I found the diesel switcher working on an industrial spur south of 10th Ave. The engine was stopped and I walked over to look at it and started talking with the engineer. His name was Jack Mitchell and he asked if I would like a ride and invited me to come on up. I rode while they switched several spots then it was time for them to go for a quit. I had stayed out of the way and not asked too many dumb questions so Jack invited me



to come back and ride again, which I did many times. He also told me that the crew on the 3647 were ok and that I should ask them for a ride too. He warned me to watch out for the "Bulls" because it was their job to keep trespassers off the property. The next day I caught a ride on the 3647. The engineer was L.C. Bowman and the fireman Jack McGinnes. They were both old heads who liked a yard job with regular hours.

I rode the 3647 every chance I got. During school the lunch period was two hours long and I would walk the 3-4 blocks from school up to the lumber yard and catch a ride almost every day. On school holidays and in the summer I would ride until it was time for work. Jack McGinnes taught me to fire the engine (it was oil fired) and L.C. Bowman let me move it light a couple of times.

That crew had a great job. They would spot grain cars (40 foot box cars) for the mill in the east yard in the morning then spot the engine on a lumber yard spur and take a break in the lumber yard's employee lunch room. They drank coffee, ate donuts and played cribbage until it was close to lunch. Then

they would relight the fire, spot a lumber car or two and occasionally a box car at a business on a spur located in a narrow alley north of 9th Ave. After that they spotted the engine back on the lumber yard spur and went to beans in the lunch room. After lunch they pulled loaded cars from the mill, spotted empties in the west yard for loading and if necessary moved some cars in the east yard. They would take another break, then pickup the loads from the mill and any empties from the lumber yard and get ready to head for Aylith yard for a quit. When they were ready to leave for home L.C. would start moving toward the tower and whistle for a signal. Usually there were no other trains at that time and the tower operator would line the switches and signals in time to let him out onto the main without stopping.

No. 3647 did not have an all weather cab. During the winter the rear of the cab was closed off with a wooden wall that had a door in the center. When you stepped through the door you were nose to nose with the backhead and had to squeeze by to get to either side. It was crude, but it kept the cab nice and warm. The





come ahead sign and took off in the opposite direction. When he got up to speed he came to another quick stop. This process was repeated 4 or 5 times. Each time the slack action was fearsome. The last move took us back into the west yard where we stopped with a bang. The crew then opened the box car door and out rolled the drunks. Thoroughly shaken up and much wiser for the experience they staggered away. This valuable lesson on the hazards of public drunkenness and trespassing on railroad property was, by necessity, repeated about once every 3 - 4 months. The reason was simple. There was a government liquor store across from the flour mill on 9th Ave about 5th or 6th Streets. It opened for specific periods of time during the day and the neighborhood drunks would pool their resources to buy bottles of cheap wine then head for an empty

engineer's window was fitted with a bay window box so L.C. could look out without freezing. When 3647 needed maintenance the relief engine was usually No. 3695. It had an all weather cab with lots of room.

There are a lot of anecdotes from my time with the 3647 and her sisters, this is one of the good ones. Late one afternoon I climbed aboard to ride while they switched grain empties bound for Aylith yard. One of the brakemen walked up to the cab and motioned for L.C. to lean out and talk to him. He told him that there were a bunch of drunks in one of the empties and that the crew had closed the door on them and wanted to take them for a ride. I figured we were going to take them to Aylith and turn them over to the Bulls, but that wasn't what they meant. We picked up a cut of about 25 empty box cars then the car with all the drunks. The brakeman lined us out of the west yard and gave us a big back up sign. L.C. took off like a rabbit and accelerated to about 20 mph. He brought the string to a very quick stop using only the jam (engine brake), the slack ran in something terrible. He immediately got a



box car to enjoy the afternoon. They always left a mess in the cars; thus, the crew invented the "ride" as a way to solve the problem.

One day, I think it was in the fall of 1958, I saw the flour mill being worked by a brand new FM diesel locomotive. The regular crew was on the job, but it didn't seem right. I climbed aboard the rear end (the unit was set up long hood first) stepped into the shiny new cab, said "Hello", then asked where the 3647 was. They told me she was done. I never saw her again. [Editor's note: She was scrapped in June, 1959].

The 911 lasted another month or so and, as I recall, the 922 was the last CPR steamer on a regular job in Calgary. It was on a local that went towards Lethbridge. CN continued to run steam into Calgary until late 1959.

Oh yes, I graduated from Western Canada High School in 1959 and returned to California to join the US. Navy, but that's another tale.

I have a few faded slides of the 3647 and her crew plus some photos of the back tracks at Ogden shops taken with a Kodak Brownie using Ektachrome film in May of 1957. I've attached a few of them to this missive.



A Home-grown Hero on the Intercolonial

by Jay Underwood

It may be impossible to determine how many of the 70 Canadians who received the Victoria Cross during the First World War travelled the Intercolonial to Halifax or Saint John. But the railway managed to produce a hero of its own in the person of a 28-year-old employee whose name is listed with about 5,500 employees of the Canadian Government Railways system in Canadian National's 1923 book *Canada's National Railways: Their Part in the War*.

This roll of honour includes employees of the Intercolonial, National Transcontinental, Prince Edward Island, Canadian Government, Canadian Northern, Grand Trunk and Grand Trunk Pacific Railways, several of whom were awarded the Military Medal, and one who won the French Croix de Guerre, for their valour during the war.

Only Jean B.A. Brilliant of Bic, Quebec (he was named John in the Canadian Record,) was awarded the Victoria Cross, the Empire's highest honour for valour.

Brilliant was working at the Intercolonial station at Bic, Quebec when the war broke out, and during the winter of 1914-15 he joined the 22nd Battalion, the Quebec Regiment, and sailed for England in the Spring of 1915 as part of the second Canadian contingent.

The unit went to France as part of the Second Canadian Division, and by August of 1918 found itself engaged by the Germans near Meharicourt during the Battle of Amiens. The extract from the London Gazette of September 27, 1918 records Brilliant's service, noting his "most conspicuous bravery and



Jean Brilliant VC 1890 - 1918



outstanding devotion to duty when in charge of a company which he led in attack during two days with absolute fearlessness and extraordinary ability and initiative, the extent of the advance being twelve miles.

"On the first day of operations shortly after the attack had begun, his company's left flank was held up by an enemy machine gun. Lt. Brilliant rushed and captured the machine-gun, personally killing two of the enemy crew. Whilst doing this, he was wounded but refused to leave his command. Later on the same day, his company was held up by heavy machine-gun fire. He reconnoitred the ground personally, organized a party of two platoons and rushed straight for the machine gun nest."

During that second action, Brilliant and his men captured 150 prisoners and

15 guns. He was wounded for a second time, and again refused to leave his command. In the third action of the day, he led another rushing party toward a heavy field gun and was wounded again, falling unconscious.

Brilliant also received the Military Cross, but died of his wounds on August 10, the last day of the battle. The Victoria Cross was awarded posthumously on September 27, 1918. Brilliant is buried at Villers-Brettonnax Military Cemetery, Fouilloy, France, 10 kilometres from Amiens.

Ironically, the Amiens offensive, fought by Canadian and Australian troops, was the action that gave impetus to the end of the war. The Germans made one last stand, at Mons, but by November 11, 1918, they were forced to capitulate.

The Case of the Transfer that Never Was

L'affaire de la correspondance qui n'exista jamais

by / par Jacques Pharand

Foreword. Firstly, readers will notice the transfer ticket reproduced here does not bear a serial number, which would normally have appeared in the box immediately below the form number..... Secondly, bear in mind that the Montreal & Southern Counties Railway (M&SC), as a rule, printed its transfers for use over a 5-to-6 year period, with the last year of one stock overlapping the first year of the next, to ensure a smooth transition and to ensure exhaustive use of older stocks. Thus two consecutive forms would be printed "1946 to 1951" and "1951 to 1956" and here forms the key to the story.

The company. M&SC had been operating only two years when it became a Grand Trunk Railway subsidiary by that railway's first tinkering with interurban services during 1911. Until its last days, M&SC operated in a thoroughly independent fashion, although it had become a property of Canadian National Railways (CN) along with the Grand Trunk early in January 1923. Decline was continuous after the mid-1930s when, principally, competition from the uninspiring ticketless automobile took its increasing toll.

The story. Back in 1955, CN, who had inherited Victoria Bridge with its constituent Grand Trunk Railway, was faced with two problems. First, the bridge, linking the city of Montreal with the South Shore of the St. Lawrence River, had become grossly inadequate, with only one lane in each direction for road traffic, both located on the upstream side of the span and the M&SC right-of-way, rented since 1909, on the downstream side. Second, the St. Lawrence Seaway, then under construction, requested extensive refurbishment of the railroad structure, to include an alternate deviation of CN tracks, so that ships going through the future locks would not compromise continuous traffic by rail.

MONTREAL & SOUTHERN COUNTIES RAILWAY COMPANY			
TRANSFER - CORRESPONDANCE			
Form 504		DATE ISSUED— DATE D'ÉMISSION	
From - de St. Lambert To - à Montreal		JAN.	1 2
		FEB. FEBV.	3 4
		MARCH MARS	5 6
		APRIL AVRIL	7 8
		MAY MAI	9 10
		JUNE JUIN	11 12
		JULY JUIL.	13 14
		AUG. AOÛT	15 16
		SEPT.	17 18
		OCT.	19 20
		NOV.	21 22
		DEC.	23 24
NO STOP-OVER PAS D'ARRÊT		25 26	
NOT TRANSFERABLE PERSONNEL		27 28	
1955 1957	NOV.	29 30	
1956 1958	DEC.	31	

Gen. Pass. Traf Mgr.

Préambule. Le lecteur aura d'abord noté que la correspondance reproduite ci-dessous ne comporte pas de numéro de série, lequel aurait apparu dans la case directement sous le numéro du formulaire... Deuxièmement, gardez à l'esprit que le chemin de fer Montreal & Southern Counties (M&SC), en règle générale, imprimait ses correspondances pour un usage de 5 à 6 ans, la dernière année d'un modèle chevauchant la première du modèle suivant, de manière à en faciliter la transition et d'assurer l'écoulement des réserves en mains. Ainsi, deux modèles consécutifs seraient imprimés « 1946 à 1951 » et « 1951 à 1956 », ce qui constitue la clé de la présente histoire.

La compagnie. Le M&SC n'était en opération que depuis deux ans, lorsqu'il devint une filiale du Grand Trunk Railway, une première expérience de ce réseau dans le domaine de transport interurbain en 1911. Jusqu'à ses derniers moments, le M&SC (indiqué en rouge sur la carte) fonctionna toujours sur une base autonome, bien qu'il soit devenu la propriété du Canadien National (CN), au même titre que le Grand Trunk, en janvier 1923. Le déclin de la compagnie fut

constant après le milieu des années 1930, à la faveur grandissante de l'automobile peu encline aux correspondances.

Le récit. En 1955, le CN, qui avait acquis le pont Victoria en même temps que le Grand Trunk, était confronté à un double problème. En premier lieu, le pont reliant la cité de Montréal avec la rive sud du Saint-Laurent était devenu extrêmement désuet, avec une seule voie de circulation automobile dans chaque direction, celles-ci étant localisées du côté sud de la structure, l'emprise du M&SC, louée depuis 1909, occupant le côté nord. De plus, l'aménagement de la Voie maritime du Saint-Laurent en cours exigeait des rénovations majeures, incluant un tracé de contournement

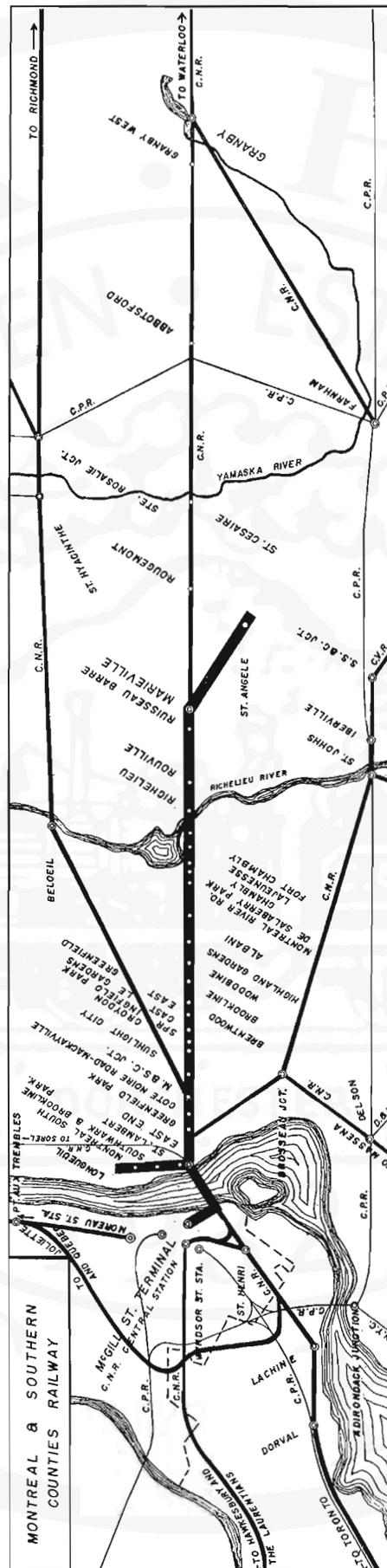
Meanwhile, M&SC traffic from the north end of the bridge to its downtown terminal in the city's McGill Street had become a nightmare. Although only about 1.5 miles in length, it also had to cross the Lachine Canal (circumventing Lachine Rapids in the St. Lawrence River, as the Seaway would also do) at Black's Bridge on a single track, for both reaching and leaving its terminus; said swing bridge was open almost as often as it was closed, on account of boats going through up and downstream, thus affecting schedules and stalling passenger cars waiting at both ends.

The M&SC thus decided to cut back its operation to the south end of Victoria Bridge (St. Lambert), offering only a much-reduced rush hour shuttle service between the Montreal terminal and St. Lambert. This gave rise to the transfer ticket now considered. This was to be used to transfer between cars from the shuttle and cars of the other lines still operated by the M&SC on the South Shore. The longest of these worked to Marieville and had formerly run to the city of Granby, more than 40 miles from St. Lambert. This latter stretch had opened in April 1916 and served until abandoned in November 1951.

Under pressure from government and public alike, the parent CN, however, declined this arrangement. The M&SC had no other choice but to curtail service to Montreal, which happened in June 1955. This met the CN requirement of freeing space on the bridge for additional road traffic lanes.

Meanwhile, there was no point in printing stocks of the new 'shuttle' form, since there remained enough wads of the previous 'general' pattern (i.e. 1951 to 1956) to be used. The writing was already on the wall, so to speak, for the M&SC terminated all its operations on 13 October, 1956. The line afterwards continued to carry CN freight traffic.

And that is the very condensed story of "the transfer that never was", and also, importantly for collectors half-a-century hence, explains why our example ticket has no serial number. In fact it was later revealed to be one of a few specimens 'rescued' from company offices by the accomplished CN draughtsman, the late G. Norman



en aval des voies du CN, de façon à ce que le passage des navires dans les futures écluses n'empêche la circulation continue des convois ferroviaires.

Entre-temps, la circulation des véhicules du M&SC entre l'extrémité nord du pont et le terminus du centre-ville, rue McGill était devenue un véritable cauchemar. Bien que long d'à peine 1,5 mille (2,5 km), le parcours devait franchir le canal Lachine (contournant les rapides de Lachine dans le fleuve Saint-Laurent, à l'instar de la Voie maritime) en voie simple au pont Black, pour atteindre et quitter son terminus; ce pont tournant était presque aussi souvent ouvert qu'en opération normale, en raison des navires remontant ou descendant le courant, ce qui compromettait les horaires et immobilisait les véhicules aux deux extrémités du pont en question.

En conséquence, le M&SC décida de tronçonner ses opérations à l'extrémité sud du pont Victoria (Saint-Lambert), proposant un service de navette aux seules heures de pointe entre Montréal et Saint-Lambert. Ceci fut à l'origine de la correspondance dont il est fait mention ici. Cette correspondance devait être utilisée entre les véhicules de la navette et ceux des autres circuits du M&SC toujours en opération sur la rive sud. Le plus long de ceux-ci passait par Marieville pour atteindre la cité de Granby, à quelque 40 milles (65 km) de Saint-Lambert. Ce tronçon (indiqué en pointillés sur la carte) avait été complété en 1916 et demeura en usage jusqu'à son abandon en novembre 1951.

Sous les pressions du gouvernement et du public, le CN rejeta toutefois cette proposition. Le M&SC n'eut d'autre choix que d'abandonner le parcours jusqu'à Montréal, en Juin 1955. Ceci rencontrait les exigences du CN libérant l'emprise pour la création des nouvelles voies de circulation automobile.

Entre-temps, l'impression d'une nouvelle correspondance spécifiquement pour la navette se trouvait donc injustifiée, d'autant plus qu'une quantité suffisante de correspondances du modèle « général » (i.e. : 1951 à 1956) demeurait disponible. Du reste, il s'agissait en quelque sorte, du chant du cygne de ce réseau, le M&SC cessant définitivement toutes ses opérations, le

Thompson. Norman learned that the 'few' were a printer's small sampling intended as proofs prior to quantity printing - which never took place.

Throughout this demise of M&SC transfer tickets, there was contemporary 'good news'. The company continued to issue its characteristic Edmondson card tickets until - it is tempting to say the very end. Two examples are shown, No.02586 dated 10 September 1955 and, from about a month before closure, the blank-destination card numbered 405772, dated 4th September 1956 and made valid to Brookline.

LEFT: The last M&SC timetable, Sep. 30, 1956.

BELOW: M&SC train at St. Lambert in 1948.

SEPTEMBER 30, 1956
SEPTEMBRE 30, 1956



Suburban and Interurban Service

INCLUDING
C.N.R. SERVICE MONTREAL
(CENTRAL STATION) — ST. LAMBERT

●

Horaire complet des trains Suburbains et Interurbains

Y COMPRIS L'HORAIRE DES TRAINS DU C.N.R. MONTREAL (GARE CENTRALE) — ST. LAMBERT

●

Eastern Standard Time Heure Normale de l'Est

Tél. MArquette 4731 R. CANNON, Superintendent
ORchard 1-7241 St. Lambert

No. 123

13 octobre 1956. Par la suite, le parcours continua d'être utilisé par le CN pour les convois de marchandises.

Et ceci constitue un bref résumé de "l'Affaire de la correspondance qui n'exista jamais" et, point plus important pour les collectionneurs un demi-siècle plus tard, explique pourquoi notre spécimen n'a pas de numéro de série. De fait, il s'avéra ultérieurement qu'il s'agissait de l'un des quelques exemplaires « sauvegardés » des bureaux de la compagnie par le dessinateur renommé du CN, le regretté G. Norman Thompson. Norman apprit que ces quelques exemplaires étaient des épreuves précédant l'impression en quantité - laquelle n'eut jamais lieu.

Malgré l'abandon des correspondances du M&SC, on peut faire état de « bonnes nouvelles » par la suite. La compagnie continua d'émettre des billets typiques du type Edmunston et ce - on serait tenté de le dire - jusqu'à la toute fin. Deux exemples sont illustrés, No. 02586 en date du 10 septembre 1955 et, environ un mois avant la fermeture définitive, le billet sans destination spécifique No. 405772, daté du 4 septembre 1956 et validé jusqu'à Brookline.

Montreal & Southern Counties R'y Co.

Good for one passage - Bon pour un voyage

From - de **MONTREAL Que.**

To - à **ST. LAMBERT, MONTREAL SOUTH, GREENFIELD PARK, MACKAYVILLE, Que.**

02586

Form 3-5

LIMIT: ONE MONTH — VALIDITÉ UN MOIS

Not transférable. Personnel.

R. Cannon
Gen. Pass. Insp. Que.

MONTREAL AND SOUTHERN COUNTIES RAILWAY CO.

Good for One First Class passage within One Month exclusive of date of sale.

Bon pour un passage en Première Classe en dedans d'Un Mois exclusivement de la date de la vente.

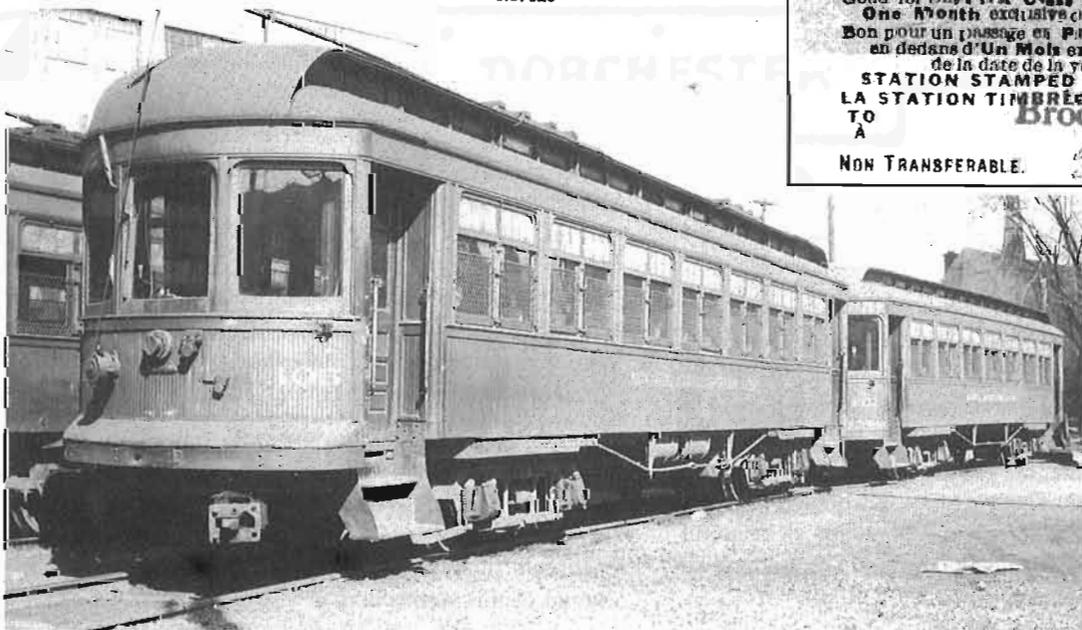
STATION STAMPED ON BACK. LA STATION TIMBRÉE AU VERSO.

TO **Brookline**

NON TRANSFERABLE.

405772

R. Cannon
Gen. Pass. Insp. Que.



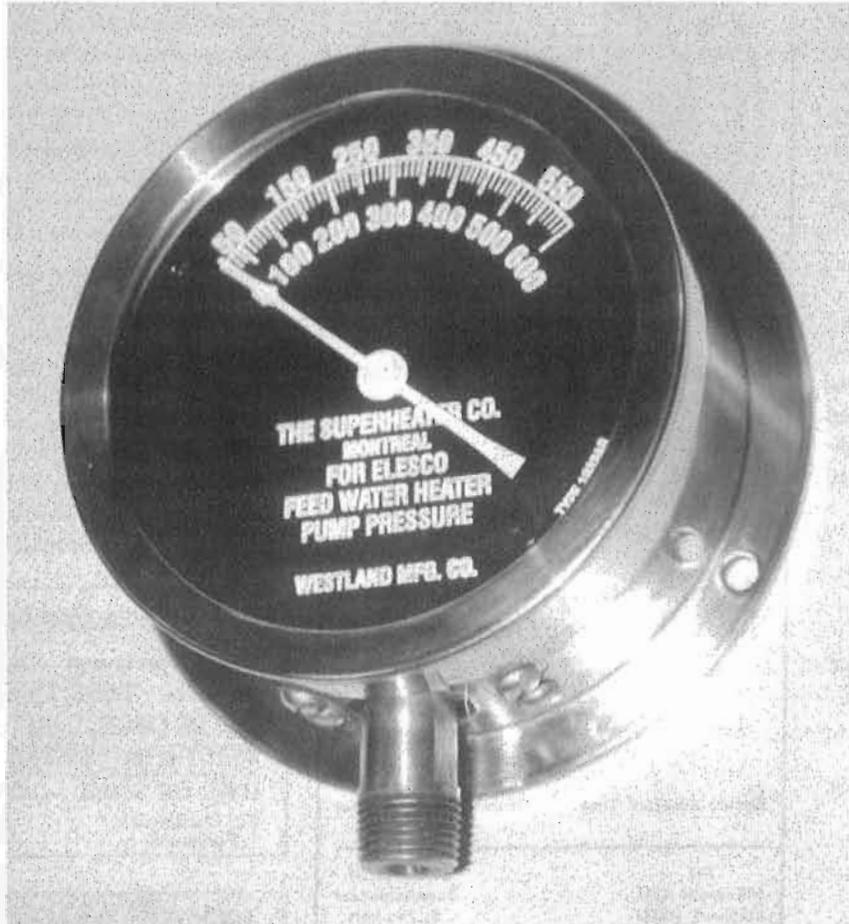
Westland Manufacturing Company

Courtesy of Smiths Falls Railway Museum

It is fitting that we mention this little known company as the Canadian Pacific Railway prepares its Hudson 2816 to make its first run in many years. Why? CPR 2816 has five pressure gauges manufactured by Westland in its cab, plus a sixth that was rebuilt and a seventh as a spare. So how is it fitting that the Smiths Falls Railway Museum writes about this company? If I said that CNR 1112 has two Westland gauges in its cab, do bells start to ring?

Westland Manufacturing Company is our own Alan Westland, trustee and Vice-President. Alan hand crafts each and every gauge with up to 80 hours spent on each one. Alan buys the gauge movements from various sources, the case castings from Alloys Foundry, the metalsmiths in Merrickville, the dial plates from another company; the glass and various other bits and pieces are purchased from other sources. The casings start with wooden moulds that Alan has either built himself or has had made - the cases are usually 6 or 8 inches in diameter.

Many people might ask why manufacture steam-era pressure gauges? Surely all steam locomotives had a complete set of gauges when they stopped working on the railways. The answer is that many gauges were destroyed or stolen and the manufacturers are no longer in business. Some companies still make gauges, but they are steel, painted black and are used in diesels. The steam-era locomotives gauges are polished bronze that some would describe as beautiful and are readily collected as "works of art" representing an era that ceased 40 years ago.



The case is cast in bronze and is turned over to Alan who then uses his lathe to machine it to size and cuts screw threads so that later a threaded bezel can be fitted to hold the glass surface plate. The screw holes to mount the dial plate are then drilled. After the machine work, the casing is lovingly polished by hand. The dial plates are designed by Alan, based on research of the type of plate that the locomotive had when built, and sent to a contractor who digitises the design. The data is tied into a computer, which cuts the plate, twice. Each cutting session takes an hour. After

this is done, Alan buffs the matte metal and ensures that paint gets into the cuts. (Modern dials are silk screened onto the metal).

Earlier last summer at the Elgin County Railway Museum, Tom Payne's Reading Railroad No. 2101, a 4-8-4 northern type locomotive, sporting Westland gauges was in steam. Other locomotives with Alan's gauges are CNR 1112, CPR 2816 and BC Rail has two gauges for use in its steam locomotives based in North Vancouver. Alan has been asked to provide gauges for two other locomotives - CPR 2839, a Royal Hudson in California and CNR 3245, a 2-8-0 at Memory Junction in Brighton, Ontario.

Alan's gauges are not only functional steam-era gauges, but they are works of art. So when you see photos of CPR 2816 in magazines or on the TV news broadcasts sometime later this year, remember the Smiths Falls Railway Museum of Eastern Ontario's connection. We should be proud of this connection.

Narrow Gauge 4-4-0s in Quebec's Eastern Townships

Second-Hand or Newly Constructed?

The Mystery Continues

by Donald R. McQueen

The central issue in this mystery is whether the narrow gauge locomotives of the Philipsburg, Farnham & Yamaska Railway and the Lake Champlain & St. Lawrence Junction Railway were second-hand 4-4-0s or newly constructed by the Canadian Engine & Machinery Company (CE&MCo) at Kingston, Ontario.

Interestingly enough, the mystery doesn't begin in the eastern townships of Quebec, but in the hinterland of Toronto, Ontario.

The Toronto & Nipissing Railway

It has long been established that the Toronto & Nipissing Railway (T&NR) had 12 narrow-gauge locomotives - six built in Bristol, England by Avonside and six in Kingston by the Canadian Engine & Machinery Company (CE&MCo) - all twelve between 1870 and 1873.

Incorporated by W. Gooderham in 1867, the T&NR was constructed from Scarborough Jct. to Coboconk by 1872 using a track gauge of 3'6". It was granted running rights on the Grand Trunk Railway and a third rail was laid from Scarborough Jct. into Toronto. The T&NR also leased and operated the Lake Simcoe Junction Railway (LSJR) when it opened in 1877 between Stouffville and Sutton, Ontario. The T&NR was converted to standard gauge in 1881 and became one of the nine companies which formed the Midland Railway of Canada in April 1882.

The six woodburning 4-4-0s [11x18" 42"] ordered from the CE&MCo in either 1869 or early 1870 were believed built under serial (or boiler numbers) #83 to #88. The only entries on page 6 for serials #83 to #88 in the CLC *Locomotive Record* ledger book of 1916¹ are the customer name of 'Toronto Nipissing Ry' and the shipping date of '1870' for serial #85. A later felt pen entry for #88 has '4-4-0' under the heading 'Builders Class'. All other spaces, including road number and specifications, are blank. Until 2000, conventional wisdom (notably Edson & Corley: LGTR p82; Lavallée: NGRC p105; Cooper: NGFU p22 or McQueen & Thomson: CinK p168)² had the Kingston-built locomotives numbered between 1 and 6, with only the name of no.6 recorded. As strong as the suspicion was that there were more locomotives named than just T&NR 6, the only evidence then available was an 1871 builder's photo - one of CE&MCo's first - which in various forms has had wide publication exposure.³ What is believed to be the only other known photograph of these T&NR 4-4-0s shows the same locomotive at Sutton, Ontario on the LSJR in 1877⁴.

However the publication of *Constructed In Kingston* spurred further investigation and in 2001 long-lost information about the entire Kingston order came to light. The T&NR road numbers and names (below) were listed in an Engineer's Report of August 16, 1872, and had been reproduced in the Toronto *Globe* for September 12, 1872.

CLC#	Number and Name	Arrived
83	T&NR 2 M.C.CAMERON	11-08-1870
84	T&NR 3 R.WALKER & SON	12-14-1870
85	T&NR 4 R.LEWIS & SON	?12- -1870
86	T&NR 5 JOSEPH GOULD	3 -24-1871
87	T&NR 6 UXBRIDGE	?4- -1871
88	T&NR 7 ELDON	?4- -1871

These six Eight-wheel Types may have been delivered from Kingston between November 1870 and April 1871. The newspapers of the time reported the first two arriving on November 8 and December 14, 1870 respectively, and no. 5 on March 24, 1871.

All the Kingston-built 4-4-0s were intended to remain in service up to the time the T&NR was standard-gauged. However fate - in the form of fire - disrupted those plans.

"*FIRE - Uxbridge has been without a fire so long that the one of Sunday last [1-14-1883] was a surprise. The engine-house here of the Midland Railway Co. was burned to the ground and four engines in it almost totally destroyed on Sunday morning about 1 o'clock. No one was in the building at the time of the fire, which is supposed to have caught from a stove. The man engaged as wiper had left not quite an hour before, believing everything apparently safe. The fire, originating inside, had made considerable progress before being noticed by the night operator at the station, who was the first to see it, and when it was found that water could not be obtained to work the fire engine the building had to be given up and all energies directed towards saving adjacent buildings, which was done by throwing snow on the roof and sides. R.W.Ward, the wiper, made an effort to run out the double-header,[no.9] but the smoke was too much for him. The loss to the company will be about \$50,000. The engines destroyed are [CE&MCo] Nos. 2, 4, 5, and [Avonside] 9; all narrow gauge. They will likely be replaced by broad gauge [4'8 1/2"] engines which have now become almost universal on the road, there only being 8 [3 built by*

CE&MCo and 5 by Avonside] of the narrow gauge left on the entire line.” [author’s commentary in brackets throughout the article]

Uxbridge Journal: January 18, 1883.

The four burned locomotives were reported sold for scrap on February 28, 1883 to the Dominion Bolt Company of Swansea, a community on the Humber River mouth in present-day Toronto. There is no recorded evidence of any parts of these 4-4-0s being re-sold for any other use.

The Disposition Mystery

There currently are at least three schools of thought as to the final disposition of the three remaining Kingston-built narrow gauge T&NR locomotives which survived the 1883 fire. One point of view is that (1) before 1881 none of the T&NR locomotives were sold to another railway company before the T&NR standard gauged; or that (2) T&NR sold, leased or loaned three or four of its Kingston-built locomotives to railways in Quebec’s eastern townships between 1875 and 1881; or that (3) the T&NR sold only one or two of the surviving eight; thus implying that at least three, if not four of the narrow gauge 4-4-0s in Quebec were built in Kingston as new locomotives.

The evidence for each of the three interpretations as to the disposition of the T&NR locomotives, and the origins of those used in the Eastern Townships of Quebec, follows:

(1) The T&NR 4-4-0s were never sold to other railways before 1881.

The argument here is that the 12 locomotives stayed on T&NR property until after 1881. The four which were burned in 1883 were sold for scrap, but details of the disposition of the remaining six remain undocumented. The T&NR Annual Report for June 30, 1883 (p17), accounts for 12 by listing 4 burned; 2 sold and 6 for sale.

Even though the dates of disposition or the builder of the remaining six were not given in these reports, the implication is that they were put up for sale after the Midland Railway of Canada [MRC] standard-gauged the T&NR. This process has been recorded in several sources.

THE TORONTO AND NIPISSING.

- The Track to be Made the Standard Gauge.

- LARGE ORDER FOR STEEL RAILS.

It is learned that it has been decided to broaden the gauge of the Toronto and Nipissing Railway from its present width of 3 ft. 6 in. to the standard of 4 ft. 8 1/2 in, by the laying of a third rail. The rails have been ordered from England, the first shipment to be made in July [1881]. The change will be effected in time for the fall [1881] traffic, and by the method adopted no interruption will occur in the operation of the road. The same plan of three rails was pursued with the old Erie Railroad. It is expected that by the fall nearly the whole road will be of steel. The change is rendered necessary by the connection which will be established with the Ontario and Pacific Junction Railway as soon as completed.”

Toronto Globe: May 14, 1881.

And in summary, using secondary sources:

“1881, Dec.15 - Third rail had been laid between Scarborough Jct. and Woodville Jct. to allow operation on this date of first standard gauge from Peterborough to Toronto via Millbrook and Woodville Jct. ...”

“Between July 1 1883 and June 30, 1884, the line between Woodville Jc. and Coboconk (Coboconk to Lorneville, Aug.15, 1883) and the Lake Simcoe Junction Ry. (Oct.26, 1883) were converted to standard gauge and the third rail between Woodville Jct. and Scarborough Jct.(Lorneville to Toronto, summer 1883) lifted.”

Lavallée: NGRC p105; and Cooper: NGFU p54,153.

The strength of this position is drawn from the fact that because the standard-gauging of the T&NR between 1881 and 1883 occurred after those in the eastern townships of Quebec (see below) the latter would not have need for any narrow gauge locomotives - second-hand or newly constructed.

(2) The T&NR 4-4-0s were used on other Quebec railways before 1881.

The longest-held hypothesis suggests that at least four of the Kingston-built T&NR locomotives (serial numbers unknown) eventually were loaned, leased or resold, and saw service on several railways in southern Quebec. It has been suggested that up to three may have been used by the Philipsburg, Farnham & Yamaska Railway. They were reported leaving Kingston (presumably after being retrofitted) for Quebec in December 1875; others were shipped east between 1876 and 1881 to its successor, the Lake Champlain & St.Lawrence Junction Railway.

There is no doubting the evidence that four Kingston-built narrow gauge 4-4-0s saw service on these Quebec lines. It was circumstantially held that they were all second-hand from the T&NR - the only other extant narrow gauge locomotives built by the CE&MCo.

This assumption was further strengthened by comparing the look-alike appearances of the two groups in contemporary photographs - especially T&NR 6 UXBRIDGE and LC&SLJ 1 ST.PIE (the most current comparison appears in *Constructed In Kingston*, p169, but can also be found in Lavallée: NGRC pp13,28). The circumstantiality of this evidence remained viable mainly because of the lack of any mention of either the PF&Y or the LC&SLJ in the builder’s (CE&MCo) documents.

This thesis was originally suggested in 1939 and has been widely used since that time. It first appeared in R.R.Brown: SER p20 (1939); and was cautiously repeated in Lavallée: NGRC p28 (1972); Edson & Corley: LGTR p82 (1982) and McQueen & Thomson: CinK p169 (2000). Other writers have struggled with the enigma, offering a variety of built or acquisition dates, or leaving the origins of the four locomotives unrecorded (cf. Booth: RSQvI pp146-147 (1982); or Lavallée: CPSL p359-361 (1985).

However, even the thesis of a loan or lease (as opposed to a sale) to the Quebec railways mentioned above has not been conclusively substantiated, even though it could account for the T&NR claiming ownership of 12 narrow

gauge locomotives between 1875 and 1883. It has been established that loans and leasing did take place between other Canadian companies during this time period, but no direct links between the T&NR and railway companies in southern Quebec has as yet come to light.

There is, however, documentation to support the notion that at least one of the two locomotives (builders unknown) mentioned as being sold in the T&NR Annual Report of June 30, 1883 may have gone to Quebec. As the MRC completed standard-gauging the T&NR routes between 1881 and 1883, two of the 3'6" locomotives were put up for sale.

One built at Kingston was believed sold to the South Eastern Railway (SER) as 2nd 2 ST.FRANCIS. SER records show it as a standard gauge 4-4-0 [either 13x18" 45" or 14x24" 57"] built in Kingston about 1878 or 1879, and acquired about 1881.

The new owner of the second T&NR/MRC steamer is unrecorded, although some suggest it may have gone to the Lake Champlain & St.Lawrence Junction Railway in 1880, possibly as no.4 L'ANGE GARDIEN (Guardian Angel). This interpretation is based on a contemporary newspaper report.

"A very highly finished locomotive was shipped today from the Ontario Foundry [ie.CE&MCo] for the LC&SLJ." *Kingston Daily British Whig*; July 16, 1880.

The reference to the 'highly finished' condition of this locomotive could imply either a newly constructed, a reconditioned, or a re-gauged one. If 'new' is extrapolated from the wording of the news item, this could be the L'ANGE GARDIEN. But no documented evidence has been found to support this supposition; nor do any T&NR records indicate whether the second locomotive sold was built in Bristol or Kingston.

Photographic evidence plays a part in this mystery as well. A photo of a Richelieu, Drummond & Arthabaska Counties Railway Co.[1869-1872] 4-4-0 having a similar appearance to the T&NR (or even the TG&B)⁵ and PF&Y/LC&SLJR/SER Kingston-built 4-4-0s raises the speculation that one of this group - or one similar to it - worked on the RD&AC.⁶

Another look-alike appears in a photo of a Canada Southern Railway construction train, likely when the company built from Niagara Falls to Amherstburg via St.Thomas between 1870-1873.⁷ But these are speculative comparisons with no hard evidence to support them other than apparent physical features.

(3) Existence of newly-built 4-4-0s for the PF&Y and LC&SLJ Railways

**Philipsburg Farnham & Yamaska Railway Company;
Lake Champlain & St.Lawrence Junction Railway;
South Eastern Railway.**

Incorporated in 1871 as the PF&Y, the railway finally opened in 1879 as a 3'6" gauge line between Stanbridge and St.Guillaume in Quebec's eastern townships. The company changed its name to LC&SLJ in 1876. When the South Eastern Railway gained control in 1881, it completed

the task of standard-gauging the line. With CPR control of the SER in 1883, the LC&SLJ was leased and operated as the CPR's Farnham Division.

If the T&NR sold only one of its narrow gauge fleet to the SER, the implication is that the four PF&Y and LC&SLJ locomotives were newly-constructed narrow gauge 4-4-0s from the Kingston firm. This would also suggest the locomotives in question were built from plans similar to those used for the T&NR, which would account for the physical similarities between the T&NR and PF&Y/LC&SLJ steamers.

The recently researched evidence which appears below can now be used to substantiate this point of view. It has been taken from several media sources rather than from builder's or railway documentation.

On December 24, 1875 the *Kingston Daily British Whig* reported PF&Y locomotives finished and ready for shipment.

"CONTRACTS CLOSED: The engines [note the plural] for the Phillipsville, [ie. Philipsburg] Farnham and Yamaska Ry., having been completed by the Canadian Engine & Machinery Works, the foundry is without any orders, and for the time being the establishment will be closed down. The above engines [plural] were forwarded per the Grand Trunk to their destination today. ..."

Kingston Daily British Whig: December 24, 1875.

These might be PF&Y nos. 1 and 2, although the total number shipped is not known, but this late-in-the-year delivery might account for the 1876 build-date for the locomotives that is suggested by some records. The use of the plural here may well be erroneous - at this time the PF&Y had only about ten miles of track laid, and would really only need one locomotive to operate the line. To strengthen this possibility of only a single locomotive on the roster, a February 1876 item in the *St.Hyacinthe Courier* reported LC&SLJ no.1 ST.PIE [111/2x18" 39"] in service.

"...M.B. de LaBruère, du *Courrier de St.Hyacinthe*, se dirigerent vers le terminus actuel de la voie ou la locomotive qui a nom "St.Pie", ..."

Courrier de St.Hyacinthe (in a description of the LC&SLJ): February 22, 1876.

Two years later, in July 1878, the *St.Hyacinthe Courier* reported the purchase of LC&SLJ no.2 ABBOTSFORD [13x18" 45"].

"CHEMIN DE FER - Une superbe locomotive, ayant nom "Abbotsford", achetée [purchased, not built] à Kingston, Ont., pour la compagnie du chemin de fer de la jonction du Lac Champlain et du St.Laurent, a du être placée sur la ligne Dimanche dernier." [7-21-1878]

Courrier de St.Hyacinthe: July 23, 1878.

The following July (in 1879) the *St.Hyacinthe Courier* again reported the arrival of the LC&SLJ no.3 BEDFORD [13x18" 45"].

"Une nouvelle locomotive, "Le Bedford" pour la compagnie de chemin de fer du L.C.et S.L., est arrivée en cette ville jeudi.[7-10-1879] Elle a été essayée

CLC#			Shipped					
(??)	PF&Y 1	ST. PIE	12-24-75		SER 19	ST. PIE	-81	
	LC&SLJ 1	ST. PIE	by 2-22-76		UCR 1		-91	
					QSR 100		7-00	Sc c-06?
(??)	(PF&Y 2	ABBOTSFORD)	12-24-75		or if not, then			
	LC&SLJ 2	ABBOTSFORD	7- -78		SER 20	ABBOTSFORD	-81	Sc -??
					-or-	SER 2:2nd(?)		
(??)	(PF&Y 3	BEDFORD)	12-24-75		or if not, then			
	LC&SLJ 3	BEDFORD	7- -79		SER 21	BEDFORD	-81	
					M&A 21		-91	
					OMR 1:1st		-95	Ds 11-97
(??)	LC&SLJ 4	L'ANGE	? 7-16-80		SER 22	L'ANGE	-81	
		GARDIEN				GARDIEN		
					PRQ COL. BOND		-93	Sc c-11
CLC#			Shipped					
(??)	SER 2	:2nd	c. -81		M&A 2		c. -91	
		ST. FRANCIS	Sold		OMR 1: 2nd	1898 (1900?)	Sc	c-10

immédiatement sous la surveillance du superintendant M.J.R.Foster. Cette locomotive est la belle que la compagnie possède, et elle a donné pour son voyage d'essai, la plus grande satisfaction."

Courrier de St.Hyacinthe: July 12, 1879.

And finally, the *Kingston Daily British Whig* in June, and again in July 1880, made references to a 'new' and a 'highly finished' locomotive for the LC&SLJ. This might be a reference to the LC&SLJ no.4 L'ANGE GARDIEN [131/2x20" 52"].

"LOCOMOTIVE WORKS - Yesterday an engine for the Lake St.Champlain and St. Lawrence RR [ie. LC&SLJ] arrived at the Ontario Foundry [ie. CE&MCo] for a change in gauge. Three other engines for this line will be remodelled and a new one built. ..."

Kingston Daily British Whig: June 8, 1880.

The change of gauge for the LC&SLJ was announced in the press in 1879:

"It has been decided to change the narrow gauge on the LC&StLJct Railway to a medium gauge and when that change is effected the road will be completed to Philipsburg."

Montreal Daily Witness: August 5, 1878.

The process of re-gauging by laying a third rail was completed on July 20, 1880 and conversion of the narrow gauged 4-4-0s was done at Kingston between June and August, 1880. Readers should note this is earlier than the change of gauge on the T&NR which took place between 1881 and 1883 - thus surplus T&NR locomotives would not be of interest to the LC&SLJ - in terms of taking advantage of their 3'6" gauge.

Accounting for this delivery evidence from the press, the PF&Y/LC&SLJ/SER roster might be revised as in the table above:

Subsequent sales and dispositions of the SER locomotives can be found in the following sources: Lavallée: NGRG; Booth: RSQvI; Lavallée: CPSL; McQueen & Thomson: CinK.

Unfortunately, none of the newspaper sources actually word their reports to indicate whether any of these locomotives from Kingston were 'newly constructed'. Thus the possibility that the CE&MCo could very well have been reconditioning older locomotives is not completely eliminated. All the available records indicate the Kingston firm never applied new serial numbers to any of the locomotives it reconditioned or rebuilt - even those which received new boilers.

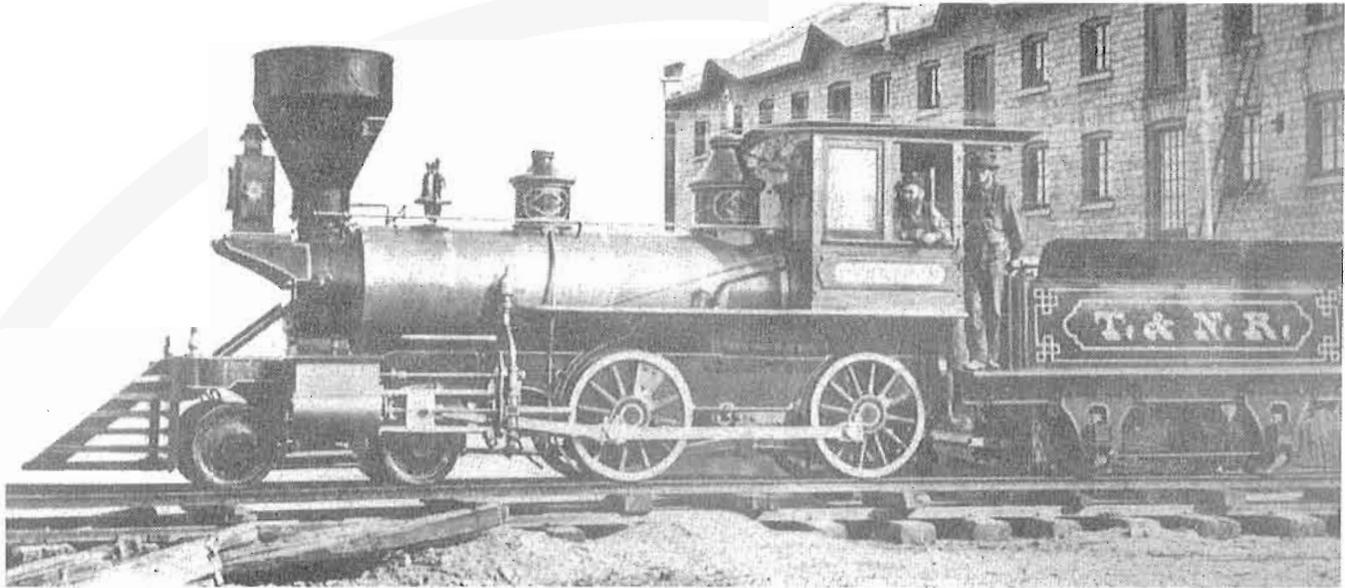
But the notion of 'new construction' begs the question as to whether CE&MCo serial numbers could be assigned to the four narrow gauge PF&Y/LC&SLJ locomotives. The answer is yes. Interestingly enough there are still five serial numbers (#35-39) for which no customer has yet been found (see McQueen & Thomson: CinK p165 for details). Despite the hazy record which survives from that early period of locomotive building at Kingston, four more serial numbers could be assigned, assuming of course, that additional conclusive evidence will warrant such an inclusion into the reconstruction of the builder's production record.

Summary

There the mystery stands: one school suggesting no sales of T&NR took place to Quebec narrow gauge railways except for one to the SER; another suggesting that least four former T&NR 4-4-0s went to the Eastern Townships; and a third suggesting the Quebec narrow gauge locomotives were new products constructed in Kingston.

The issue may never be resolved unless more information comes to light. The data currently at hand are, at best, fragmentary and laconic in its detail, whether it be the builder's existing record, railway records, photographic images, or press reports.

But inherent in all research is the corollary that "new" material is still in existence and will some day be discovered. This supposition has already been demonstrated recently in this case. Hence the search for the full truth in this story continues.



A builder's photo of Toronto & Nipissing No. 6 in 1871.

Footnotes

[1] For detail about the origins of the CLC production ledger, see McQueen & Thomson *Constructed In Kingston* page 159.

[2] Explanations for book title codes is found in the list of sources (below).

[3] At least three versions of the left-hand broadside view of T&NR 6 at the CE&MCo plant in Kingston exist. (See McQueen & Thomson: CinK p169; or Lavallée: NGR p12, or [PA C2604] in Cooper: NGFU p22). Another version (that can be seen in the Kingston Pump House Museum) has the following information underneath the photograph:

[lhs] G.J.Tandy, Superintendent, Kingston, Ont.; [center] Board of Directors R.J.Reekie, President and Managing Director, Montreal; Henry Yates, Vice President, Brantford; George Stephen (of George Stephen & Co.), Montreal; Robert Cassels, Banker, Quebec; John Shedden, Toronto; [rhs] Charles Gilbert, Secretary Treasurer, Kingston, Ont.

And yet another version (used in Eldon & Corley: LGTR p85 top) has an advertisement printed in medieval gothic along the top of the photograph:

Narrow Gauge Engine (3 feet 6 inches) Built at Canadian Engine and Machine Company's Works, Kingston, Ont.

[4] The rear left hand side of T&NR 6 taken at the opening of the LSJR is identified as an image of *A&D Grant Photographers, Sutton*. This copy from the Hubert Brooks collection can be found in Cooper: NGFU p39.

[5] Toronto Grey & Bruce Railway 3'6" 4-4-0s built by Avonside in 1870-1871 also appear quite similar to the T&NR narrow gauge 4-4-0s. See Lavallée: NGRC p15 for an illustration of one.

[6] The photograph in question is from the *Société d'Historie de Drummondville, Quebec* and is dated "L'Avenir

16 Août 1871". Besides having very similar physical features to the locomotives in McQueen & Thomson: CinK p169; Booth: RSQvI p81, 82, 84, 96; and Booth: RSQvII p93, 95b,(but not 95t, 97); and Cooper: NGFU p22, 39; it appears to have a builder's plate similar to those used by the Kingston builder between 1878 and 1887.

[7] The photograph can be found in Robert D.Tennant Jr: *Canada Southern Country* p19 and takes on the same appearance of a T&NR Kingston or T&NR/TG&B Avonside 4-4-0.

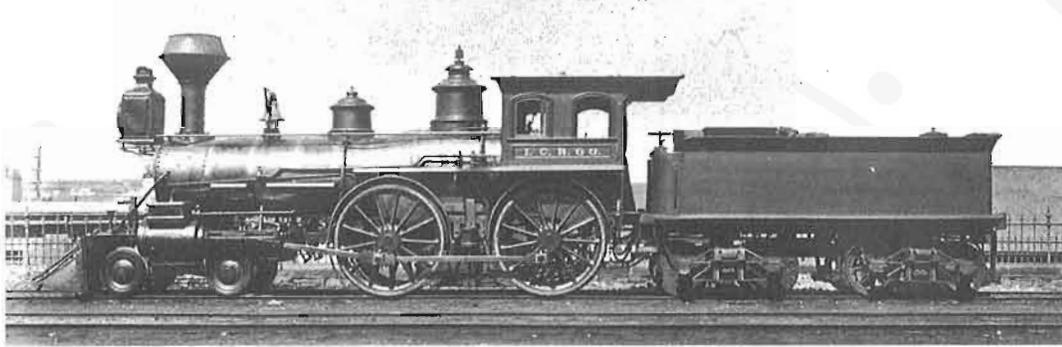
Acknowledgements and Sources

Many people have helped unravel this story as it now stands. I wish to thank the following for their contribution: Dana Ashdown, Marc Carette, Colin Churcher, Art Clowes, Ray Corley, the late Fritz Lehmann, Gord Soutter, W.D.(Bill) Thomson, and last, but not least, Carl Riff - whose expertise and persistence in unearthing unexplored material is phenomenal.

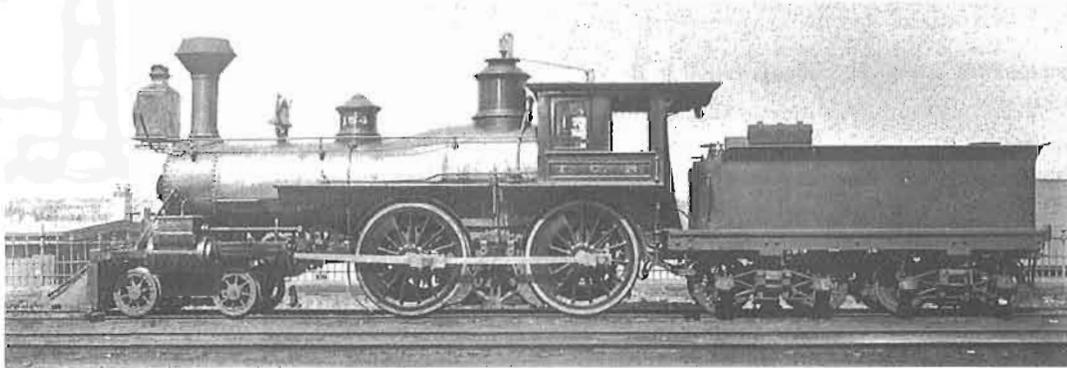
The published sources used include the following:
 Booth: Railways of Southern Quebec (vol 1 & 2). [RSQ]
 Cooper: Narrow Gauge For Us (T&NR). [NGFU]
 Corley: Toronto & Nipissing Railway roster and notes (unpublished).
 Corley & Lavallée: South Eastern Railway roster & notes (unpublished).
 Dorman: A Statutory History of the Steam & Electric Railways of Canada (1837-1937).
 Edson & Corley: Locomotives of the Grand Trunk railway. [LGTR]
 Hopper: Synoptical History of the CNR.
 Lavallée: Canadian Pacific Steam Locomotives. [CPSL]
 Lavallée: Narrow Gauge Railways of Canada. [NGRC]
 McQueen & Thomson: Constructed In Kingston. [CinK]

Intercolonial Railway Locomotives, an Update

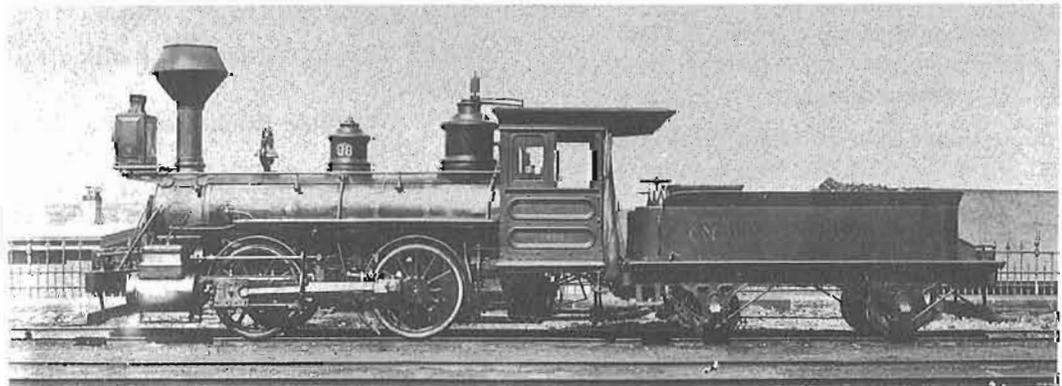
More information on the Intercolonial Railway of Canada (IRC) Locomotives illustrated in Canadian Rail No.483 page 122 has come to light. Although readers may be able to find the ancestry of the IRC passenger cars in Lepkey & West: CNR Passenger Equipment 1867-1992, that of the steam locomotives is more of a challenge, as all IRC rosters are still unpublished. Here is what Ray Corley and Don McQueen have found concerning these locomotives.



IRC 2nd 66 (SG 4-4-0 16x24" 60" 125# 75000wt, and later 16x24" 69" 160# 90000wt 12000te) was one in an order for 21 (IRC 46-66) built by Manchester about April 1875 under serial #695. This was the 17th lot of locomotives acquired by the IRC. It was delivered to the IRC at Moncton in June 1875. Rebuilt June 1896 at the IRC shops in Moncton, it became after January 1912, IRC 1111, class D17. After January 1916 it was renumbered and relettered to CGR 111, class A2-17. It was one of three in this order to survive into CNR ownership in 1919. CGR 111 became CNR B-7-a 235, and was retired for scrap November 1924 at Moncton.



IRC 151 to 159 (SG 4-4-0, originally 18x24" 69" 140# 80000wt 13400te and after 1894 17x24" 69" 180# 110000 195550wt 14365te 45-6') were built by the Canadian Locomotive & Engine Company between April 1883 and April 1884, as the 38th lot of locomotives for the IRC. IRC 154 (c. February 1884 #281) was rebuilt December 1894 by IRC, Moncton. Its boiler was exchanged in December 1895 with IRC 137 (140# Fleming #29 of February 1883) by IRC, Moncton. Although in an accident February 3 1904 at Milford., it survived to become, after January 1912, IRC D3 1085. After January 1916 it became CGR A3-3 1085, and after September 1 1919 CNR B-5-a 218. It was retired for scrap on July 30 1920 at Moncton.



IRC 1st 98 (SG 0-4-0 14x22" 48" 120# 40000wt) was built by Baldwin in March 1875 under serial #3704. It was part of lot 15 acquired by IRC which consisted of seven switchers, IRC 94-100. IRC 98 was retired for scrap in 1894.

L'Age d'Or de l'Intervention du Gouvernement du Québec en Matière de Transport Ferroviaire 1867-1920

par Richard Leclerc, Ph.D

Nous comprenons que le gouvernement n'a pas pour politique la construction des chemins de fer, mais aucun corps ne peut exercer une influence plus heureuse sur l'esprit des hommes de chemins de fer que les membres du gouvernement. (1)

Dans le processus complexe menant à la concrétisation des projets ferroviaires, cette citation résume en quelques mots les attentes que la bourgeoisie investissait dans le gouvernement du Québec durant la période allant de 1867 à 1920. À cette époque, il n'était pas du ressort du secteur public de construire de gérer et de posséder des chemins de fer. Cependant, son appui moral, technique et financier était indispensable pour soutenir l'essor d'un réseau ferré privé.

Le gouvernement est l'élément central qui canalise et transforme les demandes issues de la société. C'est l'appareil gouvernemental qui détient le mandat au nom du peuple, d'adopter et de façonner la politique ferroviaire. La bourgeoisie ne souhaitait pas son intervention directe par voie de propriété des ouvrages de chemins de fer, mais prônait plutôt une action supplétive sobre. L'idéologie dominante alors en vigueur considérait que seule la propriété privée des biens et équipements pouvait générer des retombées optimales sur l'ensemble de la société.

Toutefois, sans le soutien financier gouvernemental, la plupart des compagnies de chemins de fer n'avaient pas les moyens d'entreprendre de coûteux travaux ferroviaires. Le profil bas de l'action gouvernementale permit de préserver la philosophie sous-jacente au libéralisme économique, soit sa non-ingérence dans les activités des entreprises privées.

C'est à Québec qu'étaient centralisés les pouvoirs politiques, législatifs et administratifs qui stimulaient le développement du réseau ferroviaire. La structure administrative très légère favorisait une concentration des initiatives gouvernementales entre les mains des autorités politiques et ministérielles (figure 1). Le pouvoir décisionnel, bien que maîtrisé jusqu'à un certain degré par les élus du peuple, était avant tout contrôlé par les membres du Conseil exécutif, tandis que le pouvoir administratif et technique était monopolisé par quelques hauts-fonctionnaires (ex. le directeur du Bureau des chemins de fer).

STRUCTURE ET PROCESSUS DÉCISIONNEL

Le Conseil exécutif

Au cours de la période 1867-1920, le pouvoir décisionnel en matière de transport sur rail était centralisé au Conseil des ministres. Les décisions majeures concernant la création, les réorientations et la fin des programmes d'aide financière aux chemins de fer, ont été discutées et entérinées lors des réunions du Conseil, tout comme les modalités d'application des programmes.

Le Conseil exécutif distribuait par arrêté en conseil, sur une base discrétionnaire et suivant des critères souvent arbitraires, les subsides aux entreprises ferroviaires requérantes. Ainsi, les ministres pouvaient prendre des décisions qui favorisaient des amis du régime, cela au détriment de considérations plus objectives. À d'autres occasions, ces résolutions tablaient en priorité sur les effets anticipés sur l'aménagement du territoire et le développement économique. C'est donc dire que l'attribution des subventions ne s'appuyait pas seulement sur des critères impartiaux.

Jusqu'à la création de la Commission des services d'utilité publique, toutes les compagnies de chemins de fer avaient l'obligation de faire approuver et sanctionner par le lieutenant-gouverneur en conseil leurs taux de péages. Il possédait également le pouvoir de réviser les règlements qui fixaient ces taux (2).

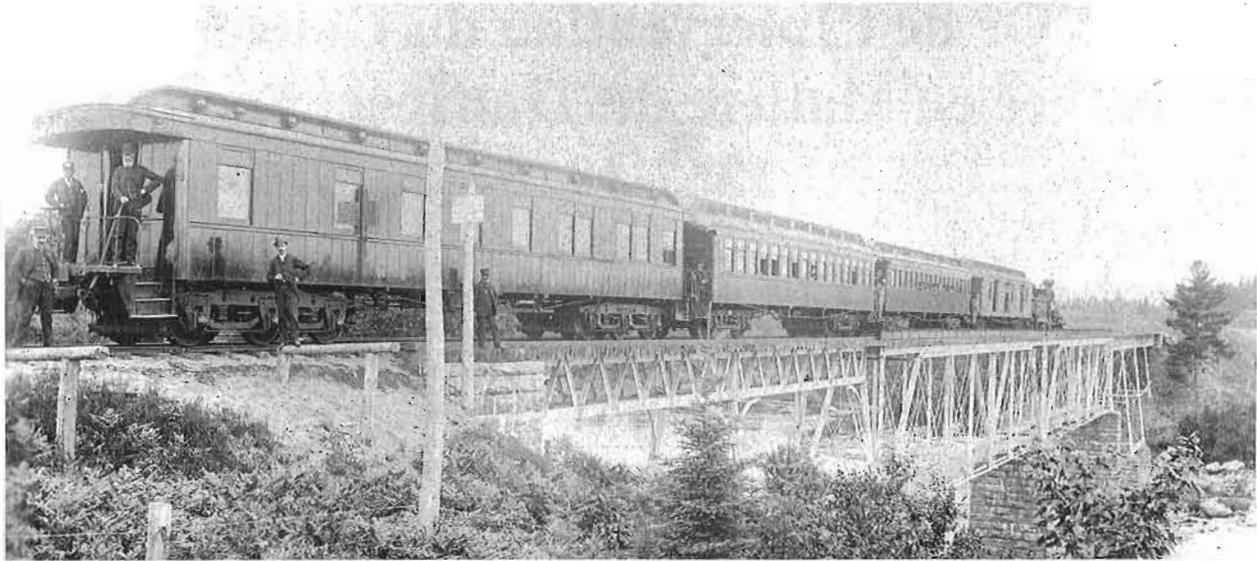
Le Comité des chemins de fer

Constitué le 8 octobre 1870, le Comité des chemins de fer est une composante relevant du Conseil exécutif créé par l'Acte des chemins de fer de Québec de 1869. Il était composé d'au moins quatre ministres dont un assurait la présidence du Comité, alors que le sous-ministre à l'Agriculture et aux Travaux publics ou une autre personne occupait le poste de secrétaire (3).

Un des objectifs ayant concouru à la création de ce Comité, était de délester le Conseil exécutif des délibérations d'ordre technique en vue d'accroître dans cette dernière instance, le temps imparti à la discussion des enjeux politiques et économiques de certains dossiers ferroviaires.

Les pouvoirs conférés par l'Assemblée législative, lui octroyaient le mandat de veiller au respect par les compagnies ferroviaires de certaines normes de sécurité afin d'assurer le transport des passagers sans péril et de prévenir les accidents. Ainsi, le Comité avait la capacité d'ordonner, "avec l'assentiment du lieutenant-gouverneur en conseil", à une entreprise de chemins de fer de construire un pont au lieu d'un simple passage à niveau lorsqu'il "juge la chose nécessaire à la sûreté publique" (4).

Pour mener à bien le travail d'inspection, le Comité devait recourir aux services des ingénieurs du ministère des Travaux publics. Ces professionnels avaient pour mandat de vérifier sur le terrain l'état des ouvrages ferroviaires et de fournir un rapport écrit contenant ses recommandations. Ainsi, aucune entreprise ne pouvait mettre en service régulier une nouvelle voie sans avoir obtenu le consentement écrit du Comité. Par ailleurs, une fois en opération, il pouvait faire inspecter de façon discrétionnaire tous les chemins de fer.



Jacques Cartier Bridge on the QMO&O about 1878.

National Archives of Canada, photo No. PA-33160

Les décisions du Comité des chemins de fer étaient fondées sur l'appréciation de l'ingénieur. Lorsqu'il avait reçu l'avis de l'expert, le Comité pouvait rendre son ordonnance. Il pouvait autoriser l'opération de la ligne, en interdire l'utilisation ou exiger que les modifications nécessaires pour la sécurité des citoyens soient apportées avant toute réouverture.

Par ailleurs, le Comité devait être informé par les entreprises ferroviaires de tout accident qui aurait causé des blessures, la mort de personnes ou des dommages à leurs équipements et installations. Chaque année elles avaient l'obligation de produire et transmettre un rapport détaillé des accidents survenus sur leur chemin de fer.

Le véritable pouvoir décisionnel et final était détenu par les membres du Comité des chemins de fer et du Conseil exécutif. De par la loi, l'ingénieur ne possédait qu'un pouvoir délégué pour ordonner, lorsqu'il le jugeait nécessaire, la cessation des activités sur un chemin de fer considéré comme dangereux. Toutefois, il avait l'obligation d'informer le comité de son initiative, lequel devait faire ratifier ou rejeter cette décision par le Conseil des ministres.

Suivant l'Acte des chemins de fer de Québec, les compagnies ferroviaires devaient également faire ratifier par le Comité certains de leurs plans et devis relatifs à la construction d'ouvrages adjacents au chemin de fer, tels les ports, les jetées et les ponts.

Le Comité fut rendu inopérant le 30 décembre 1909 et remplacé par un organisme autonome de réglementation, la Commission des services d'utilité publique du Québec.

Deux raisons motivèrent la suppression de cet organe du Conseil des ministres. La charge de travail des ministres qui allait en s'accroissant en raison du développement de l'appareil gouvernemental, ne leur permettait plus de consacrer autant de temps à ce Comité dont l'existence n'était plus aussi justifiée qu'aux belles heures de la politique ferroviaire. Deuxièmement, dans le souci de dépolitiser cette activité et de décentraliser les décisions administratives, il devenait préférable de déléguer les pouvoirs du Comité à un organisme de réglementation autonome.

L'Assemblée législative

Le Comité permanent des chemins de fer, canaux, lignes de télégraphes, mines, compagnies de mines et manufacturières

Ce Comité permanent est un organisme de l'Assemblée législative regroupant des députés suivant la répartition des sièges octroyés aux partis politiques représentés à la Chambre. Le premier comité fut formé le 30 décembre 1867. Il déposa son premier rapport à la Chambre onze jours plus tard.

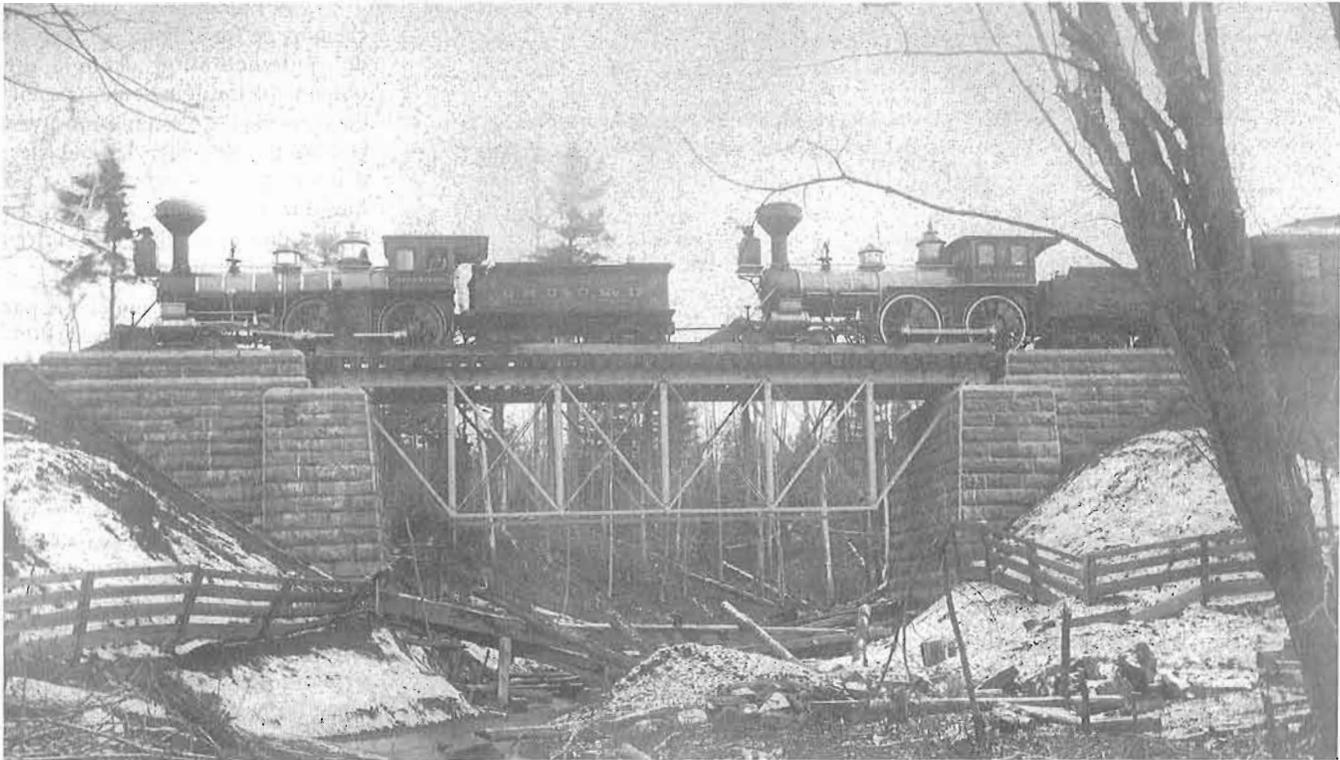
Le Comité permanent joue un rôle fondamental dans le processus législatif québécois. C'est un forum où les parlementaires discutent, analysent et contrôlent scrupuleusement les projets de loi, les crédits budgétaires, etc., soumis par la Chambre après leur adoption en première lecture et tombant sous la compétence du Comité.

Devant le nombre imposant de projets de lois déposés en vue de constituer des entreprises de transport sur rail et la sollicitude du gouvernement pour favoriser l'expansion du réseau ferroviaire québécois, le Comité permanent occupa, jusqu'aux dernières années du XIXe siècle, un rôle dominant parmi les institutions de la Chambre. Lieu stratégique où siégeaient des membres influents du Conseil exécutif, les députés pouvaient y rencontrer les personnes préoccupées ou concernées par un projet de loi. C'est au cours des réunions de ce Comité que se joua l'avenir de plusieurs entreprises et projets de chemins de fer.

Le ministère des Travaux publics

Le premier gouvernement québécois fut assermenté quatorze jours après la création de la Confédération (le 1er juillet 1867). Le Conseil exécutif était alors composé du premier ministre Pierre-Joseph-Olivier Chauveau, un député conservateur et de six ministres. Louis Archambault fut le premier titulaire du ministère de l'Agriculture et des Travaux publics.

Dans ce nouveau pays, ce ministère allait être appelé à relever des défis majeurs sachant que l'agriculture et la construction d'équipements ainsi que d'infrastructures



Crossing Salmon Creek in 1878.

Photo by Alexander Henderson. National Archives of Canada No. PA-164704

étaient les fondements sur lesquels devait se développer le Québec.

Chargé de doter l'État québécois de routes, de ponts et d'édifices gouvernementaux, c'est à cet organisme que revient, pendant près de cent ans, le mandat de gérer la politique ferroviaire. Toutefois, ce n'est pas avant 1888 que l'Acte du département des travaux publics indique clairement les fonctions, les pouvoirs et les devoirs incombant au ministre dans ce secteur:

Bien que disposant à prime abord d'une juridiction et de pouvoirs étendus, dans la réalité les activités du ministère se circonscrivaient à un rôle de soutien technique et administratif. Le véritable pouvoir décisionnel était du ressort du Conseil des ministres, alors que les fonctionnaires disposaient d'une autorité délimitée et déléguée par les gouvernants.

Avant la création du Bureau des chemins de fer, il n'existait pas à l'intérieur du département, d'unité administrative pour encadrer cette mission, l'intervention du ministère étant avant tout informelle. Entre 1867 et 1880, c'est à l'ingénieur-directeur des Travaux publics, Pierre Gauvreau, qu'incomba en vertu de son large mandat, la gérance des programmes et des activités techniques inhérentes au transport sur rail.

L'augmentation de la charge de travail due à la croissance de l'activité gouvernementale dans ce secteur, entraîna la création du Bureau des chemins de fer lors de l'abolition du ministère du même nom. La loi abrogeant le département des chemins de fer, stipulait que tous les dossiers possédés par ce dernier devaient être transférés aux Travaux publics (5).

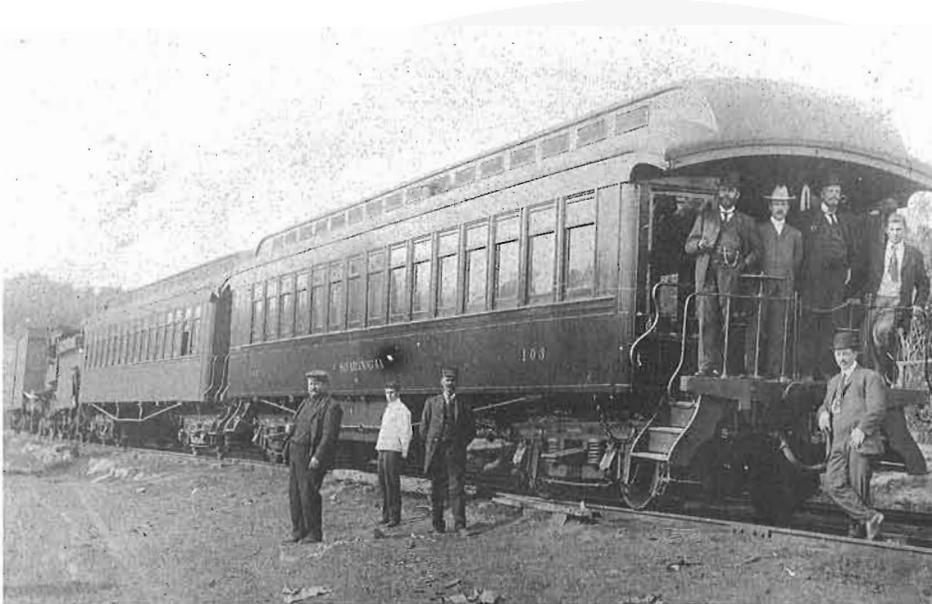
Les rapports annuels du ministère ainsi que l'étude des comptes publics révèlent deux constats. Suivant les époques, les effectifs du Bureau des chemins de fer sont modestes, ne comptant qu'entre deux et cinq employés occupant des postes d'ingénieurs, de comptables, de commis et de messagers. Quant au personnel de direction, il est caractérisé par sa très grande stabilité et longévité. Entre 1886 et 1920, cette branche administrative relevant du sous-ministre des Travaux publics n'a connu que trois directeurs, soit Édouard Moreau (1886-1896), Louis Vallée (1896-1919) et Ivan Vallée (1919-1957).

Le Bureau joua avant tout un rôle de soutien technique et administratif au sein du ministère et du gouvernement. Ses pouvoirs étaient restreints. Les décisions importantes et de nature plus politique impliquant l'octroi de fonds publics, la fixation des taux de péages ou l'application des règlements de sécurité étaient l'affaire du Conseil exécutif ou du Comité des chemins de fer.

Le ministère des Chemins de fer

L'Acte concernant la division du département de l'Agriculture et des Travaux publics, sanctionné le 24 juillet 1880, donna naissance au ministère des Chemins de fer. La loi transférait au titulaire du nouveau poste l'ensemble des pouvoirs détenus jusqu'alors par le ministre de l'Agriculture et des Travaux publics:

Par l'établissement de cet organisme dont l'unique vocation était de gérer la politique ferroviaire, le gouvernement Chauveau consacrait l'importance du chemin de fer pour appuyer l'essor de l'État québécois. La création de ce ministère avait pour dessein de bonifier le contrôle sur



Inspection trip on the Montfort & Gatineau Colonization Railway in 1903, just before its purchase by Canadian Northern. National Archives of Canada, photo No. PA-149551

la distribution des subsides aux entrepreneurs privés et sur la société d'État Québec, Montréal, Ottawa et Occidental (QMOO). Par ailleurs, les dirigeants politiques innovaient en consacrant pour la première fois une place officielle au transport ferroviaire à l'intérieur de la structure administrative du gouvernement du Québec.

Toutefois, le département connut une vie éphémère n'ayant subsisté que 71 mois. L'adoption du Consolidated Railway Act par le Parlement canadien et l'aliénation du QMOO à l'entreprise privée, ne justifiait plus qu'un ministère soit consacré à la politique ferroviaire. En 1884, plusieurs députés, dont Honoré Mercier, remirent en question son existence:

Deux ans plus tard, soit le 30 juin 1886, le ministère des Chemins de fer est aboli. Au moment de sa fermeture, le ministère ne comptait que trois employés: deux professionnels et un messager (6). La défunte structure ministérielle et ses employés furent intégrés au ministère des Travaux publics sous le nom de Bureau des chemins de fer.

La Commission des services d'utilité publique

La Commission des services d'utilité publique (devenue en 1920 la Commission des services publics), qui est l'héritière de tous les pouvoirs du Comité des chemins de fer, fut constituée par l'Assemblée législative le 29 mai 1909. Ses membres, au nombre de trois, dont un agissait à titre de président, étaient nommés par le lieutenant-gouverneur en conseil pour un mandat de dix ans.

La Commission avait le statut de tribunal administratif, ce qui explique pourquoi elle relevait du Procureur général et non du ministre des Travaux publics. Sa principale fonction était de contrôler et de surveiller l'ensemble des entreprises privées exploitant un service d'utilité publique tombant sous la juridiction des lois québécoises. Elle avait pour rôle d'agir tel un régulateur au sein de l'industrie du transport sur rail afin de protéger les intérêts économiques et la sécurité du public mal desservis en raison de l'absence de concurrence dans ce secteur.

À l'autorité du Comité des chemins de fer s'ajoute un pouvoir de réglementation économique obtenu du lieutenant-gouverneur en conseil. La Commission avait la capacité de mener des enquêtes, d'interroger des personnes, ainsi que d'inspecter tous les ouvrages et les équipements ferroviaires tombant sous sa juridiction.

Ce tribunal fut établi par l'administration Gouin (1905-1920) afin de calmer les forces nationalistes qui s'insurgeaient contre la mainmise des capitaux étrangers sur les entreprises hydroélectriques, processus qui jouait au détriment des Québécois francophones. Dans le secteur ferroviaire une telle réglementation prenait de l'importance, sachant que la presque totalité du réseau québécois de tramways électriques urbains appartenait à des

compagnies comme la Québec Railway, Light and Power et la Montréal Light, Heat and Power, filiales de grands trusts.

Plutôt que de procéder à la nationalisation de ces entreprises, ce qui n'était guère compatible avec la doctrine du laisser-faire, le gouvernement Gouin préféra réglementer les activités de ses personnes morales.

LA POLITIQUE FERROVIAIRE

Durant cette ère, la politique ferroviaire a été un des éléments dynamisants ayant concouru à l'aménagement du territoire et au développement économique du Québec.

La volonté gouvernementale était d'appuyer la création d'un réseau de chemins de fer de base qui maximiserait la puissance de l'État québécois par la valorisation de ses caractéristiques géopolitiques comme la présence de richesses naturelles et une localisation géographique favorisant la circulation vers les principaux marchés économiques.

Cette politique, à une exception près, ne dérogea pas aux règles du libéralisme économique. Le gouvernement se confina à produire des aides techniques et financières destinées aux entrepreneurs privés. L'énoncé global de ses intentions s'appuyait sur cinq principes directeurs:

1. les intervenants privés sont libres d'investir, d'agir et de développer les territoires qui représentent le plus d'avantages pour concrétiser leurs objectifs;

2. toutefois, le gouvernement disposant de ressources financières limitées, se réserve le privilège d'attribuer les subsides suivant les avantages stratégiques que représentent les projets.

Tous les projets n'ayant pas des effets d'entraînement égaux sur l'aménagement du territoire et le développement économique régional ou national, le Conseil exécutif devait sélectionner les entreprises qu'il estimait les plus viables et les plus génératrices de retombées pour l'État québécois (7).

3. le gouvernement encourage les municipalités et les individus à participer au capital des entreprises ferroviaires;

4. le gouvernement n'initie pas de projet ferroviaire (8). Sa mission est d'appuyer financièrement et d'encadrer légalement les propositions soumises par les individus ou groupes;

5. le législateur n'intervient dans le secteur ferroviaire que pour assurer la sécurité du public et le respect des principes de l'économie de marché par la réglementation économique des activités des transporteurs.

Dès avril 1869, les grands objectifs de la politique ont été opérationnalisés par l'adoption de l'Acte des chemins de fer et de l'Acte pour l'encouragement de certains chemins à lisses de colonisation. De ces deux lois, les premiers programmes ferroviaires québécois ont été initiés.

L'Acte des chemins de fer encadre, dans ses moindres détails, la construction et l'exploitation des chemins de fer sous juridiction québécoise. La loi est constituée de vingt et une parties dont les plus importantes traitent d'aspects légaux et économiques, tels la constitution en corporation de ces entreprises, des assemblées générales, des règlements et avis internes ou de questions plus techniques relatives aux plans et arpentages, aux terrains, à leur évaluation, aux normes de construction des chemins et ponts, aux conventions de trafic, etc.

À travers ces décennies, les principes généraux sous-tendant la politique ferroviaire sont demeurés identiques. La seule entorse à cette continuité fut l'achat des chemins de fer de la rive nord et du Montréal, Ottawa et Occidental, lesquels ont été intégrés au sein de la première société d'État québécoise, le Québec, Montréal, Ottawa et Occidental.

Devant l'incapacité de ces compagnies d'achever leurs travaux de construction en raison de difficultés financières amplifiées par la crise économique de 1874, le gouvernement s'imposa comme maître-d'œuvre de ce projet. Ces entreprises n'arrivaient pas à emprunter des capitaux sur les marchés financiers britanniques en raison d'une perte de crédibilité auprès des investisseurs. Cette perception négative avait été colportée injustement par la presse anglaise à l'instigation des dirigeants du Grand Tronc, propriétaires d'une ligne concurrente établie sur la rive sud du fleuve Saint-Laurent. Cette compagnie voyait d'un mauvais œil ce projet qui allait générer une concurrence à ses activités.

Devant l'importance des sommes déjà investies dans ces affaires, la seule solution s'offrant au gouvernement était de devenir actionnaire de ces compagnies afin de restaurer la confiance des milieux financiers londoniens. Dans son énoncé de politique du 6 décembre 1875, le trésorier Joseph Robertson estimait que l'importance stratégique de ces voies pour l'essor de la puissance de l'État québécois, justifiait à elle seule cette dérogation exceptionnelle au principe de la non-intervention gouvernementale (9). Il tient à cette occasion un discours économique plutôt rarissime chez l'homme politique du temps, lorsqu'il aborde la capacité du secteur public à produire ce bien par comparaison au secteur privé: [...] le gouvernement [...] peut construire les chemins dont il est question, à moins de frais que n'importe quelle compagnie privée, et qu'en profitant du bas prix du fer et de l'acier, il peut être démontré qu'il est possible de construire des chemins de fer au Canada sans qu'il y ait de spéculation. (10)

Malgré les prétentions du grand argentier québécois, cette aventure, si courte fut-elle, s'avéra très onéreuse pour le trésor public. La Commission d'enquête concernant le QMOO recommanda au gouvernement de: [...] se contenter de subventionner telles lignes de chemins de fer, [...] encore ces subventions doivent-elles être limitées par l'état des finances de la province. [...] la Province de Québec ne doit construire elle-même des chemins de fer que pour des raisons tout à fait exceptionnelles qui doivent se présenter bien rarement. (11)

Échaudés, les dirigeants qui se succédèrent au Conseil exécutif limitèrent leurs actes aux fonctions plus traditionnelles alors dévolues au gouvernement. Quant aux programmes mis de l'avant pour en arriver à la concrétisation des intentions gouvernementales, ils n'ont pas connu la même stabilité. Les programmes d'aide financière destinés à favoriser la construction de voies ferrées ont été modifiés en profondeur à sept reprises en 43 ans. Le gouvernement devait réajuster constamment ses programmes en fonction du cheminement de son intervention et de l'état de l'avancement du réseau ferré.

Dans les prochaines pages, nous présenterons l'ensemble des programmes ferroviaires de la période 1867 à 1920. Sachant que la politique ferroviaire a pris la forme de trois types de programmes, soit la propriété, la distribution et la réglementation, c'est sur cette base qu'ils seront analysés.

Propriété

Programme du Québec, Montréal, Ottawa et Occidental

Suivant sa loi constitutive, la compagnie de chemin de fer Québec, Montréal, Ottawa et Occidental avait la responsabilité d'organiser un "ouvrage public appartenant" et devant répondre aux normes de construction "les mieux adaptées aux intérêts généraux" de l'État québécois (12). Les fonds alloués par le gouvernement furent utilisés pour assurer le parachèvement d'une voie ferrée reliant la ville de Québec au chemin de fer du Canada Central dans la région de l'Outaouais.

Le programme né le 24 décembre 1875, par la sanction du lieutenant-gouverneur de l'Acte relatif à la construction du "chemin de fer de Québec, Montréal, Ottawa et Occidental", ne dura que sept années. Il s'est achevé à la suite d'un vote tenu à l'Assemblée législative qui entérina la privatisation de la société d'État. Au printemps de 1882, le QMOO fut vendu en deux sections à deux groupes d'entrepreneurs privés.

Distribution

Programme d'aide au financement du transport ferroviaire

Ce programme avait comme ambition première de suppléer à la sous-capitalisation chronique des entreprises ferroviaires québécoises et au sous-investissement du gouvernement fédéral en octroyant, aux entrepreneurs éligibles, une aide financière afin d'appuyer et favoriser la concrétisation de leurs projets. De plus, en conformité avec les grandes orientations de la politique, il devait donner les moyens aux compagnies de chemins de fer d'aménager ce territoire encore neuf, impulsion qui ne saurait être que bienveillante au développement économique d'un État québécois en pleine organisation.



Street car for Sherbrooke, Que. 1897. National Archives of Canada, photo No. PA-164674

Le programme a débuté en avril 1869 et s'est achevé officiellement en 1897, par la fin des subsides en argent et en terres. Après cette date, le gouvernement continua à distribuer quelques subventions, jusqu'au début des années 1930. Toutefois, son action est réduite se limitant à l'octroi d'argents sur une base irrégulière et discrétionnaire, en fonction de l'importance des retombées qu'un projet était susceptible de générer pour le développement industriel.

Programme d'aide technique

Avec ses ingénieurs spécialisés dans le secteur ferroviaire, le gouvernement possédait une expertise lui permettant de faire effectuer à l'interne une gamme étendue d'études et de travaux visant à jauger la faisabilité technique d'un projet de chemin de fer. Des ingénieurs œuvrant dans des bureaux d'études privées ont également été appelés à effectuer de telles analyses pour le compte du gouvernement.

Dans l'intention d'assurer un soutien technique qui faisait couramment défaut à cette époque dans les régions rurales et s'avérait très coûteux lorsque disponible, le gouvernement du Québec n'hésitait pas à fournir cette aide aux personnes et aux organisations qui le demandaient. Ce programme a été en vigueur de 1867 à 1920.

Programme d'aide au développement de l'industrie ferroviaire

Ce programme visait à soutenir le développement d'une industrie québécoise du matériel ferroviaire en vue de maximiser les retombées économiques et de garder au Québec les sommes investies par le gouvernement dans l'expansion du réseau ferroviaire. Des objectifs plus spécifiques et sous-jacents au développement économique étaient perceptibles chez les décideurs lorsqu'il instaura cette mesure:

- attirer et développer une expertise dans le secteur ferroviaire;
- créer de nouveaux débouchés pour la main-d'Oeuvre;

- soutenir l'industrialisation et la compétitivité du Québec sur la scène mondiale;
- favoriser l'exportation et l'autosuffisance en matière de matériel ferroviaire.

Le programme d'aide à l'industrie ferroviaire avait pour ambition d'attirer des capitalistes étrangers, généralement des Étatsuniens, des Britanniques et des Canadiens, à venir établir des usines en terre québécoise. Le gouvernement voulait ainsi favoriser l'implantation d'entreprises produisant des lisses, des serre-écrous, des locomotives, du matériel roulant et tout autre équipement ou outillage utilisé par les transporteurs ferroviaires.

Le programme a été instauré le 30 juin 1881 et était toujours en vigueur en 1920.

Réglementation

Programme de réglementation économique

L'objectif de ce programme était de sauvegarder les intérêts économiques du public dans le secteur ferroviaire en favorisant un contrôle gouvernemental sur les activités des entreprises opérant de tels services.

Plusieurs compagnies, profitant de leur situation de monopole dans le marché en raison des contraintes techniques imposées par le transport sur rail, n'hésitaient pas à exploiter la clientèle québécoise. La principale résultante de cette situation était qu'elles imposaient des tarifs de transports exorbitants et dispensaient un service laissant souvent à désirer. Afin de pallier à l'insuffisance de concurrence, une des conditions fondamentales permettant d'assurer une saine économie de marché, était que le gouvernement se devait d'intervenir pour soutenir un meilleur équilibre entre les forces en présence, soit les entreprises et les utilisateurs de ces services.

Ce programme a été institué en avril 1869 lors de l'adoption de l'Acte des chemins de fer. Ces dispositions étaient toujours en vigueur le 31 décembre 1920.

Programme de réglementation de la sécurité

Ce programme cherchait à favoriser, chez les transporteurs ferroviaires, le respect de normes minimales de sécurité, de construction ainsi que l'adoption de règles uniformes d'exploitation permettant de pallier aux erreurs et aux négligences techniques, conduisant souvent à des accidents coûteux en pertes humaines et matérielles. Par son intervention, le législateur voulait également assurer aux passagers d'un train, un voyage s'effectuant sans dangers et aux citoyens côtoyant régulièrement une voie ferrée, des conditions de vie sécuritaires.

Cette réglementation avait été rendue nécessaire en raison des fréquents accidents impliquant des convois. En juin 1864, une terrible tragédie ferroviaire impliquant un train de voyageurs du Grand Tronc survint dans la ville de Belœil au Québec. Cent personnes y ayant perdu la vie, les dirigeants gouvernementaux n'hésitèrent pas à prendre des mesures coercitives pour éviter la répétition d'une telle catastrophe.

Le programme a été mis sur pied en avril 1869. Au 31 décembre 1920, il était toujours en application. Au cours des décennies, des modifications mineures sont venues le transformer en vue de l'adapter à l'évolution technologique, législative et sociétale, à laquelle était soumis l'État québécois.

CONCLUSION

Cet article a permis de démontrer que de 1867 à 1920, le gouvernement a consacré beaucoup d'énergie et de ressources financières pour soutenir le transport ferroviaire en terre québécoise. Pour atteindre ce but, il n'a pas hésité à établir une structure administrative légère et des programmes supplétifs dont les visées ne cherchaient pas à déloger le secteur privé de ce champ d'activité, mais plutôt à orchestrer et à soutenir son action.

(1) Archives nationales du Québec (Centre de Québec et de Chaudière-Appalaches), Fonds du Ministère des Travaux publics (Bureau des chemins de fer), E25, Article 712, Lettre de Monsieur Boily de la Chambre de Commerce du Saguenay, 4 janvier 1920.

(2) Acte des chemins de fer de Québec. S.Q. 1869, c.51, article 12 (6).

(3) Ibid. Seconde partie.

(4) Ibid. article 36.

(5) Acte pour abolir la charge de commissaire des chemins de fer et pour d'autres fins. S.Q. 1880, c.4.

(6) Débats de l'Assemblée législative. Edmund-James Flynn, 26 mars 1885, p. 453.

(7) Débats de l'Assemblée législative. Joseph Robertson, 13 janvier 1874, pp. 138-147.

(8) Ibid, pp. 138-139.

(9) Débats de l'Assemblée législative. Joseph Robertson, 6 décembre 1875, p. 133.

(10) Ibid.

(11) QUÉBEC. Commission d'enquête concernant le chemin de fer Q.M.O. & O (1887) Rapport du commissaire. (s.l.:s.n), p. 31.

(12) Acte relatif à la construction du "chemin de fer de Québec, Montréal, Ottawa et Occidental". S.Q. 1875, c.2, article 2.

English Synopsis of the Foregoing Article

by Douglas N W Smith

THE GOLDEN AGE OF QUEBEC INVOLVEMENT IN RAILWAYS: 1867-1920

Railways were the engine of economic development in the Victorian era. Both the federal and provincial governments took an active hand in supporting the development of the rail network and in regulating them.

The situation in Quebec was typical. The provincial government created a Railway Committee composed of cabinet members in 1870. Its role was overseeing railway development and operation, and was to relieve the provincial cabinet who had handled all cases since the creation of the province in 1867. The Committee had the power over provincially chartered railways. It used professional engineers from the provincial Department of Public Works to handle technical matters including inspection of newly built railway lines. In seventy years, there were only three directors of the Railway Branch established in the Department of Public Works. These were Edouard Moreau from 1886 to 1896, Louis Vallee from 1896 to 1919 and Ivan Vallee 1919 to 1957. The Railway Committee of the provincial cabinet was replaced by the Public Utilities Commission in 1909.

There was a short-lived cabinet position of Minister of Railways. The office was created in 1880 to manage the large subsidies which the province was paying to local railway lines and to manage the Crown owned Quebec Montreal Ottawa & Occidental Railway. The QMO&O was the first corporation owned by the Quebec government. This railway which stretched from Quebec City to Aylmer, Quebec

(near Ottawa) had been created to salvage provincial investments in two private companies who had become insolvent. Seventy one months after its creation, the position was abolished as the province had sold the QMO&O and the creation of a federal Railway Act rendered the position superfluous.

The Public Utilities Commission was created in 1909 to regulate monopolies, such as power companies and railways. The Gouin government had created this tribunal to appease nationalists who fumed about foreign companies which controlled the hydro-electric companies. All the Quebec tramways fell under the purview of the PUC as they were owned by hydro-electric firms. The PUC replaced the Railway Committee of the Quebec cabinet. The Ministers were ready to let go this responsibility as the period of large scale railway development was drawing to a close and most of the railway network fell under federal jurisdiction. Power was surrendered to bureaucrats.

During the period of railway development from 1867 to 1920, the provincial oversight had dual goals of developing railway infrastructure, providing jobs, regulating rates and ensuring safety. The provision of subsidies in either cash or land was to encourage the construction of railways. The creation of a Crown corporation was necessary to complete the QMO&O. Financial grants were made to the railway supply industry to create employment. Montreal became a leading Canadian centre for locomotive and car builders as well as part suppliers. This had a counterpart in the subsidies which were being accorded to major industrial firms to build in the province.

Sir Casimir Stanislaus Gzowski 1813 - 1898

The recent death of Peter Gzowski reminds one of his great grandfather, Sir Casimir S. Gzowski, one of the greatest engineers of nineteenth century Canada. Among his many achievements was the construction of the International bridge at Fort Erie, Ontario, completed in 1873. Although the superstructure has been renewed, the original piers from Sir Casimir's time are still in use supporting this vital link between Canada and the United States.

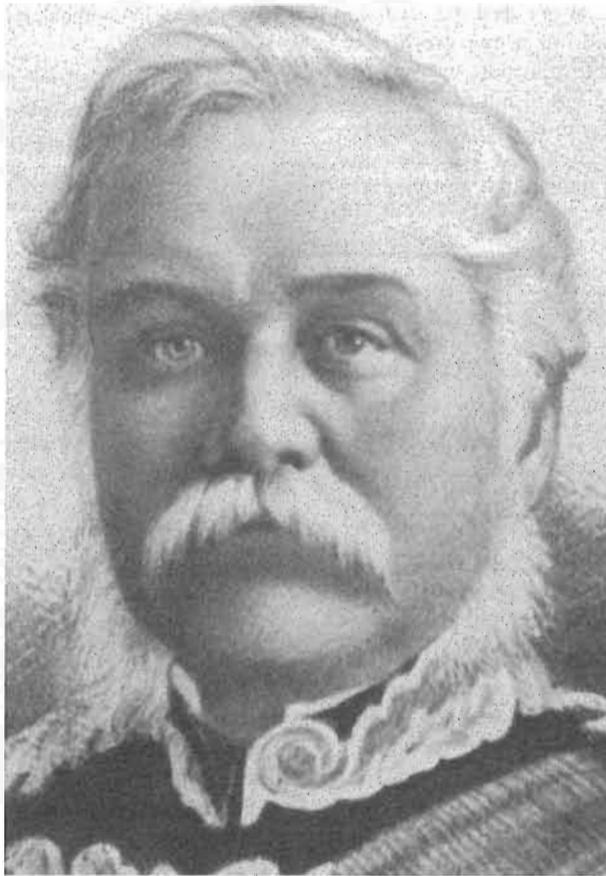
The following article is adapted from one by Victoria B. Katorski, and it appeared in a publication issued to commemorate the centennial of the bridge in 1973.

It should be noted in passing that the CRHA has honoured the memory of Sir Casimir by naming the bridge into the Canadian Railway Museum the Gzowski Bridge. This structure was originally built by the Canadian army in 1962, and was replaced by a stronger structure of the same name, also built by the army, a few years later. This second Gzowski bridge is still in use.

"In overcoming ... difficulties, means were used well known to Engineers" is the statement Colonel Sir Casimir S. Gzowski made in his published report after the completion of the International Bridge in 1873. During his lifetime, he had to overcome many difficulties. He was born in St. Petersburg, Russia, in 1813; Poland at that time had been partitioned by the three great powers, Austria, Prussia, and Russia. His father according to several authorities was Count Stanislaus Gzowski, who was an officer in the Imperial Guard. This made it possible for Casimir to enroll in the Military Engineering College in Kremnitz. He was then nine years of age. A brilliant youth, he developed an avid interest in engineering. Upon graduation from the school at seventeen, he received a commission in that branch of service.

Meantime, in 1830, the Polish patriots staged the first uprising. Casimir abandoned his plans for the future and joined the countless number of men to fight the haughty, cruel Grand Duke Constantine. The Duke escaped, but the Poles captured the arsenal and fought until Warsaw was free. Young Casimir was wounded several times and had some narrow escapes eluding the Russian forces. A disaster occurred at the Battle of Boromel, in which Casimir was involved, and the Polish forces had to surrender. Their hopes for a victory collapsed!

The defeated Polish warriors were imprisoned and later exiled. Disillusioned, Casimir left Europe and arrived in New York City in 1833, when he was twenty. He was faced with more difficulties. He needed work but he neither spoke nor understood the English language.



With his initiative and determination, he soon solved his predicament. An excellent linguist in French, Italian, and German and possessing a good knowledge of his mother tongue, he taught these subjects and eventually conquered the English language. Restless, he moved to Pittsfield, Massachusetts, to work in a law office. Consequently, he became interested in the legal profession and studied law. In 1837, he was admitted to the bar.

But he never lost interest in engineering. He seized the first opportunity to work as a civil engineer in Pennsylvania. In 1841, he went to Canada and realized the vast possibilities it offered. Establishing residence in Toronto, he obtained employment in the Department of Public Works.

Casimir S. Gzowski brought with him from his native land perseverance and a passion to work. He adapted himself to the needs of the New World and reached the top of his profession. A public-spirited citizen, he willingly rendered his abilities to his adopted country. He overcame his difficulties and in solving them, he received personal satisfaction and succeeded in making progress for himself and others. Canada made gains and she gave him recognition for his devoted service.

With zeal and enthusiasm, he advanced from one position to another. He became Supervising Engineer of Roads and Harbors in Western Ontario in 1842-1848, Engineer of Harbor Works at Montreal, 1850-1853, and Consulting Engineer for Ship Channel Improvement between Montreal and Quebec. Later, he was assigned to be Chief Engineer of the St. Lawrence and Atlantic Railway Company.

His interest in railway construction caused him to resign the latter post to form a partnership with the late Sir A.T. Galt, L.H. Holton, and Sir David MacPherson. This firm received the contract for the building of the Grand Trunk Railway between Toronto and Sarnia. It also achieved success in other ventures. In 1870 he was requested to become a member of a commission to study and report on the waters of the Dominion.

That same year, he received the contract for the building of the International Bridge at Fort Erie and to report on the enlargement of the Welland Canal. Because of his success in the various assignments, he received the distinction as one of the leading engineers of his time.

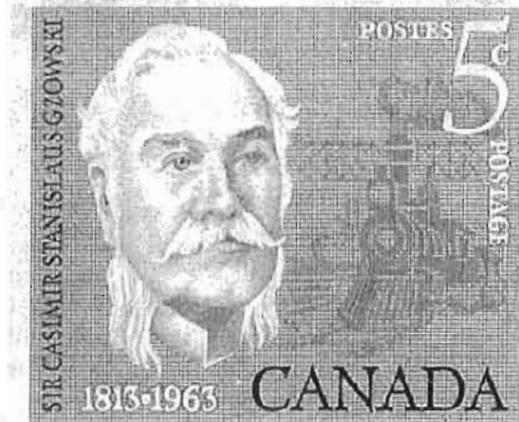
Concerning the construction of the International Bridge, all credit was given to the professional skills of Casimir S. Gzowski. The physical construction fell on his shoulders, and his accomplishments in the course of this undertaking have brought him universal renown. There can be no question as to the importance and value the structure had in serving railway traffic. It increased trade with the West, and it promoted newer methods of engineering. It served as a symbol of friendship between Canada and the United States. A tribute to him is a tribute to all engineers who have contributed unselfishly to mankind and to progress everywhere.

At this time, Gzowski was more or less retired and approaching 60 years of age, but the challenge of such a project appealed to him, and he tackled the problem with all his usual zeal. He was ably assisted by Mr. E. P. Hannaford, Chief Engineer of the Grand Trunk, and was soon reviewing drawings with the best brains in the engineering field on both sides of the border.

In spite of overwhelming setbacks, Gzowski, the builder, is amazing for having completed and made functional the piers, and having erected the iron superstructure, the massive drawbridges, and the connecting rail yards despite the fact that Piers 4 and 5 were not yet in place.

For us, who reap the benefits of this structure Sir Casimir recorded an account of the work which he felt of some importance. There are numerous reasons for building bridges but why did he take time to write a book about this particular bridge? It is a remarkable volume, entitled *Description of the International Bridge ...* (Toronto, 1873. 65 p., plates). Perhaps he was motivated, like Julius Caesar and Marco Polo, to recount his experiences and explain his difficulties for the benefit of mankind.

From his recitation of woes we realize Sir Casimir's reason for his book and may estimate the character of the builder while standing in admiration of his unyielding persistence. His limited knowledge of the stream bed, of the fluctuations of the depth of water, the unpredictable gales that lashed at his efforts, the shipping interests that fought



A postage stamp issued in 1963 to commemorate the 150th anniversary of the birth of Sir Casimir Gzowski.



The International Bridge with its original superstructure.

for his defeat, together with the absence of sophisticated equipment made Sir Casimir Stanislaus Gzowski's accomplishment the more impressive. His achievement has now stood for almost a hundred and thirty years.

Because of his military background and interest in military affairs, he was made president of the Dominion Rifle Association and helped in Canadian defense and in the expansion of the national militia. In 1879, he was made a full colonel and was appointed an Honorary Adjutant to Her Majesty the Queen. Eleven years later, he was knighted by Queen Victoria.

As one of the founders of Wycliffe College, he served fifteen years as chairman of the board. He took an active part in the creation of Niagara Falls Park and was the first chairman of the Park Commission. He became the first president of the Society of Canadian Civil Engineers.

As a member of the Conservative Party, his friends encouraged him to seek a political office. He declined. Shortly before his death, in 1898, he served temporarily as administrator for the Province of Ontario, during the illness of its Lt. Governor, Sir George Kirkpatrick.

New CD of Montreal's Street Car System

Découvrez pour la première fois l'évolution du transport en commun de Montréal, sous la forme d'un atlas historique. Quelque 178 cartes, regroupant plus de 1300 modifications de circuits, racontent 80 années dans l'évolution de la métropole. Une encyclopédie unique, que vous voudrez consulter à l'écran, ou imprimer sous forme de volume pratique. Fonctionne sur tout ordinateur personnel et avec tout genre d'imprimante (couleur recommandée).

Le numéro le plus familier du circuit visé apparaît au haut de la page. Il est suivi de la date d'entrée en vigueur de ce circuit et de sa date de termination sur ce graphique. L'absence de date de terminaison signifie que ce circuit s'est prolongé au-delà de 1966. Les circuits antérieurs à 1923 (qui n'étaient pas numérotés à l'époque) ont été rapportés au graphique le plus logique pour représenter adéquatement ces parcours.

Ingénieur à la retraite, Jacques Pharand a réalisé cette impressionnante compilation. Il est également l'auteur de plusieurs ouvrages relatant l'histoire du transport en commun de Montréal et de Québec.

Discover for the first time the evolution of the Montreal transit network, in the form of an historical atlas. Some 178 maps include more than 1300 route changes, narrating 80 years in the evolution of the city from the days of the horse cars to the eve of the opening of the Metro. A unique encyclopedia you may consult on your monitor screen, or print as a practical document. The user has the choice of logging on in either English or French; both languages are available on the same CD. It works with any PC and with all printers (colour recommended).

The most familiar line number appears at the top of each graph and is followed by the implementation date of this route and its demise, insofar as the graph is concerned. Lack of a termination date means that the route was maintained beyond 1966. Routes prior to 1923 (which were not numbered at the time) are attached to the most logical graph showing this route.

A retired engineer, Jacques Pharand created this impressive compilation. He is also the author of many books on the public transit history of Montreal and Quebec City.

Price for single orders is \$25.00 + \$3.00 postage. Price is in canadian funds in Canada and US dollars for all other countries (that is USA and abroad). Obtainable from:

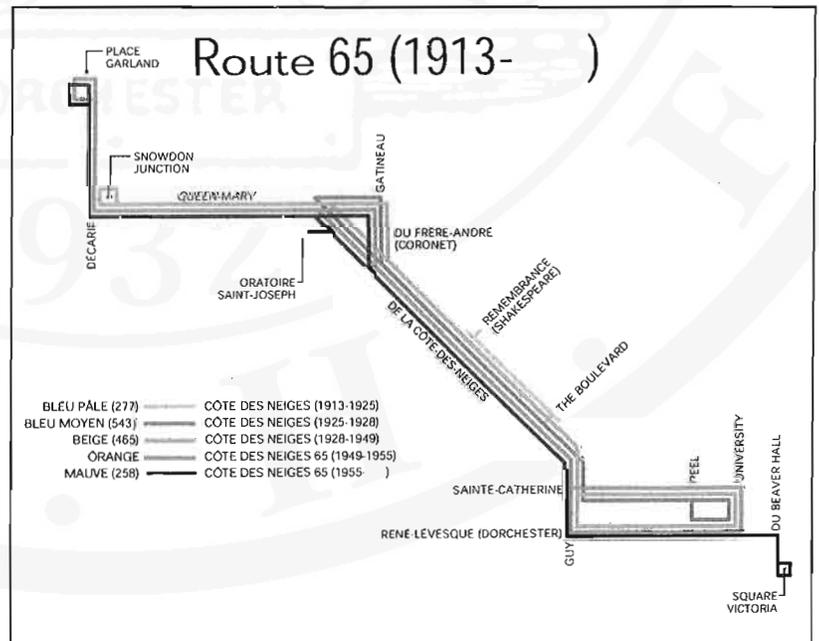
Jacques Pharand
2207 de Bruxelles Street
Montreal QC H1L 6A1
(514) 356-2680

Personal checks accepted, but with the usual 10-day banking clearance, thus bank drafts and money orders are preferred. Unfortunately, no credit cards are accepted.



Above: Montreal Tramways Company, car 1312 in 1929.

Below: One of the maps to be found on this CD.



The Business Car



LINDSAY MODEL RAILWAY SHOW 2002

The 28th annual Lindsay and District Model Engineers Show will be held on Saturday and Sunday, April 6 and 7 2002 at the Victoria Park Armoury, 210 Kent Street West, Lindsay, Ontario.

On Saturday the show will be open from 10:00 A.M. to 5:00 P.M., while on Sunday the hours are 10:00 A.M. to 4:30 P.M.

Admission is \$5 for adults, \$4 for seniors and students, \$2 for children. For more information phone Wayne Lamb at (705) 324-5316 or Eric Potter at (705) 328-3749.

HELP NEEDED FOR EXHIBITIONS

The curators of the Canadian Railway Museum are presently researching for two temporary exhibitions for which any outside help (info, stories, artifacts, documents etc.) would be very much appreciated. The exhibitions are:

Stamps Express

The story of Canada through railway stamps, this exhibition will also focus on mail traffic by rail. In charge of research is Josée Vallerand (joseev@exporail.org).

Women and the railways

The story of railway women, especially Canadian but also American, from the first ones hired in the 1830s in the U.S. to contemporary trades. In charge of research is Jean-Paul Viaud (collections@exporail.org).

HELP NEEDED FOR NEW BOOK

Montreal writer Julie Gedeon is researching and writing a book that will be called *Iron Ladies - The Role of Women in Canadian Railways* for McGill - Queen's University Press, and she needs your help. Julie is eager to get in contact with women that worked for any of Canada's railways, whether in an office, on the tracks, aboard a train, in a munitions shop during the war, or any other capacity. She wants to speak to female carmen, engineers, secretaries, comptometer and telegraph operators and so forth - including wives that helped to maintain a station or section of track with their husbands. She is also interested in journals, newspaper clippings, photographs and other documented sources of information about Canadian railway women. Julie can be reached at P.O. Box 295, Roxboro, Que H8Y 3E9, telephone: (514) 626-2475; fax: (514) 626-0952; or by e-mail at eloquence@attcanada.ca

NEW BOOK

Sudbury Electrics & Diesels is a new book on a rare topic. It is a look at the railway services for and by the nickel-copper mining companies in the Sudbury region of northern Ontario. Included are: International Nickel (INCO), Falconbridge, Mond, British America Nickel and others; even an iron mine! Operations of the CPR, CNR and Algoma Eastern serving the mining industry are covered. Over a century of rail-related history is to be found here.

The book has 176 pages, with 16 of them in colour. It is 8 1/2 by 11 inches with a hard cover. There are 303 black and white photos, 36 colour images, 26 maps and diagrams and nine locomotive rosters.

Price is \$63.95, including postage. Cheque or money order, no credit cards, from:

Nickel Belt Rails, Box 483, Station "B", Sudbury, Ontario P3E 4P6

FOLLOW UP ON DUCHESS OF CORNWALL & YORK

Mr. Ron Cooper of Gravenhurst, Ontario writes:

Ref. Canadian Rail #485, pages 194-195. My notes (which could be wrong) show that the Duchess of Cornwall and York was converted from one of the Britannia cars #202, 203 or 204 (built in 1901) and later returned back to a regular car. A further thing that has long puzzled me is that the photo on page 194 shows the car operating on the left side of the street, but the lower photo, page 195, shows it operating on the right side of the street.

THE MAINE LINE



On December 15, 2001 Amtrak began service between Boston (North Station) and Portland Maine. The train is called the "Downeaster" and operates four times a day in each direction.

This is Amtrak's first train in the Pine Tree State, and is also the first long-distance passenger train scheduled in Maine since the demise of VIA's ever-lamented "Atlantic" exactly seven years before. These photos were taken on January 12, 2002. One shows the "Downeaster" in Boston, while the other shows a plaque on the former Grand Trunk building in Portland, commemorating Portland's role in the history of Canadian railways.



Back cover top: CPR 2816 and its train at the Beaver Valley road crossing near Leancoil B.C. on Saturday, September 22, 2001. CPR photo by Roger Burrows

Back cover bottom: CPR 2816 hauling the special train around "Morant's Curve" in Alberta on Sunday, September 23, 2001. Note that diesel 3084 has been removed and 2816 is hauling the train unassisted. CPR photo by Roger Burrows

Canadian Rail

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