C·R·H·A·A·C·H·F
FONDÉE EN • ESTABLISHED
DORCHESTER
1932

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 545 • NOVEMBER - DECEMBER • 2011

Canadian National's X-10-a Class Suburban Steam Locomotives, NA, DJ and JU (Earlier times at Delson and St. Constant), Photo Gallery, The Rideau Railway Idea, Heritage Business Car

Les locomotives à vapeur suburbaines, classe X-10-a, du Canadien National. NA, DJ et JU (autrefois à Delson et Saint-Constant). Galerie de photos. L'idée du Chemin de fer Rideau. Patrimoine ferroviaire (extraits).

Published bi-monthly by the Canadian Railroad Historical Association
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire

CANADIAN RAIL

ISSN 0008-4875
Postal Permit No. 40066621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

TABLE OF CONTENTS

From Our Collection - A Small Star, Lorne Perry 239
NA, DJ and JU, Stan J. Smaill 247
Stan's Photo Gallery, Stan J. Smaill 251
The Rideau Story, Herb MacDonald 263
Business Car 274

FRONT COVER: Far from its usual Montreal commuter duties, the 48 simmers at Sarnia, Ontario on a frigid December 29, 1956 in charge of train Number 620 bound for London. No. 48 was transferred from Montreal to southwestern Ontario in the summer of 1955. The intent was to use it in local freight service between Collingwood and Creemore, Ontario. After its brief stint in freight service, the 48 was transferred south to power local passenger trains between London and Sarnia – runs that had been normally in the charge of self-propelled diesel cars. Robert J. Sandusky.

BELOW: Grand Trunk Railway's new suburban locomotives built in 1914 by Montreal Locomotive Works were stronger and succeeded three 4-4-2 suburban locomotives (1531 to 1533) built by the GTR in 1892. All three locomotives were scrapped by 1934. Lorne Perry collection.

PAGE COUVERTURE : En cette froide journée du 29 décembre 1956, loin de son affectation habituelle sur des trains de la banlieue montréalaise, la locomotive no 48 est en attente à Sarnia, Ontario, en charge du train no 620 à destination de London. La no 48 a été transférée de Montréal vers le sud-ouest de l'Ontario à l'été 1955. L'objectif était de l'utiliser sur le service local de fret entre Collingwood et Creemore, Ontario. Après une courte assignation à ce service, la no 48 fut transférée vers le sud pour le service de trains passagers locaux entre London et Sarnia, desservis auparavant par des autorails. Robert J. Sandusky.

Ci-DESSOUS : Les locomotives suburbaines construites en 1914 par la Montreal Locomotive Works pour le Chemin de fer du Grand Tronc sont plus robustes que les trois locomotives suburbaines 4-4-2 (nos 1531 à 1533) construites par le GTR en 1892, qu'elles remplacent. Collection Lorne Perry.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7

Membership Dues for 2011:

In Canada: $50.00 (including all taxes)

United States: $50.00 in U.S. funds.

Other Countries: $85.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, X1-870 Lakeshore Road, Dorval, QC H9S 5X7, email: psmurphy@videotron.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".

INTERIM CO-EDITORS:
Peter Murphy, Douglas N.W. Smith

CARTOGRAPHER: James Taylor

FRENCH TRANSLATION: Michel Lortie, Jean-Maurice Boissard et Denis Vallières

LAYOUT: Gary McMinn

PRINTING: Impression Paragraph

DISTRIBUTION: Traitment Postal Express

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522

From Our Collection - A Small Star

The story of CNR's X-10-a class suburban locomotives

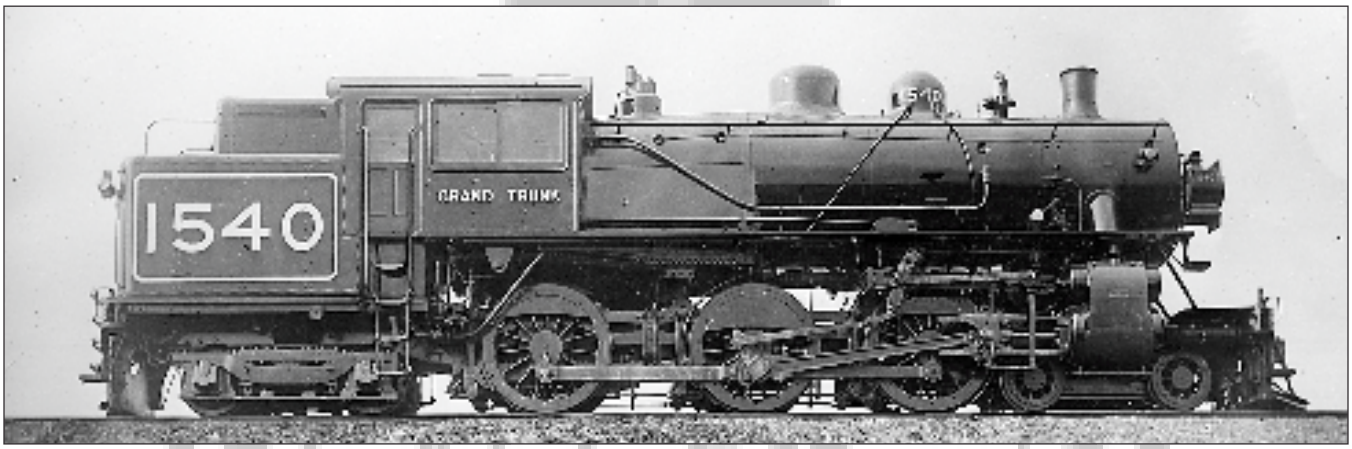
By Lorne Perry

De notre collection - Une petite vedette

L'histoire des locomotives suburbaines classe X-10-a du CNR

Par Lorne Perry

Traduction française par Jean-Maurice Boissard
Collaboration : Denis Vallières



Montreal Locomotive Works delivered the first in a series of six suburban tank engines to the Grand Trunk Railway in 1914. Number 1540 posed for the photographer shortly after the GTR took delivery of it. The 1540 became 45 and was scrapped in August of 1956. CRHA Archives, Fonds Corley.

En 1914, la Montreal Locomotive Works livre la première d'une série de six locomotives-tenders pour le service de banlieue du chemin de fer du Grand Tronc (GTR). La no 1540 pose pour le photographe peu après sa livraison au GTR. Elle devient plus tard la no 45 et est remise au ferrailleur en août 1956.

Exporail has a number of star exhibits in its crown, but let me nominate one that is usually not in the spotlight; CNR locomotive number 49. Now it's time to make my case:

(1) 49 is unique in the collection as the only locomotive with coal and water supplies carried on the locomotive behind the cab.

(2) 49 is a rarity in its ability to run at track speed either backwards or frontwards at the head end of passenger trains.

(3) 49 spent almost all of its working life in the Montreal area, also the home of Exporail.

(4) 49 was the last steam locomotive to be out-shopped from Montreal's Pointe St. Charles shops. After its outshopping on August 23, 1957, all remaining steam locomotive major repairs on CN eastern lines were done at the Stratford, Ontario shops.

(5) 49 had a more devoted clientele than any other locomotive in the collection. It carried daily commuters to and from downtown; the same ones day after day.

Exporail compte de nombreux joyaux dans sa couronne. Laissez-moi vous en présenter un dont on ne parle pas souvent : la CNR no 49, remarquable par les attraits suivants :

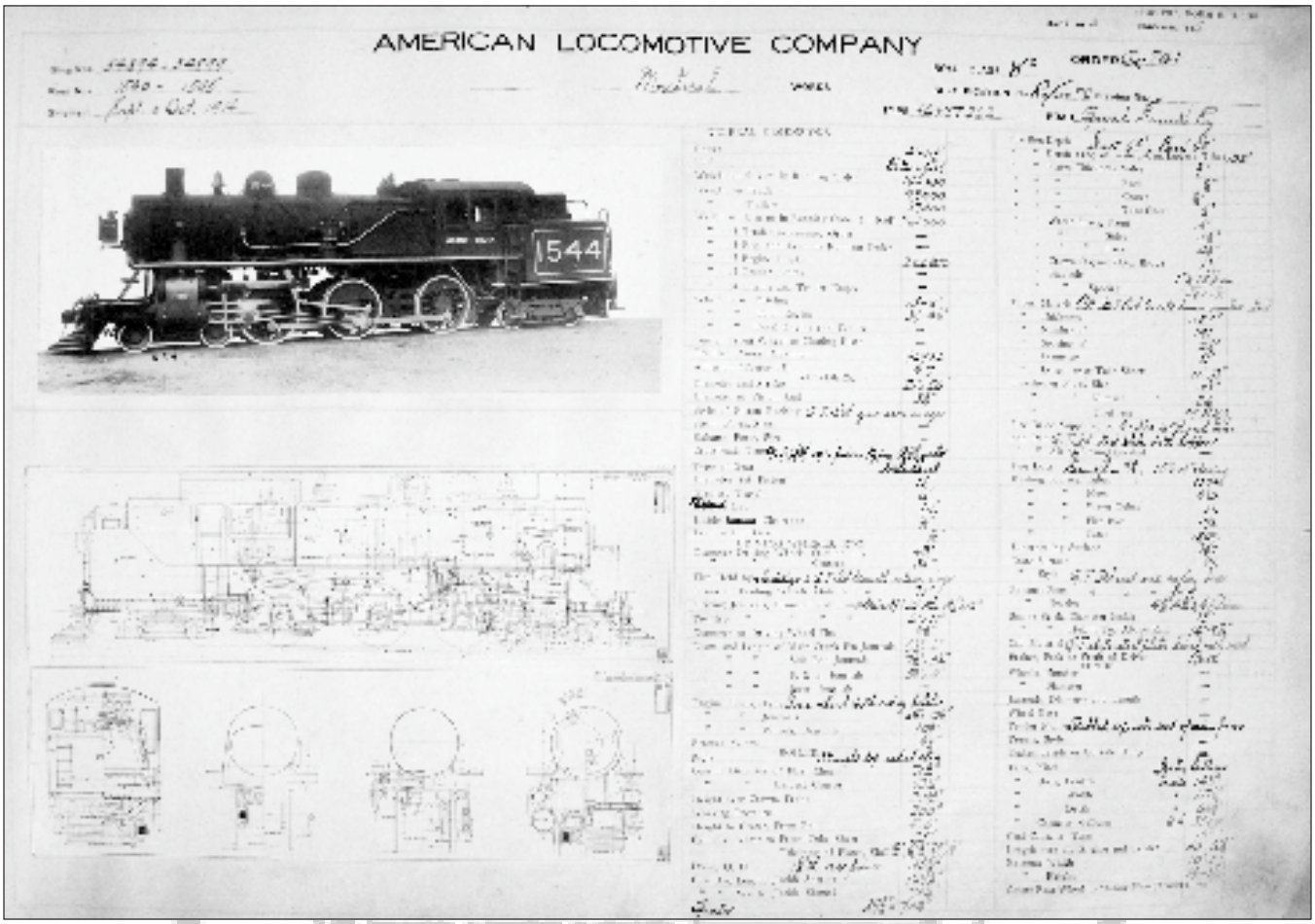
(1) C'est la seule loco-tender de la collection du musée; elle transporte son charbon et son eau derrière la cabine.

(2) C'est une des seules locomotives à pouvoir tirer sa rame en marche avant comme en marche arrière à la vitesse normale d'exploitation.

(3) Elle a fait presque toute sa carrière dans la région de Montréal.

(4) Elle est la dernière à avoir été révisée aux ateliers de Pointe-Saint-Charles le 23 août 1957. Par la suite, toutes les révisions majeures des vapeurs de l'est du CN seront faites aux ateliers de Stratford en Ontario.

(5) La no 49 a eu plus de fidèles qu'aucune autre locomotive du musée : elle a transporté quotidiennement les banlieusards vers Montréal, toujours les mêmes, jour après jour.



Original American Locomotive Company, Montreal Works (MLW) erecting card for shop numbers 54894 – 54899, GTR road numbers 1540 – 1545 suburban tank engines. CRHA Archives, Fonds MLW.

Le devis de construction original émis par l'American Locomotive Company/Montreal Locomotive Works (MLW) des locomotives-tenders nos 1540 et 1545, dont les numéros de série sont respectivement 54894 et 54899. Archives ACHF, Fonds MLW.

In retirement

At age 97, number 49 sits quietly on track 3 in the impressive great hall of the Angus Pavilion at Exporail. It had a forty-year career in passenger service, but looks just as it did when the fire in its belly was dropped for the last time in the late1950s.

Take a close look. Its key characteristics include an overall length of 50 feet 2 ¼ inches, just half the length of many of its neighbouring steam exhibits. But it has a fat boiler to deliver lots of steam for aggressive starts, and small driving wheels for a passenger loco – just 63 inches – another asset for rapid acceleration. In contrast, CNR 5702 boasts 80-inch wheels. The 49's cab is designed to give the engineer a clear view both foreword and back. Finally, there is a variety of front end equipment on the back end, such as headlight, classification lights, lit number board and standard boiler pipe pilot.

Number 49 is painted as it was prior to its last overhaul in the late 1950's; raised imitation gold numerals on the cab sides, and black everywhere else except for

À la retraite.

Âgée de 97 ans, la no 49 se repose paisiblement sur la voie 3 du grand pavillon Angus d'Exporail. Elle a fait une carrière de 40 ans au service des passagers, mais on pourrait croire qu'elle vient tout juste de laisser tomber son feu dans la fosse comme elle le fit la dernière fois à la fin des années 50.

Regardez bien. Elle mesure 50 pi 2-1/4 po (15,3 m), soit la moitié de la longueur de ses voisines à vapeur dans le hall. Elle a une grosse chaudière, pour fournir une grande quantité de vapeur lors des démarrages fulgurants, et des petites roues de 63 po (1,60 m) – un autre avantage pour les démarrages si on les compare à celles de 80 po (2,03 m) de la no 5702. Sa cabine est conçue pour assurer au conducteur une bonne vue autant en marche avant qu'en marche arrière. Finalement, certains de ses équipements se retrouvent en arrière comme en avant : les feux frontaux, de classe et de numéro, le phare et le tuyau pilote de chaudière standard pour le chauffage.

white striping to signal passenger service, and the tilted Canadian National wafer trademark on the sides of its water tank.

La no 49 garde sa livrée originale malgré qu'elle soit utilisée jusqu'à la fin des années 1950; l'imitation en relief du lettrage doré sur les cotés de la cabine, l'utilisation généralisée du noir à l'exception d'une bande blanche l'identifiant pour le service aux passagers et le logo du carré incliné du Canadien National de chaque côté du réservoir d'eau.

Having earned its retirement, 49 helps make up Exporail's commuter rail display. Jean-Paul Viaud.

Après une retraite bien méritée, la locomotive no 49 illustre, pour sa part, la section interurbaine du musée Exporail. Jean-Paul Viaud.

In the early fifties the X-10-a locomotives carried the tilted wafer logo on the water tank. Number 46 is westbound, coaches were mostly wooden relics with woven wicker seats. J. Norman Lowe, Lorne Perry collection.

Au début des années 1950, les locomotives X-10-a arborent le logo carré sur leurs tenders. Ici, la no 46 roule en direction ouest, tirant d'anciennes voitures coach de bois avec sièges en osier.

Number 48 is westbound along Montreal's Lakeshore with four heavyweight steel coaches in tow. The coaches are all painted in solid green, prior to the green, black and gold scheme introduced in the 1955. New housing developments were adding potential commuters, just when automobiles were becoming part of every household. J. Norman Lowe, Lorne Perry collection.

La no 48 roule en direction ouest, le long du Montreal Lakeshore, en tête de quatre voitures coach lourdes en acier. La livrée en vert uni et noir celle en vert avec bordure jaune qui apparaîtra en 1955. Les nouveaux développements domiciliaires fournissent des clients potentiels aux trains de banlieue au moment où chaque ménage cherche à acquérir une automobile. J. Norman Lowe, collection Lorne Perry.

In service

CNR's so-called Lakeshore Service began near the end of the 19th century when urban sprawl was just beginning. Folks were boarding the long haul trains for the short trip downtown and soon warranted their own rush hour service. CNR and CPR both contributed to the build-up of vibrant communities along the shore of Lake St. Louis, west of Montreal. They ran comparable services along adjacent speedways, but diverged at the eastern end to serve separate population centres: Lachine and St Henri on the GTR and Montreal West and Westmount on the CPR. The CPR ran longer trains and soon needed larger locomotives. It did not stick with the tank engine concept, thus forfeiting the swift turn-around permitted by the double-enders.

The CNR commuter route began at Vaudreuil, off Montreal Island to the west, and trains made frequent stops at points such as Ste.Annes, Beaconsfield, Pointe Claire, Dorval and Lachine. Overall journey time was 55 minutes, but most people, travelling from closer in points to Montreal, spent less than half that time aboard.

The X-10-a series covered just six locomotives, all assigned to Turcot Roundhouse, Montreal, and dedicated to commuter service. They were numbered 45 through 50, built by Montreal Locomotive Works in 1914 for the Grand Trunk Railway. It took four locomotives, each making three or four round trips a day, to maintain the weekday service. The other two were either on stand-by or undergoing regular boiler wash or shopping.

Six coaches was the normal complement: wooden cars in the early years that were steel-sheathed later on, and finally heavyweight steel cars downgraded from main line service. Seats were on fairly tight spacing, with seat backs that could be flipped over to face the other way. One job for a Trainman at each end of the line was to walk through, pick up articles left behind, and flip the seats as he went. In stark contrast to modern day safety practices, coach doors and stair traps were left open all the time to permit quick entrance and exit at stops. On the busiest trips, morning and evening, the platforms were often full of standees, unless winter weather forced them to squeeze inside.

Speaking of winter weather, I really liked riding in the vestibule of the coach attached to the locomotive when it was running in reverse. The boiler front and headlight stared at me, the sound of the exhaust was super, and any cold objects attached to the boiler front became coated in frost from the ever-swirling steam.

En service

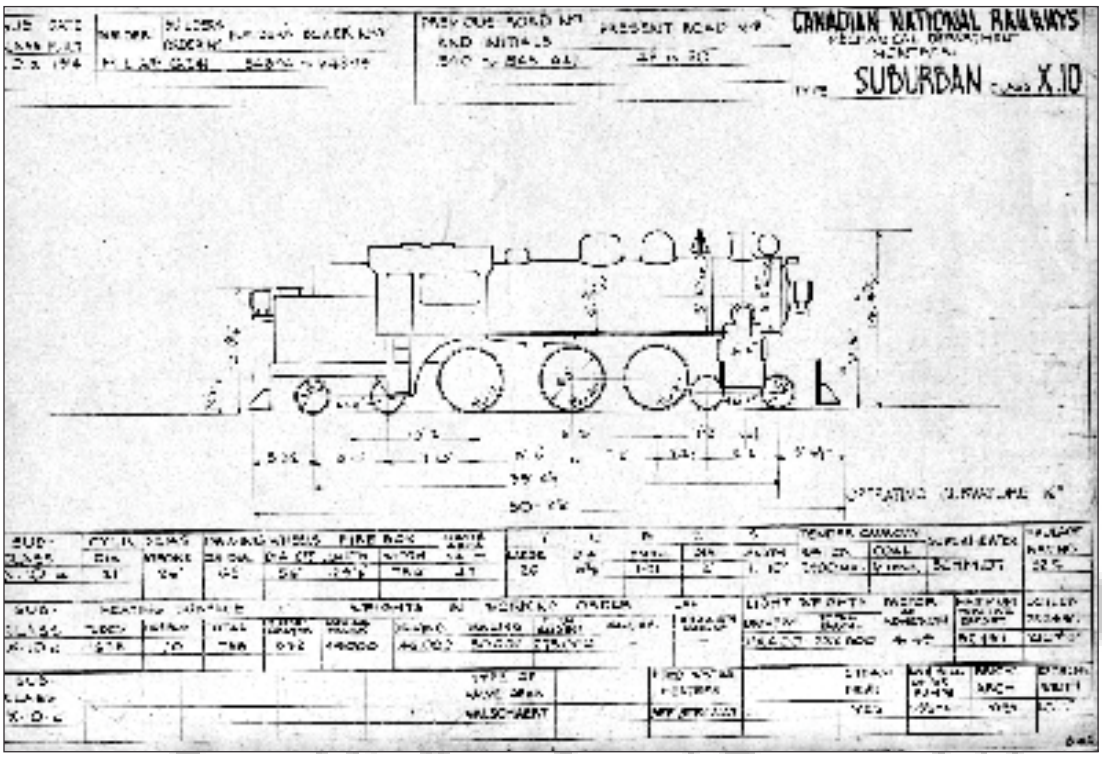
Le service du Lakeshore par le CN commence à la fin du 19e siècle, ce qui coïncide avec le début de l'étalement urbain. Les gens empruntaient des trains longue distance pour effectuer de courts trajets vers le centre-ville, ce qui justifiait la création des trains de banlieue pour assurer le service aux heures de pointe. Le CN et le CP contribuent alors à créer une communauté dynamique sur les berges du lac Saint-Louis à l'ouest de Montréal. Si les compagnies ont des services comparables le long des autoroutes, elles ne desservent pas les mêmes communautés à l'extrémité est de leur ligne : Lachine et Saint-Henri pour le GTR (plus tard le CN) et Montréal-Ouest et Westmount pour le CP. Ce dernier préfère de plus longs trains et a rapidement besoin de plus grosses locomotives. Il ne croit pas non plus au concept de la loco-tender, renonçant du coup au renversement rapide que permet ce type de locomotive.

La ligne de banlieue du CN part de Vaudreuil, à l'ouest de l'île de Montréal, et les trains font de fréquents arrêts tels qu'à Sainte-Anne-de-Bellevue, Beaconsfield, Pointe-Claire, Dorval et Lachine. Le trajet total prend environ 55 minutes, mais la plupart des passagers embarquent plus près de Montréal, passant alors moitié moins de temps à bord.

La série X-10-a comporte six locomotives, toutes assignées au dépôt de la rotonde de Turcot à Montréal et destinées au trafic de banlieue. Elles sont numérotées de 45 à 50 et ont été construites à la Montreal Locomotive Works en 1914 pour le GTR. Quatre locomotives assurent le service de trois ou quatre allers-retours quotidiens. Les deux autres servent de relève en stand-by, ou encore, lors des lavages de chaudières réguliers ou de périodes d'entretien.

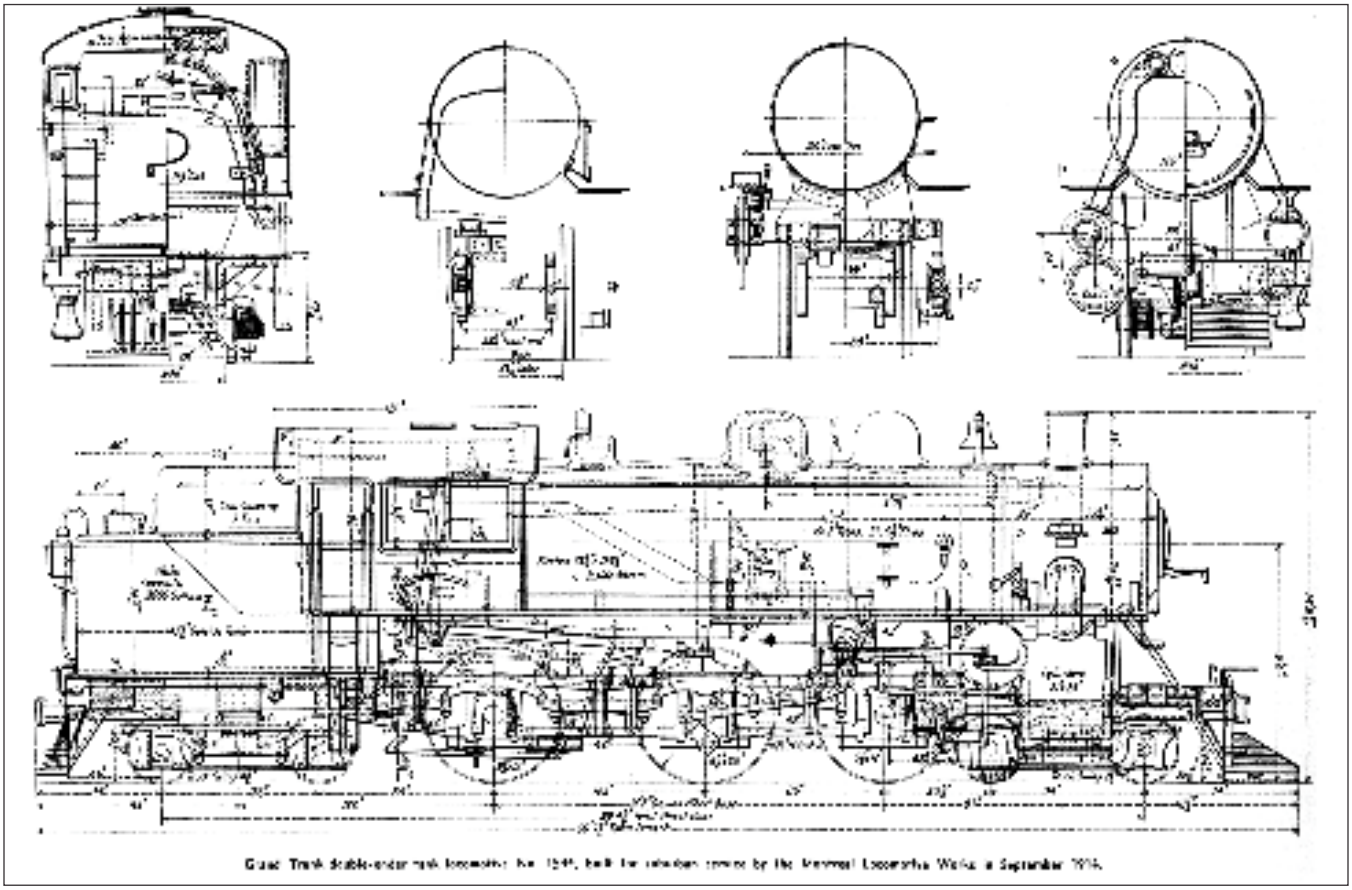
Une rame comporte normalement six voitures : au début en bois, en acier par la suite, puis à la fin, des voitures longue distance déclassées des grandes lignes. L'espacement entre les sièges est assez serré et ceux-ci peuvent basculer pour être dans le sens de la marche. À chaque terminus, une des tâches du contrôleur consiste à parcourir la rame en ramassant les objets oubliés sous les banquettes avant de basculer ces dernières. Et, contrevenant clairement aux consignes de sécurité, les portières et les marchepieds restent ouverts pour accélérer l'embarquement et le débarquement des passagers aux arrêts. Au cours des trajets les plus fréquentés, les passagers préfèrent rester matin et soir sur les plateformes, mais l'hiver, ils sont forcés de s'entasser à l'intérieur.

En parlant de l'hiver… J'aimais rester dans le vestibule de la première voiture derrière la locomotive quand elle allait à reculons! Le devant de la chaudière et le phare me fixaient alors du regard, le bruit de la vapeur était « super » et tous les objets froids de la chaudière se couvraient de givre dans des volutes de vapeur sans fin.



CNR's Mechanical Department standard plan shows a host of details about the locomotives in the X-10-a sub-class. Lorne Perry collection.

Le plan standard du Département de mécanique du CN nous montre une série de détails de la locomotive de banlieue de classe X-10-a. Collection Lorne Perry.



This diagram, suitable for modellers, was published in a Simmons-Boardman book entitled '100 years of Steam Locomotives' dated 1957. The diagram purports to show 1544, later CNR 49, but the plan was the same for all six locomotives in the series.

Ce dessin, qui s'adresse aux modélistes ferroviaires, est publié dans un livre intitulé 100 years of Steam Locomotives, édité par Simmons-Boardman en 1957. Ce diagramme représente la locomotive no 1544, qui deviendra la no 49, mais se rapporte en fait aux six locomotives de la même série.

The end is near

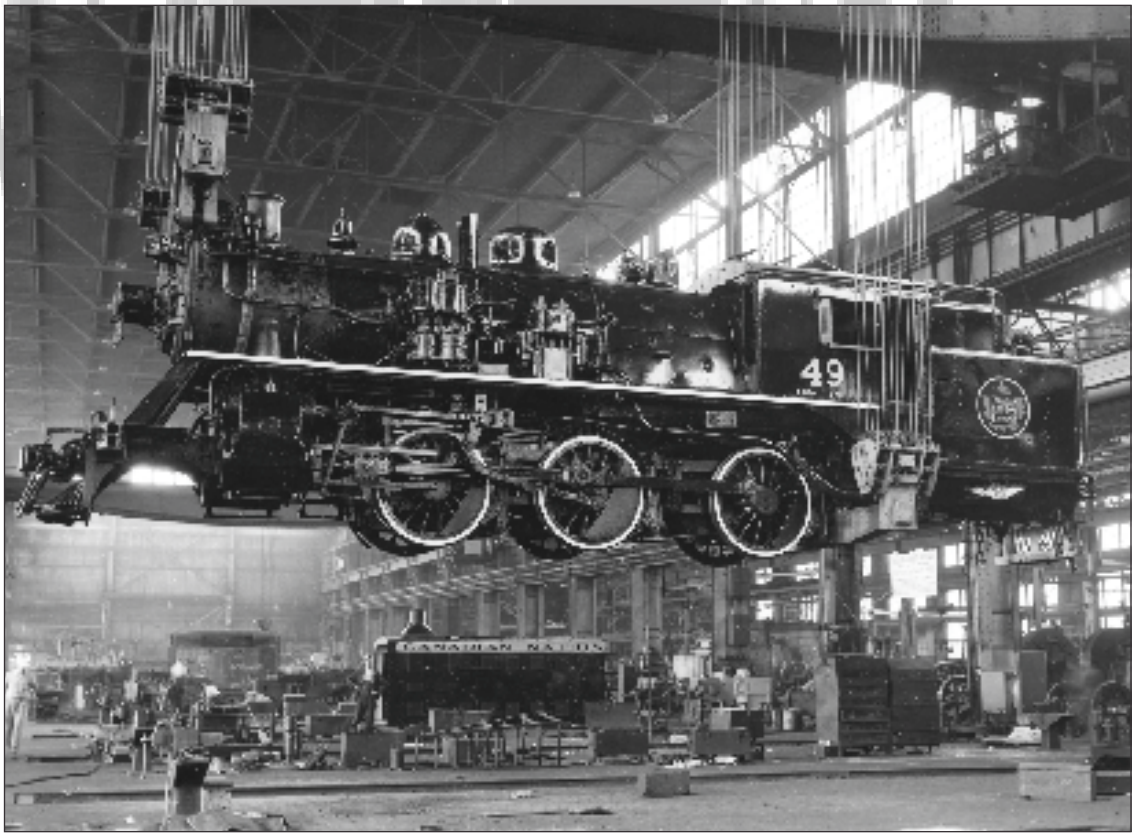
At the Montreal end, Bonaventure Station, located at the corner of what is now Peel and St. Antoine Streets, was the terminus. When the adjacent CNR freight terminal burned to the ground in 1948, Bonaventure Station was required for freight duty. Commuter service had just been transferred to Central Station, which had opened five years earlier.

In 1955 the run was shortened on the west end to terminate at Dorval. This required a complicated manoeuvre called a 'flying switch'. After unloading, the train got up quickly to 10 miles per hour and then the loco was cut off to accelerate ahead, beyond a crossover switch. A Trainman was standing by that switch to re-align it before the coaches rolled past him. Of course he had already reversed the other cross-over switch permitting the coaches to continue onto the eastward main. The other Trainman, riding the coaches, set the brakes, and awaited arrival of the locomotive, which backed past the cross-over switch and then took that route across to join the coaches. Once the air was pumped up and steam heating pipe attached, the train was ready to proceed eastward.

La fin est proche

À Montréal, le terminus est la gare Bonaventure, situé là où est maintenant le coin des rues Peel et Saint-Antoine. Quand la gare de marchandises adjacente du CN brûle en 1948, la gare Bonaventure doit assurer le service du fret. Le service de banlieue, pour sa part, a été transféré avant l'incendie, à la gare Centrale, ouverte cinq ans auparavant.

En 1955, la ligne est raccourcie vers l'ouest, finissant à Dorval. Ceci requiert alors une manœuvre compliquée appelée « flying switch » ou « aiguillage volant... ». Après avoir débarqué les passagers, la rame roulait à 16 km/h (10 mph), puis on dételait la loco, qui accélérait pour passer l'aiguillage d'évitement avant la rame qui la suivait sur sa lancée. Après le passage de la loco, on remettait l'aiguillage sur la voie principale pour y engager la rame. Sur cette dernière, une fois passé l'aiguillage, le contrôleur freinait et attendait que la locomotive vienne reprendre la rame par l'autre bout. Une fois la conduite de frein rebranchée et purgée et celle de vapeur pour le chauffage rebranchée, la rame pouvait se rediriger vers l'est.



Number 49 was the last steam locomotive overhauled at Pointe St. Charles Shops in Montreal, prior to change over to diesel maintenance. Here it is ready to be re-united with its leading and trailing trucks. CNR 53157, Lorne Perry collection.

La no 49 fut la dernière locomotive à vapeur à subir une révision aux ateliers de Pointe-Saint-Charles à Montréal, peu de temps avant le changement de vocation de ces ateliers vers l'entretien des locomotives diésels. Ici, la no 49 est prête à recevoir les roues de son bissel avant et de son bogie arrière. CNR 53157, collection Lorne Perry.

As the number of CN Lakeshore commuter trains declined, some of the X-10-as were shifted to southwestern Ontario in the mid 1950s for use on short haul trains, but their tiny coal and water reserves limited their utility.

The 49 remained true to her roots and remained on the CNR Lakeshore Service until April 1959 when diesels took over the remaining two weekday round trips. The diesels were to have a short tenure as the CN discontinued the last two trains on June 30 1960.

Companions 46 and 47 also escaped the cutting torch but 49 is the only one on display in a protected environment.

Modeling the X-10-a's

No commercial models exist in any gauge of the X-10-a's, but we know of two custom built models: one a live steamer and the other an O-gauge model by the late John Saunders.

In the spring of 1946, Ernie Modler photographed this live-steam model of CNR Suburban engine 46 at the Canadian National Recreation Association grounds in Lachine, Quebec. Ronald S. Ritchie collection.

Au printemps de 1946, Ennie Modler photographie ce modèle réduit de la locomotive interurbaine no 46 du CNR, qui fonctionne réellement à la vapeur, sur les terrains de l'Association canadienne nationale des parcs et loisirs à Lachine, Québec. Collection Ronald S. Ritchie.

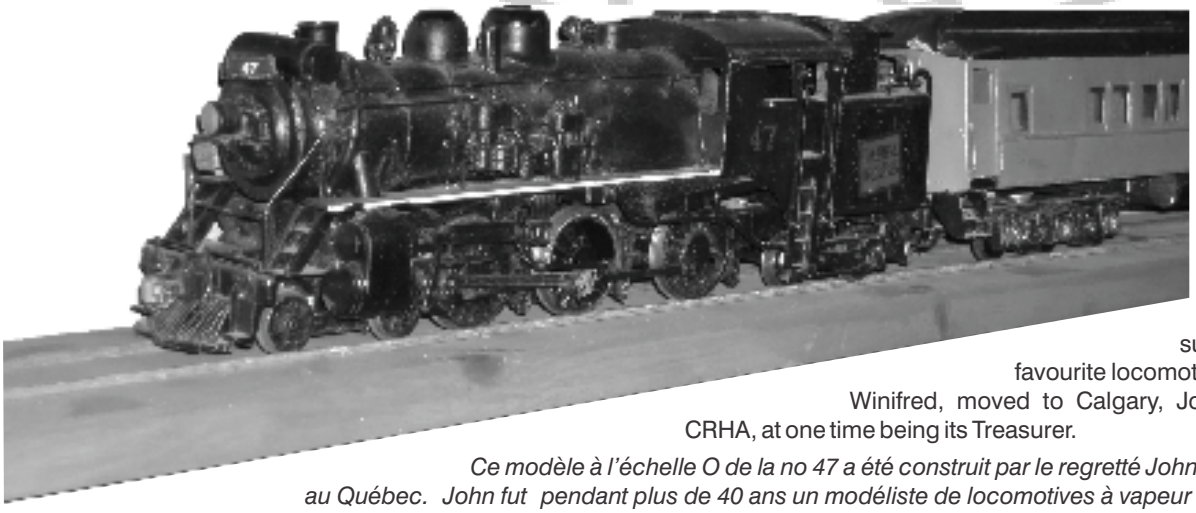
Comme le nombre de trains de banlieue du CN diminuait sur la ligne du Lakeshore, quelques-unes des X-10 furent envoyées dans le sud-ouest de l'Ontario au milieu des années 50 pour tirer des trains sur de courts trajets, mais leurs faibles réserves de charbon et d'eau limitèrent leur usage.

La no 49 resta fidèle à ses racines et assura le service du Lakeshore jusqu'en avril 1959, quand les diesels prirent les deux dernières journées de semaine qui restaient. Mais l'activité des diesels fut très courte : le CN mit fin au service des deux derniers trains le 30 juin 1960.

Ses compagnes, les nos 46 et 47, échappèrent elles aussi à la torche des ferrailleurs, mais la no 49 est la seule exposée dans un environnement protégé.

Modeler la locomotive X-10-a

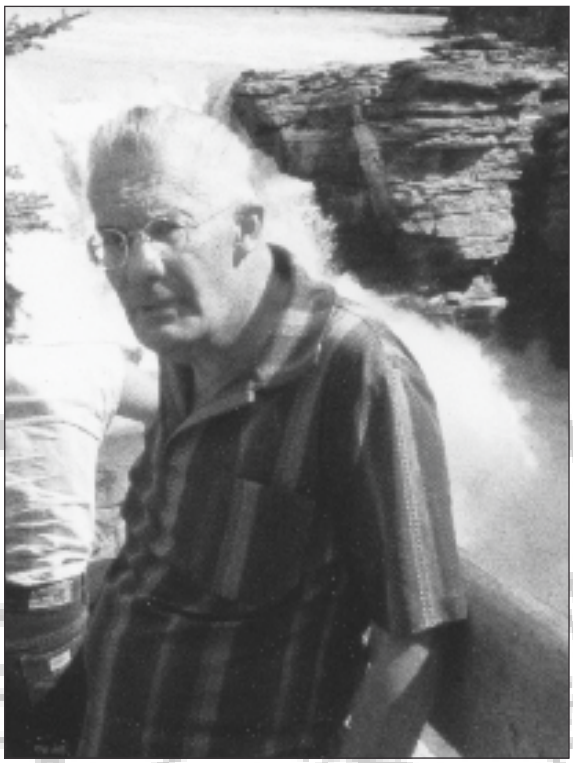
Il n'existe nulle part, dans aucune échelle, de modèle réduit commercial de la X-10-a mais nous en connaissons deux de constructions artisanales.



This O-gauge model of CN 47 was scratch-built by the late John Saunders, formerly of St. Lambert, Quebec. He was a veteran modeller of Canadian National steam locomotives and passenger equipment for some forty years. He always included the CN suburban engines among his favourite locomotives. Before he and his wife, Winifred, moved to Calgary, John was involved with the CRHA, at one time being its Treasurer.

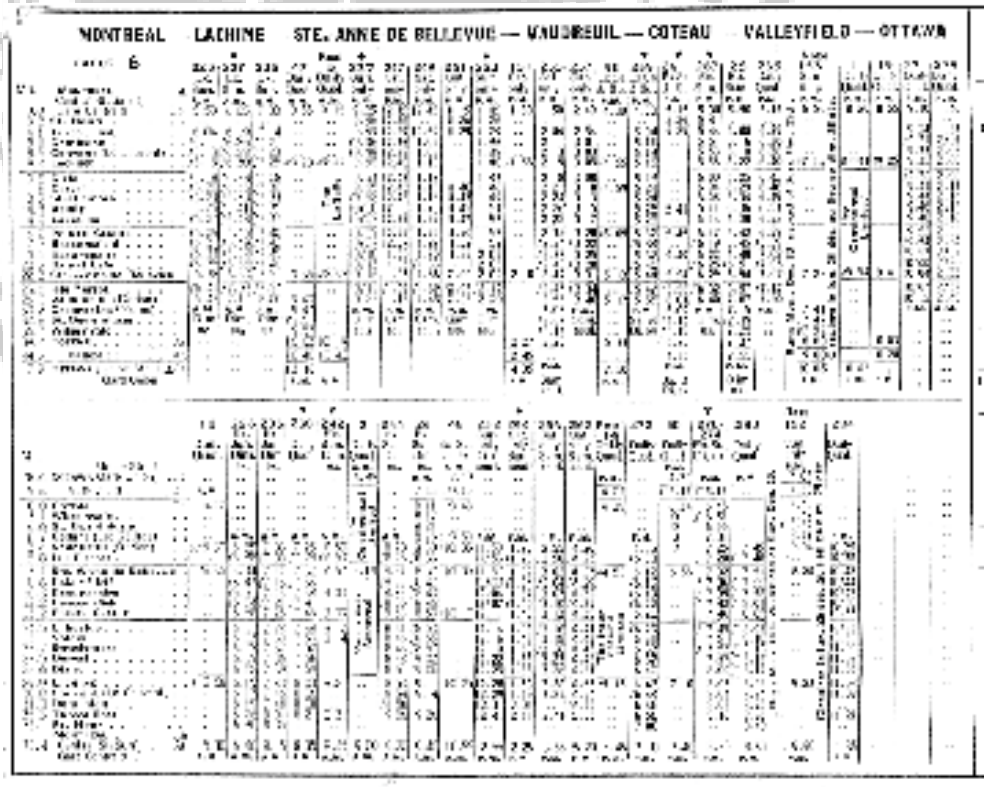
Ce modèle à l'échelle O de la no 47 a été construit par le regretté John Saunders de Saint-Lambert au Québec. John fut pendant plus de 40 ans un modéliste de locomotives à vapeur et de voitures passagers du Canadien National. Il avait un attrait particulier pour les locomotives suburbaines du CN. Avant leur déménagement vers Calgary, lui et son épouse Winifred s'investirent dans l'ACHF, dont John fut pendant un certain moment le trésorier.

Mr. Saunders is most remembered by the older members for the collating nights hosted by John and his wife. These were evenings when a group of members would go to John's house and assemble the CRHA News Report, later Canadian Rail, and then stuff them into mailing envelopes. This would be followed by refreshments, including Winifred's home-made cake. Also, during the early years of the Canadian Railway Museum, John and Winifred would be out there with the BBQ making hamburgers for the volunteer workers. Michael leduc.



Michael Leduc

D'anciens membres se rappellent les fois où lui et son épouse étaient les hôtes des soirées de "compilation". C'était les soirs où des membres se réunissaient au domicile de John pour compiler les News Report, plus tard les Canadian Rail, en les plaçant dans des enveloppes avant de les poster. Des rafraîchissements étaient alors offerts dont les gâteaux faits maison par Winifred. Plus tard, lors des premières années du Musée ferroviaire canadien, John et Winifred apportaient leur BBQ et offraient des hamburgers aux bénévoles. Michael Leduc.



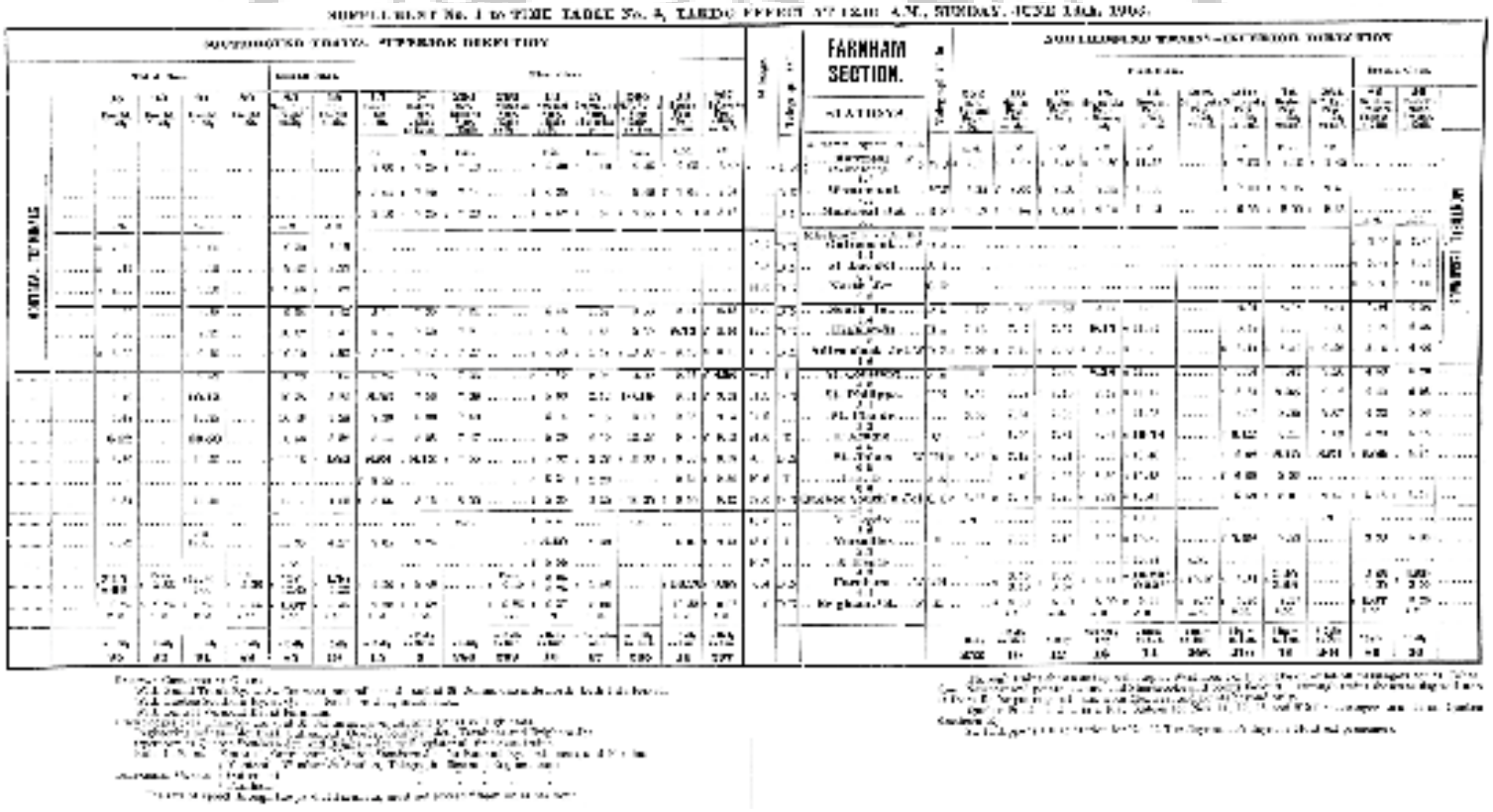
'NA, DJ AND JU' – Earlier times at St. Constant and Delson

By Stan J. Smaill

In the days before the dispatcher's telephone and radio communications, the telegraph was the primary means of communication for both train operations and commercial telegrams. Each station was identified by a one or two letter call letter code. For example, St. Constant, Quebec was 'NA', Delson on the Napierville Junction Railway was 'DJ' and Delson on the CPR was 'JU'.

Delson takes its name from the first three letters of DELaware and the last three letters of HudSON. This name came into use when the Napierville Junction Railway, the D&H's Canadian subsidiary, was built in the early 1900's to connect the D&H with the CPR. Prior to the arrival of the NJ, the name Delson did not exist (for that matter neither did Exporail, the Canadian Railway Museum).

In this, the fiftieth anniversary of Exporail, a small selection of photos is presented featuring historic views of the railway neighbourhood that Exporail shares with the present day CPR, CNR and AMT train operations. Many changes have come to the railway infrastructure around Delson and St. Constant. Both the CNR and CPR stations at St. Constant are gone, the Napierville Junction Railway is now the CPR Lacolle Subdivision, and even the CN-CP diamond crossing at Delson has been removed.



Supplement to CPR Operating Timetable Number 3 taking effect Sunday, June 14, 1903. Of note: Delson is not mentioned as an operating point as the Napierville Junction Railway had not been built yet. The CPR line of railway is called the "Farnham Section", later it would become the Adirondack Subdivision. The diamond crossing between the Grand Trunk and CP at Delson is mentioned in the footnotes as being 'one mile south of St. Constant'.

Many of the older volunteers at the Canadian Railway Museum remember the CPR St. Constant station as a rather ramshackle passenger shelter for those travelling on the various local passenger trains – usually operated with Budd RDC's – in the sixties. Once upon a time, however, St. Constant, Quebec was a full-fledged CPR local agency. In this undated view from the early 1900s, the lower quadrant train order signals are 'clear', there is a wooden boxcar on the team track and the southward approach signal for the interlocking at Delson displays stop and proceed. Ronald S. Ritchie collection.

D'anciens bénévoles du Musée ferroviaire canadien des années 1960 se souviennent de la gare du CPR à Saint-Constant comme d'un abri plutôt délabré pour les passagers qui voyageaient sur les différents trains locaux, le plus souvent des autorails de type RDC de Budd. Cependant, il fut un temps où la gare de Saint-Constant au Québec était le site d'une agence à part entière du CPR. Sur cette photo prise au début des années 1900, on peut voir le sémaphore indiquant que la voie est libre. On aperçoit aussi un wagon couvert sur la voie de transbordement ainsi que le signal d'approche de l'enclenchement à Delson, qui indique un arrêt permis. Collection Ronald S. Ritchie.

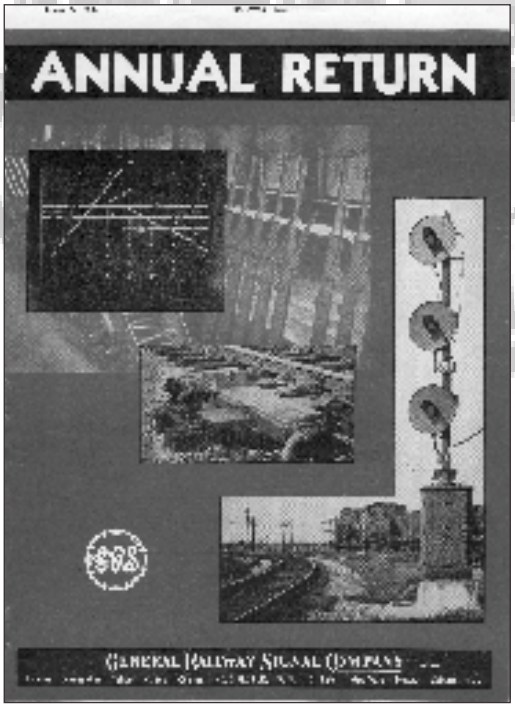
Was Omer a visionary? Maybe he was! In any case, one has to wonder if Mr. Lavallee realized that the plot of land beyond milepost 36 of the CPR Adirondack Subdivision at St. Constant, Quebec would become the site of Exporail, the Canadian Railway Museum, when he took this photo of CPR P1 2-8-2 5171. The steamer is assisting the northbound Napierville Junction freight on April 11, 1959! Omer Lavallee, Ronald S. Ritchie collection.

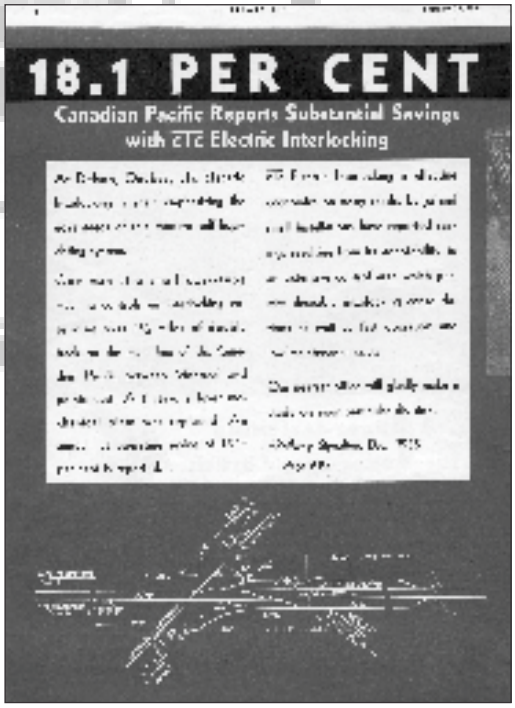
Omer Lavallée était-il un visionnaire? Peut-être! On se demande s'il aurait deviné que le lot de terrains derrière la borne milliaire no 36 de la subdivision Adirondack du CPR, à Saint-Constant, Québec, deviendrait le site d'Exporail, le Musée ferroviaire canadien, lorsque cette photo de la locomotive 2-8-2, classe P1, no 5171 du CPR, fut prise! La locomotive à vapeur assiste le train de marchandises, en direction nord, du chemin de fer Napierville Junction en ce 11 avril 1959! Omer Lavallée, collection Ronald S. Ritchie.

At Delson, Quebec the single track CNR Massena Subdivision crossed the double track CPR Adirondack Subdivision. The Napierville Junction Railway also interchanged with both Canadian carriers at Delson. For many years, these intersections were protected by a thirty-one lever mechanical interlocking plant, controlled from a tower in the south west quadrant of the Delson diamond. To our knowledge, this is the first photo of Delson tower to be published. In 1935, the mechanical interlocking was replaced with an electric interlocker controlled by the operator in CPR's Delson station, which appears in the background of this view from 1914. Ronald S. Ritchie collection.

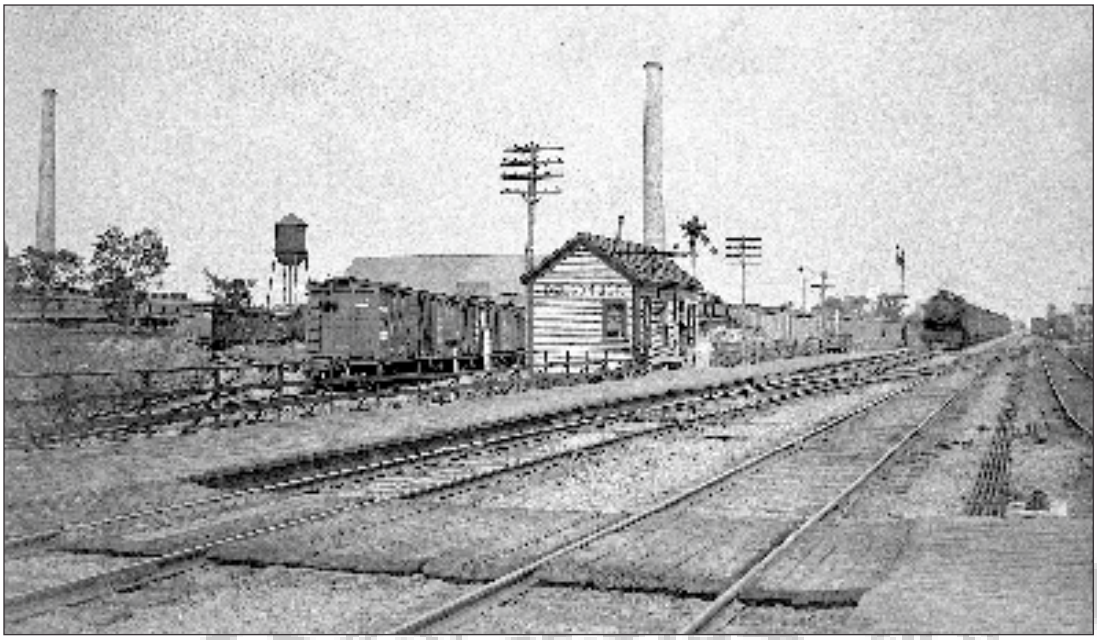
À Delson, Québec, la voie unique de la subdivision Massena du CNR traverse les deux voies de la subdivision Adirondack du CPR. Le chemin de fer Napierville Junction croise aussi les deux transporteurs canadiens. Pendant de nombreuses années, ces intersections étaient protégées par plus de 31 mécanismes d'enclenchement contrôlés par une tour au sud-ouest du cœur de la traversée de Delson. À notre connaissance, ceci est la première photo publiée de la tour Delson. En 1935, l'enclenchement mécanique est remplacé par un enclenchement électrique contrôlé par un opérateur à la gare Delson du CPR, qu'on aperçoit en arrière-plan de cette photo prise en 1914. Collection Ronald S. Ritchie.

Thanks to the vigilance of former Exporail volunteer Grant B. Will, Canadian Rail is pleased to present this advertisement from the February 29, 1936 issue of Railway Age showing the electric interlocking at Delson, Quebec. The various photos show the model board of the GRS interlocker, an early dual control switch machine and the searchlight style target signals as seen on Signal 351. In the background, a ubiquitous CPR D10 4-6-0 prepares to leave for Montreal's Outremont Yard. Stan Smaill collection.



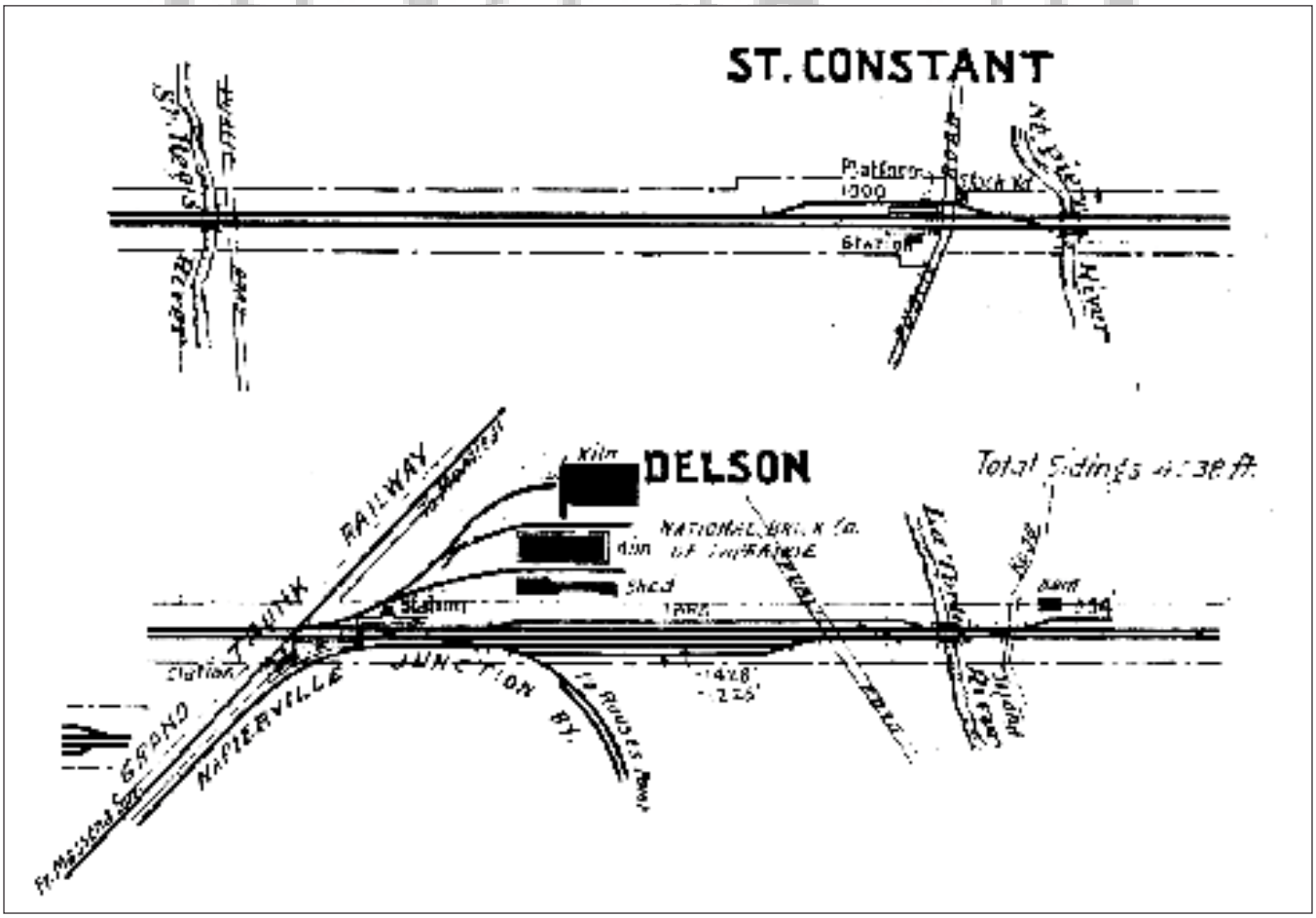


Grâce à la vigilance de Grant B. Will, un ancien bénévole d'Exporail, Canadian Rail a le plaisir de vous offrir cette publicité parue dans l'édition du 29 février 1936 du Railway Age, illustrant le système d'enclenchement électrique de Delson, Québec. Nous apercevons sur ces photos le tableau de bord de l'enclenchement GRS, un ancien système d'aiguillage à double contrôle, et les feux de style cible tels que vus sur le signal 351. En arrière-plan, l'omniprésente locomotive 4-6-0, classe D10 du CPR, qui se prépare à partir vers la cour Outremont de Montréal. Collection Stan Smaill.



The telegraph call letters 'DJ' mean Delson Junction. In this marvellous image from 1914, the photographer is looking southeast. The northbound home signal for the diamond at Delson is 'Clear' and the water tank and kiln chimney of the National Brick Company (Laprairie Brick) rise in the rear. CPR Archives.

L'acronyme télégraphique DJ signifie Delson Junction. Le photographe regarde en direction sud-est, sur cette magnifique illustration datant de 1914. Le signal local en direction nord du cœur de traversée à Delson indique que la voie est libre. En arrière-plan : le château d'eau et la cheminée de la National Brick Company (Laprairie Brick). Archives du CPR.



This is a schematic blueprint showing track layouts and St. Constant and Delson, Quebec. Stan Smaill collection.

Plan illustrant les réseaux de voies de Saint-Constant et de Delson, Québec. Collection Stan Smaill.

Stan's Photo Gallery

NOVEMBER – DECEMBER 2011

By Stan Smaill

French Version, Michel Lortie

Introduction

This issue's Photo Gallery features a unique Canadian steam locomotive, the six CNR X-10-a class 4-6-4T tank engines built in 1914 by Montreal Locomotive Works for the Grand Trunk Railway's Montreal-Vaudreuil suburban service. Originally numbered GTR 1540 to1545, these locomotives became CNR 45 to 50 following the amalgamation of the GTR into the People's Railway in 1923. The six would retain these road numbers for their entire working lives on Canadian National.

Photos of the X-10-a's in service as Grand Trunk locomotives are scarce, but images of them in CNR service abound, especially in the postwar era. The usual sources that we draw from, namely the Ritchie holdings (including Omer Lavallee and Ernest L. Modler), Lorne Perry, CRHA archives (fonds Kemp, McGee and Corley) have provided a fantastic portfolio of CNR X-10-a scenes for this photo gallery instalment. They complement Lorne Perry's article on these unique locomotives that plied CNR's Montreal suburban lines for many years. It is important to us at the CRHA that we make use of the various Fonds within our archives created from the donation of photo collections by members and friends of the CRHA.

The X-10-a's were the last steam locomotives in regular service in the Montreal area operated by the CNR and were the last tank engines to power a North American commuter train. Most of them spent their entire lives operating on the Canadian National Lakeshore commuter service that was begun by the Grand Trunk Railway in the late nineteenth century. In 1959, the last remnant of this service between Montreal and Dorval was dieselised and then abandoned in 1960. Three of the tank engines have been preserved. Number 49, the last regular service steam locomotive overhauled at Montreal's Pointe St. Charles shops, is a restored and prized exhibit at Exporail – The Canadian Railway Museum.

The crews on the commuter trains cavalierly switched the train for the return move to Montreal using a flying switch manoeuvre (while this occurred in Dorval, it had nothing to do with the nearby airport!). To place the locomotive on the east end of the CNR Lakeshore commuter trains at Dorval, after detraining westbound passengers, the X-10-a and her train would reverse eastward on the westbound track, through the east crossover onto the eastward track. The locomotive would then accelerate westward, uncouple the coaches at speed, and proceed back onto the westward track. The trainman

Les photos de Stan

NOVEMBRE – DÉCEMBRE 2011

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Dans ce numéro, nous vous proposons une série de photos mettant en vedette une locomotive à vapeur d'un modèle peu courant au Canada. En effet, les six engins de classe X-10-a du CN, construits pour le Grand Tronc par Montréal Locomotive Works en 1914, étaient de type 4-6-4T, n'avaient pas de tender et transportaient leur réserve d'eau et de charbon à même leur châssis. Elles étaient numérotées 1540 à 1545 au Grand Tronc, qui les utilisa pour son service passager sur la ligne Montréal – Vaudreuil. Lorsque celui-ci fut intégré aux Chemins de fer nationaux, en 1923, elles ont été renumérotées 45 à 50, numéros qu'elles porteront au CN jusqu'à la fin de leur carrière.

Les photos de ces locomotives à l'époque du Grand Tronc sont très rares, voire inexistantes; par contre, nous avons de nombreuses photos de ces locomotives au service du CN, datant surtout de la période de l'après-guerre. Les collections Ritchie, Lavallée, Modler et Perry ainsi que les archives de la SCHF, fonds Kemp, McGee et Corley, nous ont fourni les magnifiques photos que nous vous présentons. Celles-ci, de plus, accompagnent l'article écrit par Lorne Perry sur le même sujet. Il nous semble important d'utiliser dans nos pages les photos qui ont été données à la SCHF par les membres de la société et leurs nombreux amis.

Les X-10-a furent les dernières locomotives à vapeur utilisées en service régulier par le CN dans la région de Montréal et les dernières du type à tender intégré en Amérique du Nord. La plupart d'entre elles ne servirent que sur la ligne de banlieue Ouest de Montréal, le long du lac St-Louis, qui fut inaugurée par le Grand Tronc vers la fin du 19e siècle; elles ont étés remplacées par des Diesel en 1959 entre Montréal et Dorval jusqu'à la suppression du service en 1960. Trois de ces locomotives ont été conservées – entre autres la 49, qui est la dernière locomotive à vapeur remise à neuf par les ateliers de la Pointe St-Charles, et qui fait maintenant partie de la collection du musée Exporail.

L'arrêt au terminus de Dorval et le changement de direction vers Montréal donnaient lieu à l'époque à une pratique plutôt dangereuse. Voici comment on procédait à cette manœuvre, appelée « flying switch » par les équipes. Après avoir débarqué les passagers en gare de Dorval sur la voie en direction ouest, on reculait le train sur celle-ci jusqu'à la bretelle donnant accès a la voie en direction est, puis, sur cette voie, on reculait sur une bonne distance, après quoi la locomotive accélérait. Le

on the ground would then line the east crossover switch for the straight, allowing the coaches to roll by their engine now in the clear on the westbound track. Once the coaches cleared the east crossover switch, the locomotive would then back eastward through the now reversed east crossover. After the trainman on the ground lined the switch for the straight, the engine would proceed westward on the eastward track to couple onto the coaches boiler first. The free-wheeling coaches were stopped by an on board trainman using a back up hose emergency brake valve. This movement which would not be permitted today as 'bottling the air' is a strictly prohibited air brake practice.

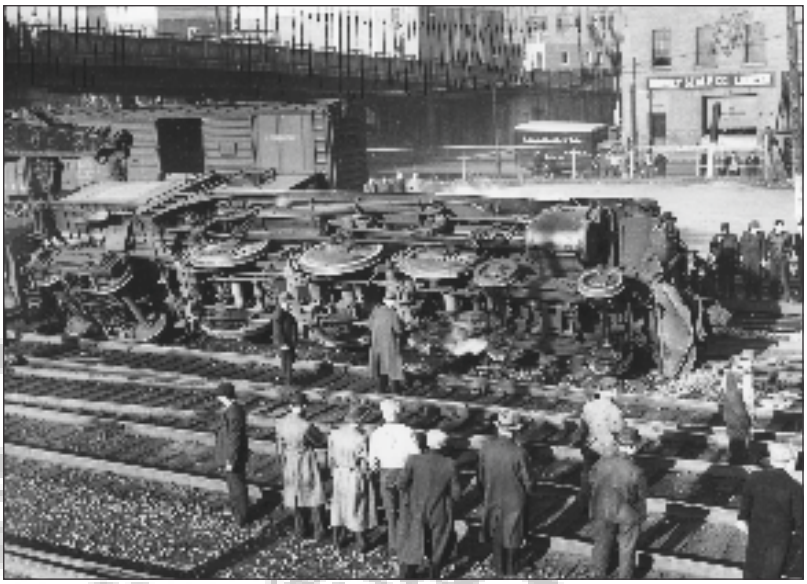
This Photo Gallery is dedicated to David H. Jenkins, a great friend and benefactor to the CRHA and its projects. He operates Hobby Junction Express in Dorval, Quebec with his partners Paul Crepin and Anthony Chan. The CNR X-10-a tank engines, especially engine No. 49, are Dave's favourite CNR steam locomotives. If Dave has his way, one day he plans to import an HO scale model of a CNR 'Suburban' tank engine.

serre-frein détachait les wagons, et la loco, maintenant seule, continuait à toute vitesse vers la bretelle de communication qu'elle empruntait pour rejoindre la voie ouest. Pendant ce temps, les wagons continuaient sur leur erre et un membre de l'équipe se dépêchait de changer l'aiguillage pour qu'ils puissent continuer sur la voie est. Enfin, le serre-frein arrêtait les wagons et la loco pouvait revenir sur la voie est se raccorder à son train. Inutile de dire que ce petit jeu dangereux requérait de la part des équipes une bonne coordination et de bons réflexes. Ce genre de pratique est strictement défendu de nos jours.

Cette collection de photos est particulièrement dédicacée à David H. Jenkins, grand ami et soutien financier de la SCHF et de son musée. M. Jenkins et ses associés Paul Crépin et Antony Chan sont propriétaires de la boutique Hobby Junction Express de Dorval, Québec. Ils aimeraient bien qu'une maquette à l'échelle HO de la locomotive de type X-10-a soit commercialement disponible, ils espèrent même pouvoir en faire fabriquer une qu'ils puissent vendre dans leur magasin.

The banjo signals are swinging on the CNR as the 48 hustles its Vaudreuil bound consist of wooden cars over the public crossing at Saint Charles Road, in Beaconsfield, Quebec, on wintry day in the mid nineteen-fifties. A working example of a banjo signal is a featured outside display at Exporail, the Canadian Railway Museum. Ronald S. Ritchie.

Par une froide journée d'hiver, au milieu des années cinquante, la 48, qui amène son train en direction de Vaudreuil, traverse le passage à niveau du boulevard St. Charles à Beaconsfield, Québec. Ce passage était protégé par un avertisseur sonore et lumineux, visible sur la photo et aujourd'hui disparu, appelé « banjo » pour sa ressemblance avec cet instrument. On peut voir un exemplaire de cet avertisseur au musée Exporail. Ronald S. Ritchie.



Modellers, this one's for you! The details of the underside of CNR X-10-a 4-6-4T No. 50 on her side at Montreal's Bonaventure Station are clearly evident in this 1946 view from Ernie Modler. The exact cause of the upset is not known, but it appears the locomotive ran through a switch and toppled over on the fireman's side. Ernest L. Modler, Ronald S Ritchie collection.

Cette photo réjouira sans doute tous les amateurs de maquettisme! La X-10-a 50 s'est retrouvée couchée sur son côté gauche tout près de la gare Bonaventure en 1946; un aiguillage mal aligné en aurait été la cause. Cette photo, prise par Ernie Modler, nous laisse voir tous les détails mécaniques habituellement invisibles. Ernest L. Modler, collection Ronald S. Ritchie.

Number 50 again, this time upright! Doubleheaded with a CNR Z1 GE electric locomotive still numbered in the 9100 series, the 50 accelerates a combined St. Eustache-Pointe Calumet train away from Val Royal, Quebec on July 7, 1948. At St. Eustache, the 50 will continue to Pointe Calumet with a 'beach' train comprising some of the wooden passenger train consist. The 9100 will return to Montreal with the rest of the coaches as a regular weekend commuter train. Ronald S. Ritchie.

La 50, remise sur ses roues, en compagnie d'une locomotive électrique GE de type Z1 du CN, quitte la gare de Val-Royal en direction de St-Eustache et Pointe-Calumet le 7 juillet 1948. À la fin de l'électrification à St-Eustache, la 50 va continuer vers les plages de Pointe-Calumet avec la partie du train composée de wagons en bois, alors que la locomotive électrique va retourner a Montréal avec son train de banlieue. Ronald S. Ritchie.

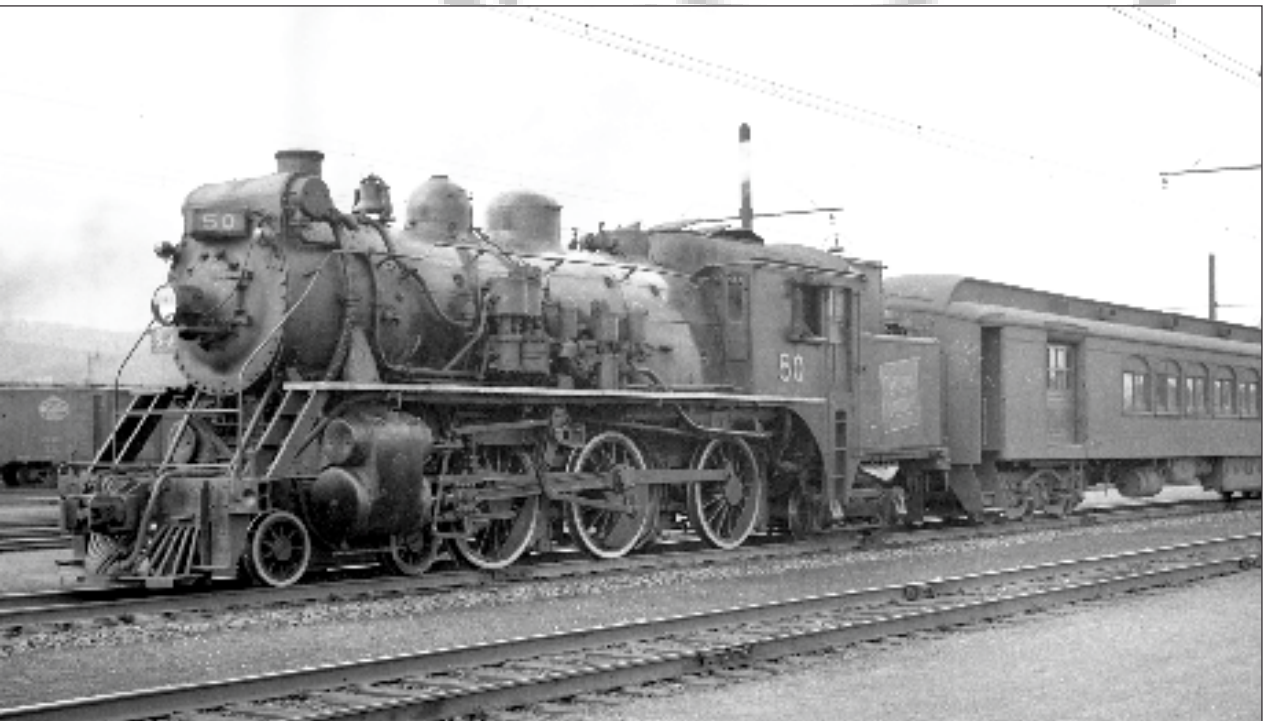
At Turcot after dark. Still sporting her angled CNR 'wafer' herald, the 49 is at rest out back of Montreal's massive 56 stall Turcot roundhouse in 1950. The wafer will be replaced with the circular monogram herald in 1957 as part of the overhaul of the 50. It was the last regular service CNR steam locomotive to be overhauled at the Pointe St. Charles shops. Ronald S. Ritchie.

À la tombée de la nuit en 1950, la 49 est au repos à l'arrière de l'énorme rotonde de 56 places de la gare de triage Turcot à Montréal. Elle est encore décorée de l'ancien logo du CN; celui-ci sera remplacé par le nouveau logo circulaire lors de sa remise en état en 1957. Cette locomotive fut la dernière loco vapeur en service régulier à passer par les ateliers de la Pointe St-Charles. Ronald S. Ritchie.

Backlit by the late afternoon sun setting in the west, the 47 is eastbound under the CPR overhead bridge at Lachine, Quebec circa 1956. A competing mode of commuter transit – the MTC route 91 streetcar westbound for Lachine – is barely visible in the left of the photo. Within a few years, both modes of transit will be history. CRHA Collection-Fonds McGee.

Éclairée par le soleil couchant d'une fin d'après-midi de 1956, la 47 passe avec son train sous le viaduc de la ligne du CP à Lachine, au Québec. À sa gauche, on peut voir la ligne des tramways de la MTC qui, avec sa ligne 91 Lachine, était un concurrent du train. Quelques années plus tard, les deux auront disparu, remplacés par des autobus. SCHF, collection fonds McGee.

Under the wire. CNR 50 is westbound at Turcot East with its usual wooden consist. Eastbound trains switched to electric haulers at this location to permit entry into Central Station. Ernest Modler, Ronald S. Ritchie collection.



La X-10-a 50 du CN, avec son train habituel de wagons en bois, est en direction ouest sous les caténaires de Turcot est. C'était l'endroit où l'on changeait la loco vapeur des convois en direction est pour une locomotive électrique afin d'entrer en gare Centrale. Ernest Modler, collection Ronald S. Ritchie.

Forty-nine and the Fairbanks! With Canadian Locomotive Company FM CFA-16-4 9316 standing on the shop track lead at Montreal's famous Turcot Roundhouse, No. 49 awaits her call to duty on yet another Dorval turn circa 1958. The cold storage building, which appears in the background of many Turcot photos, is one of the last steam era landmarks still standing today. Its remaining time is short as the structure is slated for demolition with the imminent rebuilding of the Turcot highway interchange. Ronald S. Ritchie.

La 49 est stationnée sur la voie des ateliers près de la rotonde Turcot en compagnie de la diesel Fairbanks Morse 9316, de type CFA-16-4, fabriquée par la Canadian Locomotive Co. Elle attend d'être appelée à tracter un autre train de banlieue vers Dorval en 1958. À l'arrière-plan, on peut apercevoir la bâtisse qui servait d'entrepôt frigorifique à l'époque; cette bâtisse existe toujours, mais elle sera démolie prochainement pour faire place au nouvel échangeur routier qui est en attente de construction. Ronald S. Ritchie.

Watered and coaled, the 49 displays its distinctive short width coal bunker at the Turcot roundhouse dispatch track circa 1958. The 47, 49 and 50 were the last three tank engines used on the CNR Lakeshore commuter service. They were also the last regular service CNR steam locomotives to be maintained at the legendary Turcot roundhouse. Ronald S. Ritchie.

Nouvellement ravitaillée en eau et en charbon, la 49 nous montre la toute petite réserve de carburant qui la caractérise, alors qu'elle attend le signal du départ près de la rotonde Turcot en 1958. Les locomotives 47, 49 et 50 ont été les trois dernières utilisées en service de train de banlieue sur la ligne du lac St-Louis; elles ont également été les toutes dernières locos vapeur logées dans la fameuse rotonde Turcot. Ronald S. Ritchie.

The CNR X-10-a tank engines were among the only steam locomotives to head up passenger trains out of Montreal's Central Station. The locomotives for westbound Lakeshore commuter trains would back from Turcot to Central Station, but stop short of the structure. This eliminated the steam-electric loco swap out at Turcot East. No. 49 prepares to leave for Dorval in this undated view from before 1957. John Dziobko.

Les locomotives de la catégorie X-10-a ont été les seules à vapeur autorisées à desservir la gare Centrale de Montréal. Elles pouvaient reculer leur train jusqu'au quai, mais devaient s'arrêter avant de pénétrer à l'intérieur de la structure afin d'éliminer l'échange pour une locomotive électrique à Turcot est. Ici, la 49 s'apprête à partir vers Dorval avec son train, en 1957. John Dziobko.

CNR 4-6-4T 49 is westbound after its 1957 Pointe St. Charles overhaul, pulling a string of wooden coaches. The erstwhile X-10-a is about to duck under the CPR Adirondack Subdivision overhead crossing near the Lachine–Ville St. Pierre borough boundary. The double track Montreal Transportation Commission streetcar right of way is evident in the background, but like the CNR main line through Lachine with its unique commuter service, it too will soon be history. CRHA Archives, Fonds McGee.

La X-10-a 4-6-4T 49 file vers l'ouest avec un train de wagons en bois, en 1957. Elle vient tout juste d'être remise en état aux ateliers de la Pointe St-Charles et s'apprête à passer sous le viaduc des voies du CP situé à la frontière des villes de Lachine et St-Pierre. À l'arrière-plan, on peut voir les voies de tramway de la Commission des transports de Montréal, qui desservait Lachine. Dans quelques années, toutes ces voies auront disparu. Archives SCHF, fonds McGee.

CNR X-10-a 47 with a newly painted wooden train approaches Dixie station in Lachine in the early 1950's. Note the platform on the baggage end of the combination car. Today, the tracks are gone and the former right-of-way is Victoria, Avenue in Lachine. Ronald S. Ritchie.

Au tout début de la décennie cinquante, la X-10-a 47 arrive à l'arrêt Dixie à Lachine. Elle est en tête de trois wagons en bois fraîchement repeints. On peut voir la plateforme extérieure du premier wagon. Aujourd'hui, ces voies sont disparues et l'ancienne emprise est devenue l'avenue Victoria de la ville de Lachine.

An excellent view by Forster Kemp shows No. 47 heading up an all wooden consist at Dorval, Quebec around 1952. The familiar insulbrick clad Grand Trunk two storey station is evident as is the 'Pool Track' in the foreground of the photo. The Pool Track was used by the joint CNR-CPR Montreal–Toronto pool trains to access the CPR Winchester Subdivision for their operation to and from CP`s Windsor Station in Montreal. CRHA Archives, Fonds Kemp 1137.

Cette très belle photo, prise vers 1952 par Foster Kemp, nous montre la 47 arrivant en gare de Dorval au Québec avec un train de wagons en bois. La gare, à l'arrière-plan, construite par le Grand Tronc, comprenait deux étages et était recouverte de papier imitation de briques. À l'avant-plan passe la voie qui réunissait les emprises du CN et du CP; elle permettait aux trains conjoints de passagers quittant la gare Windsor par les voies du CP de passer sur la ligne du CN pour continuer jusqu'à Toronto. Archives SCHF, fonds Kemp 1137.

X-10-a 4-6-4T No. 50 simmers at Vaudreuil, Quebec circa 1952. Operating tank first, it will soon be on her way to Montreal making all local stops on the CNR Lakeshore run. This Omer Lavallee view is especially interesting as it shows steel cars in the solid green CNR paint scheme that preceded the famous tri-colours scheme of green, black and gold introduced in 1954. Omer Lavallee, Ronald S. Ritchie collection.

La X-10-a 50 est en attente en gare de Vaudreuil au Québec vers 1952. Elle va bientôt se diriger vers Montréal en marche arrière, tout en faisant tous les arrêts requis sur la ligne du CN le long du lac St-Louis. Cette photo, prise par Omer Lavallée, est particulièrement intéressante, car elle nous montre les wagons en acier du CN peints en vert avant qu'ils ne reçoivent la célèbre livrée noir, jaune et or, appliquée à partir de 1954. Omer Lavallée, collection Ronald S. Ritchie.

Resplendent in her new paint after her 1957 overhaul at Pointe St. Charles, but with a patina of usage already evident, the 49 is westbound at Convent Station in Lachine, Quebec on October 18, 1958. Diesels would replace the familiar tank engines in 1959 and both the service and the CNR main line through Lachine would be abandoned in 1960. Ronald S. Ritchie.

La 4-6-4T 49 passe devant la gare du Couvent à Lachine, Québec, le 18 octobre 1958. Elle est repeinte à neuf après sa dernière remise en état aux ateliers de la Pointe St-Charles en 1957. Les diesels allaient bientôt remplacer la vapeur sur cette ligne en 1959, et, en 1960, le CN allait supprimer le service ainsi que sa ligne principale passant par Lachine. Ronald S. Ritchie.

Number 47 arrives at Dorval with a three car commuter train late in the era of the CNR Lakeshore service. The train order board is clear and soon, the 47 will perform the running switch manoeuvre to the east of Dorval station on the CNR Cornwall Sub. This engine was amongst the last three X-10-a tank engines in service. After retirement, it was sold to Nelson Blount for his Steamtown Museum in June 1959 as an operating exhibit. CRHA Archives, Fonds Kemp 1136.

La 47 arrive en gare de Dorval avec un court train de trois wagons, vers la fin du service de banlieue. Comme le signal l'indique, la voie est libre et la 47 va bientôt exécuter la manœuvre appelée « flying switch » et ramener son train vers Montréal en marche arrière. Cette loco est l'une des dernières de sa catégorie qu'on utilisa; elle fut par la suite vendue, en 1959, à Nelson Blount, qui la conservera en état de marche à son musée Steamtown. Archives SCHF, fonds Kemp 1136.

The 'flying' or running switch at Dorval. X-10-a 49 executes the flying switch manoeuvre described in the introduction to this Photo Gallery. The three coaches of No 49's train are already rolling westward as the 4-6-4T hustles to get in the clear. CRHA Archives, Fonds McGee.

Voici une photo de la fameuse manœuvre appelée « flying switch », telle que décrite dans l'avant- propos. La X-10-a 49 vient de se détacher de ses trois wagons et change de voie; les wagons, quant à eux, roulent sur leur erre, et, comme on a changé la direction de l'aiguillage, ils vont continuer seuls sur leur voie. Archives SCHF, fonds McGee.

Tank first and bound for Dixie with a vengeance, the 49 is eastbound at Dorval at sunrise on a summer morning around 1958. Within two years, the CNR main line will be rerouted to the north, along the original Grand Trunk alignment. CRHA Archives, Fonds Kemp 1133.

Au lever du soleil, par un matin d'été de 1958, la 49 emmène son train au départ de Dorval en direction est; le prochain arrêt s'appelle Dixie. Cet arrêt va disparaitre deux ans plus tard, car le CN va déménager sa ligne vers le nord en utilisant l'emprise originale du Grand Tronc. Archives SCHF, fonds Kemp.

Like a steam road switcher in passenger service, No. 49 highballs its three car consist eastward between Dorval and Turcot East on a fall morning circa 1958. At Turcot East, No. 49 will hand her train over to an electric locomotive for the final leg of the run to CNR`s Montreal Central Station. CRHA Archives, Fonds Kemp 1134.

La X-10-a 49 roule à toute vitesse en marche arrière avec un train de trois wagons entre Dorval et Turcot est par un beau matin d'automne 1958. Rendue à Turcot est, elle devra laisser son train à une locomotive électrique qui emmènera ce dernier vers son terminus de la gare Centrale de Montréal. Archives SCHF, fonds Kemp 1134.

A familiar face. Seen from the vestibule of the first coach on a CNR Dorval-Montreal commuter train, 4-6-4T 49's headlight and number plate are wreathed in frost from swirling steam back in January 1959. Lorne Perry fondly recalls the barking stack, as one could ride 'face first' with tankers on the eastbound trip back to Montreal. Lorne Perry.

Une vue de face! L'avant de la 4-6-4T 49 est accouplé à son train qu'elle ramène vers l'est, de Dorval à Montréal, en marche arrière. Son phare avant et sa plaque numéro sont enduits du frimas produit par la vapeur en cette froide journée de janvier 1959. Lorne Perry a pris cette photo alors qu'il était debout sur la plage avant du wagon de passagers accouplé à la locomotive, car il aimait bien entendre de près le bruit caractéristique de l'échappement d'une locomotive à vapeur. Lorne Perry.

In the last months of steam operation of the CNR Lakeshore commuter service, X-10-a 4-6-4T 49 arrives at Dorval, Quebec on a blustery morning in January 1959. In the background on the adjacent CPR Winchester Sub, a plow extra powered by CPR G3 4-6-2 2328 removes snow that has fallen in a January blizzard. Lorne Perry.

Peu avant la fin du service de trains de banlieue du CN, la X-10-a 49 arrive en gare de Dorval, par un matin froid et enneigé de janvier 1959. À l'arrière-plan, sur la ligne adjacente du CP, la Pacifique 4-6-2 2328 pousse une charrue à neige qui nettoie les restes de la tempête précédente. Lorne Perry.

In December 1956, the 48 is at London, Ontario with a London–Sarnia local passenger schedule. These unique tank engines seldom strayed from their habitual haunts on the CNR Lakeshore commuter service in Montreal. No. 48's temporary transfer to southern Ontario in 1955 was indeed unusual. Credit Bob Sandusky for his vigilance in recording this rare happening. Robert J. Sandusky.

Décembre 1956 en gare de London, Ontario, la 4-6-4T 48 est en tête du train de passagers en attente du départ vers Sarnia. Ce type de locomotive fut très peu utilisée ailleurs que sur les lignes de la banlieue ouest de Montréal, quand la 48 fut temporairement affectée à la région sud-ouest de l'Ontario. Heureusement, Bob Sandusky était sur place pour prendre ces photos, qui témoignent de cet épisode. Robert J. Sandusky.

Shoved out on the junk lines like useless old machines the 46, 48 and 50 await an uncertain future over the winter of 1959-1960. The 46 will be purchased by Dorval contractor H. J. O'Connell. After another sale it was placed on display at the St. Lawrence Iron and Metal plant near Longeuil, Quebec. Presently, it resides in Vallee Jonction, Quebec near the former Quebec Central Railway station. The 48 was scrapped in 1959 and the 50 in 1960. Ronald S. Ritchie.

Fin de carrière! Durant l'hiver 1959, les 4-6-4T 46, 48 et 50 se trouvent reléguées sur la voie des locomotives destinées à la ferraille. La 46 sera rachetée par le constructeur H. J. O'Connell de Dorval, qui, plus tard, la revendra à la St Lawrence Iron and Metal. Celle-ci l'exhiba à l'extérieur de son usine de Longueuil, Québec. Elle est maintenant rendue à Vallée Jonction près de la gare du chemin de fer Québec Central. La 48 a été ferraillée en 1959, et la 50 en 1960. Ronald S. Ritchie.

The Rideau Railway Idea: 1816-1825

By Herb MacDonald

Introduction

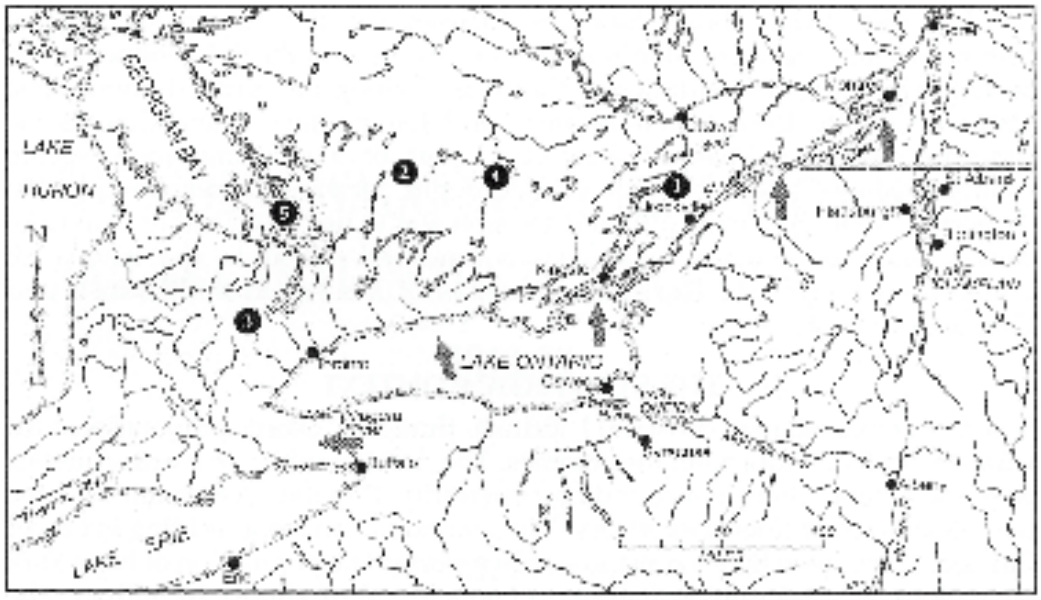
The War of 1812-14 generated a new Canadian perspective on the neighbours to the south. Even though they were half-hearted and disorganized ventures, the American invasions made both colonials and the British government recognize that the USA represented a serious potential future military threat. The Treaty of Ghent in late 1814 restored the peace, but concerns about future American intentions continued to exist along the southern borders of both Lower and Upper Canada (present day Quebec and Ontario). [1]

Into the 1820s, those concerns focused on the future security of communications between Montreal and the emerging communities further inland along the north shore of Lake Ontario. Despite the isolated location and the military orientation of the concerns, use of rail-based transport as part of a new and more secure communications route was one idea brought forward in response to the American threat. While the ultimate decision was to use water, consideration of a railway was a landmark first step toward the future history of Canadian railways.

The Strategic Context

Several factors shaped post-1814 thoughts about preparations for another American attack. The demographics of North America gave the United States a resounding superiority. Population estimates for the Canadas in 1820 suggested a population of less than a million with most residing in Lower Canada. The United States Census of 1820 reported the population of New York State alone was 1.3 million within a national total of almost 10 million. The small colonial populations, especially in the case of Upper Canada, meant that capacity to raise militia forces was very limited. Defence was thus primarily dependent on the British garrisons, the security of supply lines for the garrisons, and the continuation of London's political and financial support for the garrisons.

Even more significant than North American demographics or British politics was the impact of physical geography and its relationship to the American border and the likely routes for any future American invasion (see Figure 1).



The arrow symbols show locations of American military thrusts during the War of 1812-14 and points seen by British commanders as being most vulnerable after 1814. The locations identified as numbers 1 to 5 will be referred to within this article. Toronto and Ottawa are shown with their modern names rather than York and Bytown, their names in the 1820s.

Les flèches indiquent les sites où les militaires américains ont fait des avancés pendant la guerre de 1812-1814 tandis que les points correspondent aux endroits jugés les plus vulnérables par les commandants britanniques après 1814. Les numéros 1 à 5 sont des références pour cet article. Toronto et Ottawa portent leurs appellations modernes plutôt que les noms de York et de Bytown qui les désignaient dans les années 1820.

[1] Despite steps like the Rush-Bagot Agreement that demilitarized the Great Lakes, the common interpretation of the Canadian-American post-1814 relationship as one without concern about future military activity on the border overlooks many realities of the period. Fear that the Americans might flex their military muscles once more remained a major worry for many Canadians until after Confederation. See CP Stacey, "The Myth of the Unguarded Frontier, 1815-1871," American Historical Review, 56, 1, October 1950, 1-18. Col Stacey was a leading historian with the Canadian Army as well as a long-serving faculty member at the University of Toronto.

Westward from Montreal, the primary communications route was the upper St. Lawrence River and then Lake Ontario. Montreal was less than 50 miles from the American boundary. Upriver, the course of the St. Lawrence got ever closer to the border. For the 75 miles immediately east of Lake Ontario, the river was the border with the south bank in American territory. For the nearly 200 miles of Lake Ontario's east-west course, the boundary ran through the middle of the lake. The experience of the 1812-14 conflict, when the lake was the site for operations by both British and American naval forces, demonstrated that it was also a potential route for an attack from the south. At the western end of the lake, the boundary was based on the Niagara River where the east bank was American territory. The main American assaults on Upper Canada in 1812-13 had been launched across the Niagara and the exposure of this section of the border was not forgotten after the coming of peace.

Military Perspectives on the Rideau Route

While there had been consideration of the possible usefulness of an alternative to the St. Lawrence – Lake Ontario line of communications prior to the War of 1812, that conflict brought the idea to the forefront, not as something potentially useful to the colonists, but rather as a likely military necessity.

The first section of an alternate route west from Montreal was obviously the Ottawa River stretching northwest and away from the border. A major tributary of the Ottawa was the Rideau River, flowing northward out of the district between the Ottawa and Lake Ontario. The 100 miles between the confluence of the Rideau and the Ottawa Rivers and Fort Henry on Lake Ontario, the key military strongpoint on the lake, offered sections of a possible water route. Many of these, however, required major improvements. The options were thus: (i) improving natural waterway sections to be linked by short canals, roads or railways; (ii) building a canal, road or railway for the full distance; (iii) some combination of these. Not surprisingly, the earliest considerations of what came to be called the "Rideau route" focused on a water-based option.

In 1814, it was discovered that the Americans were planning a stronger attack the following year, this to be preceded by action to cut the St. Lawrence supply line.[2] A militia Colonel, George Macdonell, proposed speedy development of the Rideau route[3] and carried out preliminary surveys for its rapid preparation using waterways improved by dams plus short canals.[4] The idea, also advanced by Captain James Yeo,[5] Royal Navy commander on the Great Lakes, was quickly reviewed and accepted. On December 29, 1814, Sir George Prevost, Governor in Chief[6] of the colonies put Sir Gordon Drummond, military commander in Upper Canada, on watch:[7]

> "In the event of your entertaining apprehensions of the Enemy's interrupting the existing line of communication from Montreal to Kingston, you will lose no time in giving effect to as much of Lt. Col. McDonnell's project as you shall consider practicable for the purpose of establishing a second route of transport by the Rideau." [8]

The event did not transpire. Five days prior to the order from Prevost to Drummond, a peace treaty had been signed at Ghent. Word of the peace worked its way to the frontier and the forces stood down. Despite the treaty, however, though within the constraints of reduced political tension and availability of funds, there were steps to move Macdonell's idea ahead.

In early 1816, officers from the Royal Engineers were ordered to do additional survey work. Lt Joshua Jebb was assigned "to provide specific plans for a canal's construction. He was also instructed to assess the suitability of the adjacent terrain, especially along the St Lawrence river front, for settlement by retired British soldiers."[9] Jebb's report to Col Elias Durnford,[10] local commander of the Engineers, outlined a proposed route up the Rideau and into a tributary, Irish Creek. A five mile gap separated the Creek from the Gannanocque River [archaic spelling of Gananoque – ed.], the waterway that Jebb believed was the best route to use to carry the new supply and communications line southward to Lake

---

2 CP Stacey, "An American Plan for a Canadian Campaign," American Historical Review, 46, 2, January, 1941, 348-58

3 National Archives of Canada [NAC], RG8/C/38/88-100

4 NAC, MG12/A/2738/85; see also Dictionary of Canadian Biography [DCB], "George Richard John Macdonell," and G Raudzens, "Red George Macdonell," Ontario History, LXII, 4, December, 1970, 199-212. Since the online edition of DCB will be the format accessible to most readers, references to volume numbers, publication dates and authors for DCB references are ignored.

5 DCB, "James Lucas Yeo"

6 Prevost and his successors, Richmond and Dalhousie, held the post of "Governor in Chief" of the North American colonies. Under them were Lt. Governors for individual colonies. For simplicity, subsequent references to the senior position will be to the "Governor."

7 DCB, "George Prevost" and "Gordon Drummond." On the events of 1814 as well as the full scope of the period covered in this paper, see also G Raudzens, The British Ordnance Department and Canada's Canals, 1815-1855, Waterloo: Wilfred Laurier University Press, 1979

8 Quoted in Ontario Department of Energy and Natural Resources, History of the Rideau Waterway, Toronto: 1970, 4. I have been unable to identify the source document for the quotation.

9 DCB, "Joshua Jebb"

10 DCB, "Elias Walker Durnford"

Ontario. To deal with that gap (coded as # 1 on the map in Figure 1), Jebb suggested:

> "…. for this distance I would construct a railway [underlined in original] using a particular description of low cart for transporting stores to where the water again commences. I have had frequent opportunities of seeing this contrivance applied with wonderful effect. It is usually made of cast iron which might easily be obtained and brought by water if Government would again occupy and work the furnace on the Gannanocque stream …. If this plan is not carried into effect, it might still be made of timber." [11]

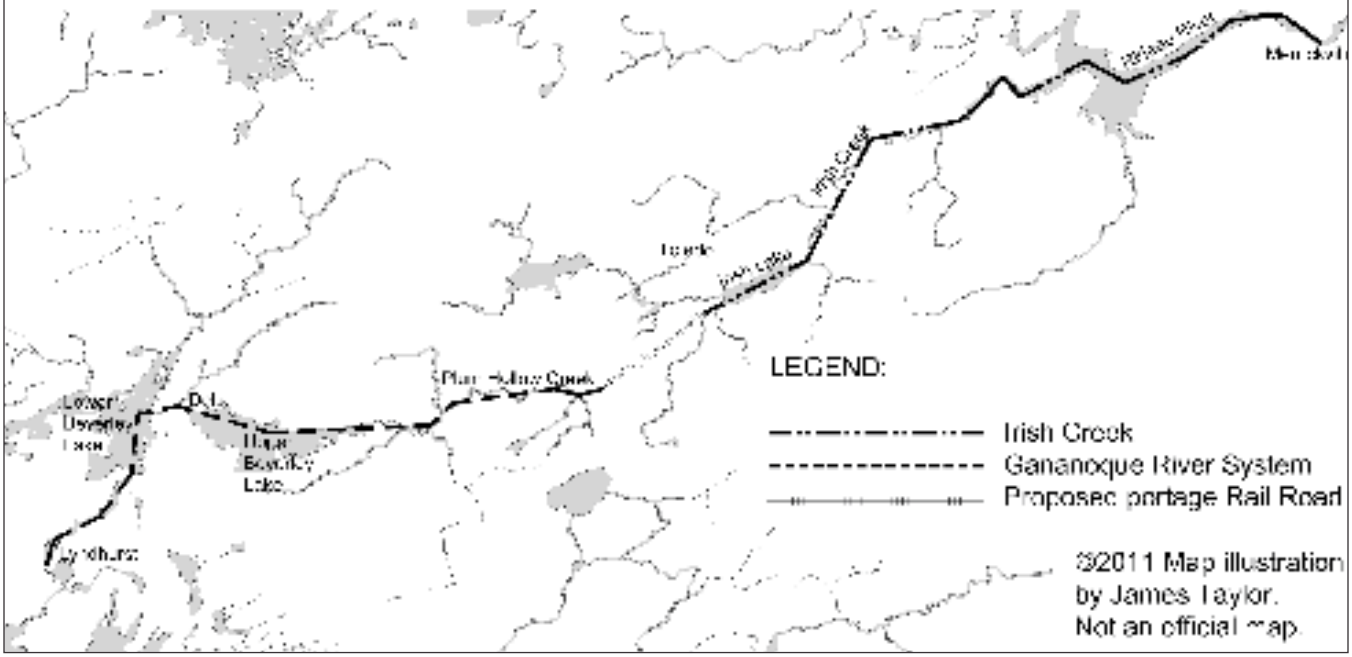
This was the first known recommendation for the use of rails on the Rideau route. Its significance is all the greater as a result of Jebb's expressed preference for iron rails.

In the latter part of 1818, two reports on defence were prepared in Canada. These are interesting, both for their content and for what they did not contain. Lt Col John Harvey, Deputy Adjutant General to George Lennox, Duke of Richmond and the newly installed Governor, prepared a brief report for the Duke. Most notable for purposes here was that Harvey made no mention of the Rideau route. [12] Soon afterward, Richmond forwarded a set of recommendations to Lord Bathurst, Secretary for War and the Colonies. [13] Richmond's report did refer to the concept of the Rideau route and gave it his support. Neither document, however, referred to Jebb or his idea of using a railway in the wilds of Upper Canada.

Bathurst forwarded Richmond's report to the Duke of Wellington who had just assumed the post of Master-General of the Ordnance. On 1 March 1819, Wellington issued a "Memorandum on the Defence of Canada." [14] The Iron Duke's document was much more comprehensive than those done in Canada and became the de facto defence plan for the colonies.

Wellington strongly supported opening the Rideau route. He also applied the idea of such a "back country" line of communication to other potential routes from the Ottawa River westward to Lakes Simcoe and Huron as well as to possible connections between Lake Simcoe and rivers flowing south to Lake Erie and the

Detail of approximate location of the proposed railway portage route proposed by J. Jebb, Lt. Royal Engineers, July 8 1816. This would have become part of the water communication system from Kingston to the Rideau River. Information taken from an original survey map, National Museums of Canada - 002194, July 8, 1816. Eventually an all water route, the Rideau Canal system, was built north of this location.



[11] NAC, RG8/C/40/188

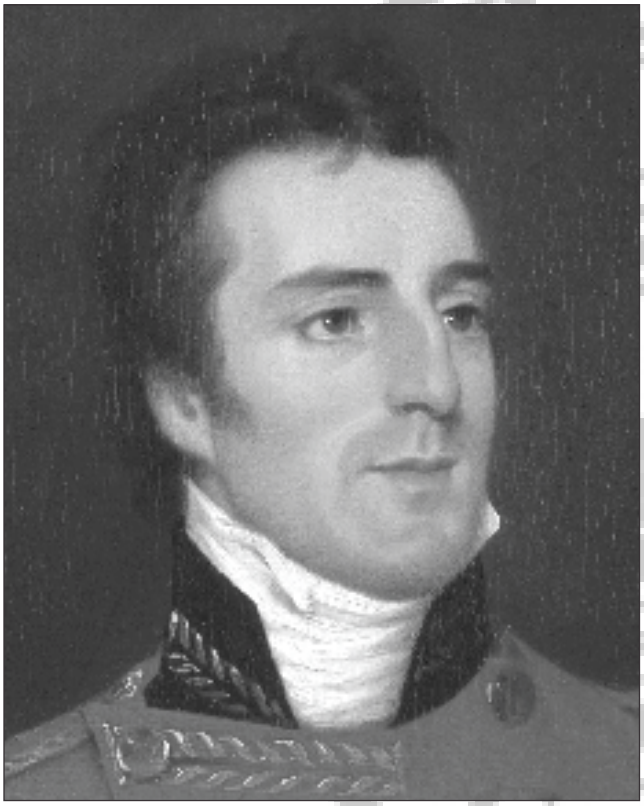
[12] National Archives of Scotland [NAS], GD 45/3/332; see also DCB, "John Harvey"

[13] National Archives of United Kingdom [NAUK], CO 42/179; see also DCB, "Charles Lennox"

[14] Arthur Wellesley, 2nd Duke of Wellington, Despatches, Correspondence and Memoranda of Field Marshal, Arthur, Duke of Wellington, K.G., London: John Murray, 1867, 1, 36-44

western end of Lake Ontario. These locations are coded with numbers 2, and 3 respectively on the map in Figure 1.

Most significant, in terms of this article, was Wellington's suggestion that railways had a potential role to play. The Duke observed that " … the object of a military communication can be insured by the assistance of railways for the necessary portages." Specific reference was made to possible use of railways in three locations, the Irish Creek portage where Jebb had recommended a railway in 1816, the district between the upper Ottawa and Lake Simcoe, and the region at the headwaters of the rivers flowing into Lake Erie and Lake Ontario.



Detail from a painting of the Duke of Wellington done by Robert Home in 1804. The original is in the National Portrait Gallery in London, England. Google Image Gallery.

The purpose of these "back country" routes was clearly identified. For example, regarding the streams flowing into Lakes Erie and Ontario, Wellington noted these could provide security of capacity "to maintain an army upon the Niagara frontier notwithstanding that the enemy should be in possession of the navigation of Lake Ontario." An interesting observation by the Duke, particularly in light of one part of a drawing that would come to Bathurst from Quebec City in 1824, was his suggestion, in reference to the Irish Creek link on the Rideau route, "… that a good railway be constructed, on the carriages of which loaded boats might be taken …"

From a Canadian railway historian's perspective, this is very exciting stuff. That excitement, however, must be tempered with a pinch of realism. For two of the locations, Irish Creek and the district close to Lakes Erie and Ontario, Wellington stated that rail should be used only if water would not serve the purpose efficiently. It appears that qualification also applied to the third location, the Lake Simcoe district. The Duke did not make any commitment to turning the Royal Engineers in Upper Canada into a railway construction crew, but he at least floated the idea at this early date and did so in a document that would have circulated throughout the corridors of power in Whitehall.

Unanswered is the question of who/what triggered Wellington's idea of using railways for military communications. Since the Harvey and Richmond documents contained nothing about railways on the Rideau route or elsewhere, the influence came from some other source(s). Perhaps Jebb's 1816 report had worked its way up the Engineers' chain of command. Possibly other recommendations that have not been identified came from the colonies. It is more likely that Wellington seized on the example of the increasing use of railways for commercial purposes in Britain. But since it is not known if Wellington's 1819 Memorandum on Canada marked the first consideration of the military potential of rail transport by any high-ranking officer, we can only speculate about what led to his application of this option to Canadian military needs.

After Richmond's death, the new Governor, the Earl of Dalhousie,[15] became a strong advocate for the Rideau route. One of his first acts upon taking up his post in 1820 was a trip up the Ottawa River followed by visits to military settlements that had been established along the Rideau. In 1823, Dalhousie arranged the government purchase of riverfront land near the mouth of the Rideau. The property included the site he thought the most likely location for a flight of locks that would be needed to bypass the waterfalls and rapids that marked the river's confluence with the Ottawa.

Developments on the Civilian Side

While the military focus after 1814 was directed toward another American invasion, the civilian populations and legislative assemblies in the Canadas became more concerned about American economic threats. This took most immediate form in the Erie Canal, proposed to link Buffalo on Lake Erie with the headwaters of the Hudson River that led south to the port of New York. This project was designed to draw away the trade that had previously gone via Lake Ontario, the St. Lawrence, and the ports of Montreal and Quebec.

The response of some Montreal businessmen was a 15-mile canal at Lachine, just west of Montreal, to bypass the rapids that formed the greatest single obstacle

[15] DCB, "George Ramsay"

to navigation between Montreal and Lake Ontario. Construction of the Lachine and Erie canals was simultaneous with both started in 1817 and completed in 1825. The Lachine project began as a private venture but went bankrupt. It was completed by the Lower Canada government and operated by that government after 1825.

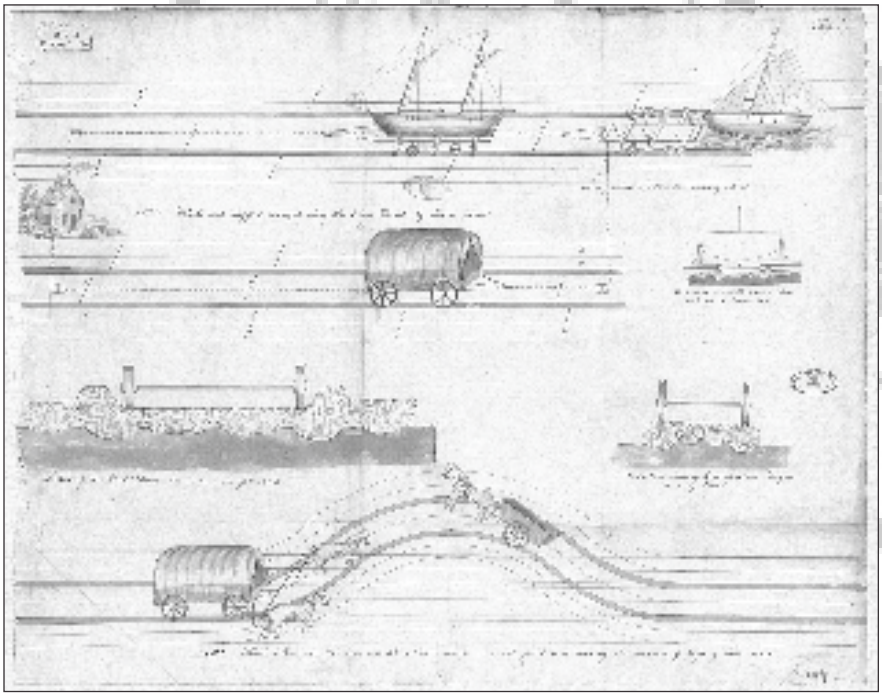
In Upper Canada, the worries about the diversion of trade to the Erie Canal led to a proposal by the early 1820s for a canal over the Niagara escarpment to connect Lakes Erie and Ontario. The goal, of course, was to offer an alternative to the Erie Canal and retain the flow of commerce through the Canadas.

The construction of the canal at Lachine, the proposals for one near Niagara, and the continued promotion of the trade route via Lake Ontario and the St. Lawrence were all seen as logical priorities by the colonial business class who lived close to the border and had put away most of the unpleasant memories of the recent conflict. For much of the civilian population, financial interests trumped military ones. There was little popular interest in the strategic vision of the British forces and their worries about American armies coming across the border again.

Dalhousie promoted financial support for the Rideau project from the Upper Canada Assembly, but there was no appetite to aid what was seen as a strictly military undertaking in a relatively unpopulated area. The extent of local participation in the concept was inclusion of the Rideau route in a series of canal surveys commissioned by the Assembly in 1823-24. The resulting work by Samuel Clowes produced three sets of estimates for developing the Rideau route ranging from £230,000 for canals or locks seven feet deep to £63,000 for canals or locks four feet deep. [16]

James George, Lord Bathurst and the Railway Idea

On 20 December 1824, James George, a Quebec City merchant, dispatched a letter [17] to Lord Bathurst, Secretary of War and the Colonies. It dealt with several issues unrelated to this article but also included a suggestion for construction of "wooden railways" in the colonies. With his letter, George included a pencil drawing that appears to be the first Canadian depiction of any form of railway technology.



James George's 1824 Railway drawing. Note the top segment with a double track line powered by a stationary engine, using cradle cars to carry boats (bringing to mind Wellington's 1819 reference to this idea), and able to load or unload boats directly from/to the water. The letter to Lord Bathurst, to which the drawing was attached, received a penciled notation in London stating that "The Rail Road plan is to be referred to the Engineer when he is appointed." This is a cross-reference to the content of Bathurst's letter to Dalhousie on 5 March 1825 quoted below. The dimensions of the original drawing are approximately 16 by 21 in. A full-size copy of the drawing has been presented to the CRHA Archives, by the author. UK National Archives, MPG 1/494.

Illustration du chemin de fer de James George en 1824. À noter, la section supérieure avec double voie alimentée par un engin stationnaire et l'utilisation de wagons en forme de berceau pour le transport des bateaux (un rappel de la référence de Wellington en 1819 à propos de cette idée) ayant la capacité de les charger et décharger directement dans l'eau. Une note écrite au crayon sur la lettre destinée à Lord Bathurst, à laquelle était jointe le dessin, indiquait : « Le plan du chemin doit être remis à l'ingénieur lorsqu'il se pointera. » Ceci fait référence au contenu de la lettre de Bathurst à Dalhousie le 5 mars 1825, citée ci-dessous. La dimension du dessin est d'environ 40,6 cm sur 53,3 cm. Une copie grandeur nature a été remise aux Archives de l'ACHF par l'auteur. UK National Archives, MPG 1/494.

[16] Commission on Internal Navigation, "Third General Report," Appendix to Journals of the Assembly of Upper Canada, York: 1825; Clowes' survey reports plus Jebb's 1816 report, a valuable array of other contemporary drawings, maps, and documents, and a detailed account of the development of the Rideau route are found in KW Watson, Engineered Landscapes, Elgin, Ontario: KW Watson, 2006

[17] NAUK, CO 42/202

George's letter and drawing, received in London on 4 February 1825, stimulated Bathurst to become more actively involved in decisions about the Rideau route. While George's letter did not apply his railway suggestion to the Rideau route or any other specific location, what may have caught Bathurst's eye was the generalized assertion that railways "…would in the event of another attack from the United States render this Country invulnerable ..." George's reference to very low construction costs would also have been of interest to the frugal Secretary. The core section of George's letter dealing with railways read as follows:

> "These Railways can be erected in all parts of the country at a trifling expense compared with the cost of most undertakings of a public nature in this new country. It is computed that £10 per mile in a woody country where there are settlers at command interested in the work would defray the expense of a single road. It may also be made suitable for Carts & Waggons, Rail Carriages, etc for transporting decked Boats of a large burthen overland. In fact the advantages that may be derived there from are too numerous to be detailed, as it will supersede the necessity of forming Canals until this Country is in a more forward state of improvement, and would in the event of another attack from the United States render this Country invulnerable by the facilities it would afford …"

The first documented reaction to George's communication was a February 18th letter from Robert Wilmot-Horton, Bathurst's Under-Secretary, to Dalhousie, who was conveniently on leave and in London.

> "My Lord:
>
> I am directed by Earl Bathurst to transmit for your Lordship's information a letter and its enclosure from Mr. James George respecting a method for the construction of wooden rail ways and the application of Steam Tow Boats for navigating the Saint Lawrence. Lord Bathurst requests that your Lordship will return the same to me with any observations which may occur to you on the subject." [18]

Dalhousie's response later that same day was not very positive.

> "Mr. George is an active and enterprising young man at Quebec but his schemes are of a nature so comprehensive, that I should fear to entertain them, unless I had the advantage of considering them in council at Quebec. These papers are evidently as yet mere proposals unsupported by any documents to show their practicability." [19]

Dalhousie left London for the family seat in Scotland where a March 5th letter from Bathurst eventually caught up with him. Bathurst clearly indicated that the correspondence from Quebec City had become the subject of high level interest in London.

> "I am sorry that I neglected to put into your Lordship's hands the enclosed private letter from the Duke of Wellington. It was written in answer to an application that I made him for the assistance of a Military Engineer in forming a Railway from that part of the Lower Province [20] where the proposed communication by water will cease and where in your Lordship's opinion a Railway might be advantageously made to Kingston. I shall be much obliged to you if you will furnish me with such suggestions as may enable the Duke of Wellington to give the necessary instructions to the officer he will employ in order to have some estimate of the probable expense of such an undertaking." [21]

This letter is the most important of the documents that have been found. It suggests that Bathurst had concluded that a railway was part of the solution to opening the Rideau route and that Wellington's Ordnance Department would be supportive. It should be recalled that Wellington's 1819 Memorandum with its consideration of possible use of railways in Upper Canada had gone initially to Bathurst.

More significant is that Bathurst's concept was a railway to run from the headwaters of the Rideau to Lake Ontario and be much more than a short portage line. The distance involved would have been in the range of at least 50 miles, longer than any rail line operating or under construction in Britain at this time.

The tone of Dalhousie's March 27th response was quite different from that to Wilmot-Horton a month before, presumably reflecting an interpretation that the Secretary had made a decision and that Wellington had agreed, and perhaps also influenced by the facts that Dalhousie reported to Bathurst and that the Ordnance was also, at least nominally, a part of Bathurst's administrative domain. The core section of Dalhousie's reply stated"

---

[18] NAC, MG24/A12/3

[19] NAC, MG24/A12/3

[20] Reference here to the "Lower Province" was obviously an error by Bathurst since the entire area within which the Rideau Route might be developed was on the Upper Canada side of the Ottawa River.

[21] NAC, MG24/A12/3

> "Reports had represented the Rideau in easy water communication for half of the distance to Kingston but more careful consideration of that course has convinced me that it cannot be accomplished without incurring immense expense. Having visited that district myself, I feel that a Military Road, or even a Rail Road, may be made at far less expense and in much less time. It is a work of the utmost importance to the military defence of that Country. I am anxious that your Lordship would submit the subject to the consideration of the Duke of Wellington. I am certain His Grace would see the importance of such communications and would perhaps direct the attention of the Royal Engineers serving in Canada to ascertain the best mode of accomplishing it. I have too much reason to think that nothing would be obtained from the Provincial Legislature toward it and it must therefore be altogether a military effort." [22]

Though positive, Dalhousie's response to his superior was also diplomatically guarded. His reference to obtaining the Royal Engineers' advice about the "best mode" suggests that he had some reservations about either Bathurst's apparent decision to use a railway or the degree of Wellington's support for the decision.

At least two very important documents are missing, the communication from Bathurst to Wellington, obviously stimulated by James George's letter and drawing, and Wellington's reply (that Dalhousie saw but did not copy for his own files). [23]

Though it is speculation, it appears that Bathurst used James George's suggestion to try to influence forthcoming Ordnance Department conclusions about the Rideau route. No attempt has been made to explore the personal or political relationship between Bathurst and Wellington but, given Wellington's power and prestige, it seems reasonable to assume that it would have been easier for Bathurst to influence him indirectly rather than overrule Ordnance recommendations once Wellington had approved them. The above speculations connect to what seems a less risky hypothesis, that plans were afoot at the Ordnance for an updated assessment of the defence needs of the colonies and a decision about the Rideau route. If that had not been the case, the Ordnance response to Bathurst was amazingly swift.

The Ordnance Commission, the Railway, and the Canal

Within two weeks of Dalhousie's letter to Bathurst, Wellington appointed three senior officers to serve as an "Ordnance Commission in North America" and issued a lengthy directive outlining a sweeping mandate. [24] Dated 11 April 1825, it ordered a detailed on-site review of fortifications and military stores, supply and communications routes, as well as tactical elements that had appeared in Wellington's 1819 defence plan. The geographic scope extended from Nova Scotia to Upper Canada.

The senior officer named to head the Commission was James Carmichael Smyth [25] who had been on Wellington's staff at Waterloo. Soon after taking over the Ordnance, the Duke had brought Smyth to that Department. In 1823, Smyth carried out a survey of defences and fortifications in the Low Countries and was subsequently charged with a similar study in the West Indies. These assignments made him a natural choice for the Canadian mission. Smyth and his officers were directed to sail on the packet from Liverpool four days after the orders were cut and his promotion to Major-General came through shortly after he and his fellow Commissioners arrived in Canada.

Wellington's "Draft of Instructions" made specific reference to railways as options to assess in five locations, the three identified in the 1819 Memorandum plus two other sites. Regarding the Rideau route to the vicinity of Kingston, the officers were to determine ".. if it should be practicable to establish a communication by railway between the navigable head of the waters which fall into the Great river, [the Ottawa] and the navigable head of the waters which fall into lake Ontario."

The two new locations identified for consideration of railways as portage options were on a route between an Ottawa River tributary and a river flowing into Lake Ontario to the west of the Rideau route plus a route between Lake Simcoe and Lake Huron's Georgian Bay (coded with numbers 4 and 5 respectively on the map in Figure 1). Rail was also to be examined for a link between the upper St. John River in New Brunswick and the south shore of the St. Lawrence. It must be noted, however, that in each instance a water route was indicated as the preferred choice. Rail was an option, but only when water was deemed "not practicable" as Wellington phrased it in several places.

---

[22] NAC, MG24/A12/3

[23] The Bathurst Papers at the British Library have been examined but neither the missing letters nor any other relevant documents found. No reference to the exchange of letters has been identified in the databases for the Wellington papers at the University of Southampton or the Colonial Office or War Office records at NAUK.

[24] Wellington, Despatches, 1867, 2, 436-46

[25] DCB, "James Carmichael Smyth"

Despite the standing reference to "practicability" when specific locations were being discussed, the Duke's instructions included a general mandate regarding railways. "Of course wherever railroads show to be necessary, or should be deemed preferable or less expensive than the improvements of the communication by water, such recommendations must be reported."[26] The scope of the qualification, however, suggests the Duke now saw the rail-based option as only a last resort in any of the settings.

At what must have been breakneck speed in 1825, the Commissioners travelled widely through the colonies, visiting military sites and interviewing local commanders. By early September, they ended their tour in Halifax, the Royal Navy's main base in British North America, where their report, over 100 pages in manuscript form, was dispatched to London.[27]

For the Rideau route, the critical finding was captured in a single short sentence. "There appears to be no difficulty whatever with respect to a canal from the Ottawa to Kingston by the Rideau River …" That statement put paid to Bathurst's idea of a railway from the headwaters of the Rideau to Lake Ontario.

The report suggested that other locations designated essential to military communications could also be served by waterways, either in their natural condition or with improvements. Canals were recommended to remove any need for overland portages. Several of the locations targeted for investigation were described as not having potential for waterway communications but they were dismissed as militarily unimportant. No reference was made to the idea of railways in the report's coverage of any specific location in Upper Canada.

Railways were not mentioned until close to the end of the report where it was suggested that neither water nor rail were viable for a route from the south shore of the St. Lawrence River to northwestern New Brunswick. Several general comments about railways followed, almost as if it had been realized that the subject had not been addressed in the first 102 pages. It was asserted that the impact of the Canadian winter would be much more severe on railways than on canals. General cost estimates were provided, for railways at £3000 per mile and for canals at £1860 per mile. The railway estimate was described as "the lowest estimate of a Rail Road we have been able to make" though it was based on data on railway construction in Britain.

No reference was made to James George's suggestions about use of wooden railways though the Commissioners did hear from him regarding another matter noted below. No mention was made of Bathurst's interest in a railway on the southern end of the Rideau route. The report's treatment of railways appears very slender when compared with the Duke's written orders. That contrast raises the question of whether verbal or informal orders were in play. Perhaps Smyth and his subordinates understood that Wellington's expectations did not include any recommendations for railways. In conjunction with this speculation, the long-standing relationship between Smyth and the Duke should be recalled. One final part of the report merits mention. The estimate for the canal and improvements the Commission believed necessary for the Rideau route was £169,000, £23,000 more that the mid-range figure from the three Clowes estimates for the Upper Canada Assembly in 1823-24. The Commission's estimate was based on specifications for the same five foot water depth for canals and locks as Clowes' £146,000 estimate, but incorporated slightly larger locks to match those just opened at Lachine.

Late in November, Wellington routed the Commission's report to Bathurst with his recommendation for acceptance and request for Bathurst's support. As the Duke phrased it, "I earnestly entreat, then, your Lordship's attention and that of his Majesty's government to the enclosed document; and that I may be authorized to have these measures proposed to Parliament in the next session."[28]

Regarding the risks associated with the St. Lawrence line of communications and the merits of the Commission's recommendations, including those for a canal and other waterway improvements for the Rideau route, the Master-General was very clear. Two excerpts from the Duke's cover letter to Bathurst capture the essence of his views.

> "It is quite clear unless some system of communicating with Upper Canada besides the use of the river St. Lawrence should be carried into execution, such communication will be impracticable beyond Montreal in time of war."

> "I do not entertain the smallest doubt that, if the communications and works proposed by the Committee are carried into execution, his Majesty's dominions in North America ought to be, and will be, effectually defended and secured against any attempt to be made upon them hereafter by the United States, however formidable their power."

The Ordnance Commission recommendations were adopted, Parliamentary authorizations were given and funds started to flow. The two highest priorities were completion of reconstruction of the Quebec City Citadel, a project that had been started in 1820, and the development of the Rideau route. On that route, natural

[26] Wellington, Despatches, 1867, 2, 438

[27] NAC, PRO/WO55/1551/7a

[28] Wellington, Despatches, 1867, 2, 572-5

waterways were to be improved as necessary with the northern end served by about 15 miles of canal construction. The overall route would include forty-seven locks. In 1826, Lt Col John By[29] was put at the head of a team of Royal Engineers to direct the project which was opened in 1832. Specifications for the canal and locks changed frequently while work was under way. The changes were generally a result of By's initiative and implementation was often begun without complete approval from all sides in London. The finished waterway was much superior to that originally planned though the price tag was higher. In contrast to the Smyth Commission's estimate of £169,000, the cost came in at about £800,000, most of which was spent on the 15-mile Rideau Canal. British parliamentarians were somewhat shocked when the accounts were added up but the canal's legacy includes providing the citizens of modern-day Ottawa with boating pleasures during summer and one of Canada's finest locations for outdoor ice-skating in winter.

Canada's First Railway?

Despite the fact that Bathurst's railway idea came to naught, the construction of the Rideau Canal did provide a modest railway legacy. The first railway in what is now Canada may have been one used for work on the Canal.[30] The possibility of such status warrants a comprehensive look at this line in its own right but there are obstacles to such an undertaking. Nothing in the way of documentation appears to have survived save for the appearance of the railway on some maps.

The line, at very minimum one of Canada's earliest, was built to support work on a dam and lock at a site called Hog's Back (sometimes referred to without the apostrophe) near the northern end of the canal and inside modern Ottawa's southern city boundary. It must have been built when or very soon after the first Hog's Back contractor, Walter Walsh Fenelon, began work on the site in mid-1827. It ran from a stone quarry to the work site on the Rideau River, a distance that the Hog's Back maps

Fig 4, Plate 28, from Lt W T Denison, "Rideau Dams," in Papers on Subjects Connected with the Duties of the Corps of Royal Engineers, vol. 2, London: John Weale, 1838.

Note the identification at lower left of the "Rail Road to Quarry." This reproduction has undergone a bit of "cut and paste" from the original to remove a small detailed cross-section of the Waste Weir, reposition the Reference key, and reposition the directional symbol.

Figure 4. Plaque no 38 du document Rideau Dams du lieutenant W. T. Denison tirée de Papers on Subjects Connected with the Duties of the Corps of Royal Engineer, volume 2, de John Weale, Londres, 1838.

À noter : l'indication en bas à gauche Rail Road to Quarry (Chemin de fer vers la carrière). Cette reproduction a été remaniée afin de retirer une petite coupe transversale détaillée du barrage d'évacuateur de crue et de repositionner la clé de référence ainsi que la rose des vents.

[29] DCB, "John By"

[30] The uncertainty of what was Canada's first rail line might appear surprising but it is appropriate to compare this unresolved question with its British counterpart. Though I refer to Huntington Beaumont, his status as the builder of the first railway in England is not secure. See, for example Peter King's article, "The First Shropshire Railways," in Grahame Boyce, ed, Early Railways 4, Sudbury, UK, Six Martletts, 2010, 70-84. In Canada, Fenelon's line is the only contender for which we have a reasonably accurate construction date, the latter part of 1827, and a minimal level of documentary evidence to confirm that it really existed. Two other possible contenders are noted in a 1949 article by RR Brown in the Bulletin of the Railway and Locomotive Historical Society, # 78, 1949, 49-63. Brown offered an account of an engine-powered incline introduced in or soon after 1823 by the Royal Engineers in conjuction with ongoing work on the Quebec Citadel as well as a wooden railway in the vicinity of Kingsey, Quebec in 1826-7 that he attributed to James George. Both of these may have existed. The dates offered by Brown may have been accurate. But Brown offered no primary source documentation for either line and has been found to be highly unreliable in some of his coverage of other early Canadian railways. As a result, neither the Quebec incline nor the Kingsey railway can be regarded as more than hypothetical contenders for the status of "first in Canada" without better evidence than that of Brown and I have not been able to find such evidence. A fourth Canadian contender lurks in the wings. The Quebec Mercury (9 January 1830, 16) offered a passing reference stating that "… a short piece of Rail-Road made by Mssrs John MacPherson & Co which is of three inch plank with a small edge, has been in use for three or four years..." This is something less than proof positive but it is better evidence of existence than we now have about either the Quebec incline or the Kingsey railway. What is missing is an indication of when the MacPherson "Rail-Road" was built. Perhaps adequate evidence will be found to establish which line really deserves the status as "first in Canada," assuming, of course, that other candidates do not surface in the interim. For clarity, it should be noted that an incline used by the British military near Niagara Falls pre-1800 has been excluded from contention since it was located in what became American territory.

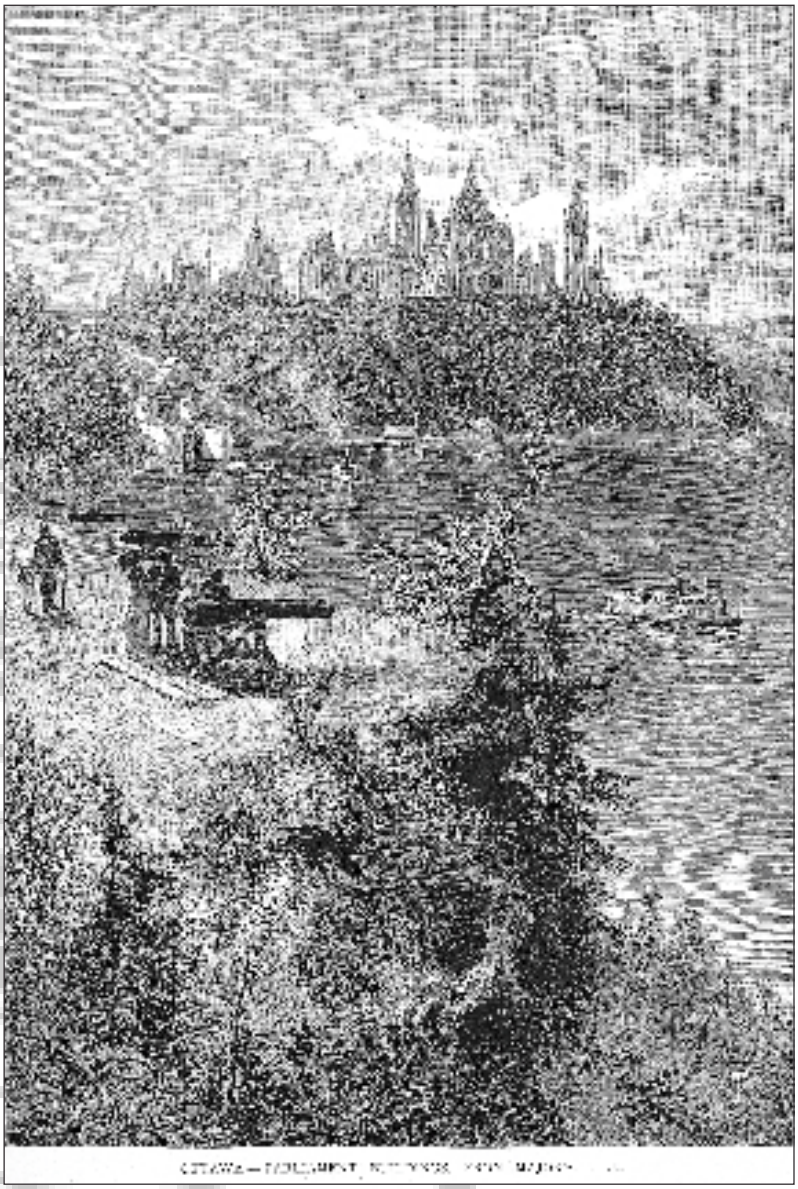
suggest was not more than 200 yards. It appears on four maps, though only three (one of which is reproduced in Figure 3) explicitly identified the line as a "Rail Road." Fenelon's work came to grief in two floods in early 1828 and the line may have been abandoned when he gave up the contract in the latter part of that year. If the little railway survived Fenelon's departure, it presumably did not survive beyond the completion of work at Hog's Back by 1831. Such a limited account is highly unsatisfactory but is the product of the absence of surviving documentation[31] which in turn is probably related to the fact that the line was certainly a modest undertaking, even by the standards of the 1820s. It might be more realistic to think of it as a counterpart to the projects of Huntington Beaumont in the early 1600s than a contemporary of the railway ventures taking shape in Britain in the mid-1820s.

Conclusions

The surviving record of the Rideau railway concept leaves questions rather than conclusions.

The primary question in a Canadian context centers on James George and his interest in the railway idea, whether in the Rideau area or elsewhere in the Canadas. Despite his 1824 letter and drawing sent to Bathurst, there is little evidence of other activity to promote the development of railways at this time[32]. As a result, we are left to wonder about the motivation behind his railway suggestion though this might be simply the "absence of evidence" trap at work.

However, there is an extensive body of evidence about George's activity during



The entrance to the Rideau Canal, as built from Picturesque Canada; The Country as it was and is. Vol. 1 Edited by George Monro Grant, D.D. 1882.

L'entrée du canal Rideau telle qu'illustrée dans Picturesque Canada.

[31] The evidence for the Fenelon line is found in papers in the first two volumes in the series of Papers on Subjects Connected with the Duties of the Corps of Royal Engineers, first published by John Weale of London in 1837-8. Lt EC Frome's "... account of the Causes which led to the Construction of the Rideau Canal …" (vol. 1, 73-102) and Lt WT Denison's"Rideau Dams" (vol. 2, 114-21) both provide background on the work at Hog's Back. Neither refers to the Fenelon rail line in their texts but the evidence does appear in their maps. Denison provided two maps (Plate 28, Figs 1 and 4, the second of which is reproduced in this article) that identify the "Rail Road to Quarry." Another critical map, in the NAC collection, was done by Col John By in 1831 and showed the "Old Rail Road" leading to the quarry. By's map is reprinted in Watson, 2006, 223. Frome's map (Plate X, Fig 1) also shows the line to the quarry but does not label it. See also the material presently online from the Ottawa Railway Circle < http://www.railways.incanada.net/circle/findings2.htm#RideauCanaltramway >. Of particular interest here are Frome's map (inaccurately attributed to Denison) and Denison's Fig 1map showing the Hog's Back site after the floods of 1828.

[32] Exactly one week before the date on his letter to Lord Bathurst, George had been granted a Patent based on the ideas illustrated in the drawing sent to London; see Canada. The Patents of Canada, Toronto: Patent Office, vol. 1, 1860, 13-15. Despite the fact that George knew how to use the press to good advantage, the major Lower Canada papers contain nothing about his Patent or the ideas behind it. At exactly the same time, however, George was generating a considerable flow of publicity on behalf of the St. Lawrence Association (see note 33) but this activity virtually ignored the subject of railways and entirely ignored his recently-acquired patent and his railway overture to London.

1824-5 to promote improvements to the water-based route up the St. Lawrence to Lake Ontario[33], the route that military thinking saw as permanently threatened by the ever-present risk of the neighbors to the south.

The reasons for Bathurst's response to the over-the-transom idea from James George also merit investigation. While the immediate context of the proposed Rideau route was a military one, Bathurst's portfolio included general administration of the colonies as well as responsibility for defence. Which of these was more significant in shaping his reaction to George's letter and drawing? Discovery of Bathurst's missing communication to Wellington could shed light on this broader question as well as clarify the depth of his own initial support for the concept of the Rideau railway.

In terms of early British railway history, perhaps the most interesting questions involve Wellington's 1819 Memorandum and its suggestions for possible use of railways in Canada. Was this the first consideration of rail-based transport for military purposes by a senior British officer? Whether yes or no, but especially if yes, the source(s) that led Wellington to offer the idea present a challenge for further research. Supplementary questions appear to involve the relationship between Wellington and Bathurst. Bathurst's 5 March 1825 letter to Dalhousie suggests Bathurst believed he had Wellington's support for the railway concept. But the nature of Wellington's orders to the Ordnance Commission and his response to their report suggest that Wellington may have been playing a double game with Bathurst.

Regardless of questions like these, the Rideau railway concept deserves recognition that it has not received. Though the line did not come to be, the idea marked the first serious consideration of a railway project of consequence for Canada coming out of the earliest known Canadian illustrations dealing with any aspect of railway technology.

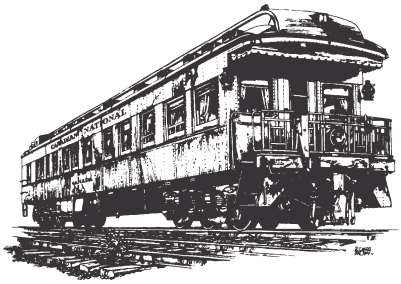
Acknowledgements

I am grateful to staff members at the National Archives of Quebec, the National Archives of Canada, and the National Archives of the UK who assisted with my research. Special thanks to Joe Maldonado of the British Library for his aid to my examination of the Bathurst papers at the BL as well as to Grahame Boyes, Niall Ferguson, and Ed McKenna for their help in dealing with documents from NAUK in London and NAS in Edinburgh. The first version of this article was presented at the Early Railways 4 Conference at the University of London in June of 2008. Feedback from participants helped me to sharpen my focus on what the evidence offers and what it leaves unresolved. I must also express my gratitude to Robert Passfield for both the stimulus provided by his 1981 paper[34] and his encouragement to explore the back-waters of the Rideau.

---

[33] At the end of October, 1824, two months before sending his letter and drawing to Lord Bathurst, George became Secretary of a new Quebec City organization, the "St. Lawrence Association." Its goal was incorporation of a company to carry out improvements to the St. Lawrence River between Quebec City and Lake Ontario, promote the development of trade on the St. Lawrence-Lake Ontario route, and bolster mercantile and shipping activity in Montreal and Quebec (Quebec Mercury, 30 October 1824, 534). As a lobbyist, George made effective simultaneous use of the Mercury, the Quebec Gazette, and the Montreal Gazette, the three primary English language papers in Lower Canada. His success was perhaps due in part to the fact that John Neilson, owner and editor of the Quebec Gazette was one of the members of the Association's "Managing Committee." The Mercury is available online in full and its issues are used as references for the ease of readers who would like to the material in original and complete contexts. At time of writing the Mercury URL is < http://bibnum2.banq.qc.ca/bna/qcmercury/ >. George's media efforts on behalf of the Association appear in the following issues of the Mercury: 1824: 20 November, 572-3; 23 November, 579; 27 November, 585-6; 4 December, 596; 11 December, 609; 1825: 29 January, 47-8; 5 February, 60; 26 April, 201. Local committees for the Association were established in communities up the St. Lawrence and along Lake Ontario. Support from the Assembly of Upper Canada was sought to bolster the chances of gaining incorporation in Lower Canada (Mercury, 26 April 1825, 201). George also promoted the cause to the Governor. George's letters to Dalhousie have not been found (though an extract from one was appended to George's letter to Lord Bathurst) but his efforts for the Association are indicated in Dalhousie's unsympathetic response (NAC, MG24/A12/3). George also lobbied the Ordnance Commissioners on behalf of the Association though without any success. The Commissioners' report expressed the view that the proposals of the Association were not in Britain's financial or military interest and went on to recommend that "this proposed Company should not meet with the support and protection of His Majesty's Government" (NAC, PRO/WO55/1551/7a/76). The extent of George's work for the Association is in sharp contrast to the apparent absence of efforts on behalf of the concept of railways, his overture to Lord Bathurst or to his own Patent. His Mercury letter of 27 November 1824 mentioned "railways" once but only within a list of "methods that may be suggested" for "improving the navigation of the St. Lawrence." The prospectus of the proposed company (Mercury, 29 January 1825, 47-8) also made a single mention of the potential benefit of a "railroad" but that was in reference to New Brunswick rather than the Canadas. The petitions of the Association to the Upper Canada and Lower Canada Assemblies (Mercury, 26 April 1825, 201) made no mention of railways. Perhaps George saw a conflict of interest between the objectives of the Association and his own railway ideas and chose to honour his commitment to the Association. This seems one possible explanation for the direction of his promotional efforts in 1824-25. The only other explanation that makes sense is that, despite his patent acquisition and his overture to Bathurst, he was not fully convinced that the time for railway development in the Canadas had arrived yet. If that were the case, however, his opinion soon changed. See, for example, his letter in the Mercury of 26 December 1829, 662-3. As a bonus, it should be noted that this 1829 letter mentions the possible existence of a railway of some kind at Kingsey, Quebec referred to in note # 30 above. Despite the assertion of Robert Brown a hundred years later, George's reference to a Kingsey railway does not suggest he had any personal involvement with the project.

[34] "Ordnance Supply Problems in the Canadas: The Quest for an Improved Military Transport System, 1814-1828," HSTC Bulletin, Quarterly Journal of the History of Science, Technology and Medicine, 5, 3, November, 1981.



BUSINESS CAR

NOVEMBER – DECEMBER 2011

By John Godfrey
Edited by David Gawley

HERITAGE

Quebec North Shore & Labrador 702 gets a facelift

QNS&L 702, a 1921 Canadian Locomotive Company 4-6-2, has been on display for years outside the Sept Iles, Quebec railway station. It is presently undergoing a facelift including a new paint job, grounds improvement and possibly night illumination. Originally built for the Temiskaming & Northern Ontario as 159, it came to Sept Iles via the Ontario Northland Railway in 1953; it was retired in 1960. (Ed, Information Canadian Trackside Guide, photo Michel Daoust – Tshiuetin Rail Transportation Inc.)

Agence Métropolitaine de Transport (AMT) donates equipment to Exporail

On July 21, 2011, the Agence Métropilitaine de Transport (AMT) announced the donation of three pieces of equipment to the CRHA. Each is of significant importance to our collection:

Locomotive #1311 not only represents the single most popular first generation diesel electric locomotive built for Canadian railways, it also represents probably what has been one of the more successful GP9 rebuilding program in North America. Built as CNR GP9 GR-17u 4207 in March 1959 by GMD, it was retired on May 19, 1987. It was stored and then rebuilt by CN Pointe-St-Charles shops and sold to the STCUM (AMT predecessor). It was delivered on March 9, 1990 as GP9RM GC-418a 1311 and began service on May 2, 1990. It became AMT 1311 in 1997 and was retired in 2010.

AMT 1311 and generator car in service on May 9, 1950. Doug Boyd, Brian Schuff collection.

La locomotive de l'AMT no 1311 et le wagon-électrogène, en ce 9 mai 1950. Doug Boyd, collection Brian Schuff.

Passenger coach #1101 represents the initial type of equipment acquired by GO Transit (from 1967 to 1976) for its early years of service. Retired, it and seventy nine similar cars were sold to the Quebec Government for use by the then new agency Agence Métropolitan de Transport (AMT). Fixed up and placed into service, they would see many years of service in an ever expanding commuter rail network in the region of Montreal. It was retired in 2010.

Electric Generator car #603 represents a multipurpose car designed to fill a temporary need until more appropriate HEP purpose-built locomotives could be acquired. Built originally as a steam-generator car to heat passenger cars, it was retired and thoroughly rebuilt as an electric generator car for the STCUM in 1990 by CN Pointe St-Charles shops, to be used in a similar fashion to provide electric power for heat and air conditioning to passenger cars. It was retired in 2010. (Len Thibeault, 1311 pedigree Don McQueen)

The train-set donated by AMT as delivered to Exporail. Jean-Paul Viaud.

Le train offert par l'AMT, tel que livré à Exporail. Jean-Paul Viaud.

The Rocky Mountain Express IMAX movie premieres

Stephen Low is a CRHA member and former volunteer at Exporail; in his real life he is a renowned IMAX film producer. He has produced many IMAX favorites including The Titanic, The Ultimate Wave, and Rescue in 3D. Finally he has realized his life-long dream of producing an IMAX movie featuring a steam locomotive as the main character!

The Rocky Mountain Express is more than an adventure film; it is a lesson in Canadian History not to be missed. Stephen uses CPR's famous 2816 Hudson type locomotive to tell the story of the building of the CPR through the Rockies. This includes a retrospective on the hardships and challenges faced by the explorers, surveyors, engineers and construction workers that toiled to complete our ribbon of steel and unite our country. Of note are the special effects used to illustrate the various possible routes that might have been taken to cross the Rockies.

IMAX camera and sound equipment as mounted on the 2816. Stephen Low Company.

La caméra IMAX et l'équipement de prise de son tels qu'installés sur la locomotive no 2816. Stephen Low Company.

It took five years to produce the 45 minute documentary which was filmed in 15/70 negative film, the world's largest film format. Besides the locomotive shots, Stephen showcases Canada's beautiful varied scenery as only IMAX can do. To Stephen, his brother Alexander, (Marketing Director) all their staff, our congratulations for producing this magnificent film. Thanks also to Canadian Pacific Railway for making the 2816 available to be the star of the show!

The film had its premiere showing on September 30, 2011 at the Canadian Museum of Civilization, in Hull, Quebec. It is currently scheduled to show at the following IMAX theatres:

Canadian Museum of Civilization, Hull, Quebec – now showing

Ontario Science centre, Toronto, Ontario – now showing

National Geographic IMAX Theatre, Victoria, British Columbia – as of March 16, 2012

Telus World of Science, Vancouver, British Columbia – as of April 8, 2012

Museum of Science and Industry, Chicago, Illinois – now showing

Cincinnati Museum Centre, Cincinnati, Ohio – now showing

Pacific Science Centre, Seattle, Washington – now showing

Maryland Science Centre, Baltimore, Maryland – as of November 11, 2011

Carnegie Science Centre, Pittsburgh, Pennsylvania – as of November 25, 2011

Science Spectrum, Lubbock, Texas – as of November 11, 2011

This is the current projection schedule; other theatres will be added in 2012: You can follow the schedule on Google: http://www.stephenlow.com/news/newsstory.php?newsID=29. (Ed)

CBC documentary on the Titanic disaster filmed at Exporail

On October 20, 2011, the Canadian Broadcasting Corporation was at Exporail, the Canadian Railway Museum, to carry out filming for a documentary on the impact on Canada of the Titanic disaster and, in particular, the death of Charles Melville Hays, the President of the Grand Trunk Railway. This documentary is in preparation for the 100th anniversary of this fateful event on April 15, 2012.

Exporail has a memorial to Mr. Hays in the form of Hays Station, which was funded by a generous gift from the four daughters of Mr. Hays in 1969. Hays Station is designed after a standard division station of the Grand

Stephen Cheasley

Trunk Railway. In addition to Hays Station, the Hays sisters also purchased Mr. Hays' private railway car 'Canada' and donated it to Exporail. Over the years, the Hays family has donated to Exporail many documents, photos and artifacts pertaining to the life of Charles Melville Hays.

It was a great pleasure to have Mrs. Valerie Anewalt and Mrs. Orian Greene, two of Mr. Hays' great grand-daughters, at Exporail for the filming of the documentary. On the following day, the two great grand-daughters and Mr. Robert Anewalt together with C. Stephen Cheasley, President of the CRHA and his wife Janet, visited the Forest and Stream Club in Dorval, Quebec, where Mr. Hays had been a member. Among the members of the Club at the time Mr. Hays was a member were Sir William C. Van Horne and Lord Thomas G. Shaughnessy of the Canadian Pacific Railway. (Stephen C. Cheasley)

Smith Falls Railway Museum receives grant funding

A $34, 000 grant approval from the Ontario Ministry of Tourism and Culture will bring Smiths Falls rail history to life this year as it funds an interactive history project led by the Railway Museum of Eastern Ontario (RMEO).

Anne Shropshire, museum curator, said the province's support of the project has really put some steam into this exciting local project.

"Now we can include implementation of the project," she explained.

The Railway History Project will create a paneled exhibit, launch a new website, create an education program for the elementary school level, and record oral histories from local rail workers and residents for exhibit and online use. Local students will be asked to interview area men and women who have unique stories connected to the railway in Smiths Falls. One example is a local man who recalls seeing Second World War soldiers training at the rail yard in Smiths Falls prior to being transported to battle.

"That's the kind of stories we're looking for," Shropshire emphasized.

Students at the Smiths Falls and District Club for Youth will be teaming up with the museum to develop an interactive website complete with photos and information in written, audio and visual format.

Shropshire said there will be plenty of opportunities for the community to get involved and help bring the proud rail history of Smiths Falls to life through online blogs, etc.

When asked when the history project will be complete, Shropshire replied: "The deadline we're working to is mid-May (2012) for the launch." (Smith Falls EMC)

Spirit of Sir John A. being restored and stabilized in Kingston, Ontario

William Thomson

Canadian Pacific Railway 4-6-0 1095, a 1913 product of Canadian Locomotive Company, of Kingston, Ontario has sat outdoors and on original waterfront track (date stamped 1911) since 1967. The ties had rotted out and the engine needed attention as was laterally listing causing some safety concerns.

In 2009, ERA Architects Inc. of Toronto were contracted to design a new foundation to support the 1095. The design agreed upon called for the drilling of 8 concrete caissons, drilled 6 meters deep to hit bedrock to support the track structure. A buried beam grid resting on the caissons will support the track structure.

Meanwhile local 221of the Welders Union threw their support behind the project both in fundraising and in actual restoration of the locomotive. Many retired members of local 221 once worked for the Canadian Locomotive Company, who built the engine. Many other

local unions and associated trades have also contributed time to make the project a success. The locomotive cab and tender have been moved off-site for restoration.

Work will continue well into 2012, but when completed, the restored 1095 will be fully cosmetically restored, sit on a solid foundation and be illuminated at night. (William Thomson, CRHA Kingston Division)

Toronto Transit subway cars heading to Nigeria

Just as the new Toronto Rocket trains start rolling in the subway tunnels, the TTC's old cars are about to start moving right out of the city. A company called Eko Rail has a deal to buy 255 H5 and H6 cars from the TTC to furnish a 27-kilometre surface rail line in Lagos, Nigeria. The TTC cars are being gradually retired as the new Rockets come online. The price for the cars is still under negotiation, according to TTC spokesman Brad Ross. The interiors of the cars will be refurbished and they will be converted to run on international track gauge, said London, England-based Michael Schabas, who is working with Eko Rail, the company expected to operate the Lagos line.

The Toronto-born Schabas toured the TTC with Lagos state governor Babatunde Fashola in May. The H5s have been around since 1977 and 1980. The H6s date to 1986 and 1990. They were built by the Urban Transportation Development Corp., in Thunder Bay, which later became part of Bombardier. The H4 cars, which are not air conditioned, are not being sold. They will be scrapped, said Ross. It is not unusual for subway cars to be recycled. Seoul and Beijing cars have both had second lives in other cities.

The TTC announced in 2009 that there was an interested buyer for the H5 and H6 cars but it did not disclose where they might be heading. Lagos has a population of about 15 million people and is expected to grow to about 25 million in the next decade. The new Blue line metro is expected to be running in about three years, said Schabas.

There are five Toronto Rockets already running on the Yonge subway line. They feature open gangways that allow riders to see and walk the entire length of the train. They also accommodate about 10 per cent more riders than the T1 cars, which will be moving to the Bloor-Danforth line. Combined with a new computerized signaling system called automatic train control, the Rockets are expected to increase the Yonge line's capacity by up to 30 per cent. (Gord McOuat)

The 350-foot S.S. Keewatin Steamship Museum will be moving out of Lake Kalamazoo.

The SS Keewatin, the last surviving Canadian Pacific steamship in the world, is coming home to Canada, more than 100 years after it was launched in 1907 at the height of the Edwardian era.

Google Image Gallery

The elegant ship, with its oak and mahogany dining room and stained-glass windows, ferried passengers and freight from Georgian Bay to Lake Superior for more than 50 years, until it was decommissioned by the Canadian Pacific Railway in 1965.

The Keewatin will be towed from its berth as a floating museum in Douglas, Mich. to become the centrepiece of developer Gil Blutrich's revitalization of 11 kilometres of shoreline that once belonged to the CPR in Port McNicoll, Ont.

"Just about everybody in the community has some connection to the ship, because they or somebody in their families worked on it, or cruised on it," said Scott Warnock, the mayor of Tay Township. He considers the return of the ship a "win-win" for the area.

If all goes well, the Keewatin – which was built in Scotland four years before the Titanic made its maiden and final voyage across the Atlantic – is scheduled to arrive in Port McNicoll in June, 2012. The 106-metre, 3,800-ton vessel will be moored beside a replica of the old Canadian Pacific railway station and open to the public.

The Keewatin was one of six steamships built by the Canadian Pacific Railway between 1883 and 1907 to bring western wheat across the Great Lakes to eastern markets, and to ferry European immigrants in the opposite direction to their new homes on the prairies.

Forget glamour, these were working ships. It was only after the introduction of modern transportation and freight-handling modes in the 1930s and 1940s that the steamships – those that had survived storms and shipwrecks – enjoyed a second and more leisurely life as cruise ships.

Their glory days sailing between Port McNicoll and Thunder Bay on Lake Superior were short-lived, with cars, cottages and airplanes putting an end to lake cruising. By the mid-1960s, only the Keewatin and her sister ship the SS Assiniboia remained.

The CPR offered to sell the ships to Thunder Bay and Port McNicoll for a dollar apiece, but there were no takers. That's when two American enthusiasts jumped in. The Assiniboia was going to be reincarnated as a floating restaurant on the Eastern Seaboard until a mishap with a welder's torch led to its fiery demise in 1970.

The Keewatin had a happier fate. R.J. and Diane Peterson bought the ship and all its furnishings including china and silver flatware for about $40,000 from CPR and a Hamilton scrap metal yard in 1966, and towed it to their marina on the Kalamazoo River in Douglas, Mich. They refurbished the ship and operated it as a floating museum. Five years ago, fundraiser, non-profit organizer and history buff Eric Conroy, who had worked on the Keewatin as a summer job back in the 1960s, helped organize a Canadian-American 100th anniversary celebration for the ship in Michigan. He was a key player in the repatriation negotiations to bring the Keewatin back to Canada.

The homecoming won't be smooth sailing. In the 45 years since the Petersons moored the Keewatin in their marina, silt has caused the water level to rise in the Kalamazoo. Mr. Blutrich may have bought his precious piece of Canadian heritage, but before he can give it pride of place in his new development in Port McNicoll, the river has to be dredged. Once that costly task is completed, tentatively set for June, 2012, the Keewatin will be towed to the mouth of Lake Michigan. That's where the grand old lady of the Great Lakes will be ceremoniously handed over from Mr. Peterson, her American rescuer, to Mr. Blutrich, her new owner, on the first leg of her homecoming voyage. (Globe and Mail)

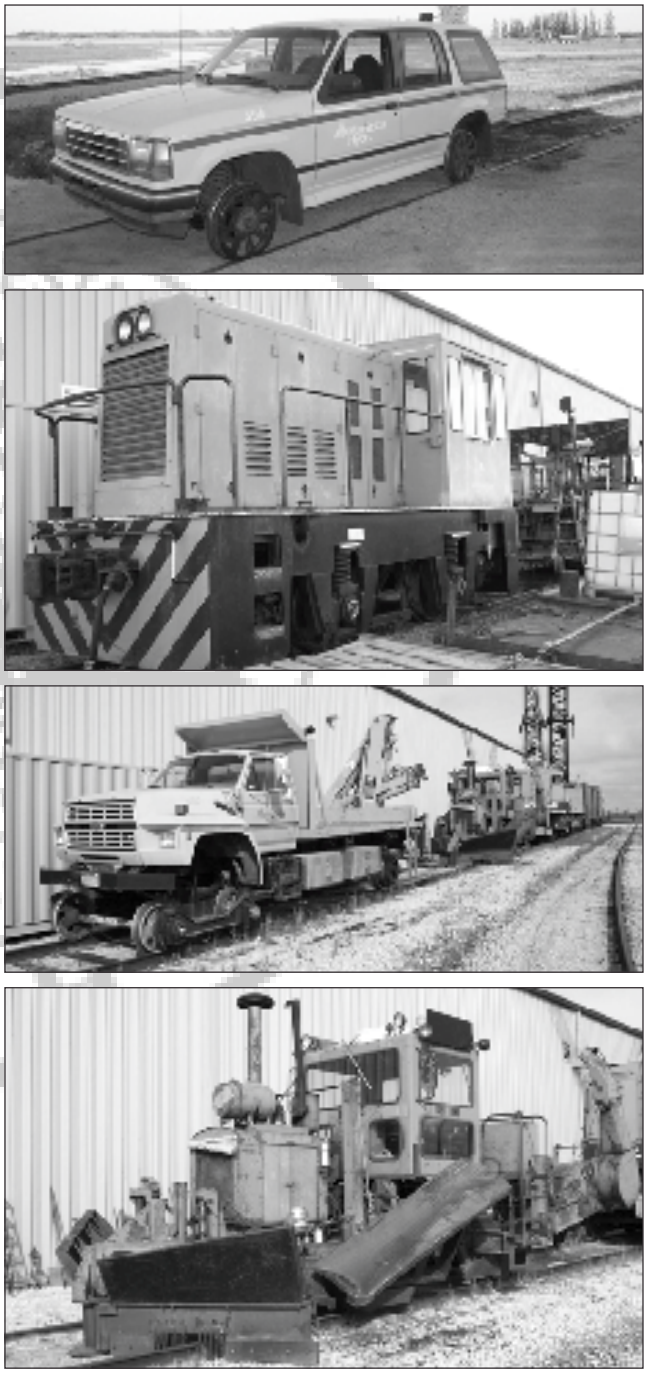
Completion of Winnipeg's Union Station upgrades

Minister of State (Transport) Steven Fletcher announced the completion of upgrades by VIA Rail Canada to Winnipeg's Union Station. He was joined by VIA Chairman Paul G. Smith; VIA President Marc Laliberté; Winnipeg Deputy Mayor Justin Swandel; and BOMA Manitoba President Tom Skraba. "These impressive upgrades to Winnipeg's historic station are a shining example of the positive results to emerge from Canada's Economic Action Plan," said Minister Fletcher. "Our Government is proud to invest in projects like this that not only improve passenger rail service but create jobs right here in Winnipeg." Union Station's renovations included major repairs to the station roof and train shed, including upgrades to make the over 100 year old station more energy efficient, while carefully maintaining the distinctive features of the heritage building's Beaux-Arts design. As a result of these upgrades, Union Station was awarded a level 2 certification for energy efficiency by the Building Owners and Managers Association of Manitoba. Funding for this $3 million project came from the Government of Canada's $923 million investment in VIA Rail for improvements to its facilities, equipment and infrastructure. (Canada NewsWire)

Manitoba Hydro donates maintenance equipment to Prairie Dog Central

The PDCR took delivery of several pieces of equipment which were donated by Manitoba Hydro following the closure of the Tramway between Slave Falls and Pointe du Bois. Included in this donation are:

- A Ford SUV track inspection vehicle
- A 35 ton GE locomotive built in March 1968
- A high rail truck with a 1,000 lb. crane
- A tamper
- A ballast regulator



All pieces of the equipment are in operating condition, and the PDCR will be using this equipment in its track maintenance program. (Paul Newsome).

Tous les éléments de ce matériel sont fonctionnels et le Prairie Dog Central les utilisera pour son programme d'entretien de ses voies ferrées.

Canadian Pacific Railway Station Heritage Park and Interpretive Centre

The historical Canadian Pacific Railway Station located off Third Street NE in Portage la Prairie, Manitoba, will be having a new addition to the centre. The station will be getting the donation of a 25-ton diesel locomotive, known as "Snoopy," that will be on display at the centre, which is being renovated to become the future Canadian Pacific Railway Station Heritage Park and Interpretive Centre. This was announced by Vic Edwards, who is president of the Portage la Prairie Heritage Inc. and chairman of the Save the CP Station Committee. The locomotive was built in 1948 by General Electric. Winnipeg Hydro, the current owner, is making the donation to the CP Station in Portage. The locomotive will be moved from its present location at Pointe du Bois, MB, to Portage. With the new locomotive unit to put on display, the CP Station group is progressing with its plans to eventually have the CP Station open to the public as a historical interpretive centre. (Portage Daily Graphic)

Canadian Pacific roundhouse comes down

One of Saskatoon's oldest railway buildings is being demolished. A contractor working for CPR has begun the demolition of the 40,000-square-foot Sutherland Roundhouse. The circular structure, used for servicing and storing engines during the heyday of the iron horse, was constructed in 1907. The Roundhouse building was no longer useful; It could not accommodate modern locomotives. CP's Saskatoon mechanical services division worked out of the building. A new replacement building will be built to house the mechanical and engineering staff and storage, but no timetable is in place for construction. There will be no job cuts. (Saskatoon StarPhoenix)

New tourist train will tell a Saskatchewan story

After nearly a decade of work, the dream shared by many in the south Saskatchewan town of Ogema is about to pull into the station. First, will be a 70-passenger Pullman car that stopped in Regina during its month-long journey from Gettysburg, PA. Following that will be a GE 44 Tonner locomotive, which will be split in half (the engine from the running gear) and loaded onto two trucks to begin a separate journey from North Conway, New Hampshire.

Once put together on the community-owned Red Coat Road and Rail track, the pieces will become Saskatchewan's first-ever tourist train. "Now that it's this close. it's pretty exciting," said Keith Bacon, a board member with the Southern Prairie Railway, which will oversee the tours, noting that the train will be ready to begin operation in 2012.

The tale of the train making its way to Ogema really starts long before that particular idea was even born. For years, the people of Ogema have placed an emphasis on preserving the town's history. So much so that 30 of the town's original buildings sit restored at its museum. In 2002, the town bought an old train station - the same model as Ogema's original one - that had been in use as a grain bin and restored it to its original condition. Beginning next year, it will be the loading point for the tourist train.

And the possibilities for the train seem almost endless. Bacon tossed around potential uses like sunset rides, western nights, weddings, executive retreats and theme nights centring on the Metis or outlaw histories of the area. All told, the project is expected to run the board $200,000. Donations are being accepted on the Southern Prairie Railway website and there are plans to seek corporate sponsorship. (Regina Leader-Post)

BACK COVER TOP: This is a photo of an original Cam King water color painting of CNR 49 operating tank first, with a classic wooden coach commuter train in a rural Lakeshore setting. The painting was donated to the CRHA by Ronald Ritchie and has been added to our ever growing art collection. Peter Murphy.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : Photo du tableau original peint par Cam King et illustrant la locomotive du CNR no 49 roulant à l'inverse, en tête d'une voiture coach de banlieue en bois dans un décor rural du Lakeshore. Ce tableau a été offert par Ronald Ritchie à l'ACHF et constitue un ajout à notre collection grandissante d'œuvres d'art. Peter Murphy.

BACK COVER BOTTOM: Stephen Low and his crew are hard at work filming the 2816 for the Rocky Mountain Express feature length IMAX movie which premiered on September 30, 2011. Stephen Low Company.

BAS DE LA PAGE COUVERTURE ARRIÈRE : Stephen Low et son équipe à l'œuvre, filmant la locomotive no 2816 pour la production IMAX Express de Rocheuses, dont la première a eu lieu le 30 septembre 2011. Compagnie Stephen Low.

For current Canadian railway news, updated monthly, please visit **canadianrailwayobservations.com**

Pour des nouvelles concernant le chemin de fer canadien, s'il vous plaît visitez le:
www.canadianrailwayobservations.com