

Just A. Ferronut's Railway Archaeology *October 1993* "Art Clowes"

The brisk, bright days of fall are with us again as I dust off a few more old files on railway history. First, a few words on my recent wandering around Quebec. With the construction on the Deux Montagnes line winding down, I stopped the other day in Canadian Northern's "Model City" to see the crews busy under the morning sun. Today this is Mount Royal, and after watching the track gang for a few minutes, I wandered over to the station to watch another crew load remnants of the old platform passenger shelters onto trucks.

From Mount Royal, I wandered out to the east end of Montreal Island and started eastward along CN's Joliette Subdivision. This line was constructed by The Chateaugay and Northern Railway Company. To one who knows a bit of geography about the Montreal area, Chateaugay in this name appears rather confusing. Chateaugay is on the south shore of the St. Lawrence River near Caughnawaga some 25 miles or so from C&NR's track. A check of the charter explains this oddity – the 1895 charter granted The Chateaugay and Northern Railway Company permission to construct and operate a rail line from the New York state boundary to Montreal, thence to a point at or near Joliette. Great plans, but the company didn't get past the construction of 36.2 miles of track from Moreau Street, Montréal, to Joliette that opened on August 9, 1904. On October 23, 1903, the C&NR had been leased to the Great Northern Railway of Canada for 999 years. The GNR of C became part of the Canadian Northern Quebec Railway Company on July 19, 1906.

Today, this trackage is operated as CN's Joliette Subdivision and Longue Pointe Spur. Most of the trackage of the C&NR on Montreal Island, from the Moreau Street Yard to Pointe-aux-Trembles is defined as CN's Longue Pointe Spur. The portion from Pointe-aux-Trembles to Joliette, is operated as part of CN's Joliette Subdivision. This line provides CN's rail access to a vast sparsely settled portion of Quebec including the Saint-Maurice Valley, Lac Saint-Jean and the Chibougamau regions.

I knew my timing was wrong for any VIA traffic, but I did luck out about 10 miles east of Pointe-aux-Trembles near L'Assomption as I had a chance to watch and photograph CN 9469 leading 5120 and pulling about 40 cars of mixed freight westbound.

Some of my notes and maps indicated that the C&NR had a 7 mile branch north into Saint-Jacques from Pardi on its Montréal to Joliette main line. Armed with just a road map of the area, I covered some of the back roads that seemed the most logical route for this spur. About 3 miles south of Saint-Jacques, I found a reasonable section of the abandoned road bed, near a stream, probably the Ruisseau St. George that was listed in a 1908 timetable. Beyond that, I didn't locate many signs of this long abandoned line.

I then drove the last 7 or 8 miles into Joliette, a typical Quebec style small city. The Joliette Subdivision cuts diagonally across the community just north of its main business district. The open areas along the track indicates the former location of various yard facilities. On the south side of the track, the C&NR two storey brick station has been restored and used by VIA Rail. The brick has been re-painted brick red with horizontal stone bands restored to natural colour and the gables and window trim painted white. The brackets supporting the passenger protection canopy are

painted green and all capped with a grey asphalt shingled hip roof. It was interesting on the Sunday I was there, across the street was a flea market and the station was cordoned off to keep cars away from the station, sure a good help in getting a couple of pictures. About a half of mile east of the VIA station is the diamond crossing of the CPR line to Saint-Felix-de-Valois (see the Railway Archaeology column of September 1993). This north south line cuts through Joliette east of the business section.

Joliette also still has its CP station, south-east of the city core. At this time, its track layout makes me scratch my head. It appears to be located on a stub ended track with the St-Gabriel Subdivision trackage passing in back of the station. Maybe it is the way the building has been restored, but it will take a little more work to answer this puzzle. Anyway, the storey and a half wood frame former station has been renovated and is presently for lease. The station has a flared hip roof. The dormers appear to have been modernized and they like the rest of the station are painted white. The window and door trim as well as a base board around the station is painted green.

Early this summer I stopped over at St-Jean-Port-Joli, Quebec, on CN's Montmagny Subdivision about half way between Levis (Québec City) and Rivière-du-Loup. Back in the 1960s and 1970s, the boxy 2 storey frame station with its red insul-bric siding sat stately surrounded with well-kept flower gardens. These gardens were kept by the agent, who lived on the second floor of this station, and even then, you felt as if you had slipped back 20 or 30 years to the days with the railways supplied their station agents with a generously quantity of nursery plants and ran competitions for the best kept stations. By 1983, the flowers were gone, but the station continued to stand on the north side of the track and was still open. Today this station is gone, a VIA Rail station about 12' x 24' has been built east of the old station site. Half of VIA's depot is enclosed and half is a roofed over open verandah. This like many of VIA's replacement stations sits closed, with weeds gradually reclaiming the grounds around it.

Heritage Stations

Before I leave the station scene, the federal government announced on September 15, 1993 that it has declared 15 more CN stations as Heritage Stations. The following are the newly designated stations that brings the list to 60 Heritage Stations on CN lines. The additions are:

Hornepayne, ON - Mile 296.2 Ruel Subdivision
Fort Frances, ON - Mile 90.1 Fort Francis Subdivision
Nakina, ON - Mile 131.6 Caramat Subdivision
North Bay, ON - Mile 227.8 Newmarket Subdivision
Huntsville, ON - Mile 146.2 Newmarket Subdivision
Unionville, ON - Mile 49.7 Uxbridge Subdivision
Amqui, QC - Mile 60.9 Mont Joli Subdivision
Sayabec, QC - Mile 75.9 Mont Joli Subdivision
Mont-Joli, QC - Mile 105.40 Mont Joli Subdivision
Rimouski, QC - Mile 123.4 Rimouski Subdivision
Macamic, QC - Mile 87.2 Taschereau Subdivision
Shawinigan, QC - Mile 49.5 Joliette Subdivision
Grand Falls, NB - Mile 182.5 Napadogan Subdivision
Sackville, NB - Mile 86.7 Springhill Subdivision
Sussex, NB - Mile 43.3 Sussex Subdivision
With this list of designated stations CN Rail was

advised that the following depots were reviewed and turned down as possible heritage stations:

South River, ON; Oba, ON; Armstrong, ON; Trois-Pistoles, QC; Causapscal, QC; Levis, QC; Saint-Marce-des-Carrieres, QC; Baie-Saint-Paul, QC and South Devon, NB.

Recollections

The photograph of the European and North American Railway Locomotive No. 12 on the cover September 1993 Rail & Transit sent me scurrying for my file on this railway. First, an inspection of this photograph shows the broad or 5' 6" gauge of the E&NA in 1860. This locomotive was constructed in Saint John by Fleming & Humbert and was delivered in July 1860, the month before it pulled the Royal Train into Saint John. It was named the "Prince of Wales" and as the photo shows was a 4-4-0 with 66" diameter drivers. In 1860 this locomotive like all of E&NA's were wood-burners. The E&NA along with the Nova Scotia Railway was consolidated with the Intercolonial Railway on November 11, 1872. The ICR rebuilt the E&NA No. 12 in 1875, it was converted to a coal-burner and regauged to standard gauge. The ICR renumbered this locomotive as their No. 34 and sold it in 1887 to a J. H. Beatty.

Once I opened the file on the E&NA, an article from the February, 1915, *Canadian Government Railway Employees Magazine* (predecessor to *CN Keeping Track*) popped up discussing train speeds and a number of the early maritime locomotives in an interview with an unnamed retired ICR employee who had started work in 1872. ".... I read a news item in one of the Provincial daily papers a few years ago which almost took my breath. It gave a statement as to the speed made by an extra train, on which there was quite a large party, who stated that they had never travelled so fast before. It was claimed that an average speed of 85 miles per hour was maintained from station to station at two points on the road. No special effort had been planned for a record speed trip, for a freight engine was used from Campbellton, NB to St. Flavie (Mont Joli), QC. The following statements are exact quotations:- "The distance from Charlo to Dalhousie Junction was made in seven minutes, being ten miles, - from Rimouski to Bic eleven miles, in eight minutes." The swiftest run I had ever checked up myself was from Athol to Amherst on the old "Stag" twelve miles in eleven minutes and fifteen seconds. ..." These locations are on the ICR's Northern Division, northern New Brunswick and Quebec.

".... I knew many of the engine men and found each man worthy of my affectionate regard, however, they would not be able to handle the huge modern locomotive (1915) as easily and skilfully as they did the "Wood-burners," but they would in many respects be well worthy of the emulation and imitation of many of the younger men now in engine service. I recall one aged engine man telling me that he did not know of ever having run 60 miles per hour, but I timed him soon after, and found that he covered, now and then, a mile in fifty-five seconds. ..."

".... The engine "Stag" which will have been forgotten by all but the older men in the engine service, but she and the other "wood-burners" gave us brakemen a strenuous time of it, as a part of the work of each trip was loading the tender with hard wood taken from heaps placed near the main track. In cases of emergency road crossing platforms, fence rails and other combustibles were pressed into service to avoid a "hang-up." ..."

".... In contrast to all this let me give a story about an impatient traveller who was complaining to an (Railway) Inspector who was occupying the same seat with him in a railway car, as to

the slow speed and unpunctual service on that particular train. In reply, the Inspector began by saying "Well, I've been on this line eight years." - "Have you indeed?" the grumbler asked, and added, "At what station did you get on?" ... "Does anything really change?"

This article continued with a few comments about the condition of E&NA locomotives in 1870 as reported by Mr. H. A. Whitney, the Mechanical Superintendent. Mr. Whitney stated ".... Five engines are in good order, five are in fair condition, and four require considerable repair." In that year there were in use the "Hercules, No. 1," "Samson, No. 2," "Kennebecasis, No. 4," "Petitcodiac, No. 5," "Scadouc, No. 6," "Anagance, No. 7," "Loostauk, No. 8," "Ossekeag, No. 9" "Apohaqui, No. 10," "Prince of Wales, No. 12," "Norton, No. 13," "Prince Alfred, No. 14," "Robert Jardine, No. 15," "The Bear, No. 16," and about six others.

The interviewed employee spoke about a number of employees around the Saint John including that a station Policeman was paid the princely income of \$1.00 per day.

Next to the above article was a second interview with a Mr. A. B. Gray, a time early Roadmaster of the Intercolonial Railway at New Glasgow, NS.

Early Track Structure and Railroading

Mr. Gray had began his Railway career as a Section man on the Nova Scotia Railway, and had the following to say about early railways:

".... When I commenced railroading in 1866, the Nova Scotia Railway was in operation between Halifax and Truro and Windsor. The road bed was ballasted with clay, and rock, taken out of the cuttings between Halifax and Bedford. The ties were in nine foot lengths of round timber, split in two halves with saws. The rails were of the H pattern, that is, the tops and bottoms were alike, and could be used over again by turning them upside down. They were secured to the ties by cast iron chairs, the ties being spotted to allow chairs to set level on them. The rails were fastened in the chairs by wooden keys or blocks made of elm soaked in tar. These rails, when new, made a smooth running road. The rails were 16 and 18 foot lengths, and they, along with the chairs and keys, were brought out from England about the year 1855. In 1867, portions of the track between Windsor Junction and Halifax were re-laid with iron "T" rails, the same pattern as are now used. These "T" rails were secured at the joints by a thin steel scabbard. These scabbards had a decided tendency to work loose, and slip clear of the end of one rail, and trackmen had to keep busy keeping these scabbards in place. There were no hand-cars in those days, push cars only, but they were much lighter than those in use at the present time. The track men were paid 90 cents per day, and the foremen \$1.25, and many of us had to live, pay house rent, fuel, etc., and support quite large families, yet they seemed to get along, and have a little to spare. The first regular trains used to run with the passenger cars next the engine. Later on, the passenger cars were put on the rear of the trains. These trains made good time, and accidents were rare. It was quite a usual occurrence to see eight and ten flat cars on the regular morning train from Truro to Halifax, loaded with wagons of country produce. Special trains were frequently run out for loading and distributing ties. Many of these special trains had no van, and only a conductor and one man, and sometimes a conductor only. The engines in use at that time were all wood burners. In many cases, when out on special trains, loading and unloading ties, I have helped the Fireman to handle wood, both on the tender, and into the fire-box. The dumps or fills between Bedford and Halifax were seriously damaged by the

heavy south-east and north-east storms. One, Doyle's dump was badly washed out in 1870. Rails and ties were carried by the sea into the pond on the right hand side going to Halifax, and I think the rails are in the pond to this day (1915). The sections between Halifax and Bedford were short, only three miles in length, and they had two men and a foreman to look after them, yet there was always plenty of work for them to do. They got no extra help in the summer, and in the winter they had plenty of snow and ice to handle. There were no car flangers of any sort.

Again, reading both of these articles, it is interesting to note the reference to early piggy-back service, the high rates of pay!, caboose-less trains and of course in both articles the reference to the wood-burning locomotives.

Early Rules

While we are digging around some of the day to day parts of early railroading, I found the following from the 1864 Grand Trunk Railway's "*Book of Rules and Regulations*" interesting. The following is part of Rule # 15 for TRACK REPAIRERS as contained in the section for Maintenance of Way and Structures. This rule starts with all the technical niceties that the ballast should not be more than two inches above the ties and how the track is to be kept clear of ballast, gravel and snow, etc., for the clear passage of trains. The part I found interesting part was: "... All labourers dwelling in shanties along the line are strictly forbidden to keep cows or pigs within the fences. Occupants of crossing watch-houses must be particular in obscuring their windows at night, as the light might be taken for a signal. ..." This 1864 rule book was defined as general regulations applicable to all servants of the GTR and in addition to instructions concerning train operation had sections for each category of crewman as well as for station personnel and rail plant maintenance people. One section even gives instructions as to how to repair telegraph lines. Every foreman was expected to have a copy of these rules in his possession at all times or face a penalty of a fine of \$1.00 or worse, dismissal.

A 50 Year Flash-Back

I read the comment in last month's [The Rapido Column](#) about CP Rail's last train to Waterloo only a few days after reading about the Society's fifth excursion that took place back on Sunday, November 21, 1943 when eleven UCRS members and one guest spent the day on the Lake Erie and Northern Railway, Grand River Railway and Kitchener – Waterloo Railway.

The group from Toronto motored to Brantford where they were joined by Orin Maus, and at the LE&N Station, boarded car 844 northbound, leaving the Brantford at 12:15 for the run to Galt, Preston and Kitchener Junction. The group stopped at Preston for equipment photographs in the drizzle. At Kitchener Junction the group inspected the barns and shops of Kitchener – Waterloo Street Railway.

After this stop the excursionists caught Peter Witt car No. 32 of the K – W Railway for the ride north-westerly to the other end of the line, the wye at Church Street, Waterloo. After riding back to downtown Kitchener, the party went into a restaurant during the wait for the next Grand River car going south. The group went over to the brand new Kitchener GRR Station, which had been opened only on the previous Tuesday, to catch their car. On their return southbound trip changed cars at Preston and rode a local to Hespeler over that branch.

The trip report closed by saying the group arrived back in Toronto about 10:30 P.M., well satisfied with an outing abundant with electric railway interest.

What a change in fifty years!

A Rarity for the CPR

In this day of environmental concern an article titled "The little plant that stopped a dam" in the Woodstock, NB, *Bugle* caught my eye. However, it was not the main story that interested me, but a side issue. The plant in question is the Furbish's lousewort, one of the rarest plants in the world. The yellow perennial herb is known to exist only in the St. John River Valley, New Brunswick and in Aroostook County, Maine. Records show that only about 6,000 plants exist between the two places.

The St. John River Valley location of the plant is mostly located on a plot of land owned by the Canadian Pacific Railroad, near Four Falls. This plot has been under the protection of the railroad, under the authority of the local agent, since April 1978.

PAT:

[Photos disks in mail](#) – MTNROY; JOLYVIA; STJEAN; JOLYCNP.

MTNROY – August 29, 1993 looking north at Mount Royal Station, Mile 3.7 Mont-Royal. Track & station platform work.

JOLYVIA – August 29, 1993 looking north-east, CN/VIA station, Joliette, QC, Mile 101.9 Joliette.

JOLYCPR – August 29, 1993 looking north-east, CP station, Joliette, QC. Station, closed, renovated and presently for rent.

STJEAN – August 13, 1993 looking south-east, VIA St-Jean-Port-Joli, QC station, closed. Closed with plenty of weeds.

Future Months:

CP LaSalle station still standing

Newburgh CNOR Station exists in town as a house – Dan McConnachie.