

## Just A. Ferronut's Railway Archaeology Art Clowes

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I am not sure who is the slowest these days, me or the weather? Anyway, it is time to fire up the computer and see what has shown up over the last month.

### Changing Transportation

The first of June of this year saw the opening of the Confederation Bridge, joining Prince Edward Island with New Brunswick. This ended a hundred or so years of squabbling over what kind of a fixed link should be made between the two provinces. This narrow body of water has seen many changes over that period. From the small open boats of the summer to the infamous "ice boats" that fought their way across the mounds of ice and slush in winter to finally a fixed link.

The 1870's saw narrow gauge railways appearing on Prince Edward Island. Soon, various shipping companies were transporting goods from various main land ports to Prince Edward Island. The rail line reached Cape Transverse in 1885. This provided a terminus for rail-water transfer of goods. When the Government acquired the rail lines of the region to form the Canadian Government Railways at the beginning of the First World War, this was the real start of change to transportation on the Island. New terminals with rail transfer bridges were completed by 1917. There was just one small problem, that wasn't corrected until the 1920's, the mainland cars were too wide for the Island Railway, so it was required to lay a third rail and eventually change the gauge to 4' - 8½".

The last eighty years saw various ships plying the waters between Cape Tormentine and Borden. Some of these were capable of carrying rail cars, others were built to suit the truckers and tourists. There are many stories about these ships. The old "S. S. Charlottetown", that was sunk during World War II. Service was supplied by the "S. S. Prince Edward Island". There was always the battle as to which should be stronger, the ships or the wharves. One extra hard whack to the wharves by the "Prince" saw it come out with a badly damaged bow (front end). The crew moved in quickly, loaded the stern of the ship with rail cars of rail to raise the bow out of the water. The blacksmiths of the Moncton shops worked overtime, forming a new "bow stem" (curved section up the bow, to which the steel plates of the hull are fastened) for the "Prince" out of several rail car axles. A few days, and service was back to normal.

The best-known rail-car ferry to serve this crossing was the original "Abegweit," (Micmac for "Cradle in the Waves"). This ice-breaking ship was built after the Second World War carried thousands of rail cars across Northumberland Straits until her retirement in 1982. The first *Abegweit* now serves as the clubhouse for the Columbia Yacht Club on the Chicago waterfront.

The opening of Canso Causeway saw the "S. S. Scotia II" moved to help the growing volume of traffic between Cape Tormentine and Borden. In the 1970's the "M. V. Vacationland" and "M. V. Holiday Island" were added as carriers of highway traffic. Because they were built during the reign of Pierre

Trudeau, and were quite unique, they carried the nick names "Fuddle" and "Duddle." The *Holiday Island* has been leased by the federal government to the privately-operated ferry service between Wood Island, P.E.I., and Caribou, NS.

The last of the rail-carrying ferries for this service was the "M. V. John Hamilton Grey", built in 1968. This ice-breaking ferry in recent years has been shuffled around to other ferry services to help out. This year, 1997, it will be used in Marine Atlantic's Newfoundland service, helping cover extra travel expected to "The Rock" for this summer's celebrations marking the 500<sup>th</sup> anniversary of explorer John Cabot's historic arrival in Canada. The "John Hamilton Grey", was a great name for this ship, since they were a father of Confederation for both New Brunswick and Prince Edward Island. Marine Atlantic, has announced that the "John Hamilton Gray", has been sold to a New York company, which will use it to offer cruises.

The newest ship of the Marine Atlantic Island Service is the "M. V. Abegweit II", that went into service in 1982. Unlike the "John Hamilton Gray", the "Abbie," was built strictly for use in coastal waters, and therefore hasn't yet been sold since it will require expensive renovations to convert it to an ocean-going vessel.

So with the ribbon cutting ceremony on May 30, 1997, and the start of highway traffic over the Confederation Bridge, another aspect of Canadian rail and marine transportation passes into history.

### Golden Chariots

Our reference in February to Montréal's "Golden Chariots" brought a couple of notes from Bob Sandusky. First Bob mentioned that on visits to Montréal during 1952 and 1953, he found these open cars "were THE way to see the town, especially on a hot summer night."

Bob then goes on to point out that Montréal observation car No. 3 went to Calgary in the early days of its Heritage Park and forwarded the following comments that he gleaned from material published by Doug Parker and Mike Westren.

"Further to your writeup on the golden chariots let's not forget the heifer that broke loose for a while. MTC observation no. 3 came to Calgary in the early days of Heritage Park. Car 14 was the one which opened the park's trolley line in 1975. Plans were afoot to build a second car and an open observation was considered since Calgary Municipal had operated one from 1912 to 1930. For whatever reasons it was decided to build a replica of 14 instead. (Perhaps the unpredictable variations in Calgary's summer climate?). However, such projects take time and for the short term the park negotiated a loan of MTC No. 3 from the CRHA's Delson museum in 1977."

"When No. 3 arrived here it required several alterations, beginning with the trucks. The park tram line is TTC gauge of 1.5m (4'-10 7/8"), due to the original availability of

Brill trucks from Toronto sweepers. Thus No. 3 received TTC sweeper trucks, lent by the Edmonton Radial Railway Society. (If anyone knows the sweeper No. I'd like to be aware of it.) No.3 was lettered "Calgary Municipal" and decorated with mirrors on its side panels in a fashion similar to the original CMR observation car. The final major touch was temporary double-ending for the stub-end park operation; a new controller on the rear platform and a new trolley pole up on a post at the front."

"While No. 3 ran at Heritage Park, ERRS needed a pair of trucks for their car 42, a 1912, St. Louis product. They traded No. 3's Brill 27G trucks (which was the right gauge for them) for the sweeper trucks they had lent for No. 3. So No. 3 ran rather high for its term in Calgary."

"Finally in 1988 ERRS began to build a proper set of St. Louis type 47B trucks for 42 (using a sample truck lent by the Illinois Railway Museum) and the Brill 27G's were last used under No. 42 in October 1989. They were traded back for the sweeper trucks under No. 3 as the latter had to be returned to Delson with its original trucks, presumably sometime in late '89 or '90."

So thanks to our three western gentlemen for adding some extra details about one of the famous Montréal "Golden Chariots".

### **Train Watching via Time Machine**

I am certain we have all thought of time machines, and how great it would be to have one. Well, maybe not a true time machine, but old newspaper accounts can often come a close second. An article in *The Evening Journal* of St. Thomas, dated Saturday, July 22, 1905 helps give an insight into some of the traffic on the Canada Southern Division on that day. To help confuse issues, the Canada Southern (New York Central) was in the process of renumbering their locomotives in 1905.

Traffic on the Canada Southern was heavy as always in those days, in addition to the run of freight traffic, there were the usual passenger trains including: the Chicago Express, the Boston & Chicago Special, the North Shore Limited, and the Michigan Express, that all operated via Fort Erie. Then there was the Fast Western Express and Chicago Sleeping Car that operated via Niagara Falls with Dining Cars. Local passengers went by on the local trains that served the Canada Division.

This Saturday, July 22, 1905 saw five special trains operating. These five trains carried about 4,000 people to Detroit for the 30<sup>th</sup> Annual Employees Picnic. These trains consisted of 69 coaches and five baggage cars.

The first train to arrive at Windsor was the Ridgetown special, which got there at 9:35 a.m., fast time. This special consisted of one baggage car and 13 coaches. Conductor was man named Gurvine, and the engineer was named Savage. The engine leading this train was CSR No. 440, a 4-6-0 that was built by Schenectady in 1892. This engine had 69" drivers and became No. 8128 later in 1905.

The first of the two special trains from St. Thomas left at 6:45 a.m. and reached Windsor at 9:41 a.m., city time. This special from St. Thomas was lead by MCRR No. 8132, that was pulling one baggage car and 14 coaches. Conductor C. Kennedy was in charge, with engineer T. Fitzgerald at the throttle of this 4-6-0, that like the one from Ridgetown was built by Schenectady in 1892. This engine with its 69" drivers had been CSR No. 444 a few months earlier.

The second St. Thomas special arrived at Windsor at 10:10 a.m. This special consisted of one baggage car and 15 coaches. Conductor Waite was in charge of this special and its engineer was named Stephens. MCR engine No. 8190, a 4-6-0 with 75" drivers was built at Schenectady in 1900, and was renumbered from CSR No. 423.

The Tillsonburg special arrived in Windsor at 10:25 a.m. This special consisted of one baggage car and 13 coaches. Its conductor was named Maxwell, and its engineer named Ballantyne. The engine leading this consist is a bit of a mystery. It is shown as No. 123, however, I can't find any reference to this number.

The last special to arrive at Windsor was at 11:50 a.m., when the one from the Fort Erie arrived. This special consisted of one baggage car and 14 coaches. It was in charge of conductor Bryant, and its engineer was named Dewar. The locomotive on this train was CSR No. 428, a 4-6-0 built by Schenectady in 1901. It 75 inch drivers would be put to good use on the long tangents of the Canada Southern. Sometime in the next few months this engine would be re-numbered to MCR No. 8195.

Should one have stayed around until the evening, they would have seen these 5 specials start to work their way back east, as the trains for St. Thomas and points east leaving Windsor at 8:00 p.m. while the one for Ridgetown left at 8:30 p.m.

Thanks to Orin P. Maus, who had supplied me with a copy of his Canada Southern roster a few years ago.

Flipping through time and newspapers back to December 1864, we find another train of interest on the Great Western Railway. This time it was an inspection train running from Hamilton to Sarnia and return. Conductor Patchen was in charge with such notables on board as the Mayor of Hamilton, Thomas Swinyard, Esquire, General Manager, Samuel Sharp, Esquire, Mechanical Superintendent and several others. This special was being drawn by the locomotive "Dakin". This locomotive, a 4-4-0, passenger engine, was built for the broad gauge by Schenectady in 1853, and originally carried Number 8, and the name "Woodstock" before being renamed the Dakin.

Enough for one visit with the time machine.

### **Québec Bridge**

On the bridge restoration scene, Doug Brown passed along a clipping outlining some of the work planned to be undertaken at the Québec Bridge. Over the last few years both Montréal's Victoria bridge and the Québec's structure have been identified as showing their age. As we have reported at different times, repairs and strengthening of the Victoria has been under way for a year or so. On a recent trip, crews were still busy working on replacing parts of the floor system. In crossing these bridges, I am always reminded of some comments made by a C.N.R. bridge man many years ago. He always maintained that the extra strength of the bridges built around the turn of the twentieth century, helped win the Second World War. His argument was that these bridges carried the extra heavy rail traffic, without maintenance, all because of their original strength, intentional or otherwise. Of course today, as we creep towards the 300,000 pound mark for rail cars, these bridge designs, now nearly a century old are still showing their basic structural integrity.

The announcement of the \$60 million reconstruction for the 80-year-old Québec Bridge is that it will be undertaken

over the next ten years. Canadian National Railways, as the bridge's proprietor, will pay \$36 million, while Québec will contribute \$18 million and the federal government add the remaining \$6 million.

The first phase of the work, already under way, will take three years, and will concentrate on the restoration of the bridge's structure. The second phase, running from 1999 to 2006, will see the bridge sanded, cleaned and painted.

This magnificent the old bridge is still used by six passenger trains, four freight trains and 20,000 cars daily. A CN spokesperson said that a detailed study indicated the bridge was safe but "restoration work would be needed to ensure the long-term viability of this structure." The railway decided it's worth the effort.

The bridge lays claim to two diverse titles. It is the world's longest cantilever bridge, stretching 987 metres, or 3,239 feet. It is also the site of Canada's worst bridge disaster. In August 1907, as the first Québec bridge was nearly completion, one of the spans twisted and fell 46 metres into the St. Lawrence, killing 75 workmen. A new structure was designed and in 1916, as the centre span for the new bridge was being hoisted into position, it also plunged into the river, killing 13 more.

The bridge finally opened in 1917. In 1987, the American and Canadian societies of civil engineers declared it a historic monument. The federal government named it a national historic site in 1996.

#### **Denis Taylor – Update**

I am happy to report that our member and station man from Cobourg, Denis Taylor is returning to his home in early June after about 5 months in hospital recuperating from a stroke.

#### **GTR Accident At "The Dangers"**

In last months column, I made reference to the relocation of trackage from "The Dangers," that were located just west of Brighton. About a year ago, I had come across a small news clipping about an accident involving two Grand Trunk Railway trains and the operator at Brighton. First indications about this December 1870 accident, was that one employee, who was serving both as the operator and station master, had been on duty for an extended time and fell asleep on the job. I have now dug up some more of this accident that cost three GTR employees their lives. Train No 10, the Merchants' Express, a fast freight train, westbound arrived at Brighton about at one o'clock, a.m. The train orders as dispatched from Toronto's Bay Street office, were that No. 10, was to be detained and must cross No. 15, an east bound freight train at Brighton. These orders got mixed up and No. 10 arrived and departed Brighton before the operator had passed instructions on to the switchman to put No. 10 on a siding. A frantic call to Colborne, the next station to the west, received the all too familiar reply that "No. 15 had already left."

"The two trains, each of twenty cars, and each of them propelled by the most powerful locomotives on the road, thundering along at the rate of thirty miles per hour, each train on the same track, and both rushing on to meet one another. Nearly half way between the two stations, at a peculiar curve in the track, which from the first opening of the road, has been called "The Dangers", the trains collided, killing the engine driver and fireman of No. 10 train, and one of three men in charge of a car load of horses. In addition, eighteen freight cars, with their contents, and two locomotives were totally destroyed

in the fire caused when 80 barrels of coal oil on the east bound train broke open and caught fire after coming in contact with hot embers from the locomotives."

While the track through "The Dangers" has long since be relocated, the brick station at Brighton, still stands.

This leads into another story that is happening in 1997. The station is now owned by Ralph Bangay of Brighton, Ontario. Mr. Bangay has done a fair amount of good work to date on restoring the station. Mr. Bangay plans include his desire to acquire a locomotive and rolling stock to display near the station, to complement the restored station, as a museum. He recently put a bid in on the ex-CNR Consolidation type #2534, that has sat for 31 years in Zwicker Park on the outskirts of Belleville. The City has given him the rest of 1997 to arrange to relocate the Montreal Locomotive Works, 1906 built N-4-a to Brighton.

Anyone wishing to make a tax deductible donations to this project can by forwarding them to: **Pat do you still have the address? - I seem to have lost my copy!**

#### **Station Houses in the News**

On a recent rusty railfan outing, Gordon Shaw and I visited the recently opened restored station in Waterloo, Ontario (See March 1997 Column). Both the station and ex-CN van 79664 are very well done. It is like George Roth said, the van looks like it has always been there. George also has supplied some of the graphics for the project, including a 1903 photo of a GP&H Motorman and Conductor from the 1903 era. I am not sure whether Paul Puncher, the clothier who has the shop plans on selling similar style of uniforms. If you are in the area, well worth a visit.

A couple of blocks to the west is the new station for the Waterloo and St. Jacobs Railway. While a platform and some finishing work is needed, the depot is basically finished.

#### **CP Havelock to a Museum**

David Hales of Peterborough, tells me that while some of us were out watching trains at Oshawa, the first of last month he took a drive up to Havelock. The Peterborough TV News had mentioned that the Belmont Methuen & Havelock Historical Society was going to renovate the station and put in a museum with either all or part devoted to a railway theme.

The brick station on a concrete foundation is presently empty. Dave went on to mention that it had been pointed out to him that the north side of the roof is slate and the remaining sides are asphalt shingles. The north side, or road side, is not as obvious unless one crosses the road to take a particular look. The large hip roof has one large dormer on the north side and two small dormers on the south side.

The village is presently promoting their "Folk & Rail Festival" for the weekend of July 18 - 20<sup>th</sup>, 1997.

#### **INFORMATION NETWORK**

Item 79 (February 1997)

#### **Chapel Cars in Canada**

Reply from: **Art Clowes**

Doug Brown had asked whether Canada ever had "chapel cars" similar to a number that were used in the United States?

While going through some back issues of Canadian Railroad Historical Association's *Canadian Rail*, I noticed an

article in the March-April, 1996 issue that is somewhat related. It was titled "*The Church That Began In A Box Car*". This story ties in with some of the social concerns that even the Grand Trunk Railway had for their early employees in the Point St. Charles area of Montréal. We covered some of their other social activities in our January 1996 "Railway Archaeology" column.

Goose Village and Griffintown were two housing areas east (down-river) of the Point St. Charles Shops. These communities just east of Bridge Street were demolished as part of the preparation work for "Expo 67". The establishment of the Point St. Charles shops, that are located on the lands of the old Bourgeois Seigneury, originally the Robert Seigneury, quickly brought clusters of houses in the area. As late as 1871 there was no nearby church where Anglicans could worship.

In that year, the GTR supplied one of its brick-coloured box cars, and latter provided a piece of land at the corner of Wellington and Centre Streets. It is recalled that the services were conducted using a packing box as an altar, and the box car was heated in winter by a potbellied stove, consuming large amounts of wood.

Definitely not in the same league as the cars used by our American friends. It sort of looks like the chapel car is one type that didn't make it in Canada.

#### *Rail and Transit*

#### **Corrections - Additions**

*April 1997, Page 8 - "Railway Archaeology" - GTR*

#### **Relocations.**

A couple of corrections courtesy of Ray Corley, along with a couple of extra tid-bits.

First I missed a "l" that should be included in "Colbright" (Combination of adjacent station names – **Col**borne and **B**righton).

Ray also pointed out that the Canadian Northern line from Todmorden (Toronto) to Trenton was called the Orono Subdivision prior to abandonment, after which the eastern portion was renamed the Deseronto Subdivision.

In 1917, the Canadian Northern had one train a day stopping at Colbright, CNoR Mile 92.5.

Perhaps getting a little too detailed, but I have come across the information about the Regulatory Orders that were issued by the Board of Railway Commissioners for the relocation of the Grand Trunk Railway to permit the construction of the CNoR underpass, that started at Mile 239.2. These orders were No. 11872 and 11873, dated October 4, 1910.

In the third column of page 8, in mentioning the 5.4-mile relocation just west of Bowmanville. Ray confirmed that this relocation was done as part of the double tracking program.

**Railway Bridges over the St. John River** – While the railway bridge between St. Léonard – Van Buren, Maine is the only one on the St. John River spanning the international boundary, there were 5 other railway bridges over this river. Working down stream, they included a CPR one just above the town of Grand Falls, and the one between the villages of Perth – Andover. This bridge and the one about 5 kilometres (3 miles) north of Woodstock, both CPR bridges, were washed out in the late 1980s. The next bridge downstream is the CNR bridge between Fredericton and Devon, now abandoned. The final one, also a CPR bridge is the cantilever that spans the St. John River over

the Reversing Falls at Saint John. So in 1997, only the bridges at Saint John and St. Léonard still see rail traffic.