

Canadian Rail

may
1966

No. 177



THE COVER

SOMETIME THIS YEAR, a familiar landmark in Canada's capital, Ottawa Union Station, will make its curtain call. Its role will be assumed by a new structure now under construction which, through some twisted logic privy to the capricious profession of the town planner, will be situated some two miles from the centre of the city. Instead of being deposited across the street from the seat of government, the rail traveller arriving in the capital city will face a bus or taxicab ride to reach downtown. It is true that several benefits will accrue to the two railways for which the new facility is being constructed. For one thing, Canadian National through trains will no longer have to head in to the station, then back out to Hurdman and resume their itinerary; and the Canadian Pacific trains bound for points west of Ottawa will avoid having to follow an interprovincial "snakes and ladders" route through some of the less inspiring neighbourhoods of Hull, before proceeding on a reasonably westward course. Finally, the new station may well be one of the last new railway passenger terminal facilities to be constructed in North America, in view of the attitude taken by most of the major railways - with the commendable exception, in the case of Canada, of Canadian National.

Be that as it may, we are old-fashioned enough to believe that railway passenger stations were built to serve the travelling public, and not the reverse, Jacques Greber et al to the contrary notwithstanding. And we are but mildly consoled by the fact that the new Ottawa Station is not quite as far from the city centre as Uplands Airport; it will be an awfully long walk from the station to the Chateau Laurier - and without the benefit of a pedestrian tunnel, at that!

Our photograph shows one facet of Ottawa Union in happier times, when steam was king and a Canadian Pacific mixed train still ran from Ottawa to Waltham. D-4-g No. 417 was a fixture on this run and it could be seen daily, as the photographer captured it, backing through the tunnel under the Chateau Laurier and Confederation Square, to pick up its train in the trainshed where kings and queens and heads of state, members of the corps diplomatique and ordinary mortals such as you and I, have arrived, departed or just visited, in the course of fifty-four years.

They don't build stations like Ottawa Union any more, and the rail travel world is the poorer for it.

- Omer Lavallee.

IN THE EARLY YEARS, Canada's economy depended for transportation entirely upon its navigable water routes. Land travel was expensive and difficult and goods were frequently damaged on journeys over the extremely rough roads and trails of the time.

For one hundred and fifty years, the packers' trail running from the Recollet Gate in Montreal to King's Post at the head of the Lachine Rapids had formed the first portion of the trip to the west. This was adequate for transporting goods in units weighing up to one hundred and eighty pounds -- the capacity of a pack horse - but the advent of shipbuilding necessitated the movement of such ponderous objects as huge masts and squared timbers. To transport these things away from navigable water required pulling along a trail on rollers, and only then with extreme difficulty.

The only solution to these problems was a canal. The first Lachine Canal was started by the famed "priest-engineer", Francois Dollier de Casson, in the year 1680; it was to be one mile long and was intended to bypass the Sault Saint Louis, or Lachine Rapids. Work was eventually stopped due to cost, leaving a trench eight hundred yards long, four and a half feet deep, and wide enough for a canoe. It lay dormant for more than a century until the War of 1812 stimulated the building of roads and canals. The Company of Proprietors of the Lachine Canal was formed in 1819, backed by the Imperial and Provincial Governments. Finally, in 1825, a canal for commercial sailing and steam vessels was finished with a depth of five and a half feet, eight and one half miles long.

The Montreal & Lachine Rail Road and its Successors ~



by Robert G. Bales

Seven years later, the Company of the Proprietors of the Champlain and Saint Lawrence Rail Road was incorporated and built from St. Johns, on the Richelieu River, to a point on the Saint Lawrence River at Laprairie. This, Canada's first public, locomotive-equipped railway, was opened on July 21st, 1836; it was a portage line and took the place of a proposed canal over whose location there had been much conflict in the preceding twenty-five years. Merchants in Montreal now had a direct trade route to the south, connecting their city with the open headwaters of Lake Champlain and the adjacent States.

Montreal & Lachine Rail Road

One of the personal success stories of those adventurous times was that of James Ferrier, a penniless Scot who arrived in Montreal in 1821. Through hard work and enterprise, he rose to become a commercial power in his adopted city, in the ensuing twenty years. In 1844, Ferrier decided to promote a railway to the suburban town of Lachine, nine miles from the centre of downtown Montreal. It was to form a land trail or portage around the rapids and would replace in importance, the post-chaise road (now Upper Lachine Road) to Montreal.

Passengers arriving by ship at Lachine Wharf could then be quickly transported to Montreal with their baggage, or could have their freight shipped between the city and Lachine, and avoid the slow water passage through the Lachine Canal.

Alexander Millar arrived in the early autumn of 1845, after Ferrier had written to Kinmond, Hutton & Steel of Dundee, Scotland, inviting them to send out an engineer capable of building a railway. He had been Locomotive Superintendent of the Dundee & Arbroath Railway in Scotland, and his enthusiasm equalled Ferrier's. He set to work laying out the route and chose a straight and direct path.

In the middle of Millar's proposed right-of-way and four miles west of the Recollet Gate, sat a large, deep marsh, fed by the Petite Riviere Saint-Pierre; starting behind Mount Royal, the river wound down finally running into the Saint Lawrence at Montreal's waterfront. Millar underestimated the depth and softness of this area, thinking that he could fill it with earth taken from the Canal, which was then being deepened. Later, when the railway was being built, Millar discovered that part of the swamp was situated in a seemingly-bottomless stretch of an old route of the Saint Lawrence River. Here and in other places, the track had to rest on pilings driven into the solid ground many feet down. In 1848, in fact, the Montreal & Lachine Rail Road lost its first locomotive, "Lachine", when it went off the track and into the swamp. Eight years later, another locomotive, Grand Trunk Railway No. 14, was also lost in this marsh, following a derailment.

On June 9th, 1846, an Act (Ninth Victoria, Chapter 82) was passed incorporating the Montreal & Lachine Rail Road Company to build from Montreal to Lachine, and to operate steamboats from the Lachine terminus to points along the Saint Lawrence and Ottawa Rivers. The railway was incorporated with £75,000 capital and had seventy-four co-sponsors, among them Sir George Simpson of the Hudson's Bay Company and William Molson, who was also interested in the Champlain & Saint Lawrence Rail Road. As completed, the Montreal & Lachine was eight miles long, built with a Montreal terminal at St. Bonaventure Street (now St. James) at Chaboillez Square, and another at Lachine Wharf. Curiously, the Montreal & Lachine was built to a track gauge of 4' 9" which was later changed to 4' 8½", then and now the so-called "standard gauge" to which a majority of the world's railways have been constructed.

The Grand Opening

The official opening of the Montreal & Lachine Rail-Road took place on Friday, November 19th, 1847. At one o'clock, a train, carrying the Governor-General, Lord Elgin; the Hon. Louis-Joseph Papineau, and an influential party of directors, shareholders and politicians, left Bonaventure Station. The train went the eight miles to Lachine in twenty minutes, travelling at the rate of twenty-five miles per hour. The Montreal Witness of Monday, November 22nd, 1847, described the proceedings:

" On Friday last (Nov. 19th) this important work was opened to the public, by the passage of a train of cars from Bonaventure Street Station to Lachine. The Directors have had no slight obstacles to overcome in their prosecution of their valuable enterprise, but the work is at last completed; and it has been finished in a singularly short period. The short course of the Canadian summer has sufficed for the beginning, middle and end of this industrial epic; and this result has been attained by the energetic co-operation

of Messrs. Brown and Company, the contractors, with the Board of Directors. The train started about one o'clock with the president, the Hon. James Ferrier, a large number of shareholders and directors and their guests. Among these were His Excellency Lord Elgin, the Hon. Messrs. Daly, Sherwood, McGill, Papineau, Caley and Badgley and a numerous body of the most influential of our fellow citizens. There were eight cars, of all classes, attached to the engine and with this weight the speed attained was about twenty-miles per hour, the entire distance being performed in about twenty minutes. The shed at the Griffintown (Montreal) end of the line is a very large open building, amply sufficient for the intended purpose, and the Lachine terminus is upon a spacious wharf abutting upon the river and intended to afford moorage for steamers, which will no doubt, land and embark, at that place, numerous passengers departing for, or arriving from, Upper Canada and the United States.

" Owing to the manner in which the rails are laid and the superior condition of the springs, the hangings and the buffers of the cars, the motion on this road is of a particularly smooth and equable character. The inside fittings are precisely on the English plan; the first class cars are finished in a luxurious manner, with satin hangings, the softest cushions and silk blinds. The second class are substantial with comfortable leather seats and windows to protect the inmates against the inclemency of the weather. The third class are open. After the trip to and from Lachine, the company adjourned to Donegana's Hotel, where the directors had provided for their guests a very handsome and substantial lunch. "

Later, the local trains carried traffic between Montreal, Vinet's Hotel, Tanneries Village (now Place St. Henri), Reilly's Crossing Station or Rockfield, Lachine Locks, and finally the wharf station at Lachine. (at 21st Avenue)

According to the American Railway Guide and Pocket Companion for 1851, the Montreal & Lachine Rail-Road ran six round trips a day over the line, each train making a twenty-minute trip from Montreal to Lachine, with a ten-minute stopover there before returning to Montreal. It thereby became Montreal's -- and Canada's -- first "rapid transit" system.

Operation

At first, the railway was an enormous success. After curtailing its services for the winter, it started again in the spring of 1848, now boasting two brand-new Scottish locomotives to supplement the American-built one with which the line had been opened in the previous November. The railway even went so far as to issue third class copper tokens, with a hole in the middle, so that they could be used over and over again. The management expected the Indians from Caughnawaga (who operated a canoe ferry across to Lachine) and the workmen who were employed on the enlargement of the Canal, to go along just for the sake of a ride. The story is told that a number of American railroad men arrived one day, and Alexander Millar took the throttle himself. The train dashed off at a breakneck speed and arrived in Lachine eleven minutes later. Everyone detrained there in a furious humour, and most of them quickly called for carriages to take them back to Montreal in a much slower but safer fashion. Millar promised to behave, and promptly returned to Montreal in nine minutes. President Ferrier immediately called for him and openly reprimanded him -- while privately

congratulating him.

While travel on the Montreal & Lachine thus had its share of amusement, its operation was not particularly profitable. Patrick Kelly had become the engine driver and he outdid Millar on just about every trip. Only the adventurous would ride with him, as well as those who wished to see Kelly's almost-daily fights with Reilly, the gatekeeper at the level crossing with the Upper Lachine Road at Rockfield. Within three years of its opening, the Montreal & Lachine was in serious straits; its shares were offered at 25% of their par value, with no takers. All of this time, the other line, the Champlain & Saint Lawrence Rail Road, was making handsome profits. The answer seemed to be to move farther afield in search of a greater volume of traffic, and two directions were open then to expansion: to the south and to the west.

James Ferrier and his colleagues first turned west, and the charter of the Montreal & Kingston Railway Company was obtained. This railway was to be built from Lachine to Kingston, thereby producing a rail link between Montreal and the Great Lakes. In 1852, before construction had been started, the Montreal & Kingston was bought by interests who formed the Grand Trunk Railway of Canada in the following year, and this railway formed the basis of the trunk system, which was built to the broad, or "Provincial" gauge of 5'6" -- nine inches wider than the Lachine line. On August 10th, 1850, two amendments to the Montreal & Lachine's charter were made: the first gave the M&L permission to change its name to the St. Lawrence & Ottawa Grand Junction Railway and to build along the Ottawa River to Grenville or Hawkesbury, and then south to Prescott on Lake Ontario. However, this never materialized.

The second amendment was the acquisition of the charter of the Lake Saint Louis & Province Line Railway Company, which had not yet been built. This gave Ferrier permission to build from Caughnawaga (opposite Lachine) south to the border. William Molson was behind the Lake St. Louis line, which had an authorized capital of £150,000; the idea was to form a connection with the Northern Railroad of New York, which ran from Rouses Point to Ogdensburg in New York State slightly south of, but roughly parallel to, the Canadian border. In the same year, 1850, the Montreal & Lachine and the Lake St. Louis company were united under the name Montreal & New York Rail-Road Company. Ferrier was probably spurred on in this move by the fantastic tales of railway promotion then current in the United States. At that time, no railroads extended into the United States from Canada. Though the Saint Lawrence & Atlantic Railway was slowly building to Portland, both Ferrier and the Champlain & Saint Lawrence line had time to collect some capital and start building. The C.& St.L. got there first, however, by obtaining the rights of the Montreal & Province Line Junction Railway Company to build along the Richelieu from St. Johns to Rouses Point, and it arrived at the latter town on August 26th, 1851. There, physical connection was made with the Northern RR and the Vermont & Canada.

The Montreal & New York Rail-Road Company

When Ferrier decided to build south to Mooer's, N.Y., he had planned on linking up with the Northern Railroad. However, he could not raise much enthusiasm with that company, because it already had a Canadian connection ensured with the building of the C.& St.L. to Rouses Point. He then went to Plattsburgh, 24 miles south of the border on Lake Champlain. There, his appeals for

cooperation resulted in an agreement signed on April 4th, 1851, calling for the building of a railway north from Plattsburgh to connect with the one being built south from Caughnawaga. The new American line, to be operated in conjunction with the Montreal & New York, was to be called the Plattsburgh & Montreal Rail Road Company. Construction continued on the Montreal & New York south from Caughnawaga through St. Remi to Hemmingford, a town two miles north of the United States boundary and twelve miles west of the Richelieu River. It was then continued south for a few more miles, crossing the border and terminating at Mooer's, N.Y., on the Northern Railroad. The first train arrived there from Montreal in August 1852, one year after the Champlain & Saint Lawrence had reached neighbouring Rouses Point. The Plattsburgh railway south of Mooer's was nearing completion, and through service was established between Plattsburgh and Caughnawaga on September 20th, 1852.

At first, passengers were transferred by an ordinary ferry between Caughnawaga and Lachine. In 1853 however, the railway had built by the shipyard of Augustin Cantin, of Montreal, what was certainly Canada's and possibly North America's, first train-ferry. This two-hundred-foot vessel, the "Iroquois", had sufficient capacity for a locomotive and three cars.

While the Montreal & New York thus solved its transshipment problems across the Saint Lawrence River, the Champlain & Saint Lawrence was at a comparative disadvantage. Early in 1852, it had brought its western terminus closer to Montreal proper by diverting its line at a point midway between St. Johns and Laprairie, and carrying it into St. Lambert, then out onto Moffat's Island on a long, trestle-like wharf. This terminal, called South Montreal, was still separated from the metropolis by the several-hundred-yard-wide St. Mary's Current of the St. Lawrence River, and freight and passengers had to be transhipped. While the water journey between the railway terminus and Montreal had been reduced in length, the double change, one onto the ferry and the other onto the train, still proved to be an inconvenience. Competition was heightened, in 1853, by the completion of the St. Lawrence & Atlantic Railway in that year, between Montreal and Portland, as a broad-gauge railway. Thus, three lines were in competition for American trade.

One of the effects of the completion of the Montreal & New York to Plattsburgh was the formation of a defensive alliance between the Champlain & Saint Lawrence and the Vermont & Canada Railroad, which received and delivered New England traffic to the C. & St. L. These two railways obstructed the newcomers whenever they could, and a battle royal ensued. Rates were cut, services were multiplied and traffic was solicited in frantic campaigns to raise freight and passenger volumes. In retaliation, the Plattsburgh & Montreal placed a steamer in service on Lake Champlain operating between Plattsburgh and Whitehall. This allowed the parent Montreal & New York to produce much lower rates because of the proportion of service by water, which was much cheaper than rail, albeit slower. However, this only helped to anger the Lake Champlain ship operators and the Rutland & Burlington Railroad, whose carferry carried the through freight upon which the Montreal & New York depended.

Court cases over the ship service cut into the railway's operating income and the Plattsburgh & Montreal section began to take substantial losses. Towards the end of 1853, the Canadians felt that they couldn't continue to provide the service to Plattsburgh, but when challenged by their American associates,

(continued on page 105)

ARRIVAL OF THE FIRST

Expo Express

by Derek Boles.

RECENTLY ON DISPLAY at Windsor Station in Montreal was a six-car train of "Expo-Express", the new automatic mass transit system that will transport visitors free of charge around the grounds of Montreal's Expo '67. The \$12 million system was designed and built by the Hawker-Siddeley firm at Fort William, Ont., and is claimed to be the first completely automatic train system in North America. "Expo-Express" will be able to transport 30,000 visitors an hour along the 3½-mile double-track expressway. Average speed will be 23 mph and a trip from end to end including stops at five stations should average about 10 minutes.

The line starts at Rendez-Vous '67, the main entrance gate on Mackay Pier. It then continues along the pier to Habitat, and swings over the St. Lawrence River to the upstream end of St. Helens Island. Continuing over another river channel to Ile Notre Dame, it then turns abruptly back across this channel to the downstream end of St. Helens Island -- the eastern terminus.

The rolling stock will consist of eight six-car units, operating at two-minute intervals. Seven trainsets will normally be in use, with the eighth on standby for emergency use. Each of the lightweight aluminum cars is fully air-conditioned and fitted with large windows permitting a panoramic view of the city and Expo grounds. An added advantage of this system will be its adaptability for use after the closing of the exhibition. As the units are designed to run on standard-gauge railway track, they can be operated on existing systems with little modification.

The installation of the roadbed, track and operating system was completed in June of this year. The manufacture of the rolling stock commenced in January and is expected to be completed by October.

"Expo-Express" can certainly be regarded as a major breakthrough in the development of mass transit in Canada.

MINIRAIL and TELECANOPY

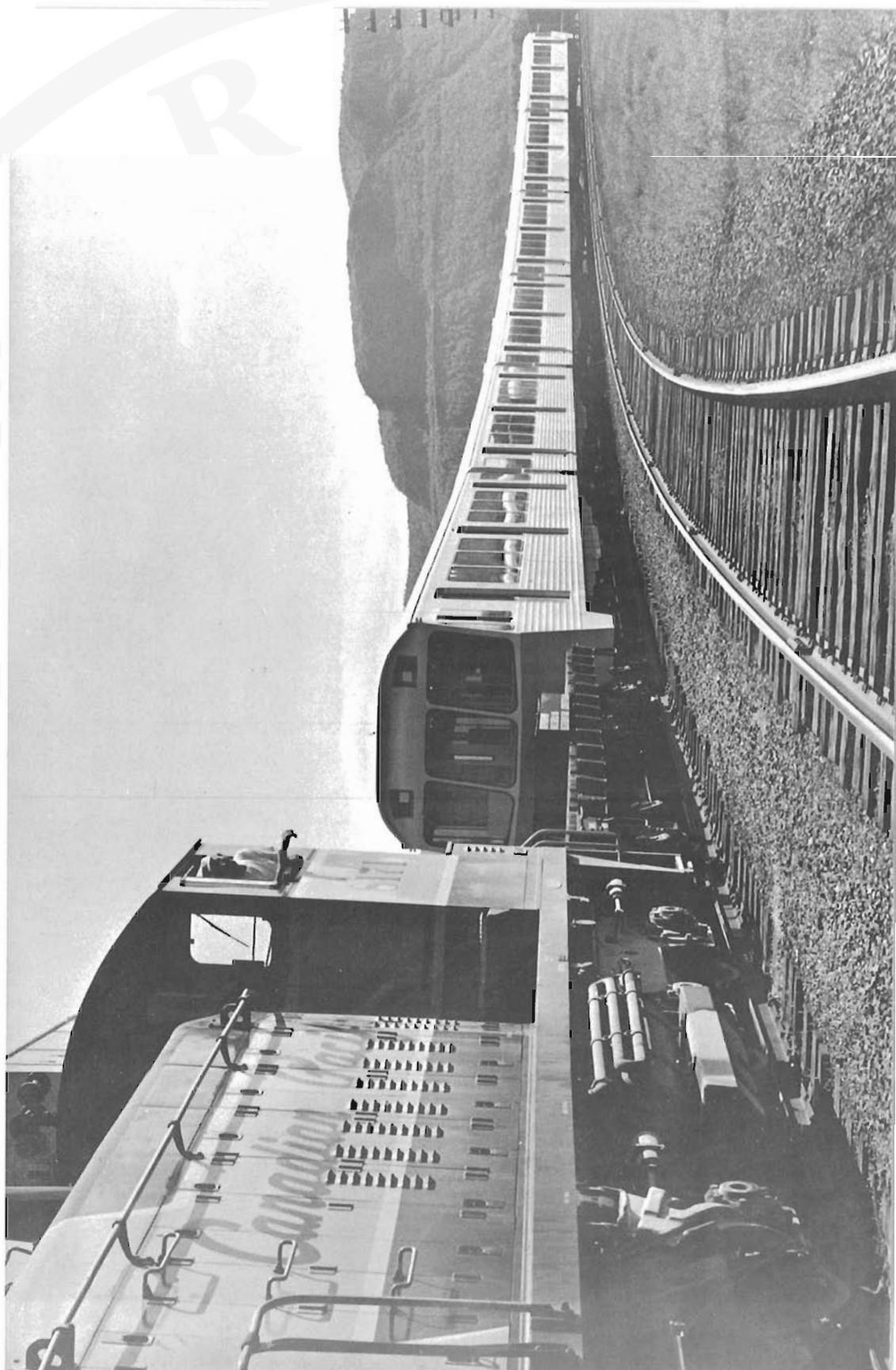
Another item of interest to transportation enthusiasts at Expo will be the Swiss-built secondary transit system recently purchased from the Habegger Company of Thun. The system consists of a "minirail" and a "tele-canopy".

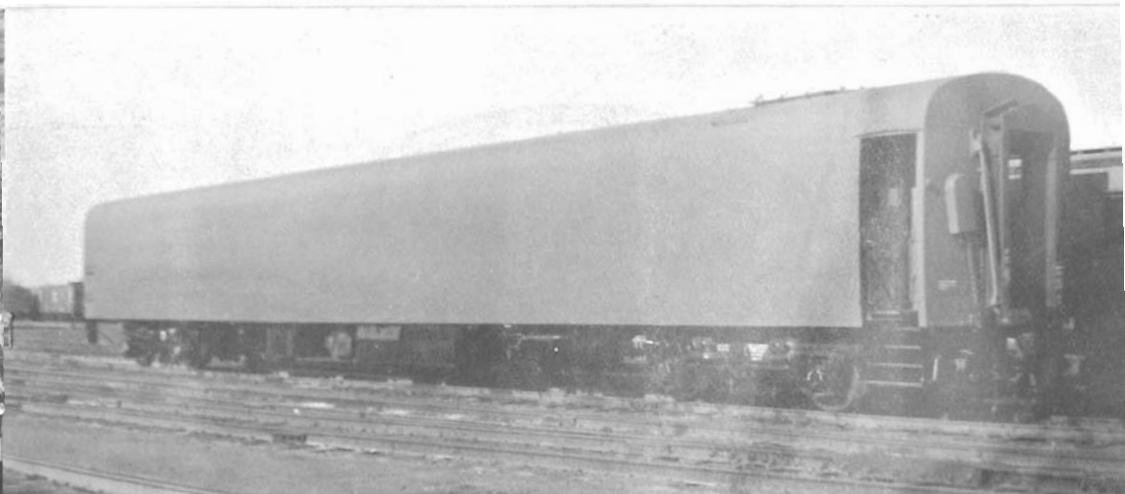
The minirail is a small open-air monorail system travelling through the pavilion areas from the upstream, to the downstream ends of St. Helen's Island. The telecanopy runs on two rails but with the passengers facing one side. The mount and dismount the cars from a large disc which revolves at the same speed as the passing trains. This will run from the La Ronde amusement area to the Paris-Montreal monument. The \$9 million system is almost six miles long and capable of transporting 15,000 passengers per hour.

RIGHT: Expo-Express car FO6, at the head of the first six-car unit to be delivered, is hand-signalled to a stop on track 9 of Montreal's Windsor Station, preparatory to a two-day public display which took place June 29th and 30th.



R





TOP: A new Alco Century 630 unit, Union Pacific #2903, accompanied by #2904, were temporarily detoured through Canada for trials in May and June. The units were turned over to CPR in Montreal, and left for the Pacific coast on train #949 at 11:00 PM, May 24th, 1966. Returned to Montreal, they were handed over to Canadian National Railways for similar tests. Photo shows #2903 at St. Luc Yard, before departure on the CP test. (R.Halfyard)

LEFT: The distinctive profile of Mount McKay identifies this photograph as taken at Fort William, Ont. The train is the first six-car unit of "Expo-Express", which was taken to Montreal, 1,000 miles, on its own wheels at the rear of a Canadian Pacific freight train. The other seven new trains will be handled similarly, sandwiched between specially-equipped flatcars due to lack of standard coupling gear on the transit equipment. Trains in which the aluminum cars are handled are limited to 35 mph, the movement supervised on board by railway officers. (CPR)

BOTTOM: The car with the blank look is Canadian Pacific passenger car No. 2298, stripped of all interior equipment and with windows closed up and sides refinished. Car is one of a number on lease to the federal government for use as an exhibition car in the "Confederation Train". At departure from Montreal on May 25th, it bore an undercoat finish. Final multi-coloured paint scheme is to be applied to this car and others, in Ottawa. (R.Halfyard)





they denied any intentions of ending it. When William Molson suddenly seized the Montreal & New York steamer on Lake Champlain and transferred it to the Champlain & Saint Lawrence, the Americans retaliated by taking over the Canadian rolling stock on their part of the line. As a result, services were stopped temporarily just north of the border at Hemmingford and a lengthy court battle ensued. After a great deal of argument, the partnership between the Montreal & New York and the Plattsburgh & Montreal was dissolved.

The Montreal & New York and the Champlain & Saint Lawrence began to share their rates in 1853 and soon it became evident that they could not hope to continue as separate railroads. The Montreal & New York had already been buying into the C. & St. L. and in 1857, both roads were formally merged to form the Montreal & Champlain Railroad Company. The Plattsburgh & Montreal company, owned by northern New York interests, continued a separate existence, later being reorganized as the Montreal & Plattsburgh Railroad company; still later, it became a part of the New York & Canada Railroad, a subsidiary of the Delaware & Hudson Canal Company.

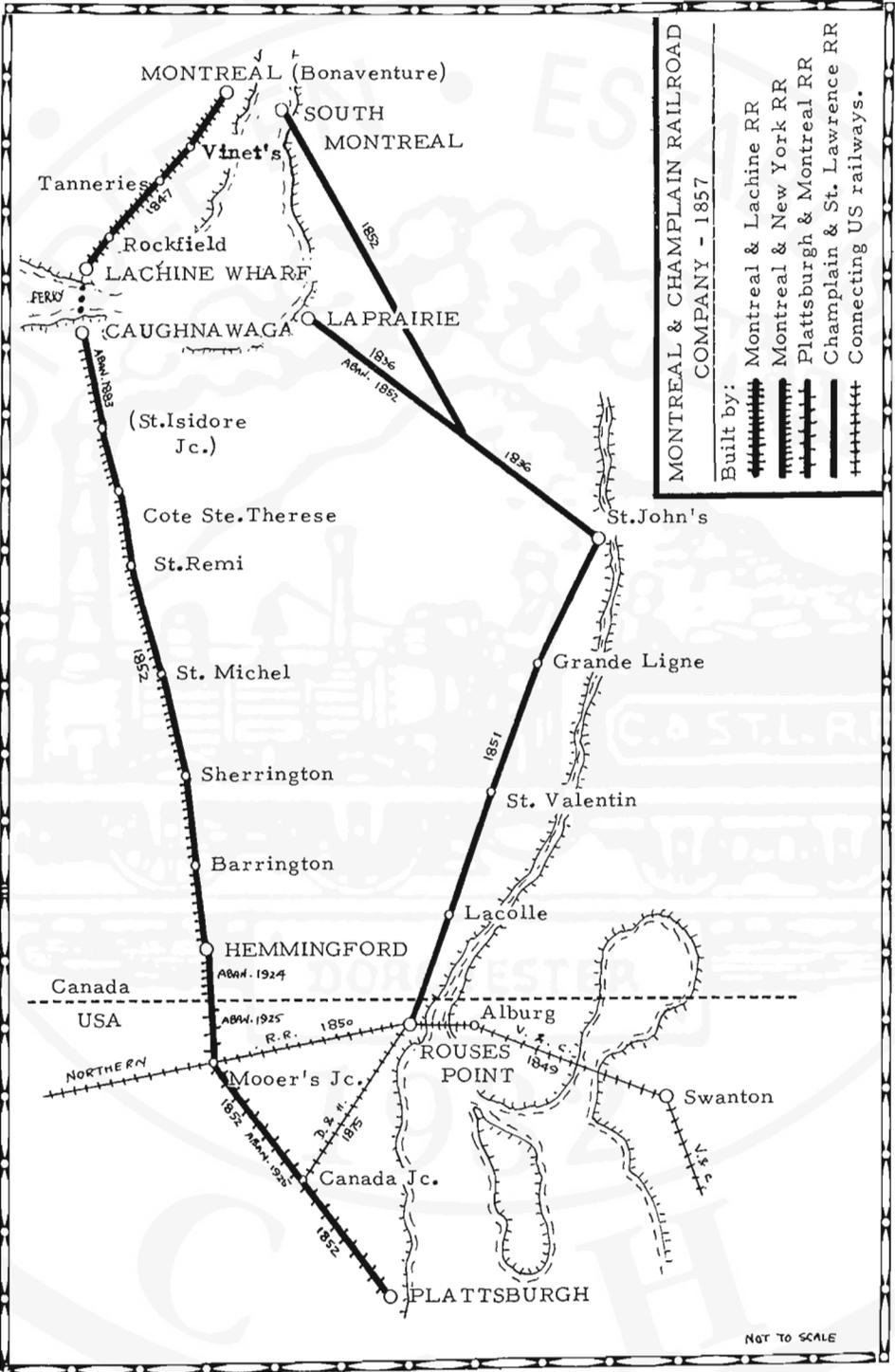
The Montreal & Champlain Railroad Company

One of the results of the 1857 merger agreement was that not less than one train per day should be run over both lines to the international boundary. This destroyed much that had been gained by amalgamation. By 1862, the Montreal & Champlain owed £130,000 above its realizable costs; the Directors made personal advances and the Bank of Montreal was lenient. Due, however, to the Civil War and the accompanying tension between London and Washington, a railway that depended upon north-south international traffic seemed to be a poor investment. The railway then put out an issue of preferred stock, which was supposed to wipe out the debt, but there were no takers. The Bank of Montreal, which had been paid 30¢ on the dollar in payment of the advances it had made to the Montreal & Lachine, may have approached the Grand Trunk, by then well-established as the Canadian main line, asking its intervention in the affairs of the distressed property.

The Grand Trunk Railway wanted a convenient connection to the United States and particularly to Boston. The Montreal & Champlain, Vermont & Canada and Vermont Central railroads could provide it; also, after arriving in Montreal from the west in 1855 and from the east, over the Victoria Tubular Bridge in 1859, the G.T.R. had no proper passenger terminal. Travellers detained in a makeshift station in the freight yards at Point St. Charles; it took the G.T.R. two years after completion of the Victoria Bridge to realize that its closest hope for a central terminal lay in getting the M. & C.'s Bonaventure Station.

Inevitably, the end came for the Montreal & Champlain Railroad Company. On September 23rd, 1863, the Grand Trunk Railway of Canada leased the Montreal & Champlain Rail Road for a rental of \$100,000 per year for the first three years. then one-fifteenth of the net revenue of the combined property thereafter.

LEFT: An original Montreal & Lachine Rail Road third-class token, and its replica, issued as a souvenir medal during the railway's centenary in 1947. The replica has the dates "1847-1947"



There was also an option to purchase the M&C outright for a set price of \$500,000 at any time after five years.

In 1864, a third rail was laid across Victoria Bridge to allow standard (4'8½") gauge trains to use the 5'6" gauge track on the structure, and another third rail laid outside the standard gauge track from St. Henri into Montreal, so that broad gauge trains might use Bonaventure Station. Concurrently, the terminal at South Montreal was abandoned. This arrangement of double-gauge continued in use until 1873, when the Grand Trunk lines in the vicinity of Montreal were reduced uniformly to the standard gauge.

While the option for purchase of the M&C by the GTR was extended for another ten years in 1867, the Grand Trunk purchased the smaller company outright on June 14th, 1872.

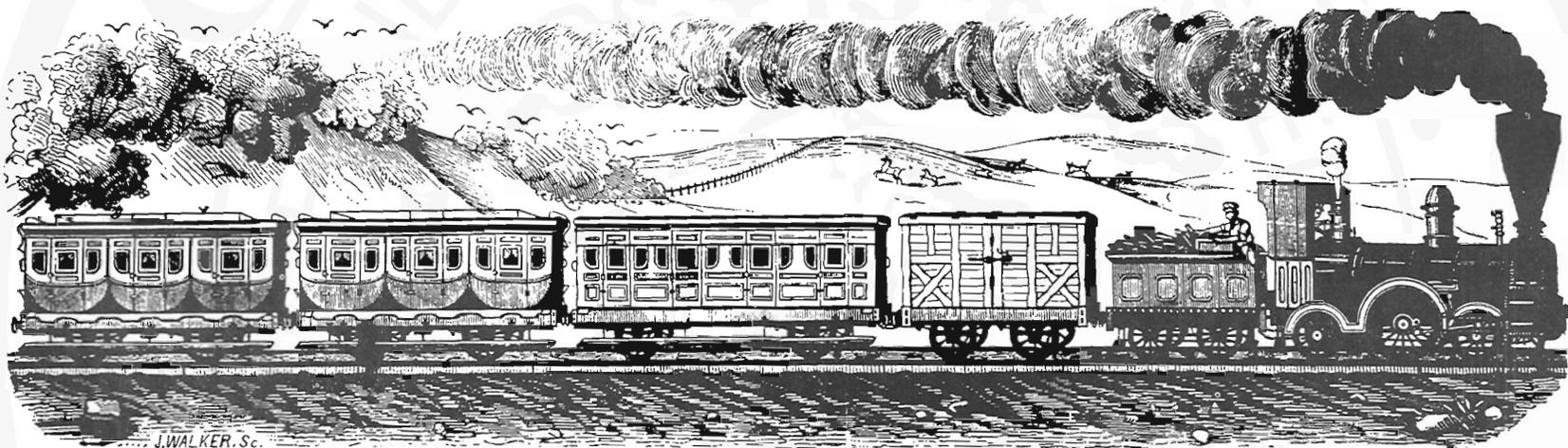
The Montreal & New York Dismembered

Through train service to Plattsburgh had been resumed shortly after lease of the Montreal & Champlain by the Grand Trunk in 1863. Certainly, through trains were operating from Montreal to Plattsburgh via Lachine in 1868, when a guide lists a 4½-hour trip in each direction between the two extremities of line. During the change-of-gauge of the G.T.R. in 1873, new standard-gauge engines and cars were stored on the Champlain Division (which it had now become) between Caughnawaga and Hemmingford, and as a result, service was suspended completely. The people formerly served by this line, resentful of the GTR's suspension of service, took their revenge by removing coupling pins and other portable equipment from the new engines and cars.

By the time that the railway was freed of stored equipment, an alternate route was being constructed on the opposite side of the boundary. The former Plattsburgh & Montreal, now a part of a new company, the New York & Canada Railway, running along the west shore of Lake Champlain all the way from Albany to Rouses Point, was used north of Plattsburgh for only a few miles to Canada Junction, where a newly-constructed line took off northeastward to Rouses Point. The section from Canada Junction to Moorer's became a little-used byway. The first through train from Albany to Montreal passed over the Plattsburgh-Rouses Point line in August, 1875.

At the northern, Caughnawaga end of the erstwhile M&NY, construction of a new Grand Trunk route from a point near Laprairie through St. Isidore to Massena, NY, brought about the abandonment of the section north of the new line to Caughnawaga in 1883. The new junction was called St. Isidore Junction and this is presently the northern extremity of the old line. At the southern end, the railway crossing the boundary lasted somewhat longer, the track between Hemmingford and Moorer's being abandoned and taken up in 1924 by Canadian National Railways, which had absorbed the Grand Trunk in 1923. The Delaware & Hudson, successor of the New York & Canada, followed suit in 1925 by abandoning the section between Canada Junction and Moorer's. Thus, the 1852 extension of the Montreal & Lachine Rail-Road passed out of usefulness. It had only helped its parent company to become absorbed into the Montreal & Champlain, and later swallowed by the Grand Trunk Railway of Canada.

As to the parent company itself, the original Montreal & Lachine Rail-Road



Walker's engraving, supposedly contemporary, of an early train on the Montreal & Lachine Rail Road. The locomotive is one of the 2-2-2s built by Kinmond in Dundee, either the "Montreal" or the "James Ferrier".

main line between Montreal & Lachine retained its original function unchallenged as a suburban carrier until 1896, when Albert J. Corriveau and his associates built the electric Montreal Park & Island Railway to Lachine. This formed a connection with the Montreal Street Railway, and was therefore able to give fast and frequent electric streetcar service between Lachine and downtown Montreal. Grand Trunk Railway and, after 1923, Canadian National Railways, continued to operate railway suburban service between Montreal and lakeshore points via Lachine until 1961, when the service was discontinued, after one hundred and fourteen years. The Montreal & Lachine was properly a rapid-transit system, too early in the railway history of Canada to survive as such. Today, it is hardly possible to equal its twenty-minute schedule by private automobile, let alone by public transportation. Strangely, while this railway still exists physically, no passenger service is offered in an era which has come to consider rapid railway transit as the most effective solution to traffic problems.

It is now quite unlikely that Lachine will ever again be a train stop on the way from Montreal to New York, as it was for nearly twenty years in the middle of the Nineteenth Century.



Appendix "A" - FREQUENCY OF SERVICE

In 1851, according to the "American Railway Guide and Pocket Companion" of that year, there were six trains daily in either direction over the Montreal & Lachine Rail-Road. The first train left Montreal at 8:00 AM and from then, each train left at subsequent intervals of approximately two hours, arriving at Lachine twenty minutes later. There was then a stopover of ten minutes before returning to Montreal.

Later, as shown in the "International Railway Guide" for 1868, six trains were still being operated in either direction. However, the average time interval between the trains' departures was closer to two-and-a-half hours and for the first four trains, a stopover of at least one half-hour had been put into effect. For the other two, no stopover at all occurred at Lachine. The second train leaving Montreal at 9:00 AM, travelled all the way to Plattsburgh over the American section. This journey allowed a half-hour for the ferry from Lachine to Caughnawaga. Nine years later, "Appleton's Railway Guide" for 1877 shows that there were only four round trips per day to Lachine, one of which crossed the ferry as before to Caughnawaga, but proceeding south to Hemmingford only. This service ceased in or before 1883, when the section from Caughnawaga to St. Isidore Junction was abandoned. In later years, service to points between St. Isidore Junction and Hemmingford was provided by a passenger, and later a mixed train, running via St. Lambert and Laprairie. This was discontinued some years ago.

On the Montreal & Lachine proper, a suburban service operating at morning and evening rush hours, and occasionally during the day, continued until June, 1961, when it, too, was discontinued.

Appendix "B" - THE LOCOMOTIVES

The first locomotive to run on the Montreal & Lachine Rail-Road was probably built by Richard Norris of Philadelphia, Pa., in 1847. It is thought to

have had the 4-4-0 wheel arrangement. The driving wheels are said to have been 60" in diameter. Our lack of precise knowledge of this engine is due to the fact that it was lost in the swamp west of Tanneries Village in 1848.

The two Scottish engines, built by Messrs. Kinmond, Hutton & Steel of the Wallace Works, Dundee, were sent to the Montreal & Lachine Rail-Road in July of 1848. They had a 2-2-2 wheel arrangement with 66" driving wheels and were named "James Ferrier" and "Montreal". The Montreal Witness of July 31, 1848, described the first run of the "James Ferrier":

" On Monday, the James Ferrier, one of the two new locomotives expressly constructed for the Lachine Railroad Company by Messrs. Kinmonds & Co., Dundee, was placed on the line for the first time. This being the trial trip, and the machinery all new and untried, no very extraordinary speed was attempted in going to Lachine, but in returning, the speed of 50 miles an hour was attained with the utmost ease, though it was not judged advisable to maintain it for the whole distance, which, nevertheless, was done in 14 minutes, being much the shortest time in which it has yet been performed. It is confidently anticipated that in a very short time, the journey will be made in ten minutes. The writer of this notice was on the locomotive both going and returning, and, during the greatest speed, the vibration was absolutely trifling, owing to the nice adjustment of the various parts of the machinery. It reflects great credit, both on the makers, and on those to whom the putting together of the engine was entrusted here, that no single portion of the machinery required the slightest re-adjustment after being put together. The other locomotive, the Montreal, will be ready in about a fortnight, when the company will be able to devote one locomotive to the conveyance of freight, etc., exclusively. "

The "John Molson", a similar locomotive, was sent from Dundee in 1849, but it was bought from the Montreal & Lachine and diverted to the Champlain & Saint Lawrence before it arrived.

Five locomotives used on the Lake St. Louis & Province Line Railway section of the Montreal & New York Rail Road, were:

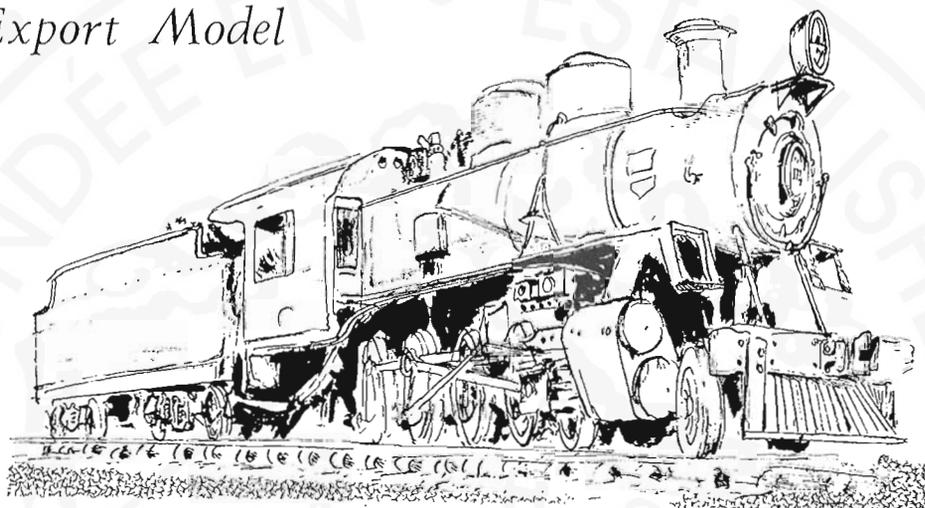
- the "Souhegan", a 4-2-0 type with 59" drivers, built by Hinkley of Boston and bought second-hand from the Concord Railroad in 1852;
- the "Caughnawaga" with 60" drivers, the "New York" with 66" drivers and the "Hemmingford" and "St. Remi" with 54" drivers. These last were all 4-4-0 type, built in 1853 by Amoskeag of Manchester, N.H.



EDITORS NOTE: The paper foregoing was written by the author in 1964 as a Grade X history assignment. The original has been edited slightly. It is accompanied by an elaborate index to references, and an extensive bibliography which, we regret, must be omitted for space considerations.



Export Model



Philip Mason's impression of the last class of steam locomotive to be introduced on the Jamaica Government Railway, a series of 4-8-0 types built by the Canadian Locomotive Company at Kingston in 1944. They were standard gauge.

MORE ABOUT THE "DUNROBIN"

"Dunrobin", a small, British 0-4-4T and its private, four-wheeled saloon car, once the private property of the Duke of Sutherland, has now been acquired by the Government of British Columbia and restored to operating condition at a reputed price in excess of \$60,000. It made its first run under steam early in July, from New Westminster to Marpole and return, along the tracks of the British Columbia Hydro & Power Authority, formerly the British Columbia Electric Railway. Actually, the line is leased from the Canadian Pacific, being part of that system's Vancouver & Lulu Island Railway Company. So, in a devious sense, it may be said that steam has returned to the C.P.R. !

It will be recalled that "Dunrobin" was purchased and transported to Canada in 1965, after having been on display in England, at the property of the 15" gauge Romney, Hythe & Dymchurch Railway. It was brought to Canada by a department store proprietor from Victoria, BC and put on display there. Recently, the owner went into bankruptcy, and the future of "Dunrobin" and saloon became dubious. Now its future is assured, thanks to the efforts of the British Columbia Government, who plan to use this historic train at various events during centennial year.

expo67

PLAN NOW TO VISIT MONTREAL NEXT YEAR, AND SEE
THE CANADIAN UNIVERSAL & INTERNATIONAL
EXPOSITION *** APRIL 28TH - OCTOBER 27TH 1967



The Fowler Commission suggests more private operators to compete with CBC. How about a similar deal for Montreal commuters?

CANADIAN RAIL: Published monthly (except July/August combined) by the Publications Committee, Canadian Railroad Historical Association, P.O. Box 22, Station B, Montreal 2, Canada. Subscription includes Associate Membership: \$4.00 annually.

PUBLICATIONS COMMITTEE: D.R. Henderson, Chairman.
 J.A. Collins,
 W.L. Pharoah.

ACTING EDITOR, CANADIAN RAIL: Omer Lavallée

ASSOCIATE EDITORS: Anthony Clegg, William Pharoah

EDITORIAL STAFF: Derek Boles, James Sandilands, Ian Webb.

DISTRIBUTION: John W. Saunders, Wayne Hughes

MEMBERSHIP CHAIRMAN: Michael Leduc.

ASSOCIATION REPRESENTATIVES:

OTTAWA VALLEY: Kenneth F. Chivers, Apt. 3, 67 Somerset St. W., Ottawa.

PACIFIC COAST: Peter Cox, 2936 W. 28th Avenue, Vancouver, BC.

SASKATCHEWAN: J.S. Nicolson, 2306 Arnold St., Saskatoon, Sask.

ROCKY MOUNTAIN: V.H. Coley, 11243 - 72nd Avenue, Edmonton, Alta.

FAR EAST: W.D. McKeown, 900 Senriyama (Oaza), Suita City, Osaka, Japan.

BRITISH ISLES: John H. Sanders, 10 Church St., Amphyll, Beds., England.