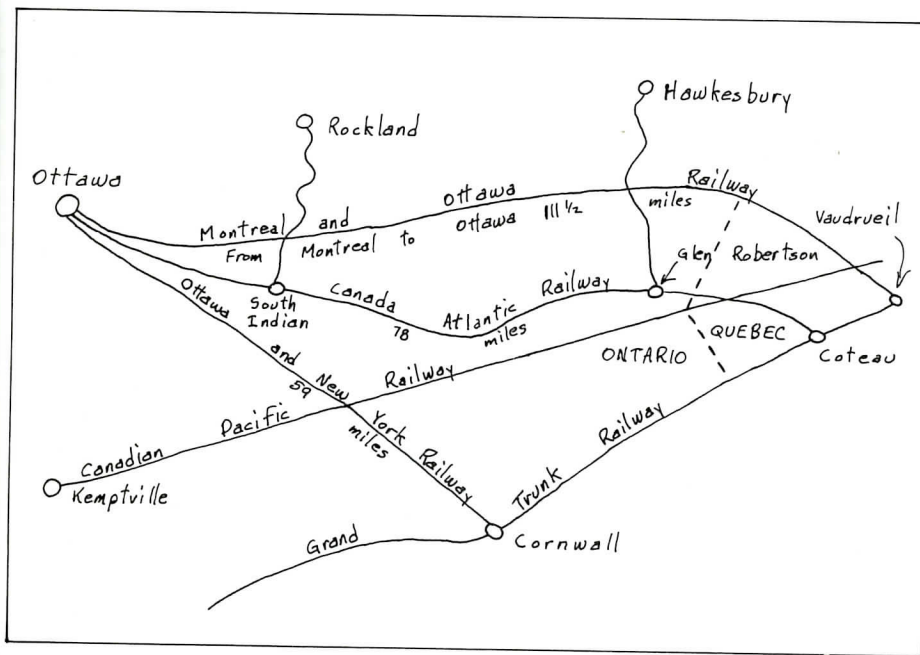


# With A Huff AND A Puff

By:  
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Ottawa District

*Photos:  
Public Archives of Canada  
Miss Frances Iveson,  
Ottawa*



This is a copy of a roughly-drawn linen map on file at the Public Archives in Ottawa, dated June 30th, 1898.

It was a lovely summer night in July 1941, and I was on board Canadian National engine 6140, an immense 4-8-4, on a run from Mimico to London, Ontario. My father was firing, the hogger was Jimmy Dunne, and I was deadheading as a fascinated spectator. We were on the 'high iron' (main line) highballing at over 60, the cab was rocking crazily, Dad had a full head of steam in the boilers, and the winds were so bad that, if I removed my goggles, I instantly got sharp

cinders in my eyes. At the halfway mark, about 3 a.m., we took our lunch buckets out and put on the nosebag. It was a meal fit for a king, and the highlight of this thrilling "trip-of-a-lifetime."

Having been raised on "railway bread and butter," I have always been fascinated by locomotives and railways. When I first visited the John Liptak W.I.A. agreement in Cumberland Township in 1974, I was intrigued to discover that an old railway roadbed made up a small part of Liptak's long driveway, then angled off through the west end of Compartment 8 of their agreement

area, a 32-acre field which was planted to white spruce and red pine by the Ministry of Natural Resources in 1974.

At first I was under the impression that the railway which had crossed the Liptak property was the New York Central. On checking at the Public Archives in Ottawa, however, and talking to local citizens, I discovered that the line which had crossed Liptak's had been a branch of the Canada Atlantic Railway Company, and had run from South Indian (now called Limoges), to Rockland, Ontario.

Mr. L. G. Chisamore at the Public Archives gave me the following information concerning this line, from one of many tomes on railway lore at the Archives:

*"The Canada Atlantic Railway Company leased the Central Counties Railway Company line from Glen Robertson to Hawkesbury, 21 miles, for a term of 99 years, dating from September 14, 1891 at an annual rental of \$10,500, and leased the line of the above company from South Indian (Limoges) to Rockland, Ontario a distance of 16.6 miles, for a term of 99 years from September 4, 1895 at an annual rental of \$8,500. Use of the latter line was abandoned in 1936." (The last-mentioned branch line was the one which crossed the Liptak property).*

Finding the history of the Canada Atlantic Railways was easy at the Public Archives, since a Mr. W.J. Mills, of Elk Lake, Ontario had written on June 29th, 1936 asking for



Canada Atlantic engine #15 at foot of Elgin St. (Ottawa, Ontario) 1890's.

NOTE: hand driven 'scooters' in foreground, men with bowler hats, horse and buggy by siding house!

information on the line. The reply on 8th July, 1936 from V.I. Smart, Deputy Minister, (the name of his Department is not given) was a capsule review which states:

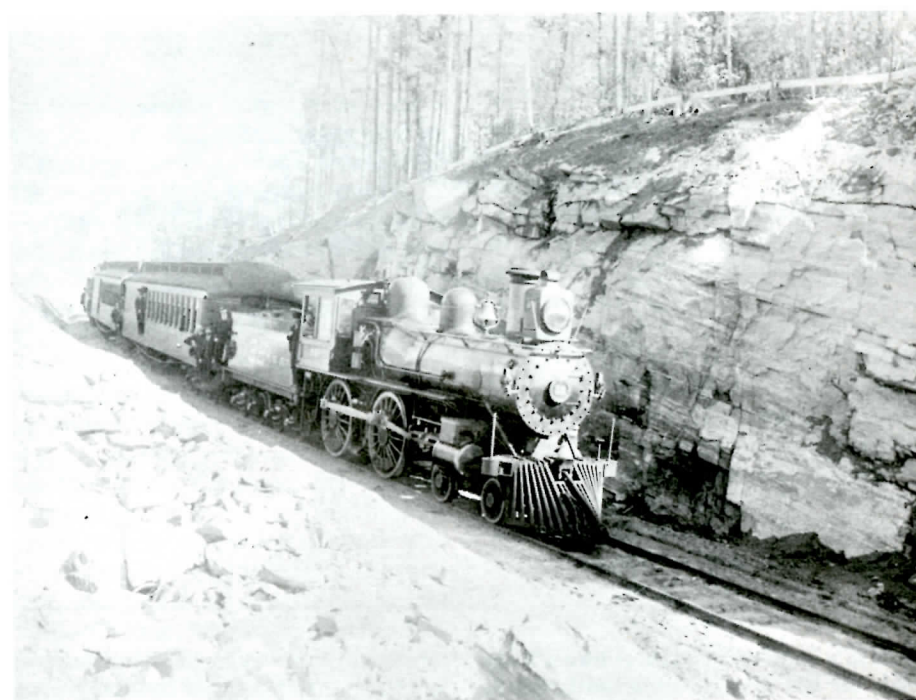
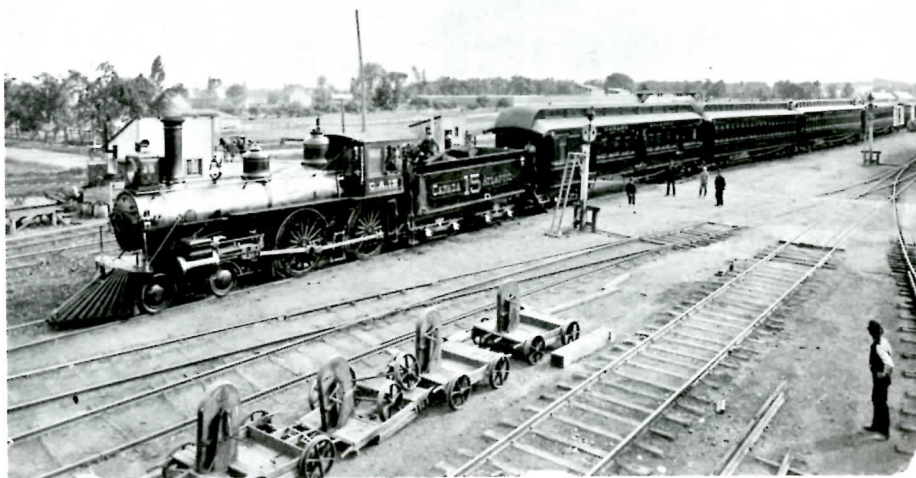
*"With reference to your letter requesting information on the Canada Atlantic Railway which now forms part of the Canadian National Railways, it would appear that the history of this railway is:*

*By Chapter 57, Dominion Statutes of 1879, the Coteau & Province Line Railway & Bridge Company, and the Montreal and City of Ottawa Junction Railway Company were amalgamated under the name of the "Canada Atlantic Railway Company," with power to construct a railway from the City of Ottawa to the river St. Lawrence at or near Coteau Landing, thence to the town of St. Johns or to some point near the International Boundary, and St. Lawrence River. (Line completed on September 11th, 1882).*

*By Chapter 65, Dominion Statutes 1888, the Ottawa, Arnprior and Parry Sound Railway Company was incorporated and by Chapter 71, Ontario Statutes 1888, the Ottawa, Arnprior and Renfrew Railway Company was incorporated. These two companies were amalgamated under the name of the former in 1891, reference Chapter 93, Dominion Statute 1891. By Chapter 81, Dominion Statute 1899, an amalgamation agreement between the Ottawa, Arnprior and Parry Sound Railway Company was confirmed under the name of the latter Company. On the 1st of January 1905, the Grand Trunk Railway Company acquired the control of the Canada Atlantic Railway Company but did not assume operation of the railway until the 1st of October of that year. On the 1st day of July, 1914, the Canada Atlantic Railway Company was consolidated with the Grand Trunk Railway Company.*

### Equipment

On the 30th of June, 1914 the Company appeared to have owned 61 locomotives, 31 passenger cars, seven baggage cars and 1779 freight cars, of which 1392 were box-cars, 45 stock-cars, 251 flat-cars, 67 coal-cars and 24 refrigerator cars, and in addition



Ottawa, Arnprior and Parry Sound Railway; Locomotive No. 22 — 1896.

The Ottawa, Arnprior and Parry Sound was one of the Booth Group of railways that was later amalgamated to become the Canada Atlantic Railway.

owned 119 service cars, or a total of 1936 cars including passenger and baggage cars." The letter was signed by V.I. Smart.

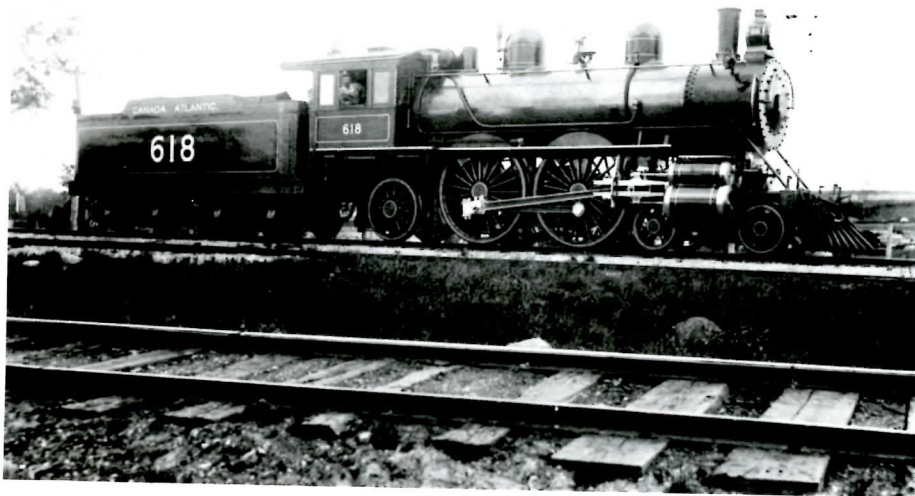
Upon investigating further at the Public Archives I ascertained that the Canada Atlantic Railway had been built by the famous timber baron of

the Ottawa Valley, John Rudolphus Booth. The following comments were made about Booth, and his railway, in the November 1949 issue of Canadian Business:

*"There were 398 tickets sold for the big banquet at the Chateau Laurier, Ottawa in 1935; in 1949 only 40 registered for the convention."*

Canada Atlantic Railway's first and last President, J.R. Booth, its alpha and omega. The Canada Atlantic Railway ran on mile-a-minute schedules as far back as 1883 and gave the CPR a run for its money. He called





Engine #618, Canada Atlantic Railway, Ottawa, Ontario.  
NOTE: Powerful drive wheels, brass bell and fan shaped 'Cowcatcher'.



Interior of a Canada Atlantic Railway Pullman coach, August 1900.  
NOTE: Plush chairs, velvet drapes and hanging gas lighting.

it quits at Swanton in Vermont.

J.R. Booth introduced parlor cars and ran his trains to Montreal from Ottawa in less than two hours, with his Atlantic type engines and their eight-foot drivers.

It was he who opened Algonquin Park for the then negligible tourist travel and he brought out Poles to populate the Wilno area. Then one day, seemingly with no more worlds to conquer, he sold out to Grand Trunk."

(While employed as a conservation officer 25 years ago, this writer met

people occasionally in the Wilno area. The individual I remember best had 52 speckled trout in his packsack, all under eight inches in length! His companion only had 28 small trout.)

The article in Canadian Business continues: "In the conventions, there is one unvariable ritual. They take a whole afternoon to visit the grave of J. R. Booth, their President and god,

down at Beechwood Cemetery.

They know they are coming to the end of the line. But they never know whether this is the last run, or if there will be another one. But one day the Divine Dispatcher signals "Clear Board," and one more Canada Atlantic Old Boy has got his last orders."

In October 1977, this writer answered an extension call to the above-mentioned Beechwood Cemetery near the Village of Rockcliffe, to check their ornamental trees. Most of these trees are 100 years old or more, and their condition is rapidly declining. Several suggestions were made to help upgrade their shade trees, and make the extensive grounds more aesthetically pleasing.

The 1935 issue of the "Canada Atlantic Railway Old Boys Reunion" handbook includes a copy of a timetable for the railway, effective August 20, 1883. It shows that Express #1 left Ottawa at 0835, arriving at South Indian (Limoges), 22 miles away, at 0904. Mixed freight #5 left Ottawa at 0540, arriving at South Indian at 0656.

A statement on file dated April 1886, estimates money would be needed for the following equipment for the Canada Atlantic Railway:

10 Locomotives	\$100,000
300 Box cars	165,000
200 Flat cars	80,000
6 First-Class Passenger Coaches	21,000
4 Second-Class Passenger Coaches	10,000
4 Baggage and Smoking Cars	10,000
4 Mail and Express Cars	10,000
	<u>\$396,000</u>

This was followed by a list of Specifications and Descriptions. The 1st Specification stated: "The Railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings." The 11th Specification: "The rails shall be of steel, weighing not less than fifty-six pounds per lineal yard, of approved section, and with the most approved fish plate."

A List of Shareholders of the Canada Atlantic Railway, dated 15th March 1888, appears on file at the Archives. It was written in a shaky hand, and certified correct by A. W.



Fleck, Sec.-Treasurer. The first names were: Wm. Anderson, J. R. Booth, and C. J. Booth, followed by 23 other names. The second Booth was Jackson, a son of J. R. Booth.

Mr. Henry Forget, a resident of Limoges, Ontario (South Indian), told me recently he had worked for the Canada Atlantic Railway for a short time in 1926. He said that on the branch line from South Indian to Rockland, which crossed the property now owned by the Liptaks, they had hauled sawlogs, wood, hay, and occasionally milk.

With the proliferation of railways in southeastern Ontario, it is remarkable that all were of the standard Stephenson gauge, namely four feet, eight and one-half inches (143.4 cm). Our railroad builders were farsighted men, because most of the small railways were amalgamated eventually, at which time all rolling stock could be reciprocated. This was not the case in Australia, for example, where in 1966 the author found five different railway gauges. Hence none of their rolling stock is interchangeable. Even then it was necessary, while travelling from Melbourne to Sydney, to switch trains at the half-way point, because of the different gauge trackages.

Another railway which played an important part in the development of southeastern Ontario was the New York Central, which passed close to the Ottawa office of the Ministry of Natural Resources, at Ramsayville. The abandoned roadbed passes through or near several compartments of forested land in the Ottawa Greenbelt which are managed by the timber staff of this Ministry.

On checking at the Public Archives, I found that some of the history of the New York Central Railway recorded as follows: "The line was incorporated in 1882 as the Ontario Pacific Railway Company, under Dominion Statute 45, Victoria, Chapter 78. The name was changed to the Ottawa and New York Railway Company in 1897, under Dominion Statute 60-61, Victoria, Chapter 57. Under Dominion Statute 5, George V, Chapter 50; authority for the lease of the Ottawa and New York Railway Company to the New York Central Railroad Company, for 21 years, was approved through Privy Council order 2742, dated November 25, 1915.

Under Dominion Statute 1, Edward

## HELENA AND OTTAWA

### SOUTHWARD—FIRST CLASS

Miles from Ottawa	STATIONS	62			
		See note			
		Passenger Daily Except Sunday			
	LEAVE	P.M.			
0.42	Ottawa .....	4 00			
	Hurdman Jct. ....	4 07			
1.11	Hurdman .....	4 08			
4.63	Hawthorne .....	f 4 14			
6.31	Ramsayville .....	s 4 18			
9.70	Piperville .....	f 4 24			
12.53	Edwards .....	s 4 30			
15.95	Pana .....	f 4 36			
19.27	Russell .....	s 4 43			
22.87	Embrun .....	s 4 50			
26.63	Cambridge .....	f 4 56			
28.03	St. Albert .....	s 5 00			
30.61	Crysler .....	s 5 06			
33.92	Berwick .....	s 5 13			
36.29	Finch .....	s 5 20			
40.42	Newington .....	s 5 28			
43.48	Northfield .....	s 5 34			
46.31	Harrison .....	s 5 40			
47.91	Black River .....	f 5 43			
55.07	Cornwall Jct. ....	s 5 55			
55.91	Cornwall .....	s 6 01			
57.10	Uscan .....	f 6 08			
57.92	Int. Boundary				
59.12	Rooseveltown .....	s 6 27			
62.59	Helena .....	A 6 40			
	Massena .....	P.M.			
	ARRIVE	P.M.			

On a single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

Northward trains stop at Cornwall for Customs inspection. Southward trains stop at Rooseveltown for Customs inspection. Nos. 61 and 62 first trip November 1st.

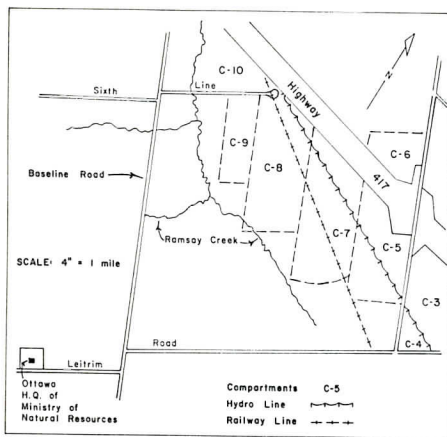
**The New York Central timetable (Page 27) outward bound from Ottawa to Helena (Date unknown).**

VIII, Chapter 51, renewal of the lease was given to the New York Central Railroad Company for 99 years, dated 1936. The approval was sanctioned under Privy Council order 3233, dated December 22, 1936. (This was probably one of few statutes passed before Edward VIII abdicated the throne).

Mr. Chisamore, railway archivist in Ottawa, told me he first rode the New York Central as an infant. He was a weekend passenger many times in later years, when he commuted from Ottawa to his home in Cornwall.

The New York Central people appear to have been very fastidious in those days especially with regards to spitting. With the common use of snuff and chewing tobacco no doubt they had good reason to be fussy. The





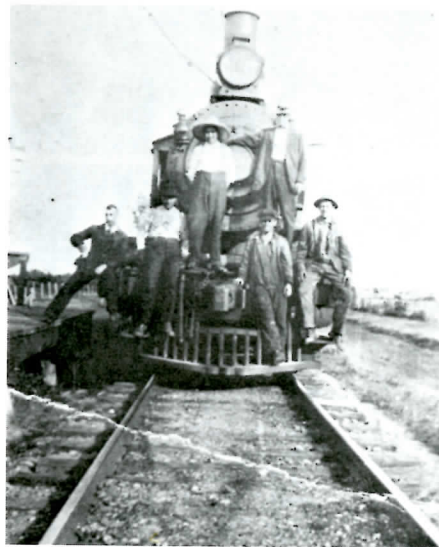
The abandoned New York Central line crosses Leitrim Road near the Ministry of Natural Resources office. This is the southern edge of the Ottawa Greenbelt, which covers about 42,000 acres. The defunct line bisects parcels of forested land, a part of the 6,500 acres on the Greenbelt which are managed by the Ministry.

railroad by-law which was conspicuously posted in the stations stated:

1. Spitting in or upon any passenger station, waiting room, station platform, closet or other premises of this company, or in or upon the platform of any car of this company in which passengers may travel, unless in a cuspidor provided by the company for that purpose, is strictly forbidden.
2. Smoking in any passenger station, waiting room, or other premises or in any car of this company other than in places or compartments designated for that purpose is strictly forbidden.
3. Any person violating any provision of this By-law shall incur a penalty of \$40.00 for each such offence."

This large file on "Spitting" also contained copy number 92 of the New York Central Rulebook, clearly defining "Rule G," which is well-known to railroaders and their families, as: "The use of intoxicants by employees while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal."

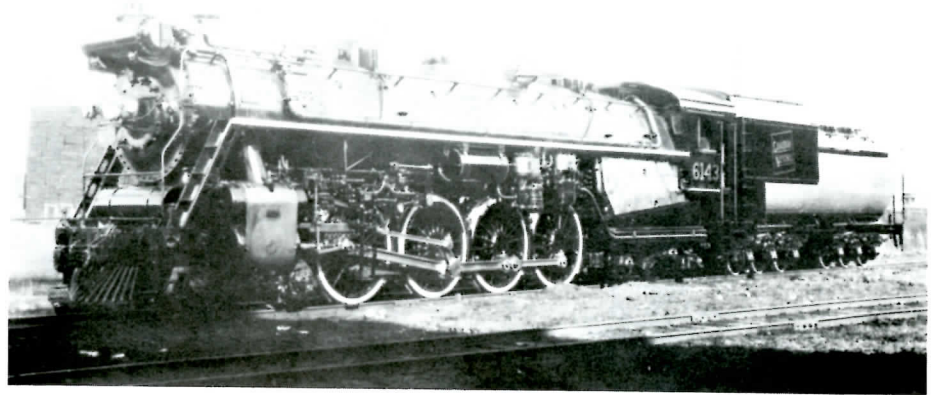
At the time of my writing this (April 20), two of the four bridges crossing the river at Ottawa, the Champlain and Chaudière, are in shaky condition. Having difficulties with bridges is not a new problem here, however, for on April 20, 1899, Mr. L. McCarthy M.P. in the House of Commons, wrote to the Honourable A. G. Blair,



The front end of the N.Y.C. 'Old Iron Horse' Girl is Leona Mackay and extreme right is Robert Monahan, engineer on N.Y.C. and great uncle of Debbie Monahan; Ministry employee at Ottawa.



Manning the hand car! Left to Right Russell Monahan, D. J. Preston and Alex Monahan. Both Monahans are great uncles to Debbie, Ministry employee. (Circa 1922).



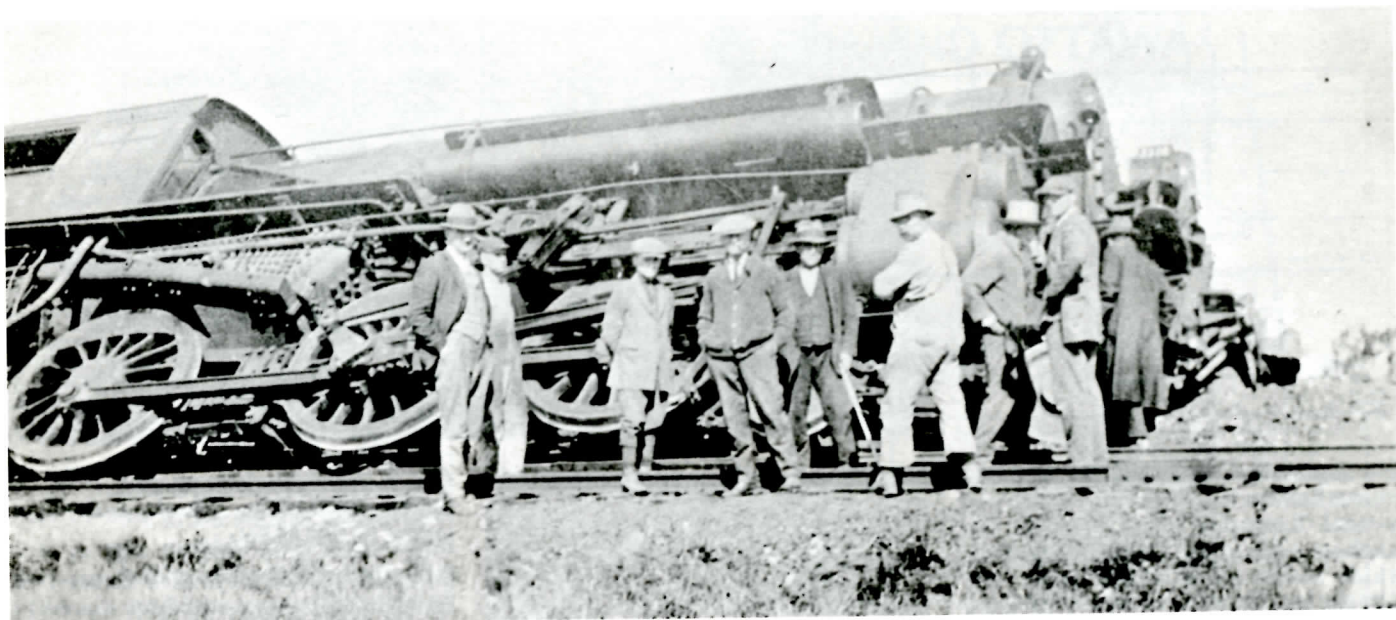
C.N.R. "6100 type" locomotive, 1929.  
NOTE: Four drive wheels and larger tender on this series.

Minister of Railways and Canals, on behalf of a constituent who wanted a light mounted on a swing bridge which the Canada Atlantic Railway crossed. His letter further states:

"They also desire me to call your attention to the fact that no proper guards are provided at the entrance to the bridge. They informed me that it is in very bad shape. The bolts are projecting from it, and if a steamer struck it, she would get her sides badly scratched by the projecting bolts."

With the abandonment of the Canada Atlantic and New York Central lines, the stations and section houses gradually disappeared, and the rails and ties were lifted. The steel bridge crossing Black Creek near Pana was removed by the New York Central in 1957, and was replaced with a wooden structure by local farmers, who used the line as a thoroughfare. Les James, a tractor operator with the Ministry of Natural Resources at Ramsayville, told me about 10 years ago he and some friends found a big Buick car which had plunged through the above-mentioned wooden bridge and dropped into the creek. One of Les's companions swam down and retrieved the ignition keys, and when they opened the trunk, a calf emerged. Les knew the car's owner, and learned from him that he was enroute to the sale barn when the accident occurred. Speaking of the same bridge, Les said that "Five years ago a snowmobiler using the railway line, shot off this bridge to the ice below. They took the unfortunate individual to the hospital and patched him up, but his machine was wrecked



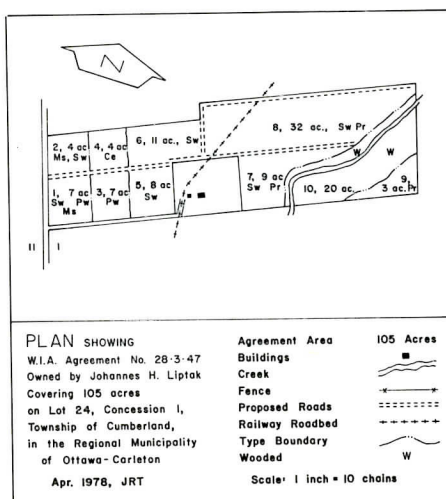


Train wreck at Embrun on September 25, 1926. New York train derailed — only casualty was a stray cow!

— it was shortened by two feet!"

The abandoned railroad rights-of-way are now used mainly by walkers, hunters, and occasionally snowmobilers. Some access points are posted with signs warning: "Private Property — No trespassing — No Snowmobiling, Hazardous Conditions." The lines are often difficult to find in agricultural areas, as trees have not grown in too quickly on the old ballast. It seems a shame to see these abandoned lines lying idle. Who knows — perhaps one day they will again lay steel along them and commuters will whisk into Ottawa via these corridors. And wouldn't it be ironic if the energy crunch and the inevitable end of the oil resource, forced the return of the old reliable steam engine?

Miss Debbie Monahan, who is an information clerk with the Ministry of Natural Resources at the Ramsayville office, lives at Edwards. This was the second stop south of Ramsayville on the New York Central line. The intermediate stop, Piperville, is non-existent now, as is Pana, which was six minutes south of Edwards by train. Two of Debbie's great-uncles, Russell and Alex Monahan, as shown in the photograph, were two of several boys in a family of eleven children who worked on the New York Central



Railway. Much of the cargo bound for the United States and carried on this line consisted of paper from the E.B. Eddy plant in Hull, Quebec.

The Liptak family came to Canada in 1954, and have operated a dairy farm on this land until 1966. Mr. Liptak now works full time as a carpenter. Mrs. Liptak, who is quite artistic, is interested in communications and writes occasionally for German publications. On a W.I.A. tour at Napanee in September 1975, she spoke impromptu to the group at Sandbanks Provincial Park, concerning reforestation of the sand dunes along the Baltic Sea, near her homeland. From their back door, the Liptak's look out on 40-foot red pines on the western edge of the Larose Forest. This Forest is just across the

line from them in Clarence Township, Russell County.

The Liptak W.I.A. Agreement covers 105 acres, consisting of one natural woodlot compartment, and eight compartments of plantation trees. Compartments one through seven and nine were hand-planted in 1973, and number eight was machine-planted in 1974. There was an early problem with flooding in blocks three to six inclusive; and in addition the cedar trees reacted adversely to simazine where the puddles of water remained for some time. These fail areas were refilled in 1975, and all the blocks are now well stocked.

In 1969 this writer took a Dale Carnegie Course in Ottawa. On the second night I won the prize for the best speech of the evening, by describing my experiences on Engine 6140 in 1941. One of my classmates, Joe Turner, who had been a railroader for 16 years, told me later that 6140 had been wrecked in a 'cornfield meet' (a head on collision) at Alexandria, Ontario some years previously.

Each time I visit the Liptak property I hear the haunting wail of an 'old hog' (locomotive) whistling for the crossing, and 'churning the ballast' (going like blazes) as she clanks through Compartment 8 of their W.I.A. Agreement. Nostalgia? Perhaps — but also an awareness of the tremendous role that railways, and their remarkable builders, played in the development of this province and this nation.