



BRANCHLINE





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P.O. BOX 141,
STATION A
OTTAWA, CANADA
K1N 8V1

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NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday May 1, 1979 at 20:00hrs. in the auditorium of the National Museum of Science & Technology.

Our Research Committee Chairman, Bob Elliot, will be speaking on Industrial Archeology and the Railfan. Bob has driven and walked many miles in search of abandoned railway sites and rights-of-way. He will be giving us some idea of what to look for and how to look for it. He will be illustrating his talk with slides of abandoned railways in the Ottawa area.

It is planned to have BRS hiking excursions along abandoned routes and this should be a worthwhile program for anyone interested in these walks or in railway archeology in general.

COMING EVENTS

CN's 6060 is coming to Ottawa on Saturday May 12 and will again be stopping at the Museum of Science and Technology. If our restoration crews can manage to get a hydro test done our CV crane will

be steamed up for the occasion. Come out, give a hand and have some fun.

THURSO RAILWAY TRIP: Chances are good that we will be able to have an excursion on the Thurso Railway (formerly the Thurso & Nation Valley). Tentative date is Sunday June 17 and the price (to be worked out later) would be between 10 and 15 dollars. The train would consist of a locomotive and gondola since the old T&NVR caboose and business car can no longer be used. More on this trip later.

BRS ANNUAL DINNER: Don't forget our annual dinner at Montebello. See the last page for details and the order form.

COVER PHOTO

Our cover photograph relates to two things this month: 1. it is the 20th anniversary of the abandonment of streetcar service in Ottawa and 2. in

this issue we have an article by Lea Gault about an almost-built electric railway -The Ottawa-Morrisburg Electric Railway. The photo shows an Ottawa Street Railway sweeper (circa 1898) outside the old Cobourg Street barn. The O.S.R. became the Ottawa Electric Railway organized by Thomas Ahearn and Warren Sopher (see the February and March 1975 issues of BRANCHLINE). The Cobourg barn survived to the end of streetcar operations. (Public Archives Photograph, Neg. No. 33907)

THE INFORMATION
LINE

The Canadian Transport Commission has ordered CP Rail to continue running its Friday and Sunday Trains (No. 167 & 172 respectively) to and from Mont Laurier, Quebec, and to continue the experimental services to Labelle from June 23, 1979 to October 14, 1979 and from December 29, 1979 to March 16, 1980.

Once the CTC has studied the various submissions by CP Rail, VIA Rail and local associations, it will come up with a final determination.

This so far follows a similar course as the CTC decision concerning the Esquimault & Nanaimo passenger service on Vancouver Island. This service can be considered branch line service of which there are few these days.

BRS NEWS: The Society has bought some wood from the demolition of one of the government temporary buildings. Some of it will be used in the near future to install a new floor on the tender under the tank. The tank will have to be lifted and the crane may be put into service to do it.

THE OTTAWA-MORRISBURG ELECTRIC RLY
by Lea Gault

I have heard rumours about a proposed railway from Ottawa to Morrisburg since I was small and I have even seen graded right-of-ways close to the Metcalfe Road. The story of this railway has remained a mystery to me although it is recorded in Robert Dorman's "Statutory History of Steam and Electric Railways of Canada".

However, there was an article in the Ottawa Journal early this year on the Rideau Falls which caught my attention. Fred Clauson had been interviewed and he related his long experience of operating the power plant at Rideau Falls for the W.C. Edwards Company and later for the National Capital Commission. He has also written a history of the power plants at the Falls. He makes reference of plans for the building of an electric railway to Morrisburg. I know Fred, so I got in touch with him about the railway bit.

It seems that the Edwards purchased all the properties around the Falls in the 1890's except for the North-east corner which was retained by our friends, The Singer Company of Thurso, until the NCC took over the site.

In 1907, a fire had wiped out the mills, many homes and the fire-hall. At the time of re-building, W.C. Edwards had learned that electric power was practical and built their own power plant to run the mills with electricity.

Ahearn & Sopher had already demonstrated that street cars could be operated in winter as well as summer. At some point, W.C. Edwards teamed up with J.R. Booth to build an electric railway to Morrisburg. The plans were to operate freight and passenger cars and develop a port on the St. Lawrence River. Quoting from Fred Clauson again, in addition to the original AC unit of 1908 an additional 1,000 hp. Allis Chalmers steam turbine generator was installed adjacent to the power plant. The Allis Chalmers unit was to be powered by steam which was

generated by burning waste slash and sawdust from the mill. J.R. Booth was to install a similar unit at his Chaudiere Mills to supply electric power for the railway.

Then the 1914 Great World War came along and upset their plans as it did many others. Here, the story seems to end. Although a few ties were supplied, no rails were ever laid.

However, my curiosity took me to the Public Archives and I looked for: Morrisburg & Ottawa Electric Rly. Co.; The Morrisburg Electric Rly Co.; The Ottawa & St. Lawrence Electric Rly Co.; The Ottawa, Morrisburg & New York Rly Co.; The Ottawa, Waddington & New York Rly & Bridge Co.

The index cards said "see Iveson" (I wonder if Mike Iveson can claim a connection). The docket made me wish that I had stuck to the Edwards-Booth story. In a nutshell, all the above companies were incorporated with some having authorized capital running into the millions of dollars. These promotions go back as far as 1882 and the companies seemed to exist on paper by time extensions until 1919. The companies solicited financial help from all the many towns and villages along the way and Mr. Frank Iveson, being Clerk of the village of Metcalfe became involved as secretary of the Ottawa & St. Lawrence Electric Rly. Co. in this period of raising funds.

From the evidence on file, most of Mr. Iveson's efforts must have been rewarded with stock as several hundred shares at par \$100 were found among his papers. Many farmers ceded enough land for the right-of-way and I can only guess that payment would be by stock certificates. However, they did not lose their land. But I would think that many people did lose some of their hard earned savings. The management kept a low profile and gave vague answers to press interviews.

I would give credit to W.C. Edwards and J.R. Booth as having made the only serious attempt to build the line and with no fan fare. There are many loose ends to this story, which I have not been able to connect.

In conclusion, would anyone like to buy a photocopy of some stock certificates. Certified cheques only, please!

CHANGES PROPOSED FOR OCEAN LIMITED

By: Philip B. Jago

By the time you read this, drastic changes may be the order of the day for Via Rail Canada's "Ocean Limited". Late December meetings of the Canadian Transport Commission resulted in the decision to revise the present status of the train.

Although no definite announcements have been made, it would appear that the C.T.C. is considering, strongly, the elimination of daily through service on the old Inter-colonial Railway line from Montreal to Halifax via Levis, Quebec and Campbellton, New Brunswick.

As an alternative, the C.T.C. proposes a single Montreal-Halifax through service along CP Rail's "short line" to Saint John New Brunswick. This route is serviced presently by "The Atlantic Limited" (No's. 40 and 41). From Saint John, the train would travel on C.N. lines to Moncton and Halifax.

The decision to adopt such a route is rather ironical. In the mid-1800's, initial proposals for a Montreal-Halifax line had pointed out the advantages of a route via the Eastern Townships and Northern Maine. For reasons of national security, however, this proposal was abandoned in favour of a northerly, more circuitous line via the Baie de Chaleur as proposed by one Major Robinson in the 1840's. This line, running from Truro, Nova Scotia to Riviere du Loup, Quebec, was surveyed by Sanford Fleming in the winter of 1864 as a necessary condition for the entry of Nova Scotia and New Brunswick into Confederation. Construction was completed, finally, in the summer of 1876.

In order to compensate northern New Brunswick and the Gaspé for the withdrawal of the "Ocean", the C.T.C. has stated that daily service would still be maintained between Montreal and Moncton. The train, however, would operate east of Moncton only during peak travel periods.

Other changes in Maritime passenger service would involve the introduction of an extra R.D.C. train between Truro and Sydney and a new "Budd Car" service linking Halifax and Saint John. The latter train would eliminate the over the platform transfer now required at Moncton between either the "Ocean" or "Scotian" and trains 611/612 and 613/614. The Sydney-Truro service is currently maintained by trains 19-12/15-18 and R.D.C.'s 603-602/601-604.

The transport commission proposals have been received favourably. According to John Pearce of Transport 2000, Atlantic, it is regrettable that the "Ocean" will no longer exist as such; yet, "we have to move ahead - we don't drive Model T's or fly DC-3's anymore either!" Pearce explained, moreover, that improved services in the Maritimes "would be a real plus"², with the revised Halifax-Montreal service looking "like it will be a good train"³.

As a final point of interest, the "Ocean Limited" has been in service since July 4, 1904. Its withdrawal will mean the end of the longest running named passenger train in Canada.

- Footnotes: 1 Ian Donaldson, Canadian Press, "Ocean Limited on the Way Out", The Recorder and Times (December 21, 1978) p4
2 Loco Cit
3 Loco Cit

HISTORICAL NOTES

(From CP Rail Smiths Falls Div Yearbook)
The Eganville Sub. The Atlantic and Northwest Railway Co. was incorporated in 1879. In 1892, construction began from Payne (west of Renfrew) to Egan-

ville. The line was opened in 1893. In 1894 the line was leased to Canadian Pacific for 999 years. The C.T.C. in November 1970 authorized the abandonment of the Eganville Sub. from Mileage 9.5 to 19.2 Douglas to Eganville. The track consists of 80 and 85 lb rail laid between 1922 and 1964.

Names along the line: Douglas -named after Douglas Mallock, son of an early settler. Eganville -samed after John Egan, a lumberman and farmer whose holdings were situated there.

The Cornwall Subdivision In 1913 the Glengarry and Stormont Railway Co. was incorporated and in 1914 began construction; May 10, 1915 it was opened for traffic and was then leased to Canadian Pacific for

99 years from the Sun Life Assurance Company of Canada. Branch is 27.4 miles long and consists of 85 and 100 lb rail laid between 1921 and 1959 on gravel ballast.

Names along the line: Cornwall -named after Cornwall England. Williamstown -named after William Johnston, one of the first settlers.

THE BYTOWN RAILWAY SOCIETY TRIP &
ANNUAL DINNER (LUNCH). AT CHATEAU MONTEBELLO

The Annual Dinner will be a lunch this year! We have reserved a room at the Chateau Montebello on June 10 at 1300 hrs. Members wishing to make a day of it can go down on the morning North Shore train, returning that evening.

There is plenty to do for a day at the Chateau although you can travel by car if you so wish. We hope to have Jack Walter Vice President of the Brotherhood of Locomotive Engineers as our guest speaker.

The cost of the luncheon will be \$11.00 per person including tax and gratuities. The cost of the train trip is \$5.00 round trip and it would be advisable to get your tickets in advance to avoid a queue on the day of the trip. Tickets are available (for the luncheon) from a member of the Executive or by mailing in the form below with your remittance. The closing date for tickets will be June 1 ('in our hands') in order to give the hotel adequate notice.

Children are welcome but we cannot provide a special rate for them. Dress is informal.

CHATEAU MONTEBELLO TRIP JUNE 10, 1979

To:

Bytown Railway Society
P.O. Box 141 Station A
Ottawa Ont. K1N 8V1

Please send me _____ tickets @ \$11.00ea.

Total Remittance \$ _____

NAME: _____

ADDRESS: _____ APT NO. _____

_____ Postal Code _____

Telephone No. _____

Please make cheques or money orders payable to The Bytown Railway Society and please S.A.E.

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