

Canadian Rail



Number 150 / December 1963



In Eighteen-Fifty-Two



saw her faded picture on
A railroad office wall;
An engine of the Fifties, with
A smokestack six feet tall.
Her wheels were red, and she was decked
In gold and royal blue;
And built by Rogers, so it said
In Eighteen Fifty Two.

The gothic windows in her cab
Had little panes of glass;
Her boiler had a gorgeous dome,
And ribs and rails of brass;
And on its side in script, she bore
Her name, the "Daniel Drew" --
A factor in the Erie line
In Eighteen Fifty Two.

All praise to our illustrious,
Long may their statues stand.
But here is one of all unpraised,
That reared this mighty land.
The engine with the funnel-stack,
The kind that Webster knew,
That crossed the water and the wild
In Eighteen Fifty Two.

JOHN LOYE, (1880-1962)
Founder and First President,
Canadian Railroad Historical
Association.

Our Cover

With smoke-plume worthy of an excursion run-past, and ten cars trailing behind, Canadian Pacific D-9 class 4-6-0 No. 575 gets a running start eastward out of Calgary on a sunny day in 1925. The train is probably No. 4, Montreal-bound from Vancouver, Engine 575 was scrapped thirty years later, in 1955.

Norton-Youngs Cove Abandonment

PHOTOS BY THE AUTHOR

by Omer Lavallee

FEW CANADIAN RAIL AMATEURS will fail to experience a pang of regret at news of the abandonment of a portion of the Canadian Pacific Railway's Minto Subdivision in New Brunswick, which took effect on September 1st, 1963. The section concerned extended from Norton to Youngs Cove Road, a distance of 25.5 miles, and it was authorized by Order No. 111442 of the Board of Transport Commissioners for Canada, issued on June 10th, 1963. The Order actually only gave legal effect to practical abandonment which had existed since the spring of 1962, when ice damage to the Washademoak River drawbridge north of Cody had caused the suspension of service over this section, effective April 2nd of that year. Since that time, no service had been offered, and complete legal extinction seemed only a matter of time. The Board Order, however, went further in that it permits a further abandonment of 11.8 miles of track on this same Subdivision, permitting it to be closed back to Mile 53, just south of the Pennlyn coalfield, upon three months' public notice at any time after June 10th, 1964.

Not five years ago, the line now affected by the Board Order was still one of the last dependable strongholds of the steam locomotive in Canada, due largely to the severe weight restrictions which were imposed by the same drawbridge whose failure now, with grim propriety, drops the curtain of abandonment on most of the "Norton-Chipman". As late as the autumn of 1959, a mixed train ran from Norton to Chipman and return on a daily-except-Sunday basis, drawn by a 4-4-0 engine. Since no other locomotive then in service on the CPR was light enough to meet the rigid requirements imposed by the eastern end of the Minto Subdivision, the Company maintained three venerable fugitives from the Nineteenth Century in the form of locomotives 29, 136 and 144. These engines seemingly led a charmed life until a newcomer came upon the scene in the early autumn of 1959 in the form of an HS-5c class diesel-hydraulic locomotive, No. 18, whose 88,600-pound weight on drivers was acceptable on the Minto. No. 144 was withdrawn in November, 1959, followed by No. 136 in the spring of 1960. No. 9, last of the "A" class eightwheelers, remained as a "spare" for the diesel until October, 1960. Then, as a "quid pro quo" for having shared enginehouse space at Chipman with the new-fangled intruder whose "name" was only eleven numbers removed from her own, No. 29 was given the honour of pulling the last steam-hauled passenger train on the Canadian Pacific Railway on November 6th, 1960. No. 144 was donated to our Association in 1959, and No. 29 followed in 1960. The third and oldest member of the trio, No. 136, has been preserved by Mr. Neil McNish near Toronto.

My own experience with the eastern half of the Minto Subdivision began on a rainy May day in 1949 when, on a rail "safari" into the Maritimes accompanied by Canadian Rail's Editor, Anthony Clegg, and the late Allan Toohey, I disembarked from the CNR Edmundston-Moncton train at Chipman, New Brunswick. We made our way over to the Canadian Pacific station in time to connect with the mixed train for Norton, hauled that day by No. 136. In the enginehouse adjacent to the station site (the station had just burned down a short while before and was temporarily supplanted by a railway car), we found Nos. 29 and 144. Our visit

that day was the first of many trips to the Chipman-Norton line, trips which became almost ritual in character, and which extended over the ensuing ten years.

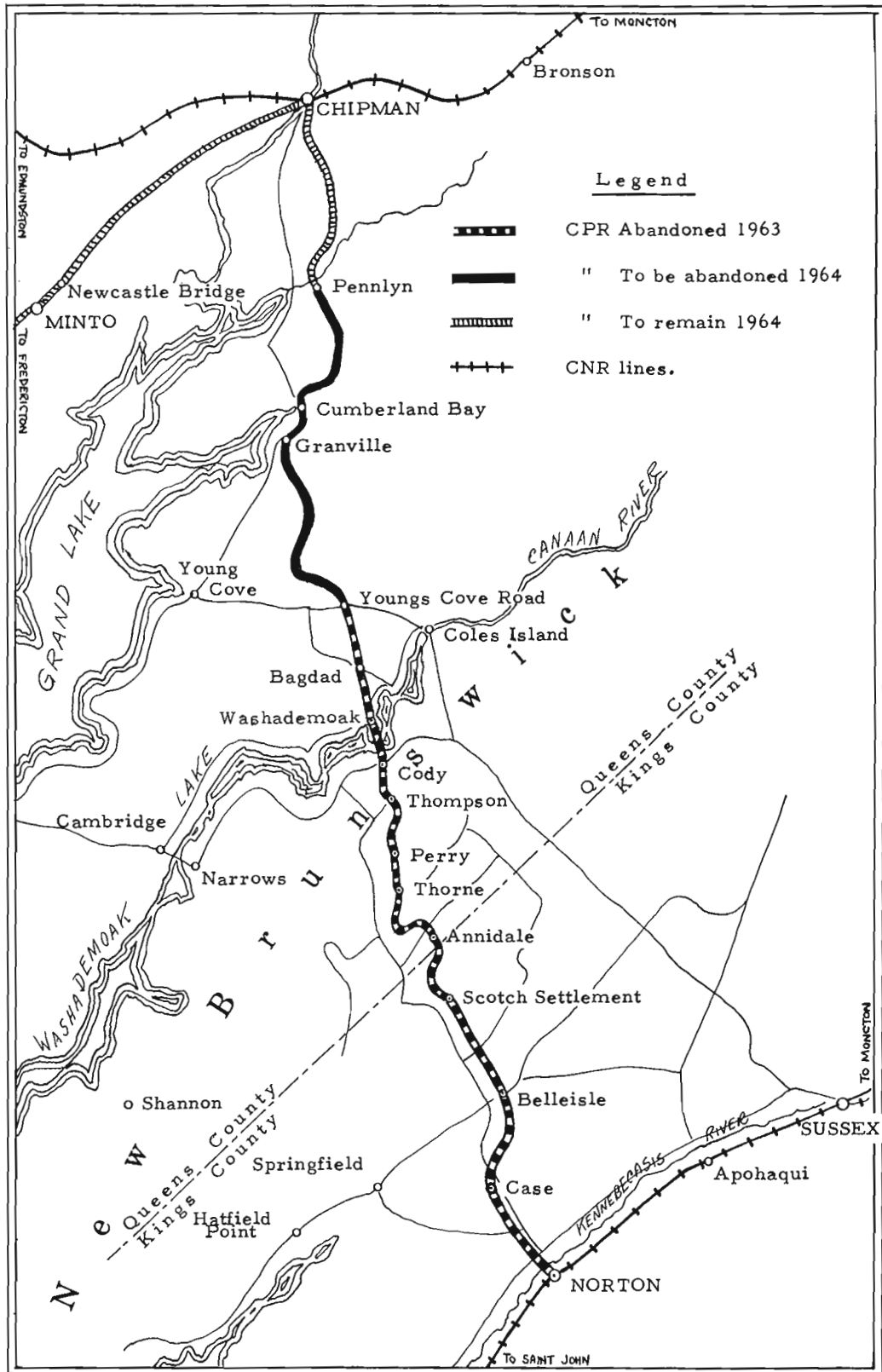
Each time that one of the engines came due for a general overhaul, it was an occasion for apprehension among a gradually-increasing circle of admirers of the three septagenarian locomotives. Fate, however, was benevolent, and the Canadian Pacific's Mechanical Department wisely did not try to interfere with the predispositions of destiny. In between the five-year-interval visits to Angus Shops, the locomotives were looked after by the man who operated them -- John W. Myers of Norton, NB -- an engineman of the old school, who had worked on the line when it was still owned by the New Brunswick Coal & Railway, and who knew every inch of railway between Norton and Chipman. It is to Johnny Myers' conscientious care that we owe the fact that these engines remained in service until they could be rescued by the railway museum movement. The veteran engineman applied for his pension when the diesel came, an action which did not surprise his many friends in the least. He now lives in retirement at Norton, in a big and well-kept white house only a few feet removed from the track which is now abandoned.

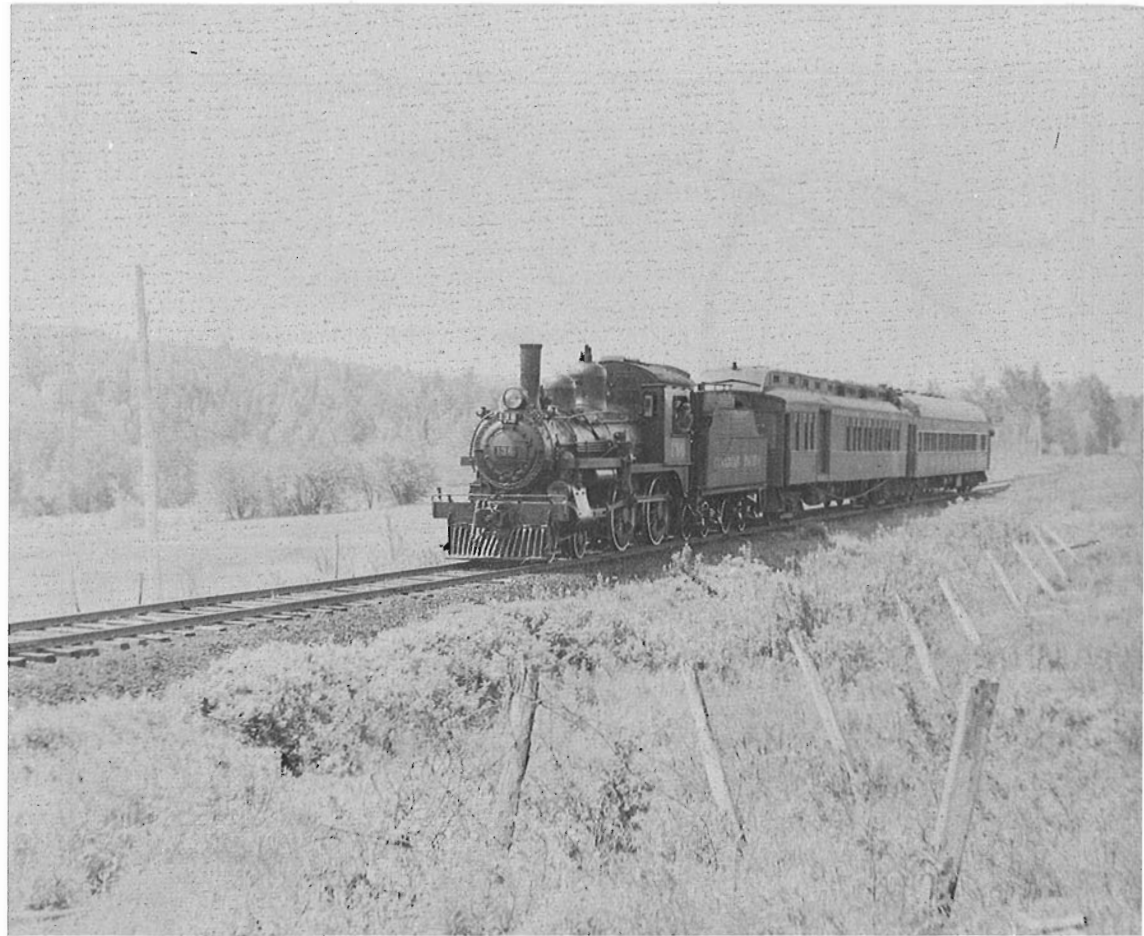
History

The story of the Norton-Chipman railway goes back to 1871, when the Government of New Brunswick issued a charter to the Central Railway Company permitting it to build from Fredericton to Grand Lake, thence to a point on the Intercolonial Railway between Apohaqui and Salisbury, NB. As was usual in the case of smaller railways, several years were lost at the beginning in seeking and gaining financial support and a decade and a half elapsed before construction started in 1887. Fifteen miles of track were laid in that year, extending from Norton to Annandale (later Annidale); in the following year, a further 23 miles were added, bringing the railhead to Coal Creek. In 1889, the complete 44.66-mile railway was opened through to Chipman. In 1887, the Central Railway had purchased the St. Martins & Upham Railway which it operated, until 1897, as its "Southern Division". The Norton-Chipman portion was known, during this period, as the "Northern Division".

In 1901, the New Brunswick Coal & Railway Company was incorporated and in 1903, it purchased the erstwhile Northern Division of the Central Railway Company. In 1905, the NBC&Ry.Co. was sold to the Province of New Brunswick, who appointed Commissioners to operate it. As a result, the word "Company" was dropped from the corporate title. Traffic in these early years was chiefly lumber and lumber products, a natural resource which proliferated along the right-of-way until recent times.

On October 2nd, 1912, an agreement of lease was signed between the Government of New Brunswick and the Canadian Pacific Railway Company, whereby the New Brunswick Coal & Railway was transferred to the latter. This agreement was confirmed by Order No. 257 of the Privy Council on February 2nd, 1915, whereby CPR leased the line for 999 years. CPR maintained a corporately-separate public identity up to about 1929, however. During its New Brunswick Coal & Railway years, the railway had been extended (in 1905) from Chipman to Minto, NB, where connection was later made with another company, the Fredericton & Grand Lake Coal & Railway Company, which was itself leased by the Canadian Pacific Railway in 1914.





Description

Those who visited the line, intent upon spending the day making the round trip, boarded the train at Norton, where a dead end platform track abutting against the west end of the Canadian National station, served the needs of the Chipman mixed train. Canadian Pacific's facilities here included a one-stall enginehouse, a small yard, and a wye bearing the Minto Subdivision away to the northward, at right angles to the CN Saint John-Moncton main line. The north wye switch was situated on the south abutment of a very light lattice girder bridge over the Kennebecasis River, which was a relic of the times of the Central Railway and demanded a speed restriction of but four miles an hour!

Norton is a pleasant settlement founded by United Empire Loyalists 170 years ago, and the railway paralleled its main street about a quarter of a mile to the west up to the crossing of the Saint John-Moncton highway. From an elevation of only thirty feet above sea level at the Kennebecasis bridge, the railway climbed all but five hundred feet in the ensuing twelve miles through Case, Belleisle and Scotch Settlement. An even sharper descent was made in the next eight miles to an elevation of only seventeen feet at the Washademoak drawbridge just north of Cody. An invariable stop for the mixed train in steam days along this stretch was at the water tank at Perry, a "ceremony" which has been recorded by the lenses of countless cameras.

Usually, there was some switching to be done at Cody, after which the engine coupled on to a gradually-enlarging train. The mixed was then propelled gently down the slope to the drawbridge, a combination girder drawbridge and lattice-work fixed truss span, the whole resting on piles in Washademoak Lake. The structure was negotiated with extreme care, after which a quickened exhaust from the engine signalled an attack on the grade out of the lake valley. Once up the north side, the train bounded on again with scarcely a pause at Bagdad (not, we hasten to add, the romantic domed and minaretted capital of Arabian Nights' fame, but just a little halt in the second-growth forest) and on to Youngs Cove Road, which lost its station years ago and received a superannuated boxcar in replacement.

More switching, then back into the woods again and on to Cumberland Bay, passing through a farmyard en route which was made familiar to us one Easter weekend in 1952, when a "sunkink" in the track, which "happened" just as the northbound train was passing over it, delayed us for a pleasant hour or two while the section crew effected emergency repairs for the southbound trip in the afternoon. At Cumberland Bay, there is a slightly tilted siding layout which always made switching a problem for No. 29, whose 70-inch driving wheels were noticeably less effective than the 63-inch wheels on the sister engines. I remember one or two occasions when we and the crew assisted No. 29 out of the siding, by pushing at the rear of the cut of cars. Whenever this procedure was necessary, it was also necessary for No. 29 to back the train about half a mile south of Cumberland Bay, then reverse and get a "run" for the grade past the station.

PHOTOS AT LEFT: (Top) Engine 136 with an unusual two-car train near Thompsons siding, south of Cody, in June, 1958. The extra passenger car was for a group of enthusiasts from Moncton, riding the line.

(Bottom) The Washademoak drawbridge at Mile 69.5, from the rear of the train. Note swing span just at the far end of the lattice truss.

The last usual stop was at the strip coal mine operation at Pennlyn, where the train's tonnage would be filled out with a car or two of coal. Finally, just before noon, the train would pull into Chipman where passengers and crew would lunch while the engine did likewise at a coal bucket hoist. After lunch, the engine would be turned on the wye, watered, and recoupled to its train for the return trip, which would be the reverse image of the northbound trip in the morning, except that the size of the train diminished as Norton was approached. The afternoon water stop at Perry was somewhat more casual, and infinitely better photographically, and, if schedule-keeping had been particularly good, we might also depend upon a special stop for photographs at some scenic place of our own choosing. One such spot was at Belleisle Creek, just south of the station of the same name, while another was about a mile north of Norton. Arrival at the terminal always left us enough time to see the engine put away at the enginehouse, before returning to Saint John on the Canadian National evening train.

Conclusion

The abandonment of the most interesting part of the Minto Sub-division leaves a large gap in the steadily-diminishing number of Canadian railway byways which can lay claim on sentiment for sheer quaintness. Much of the character was supplied by the steam locomotives, of course, and with the passing of that era, a part of the quaintness disappeared. Fortunately, the Norton-Chipman line was well documented photographically, both in still- and motion-pictures and its irreplaceable locomotive antiques safely preserved for posterity. And with these aids we might from time to time try to recapture the leisurely pace of another era which so long and so effectively withstood the realities of Twentieth Century, space-age existence.

PHOTOS AT RIGHT: (Top) The morning ritual at Perry tank, with engine 144. Beside the locomotive, John Myers, the engineer, can be seen, officiating in time-honoured fashion with a long-spouted oilcan.

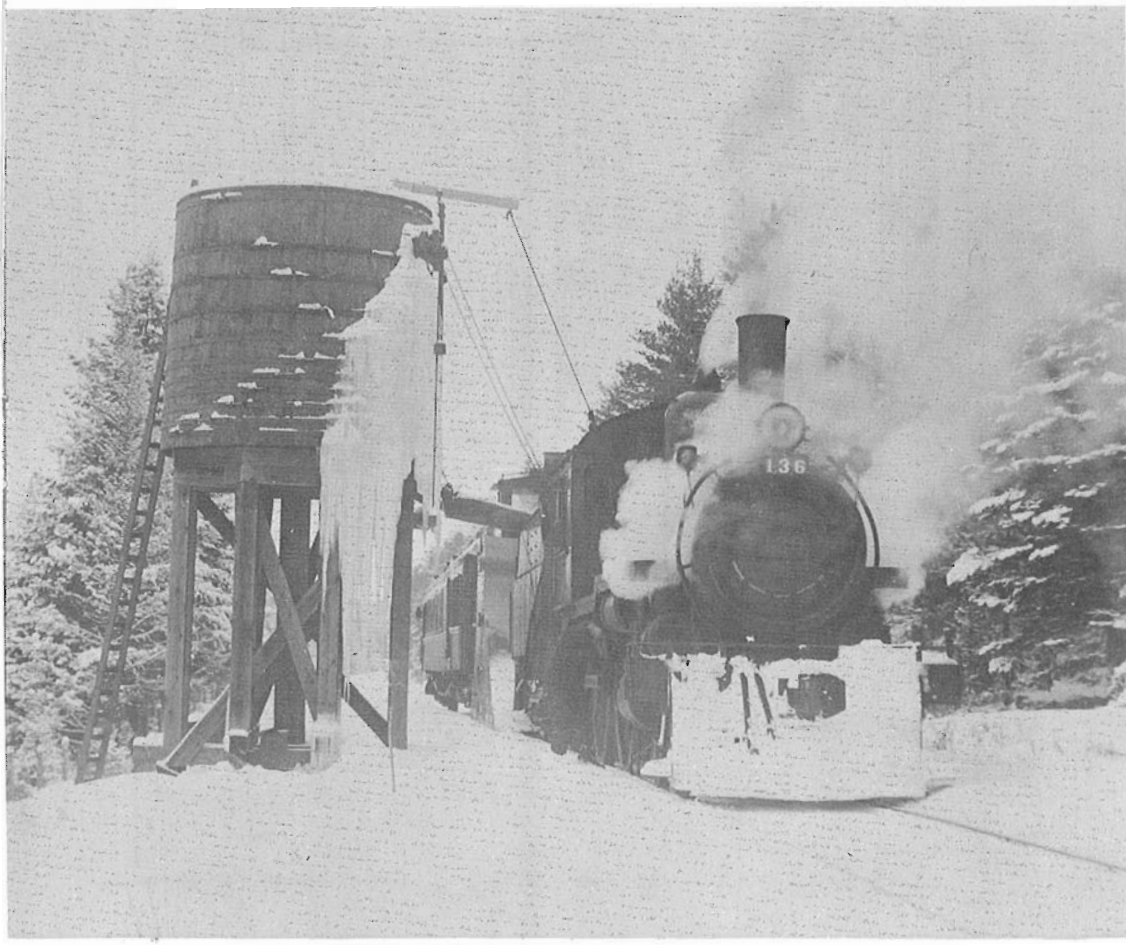
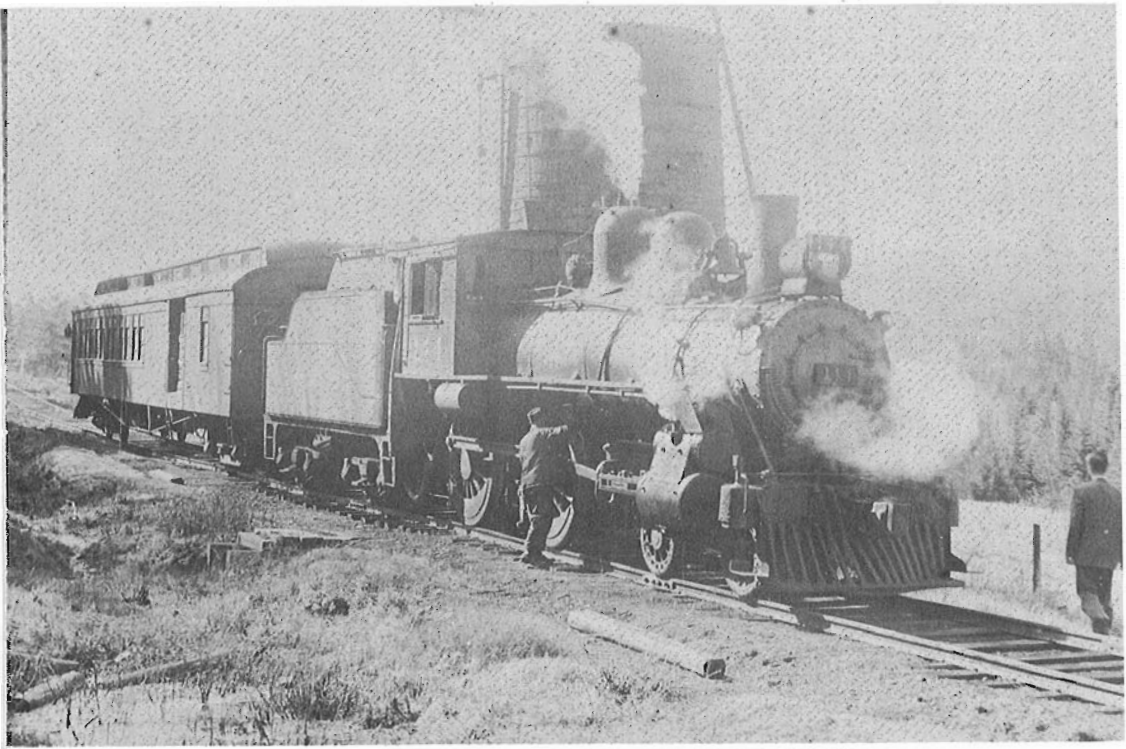
(Bottom) Perry tank in winter, with 136 southbound in the afternoon. To the usual train consist, a snowplow has been added, deadheading back to Norton after plowing north earlier in the day.

THE MUSEUM, ONE YEAR LATER:

The end of November marked the first anniversary of the movement of the first piece of equipment into the trainshed building at Delson, in the form of QNS&L 4-6-0 locomotive No. 1112. In the ensuing twelvemonth, a great deal of energy on the part of the volunteer committee members has enabled us to install almost 1,800 feet of track inside our building and to complete the building structure itself with the installation of rolling steel overhead doors; to store thirty-five locomotives, cars and electric cars inside the structure, with about two hundred feet of track remaining to be occupied. A total of fifty-three pieces of equipment are now at Delson in and around the property, out of a total of about eighty-five items on our roster.

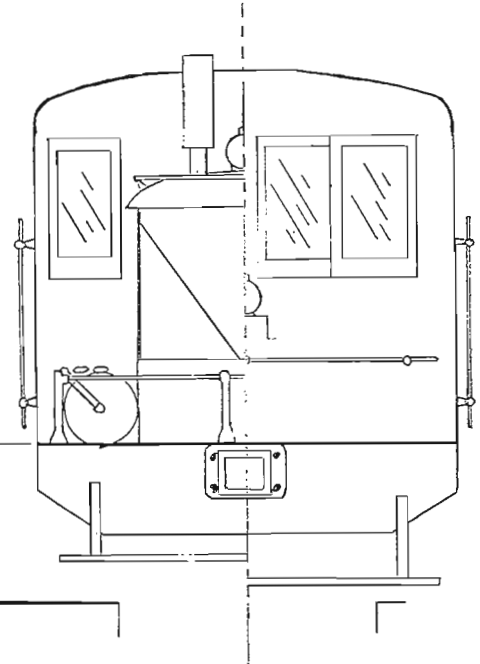
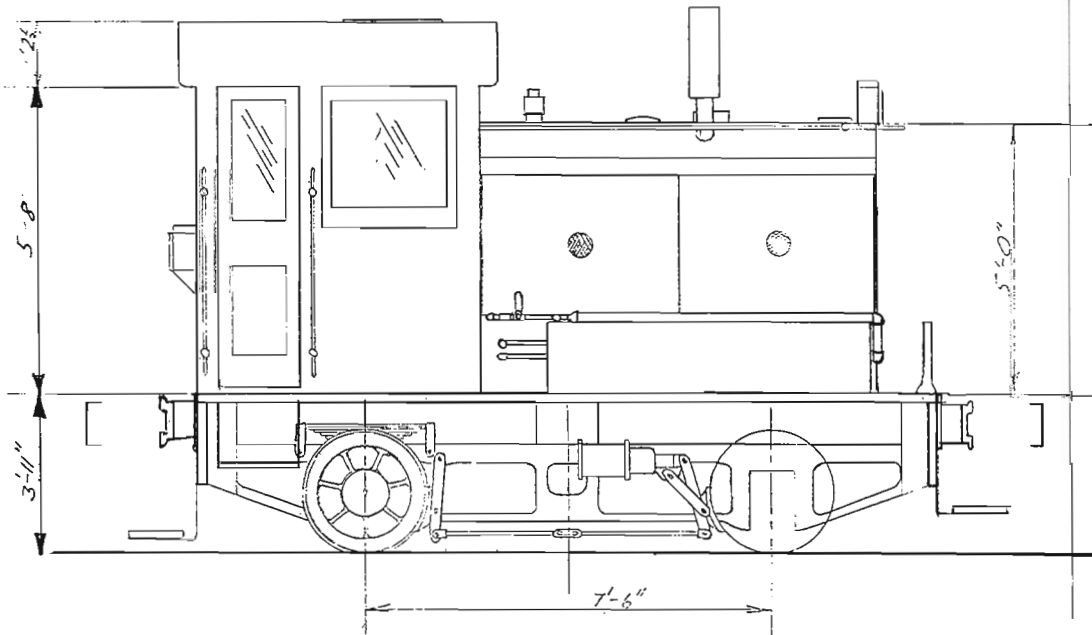
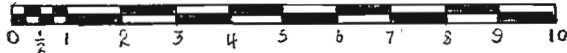
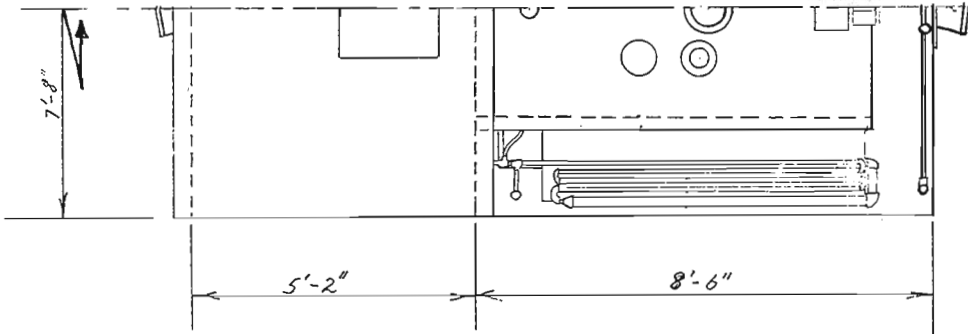
In addition to the work in the trainshed, another 1,800 feet of track, including four switches, has been laid in the yard. Facilities are sufficiently advanced to enable work to go on on rolling stock repair and restoration during the winter, bidding fair to enable us to open the museum in part to the public during 1964.

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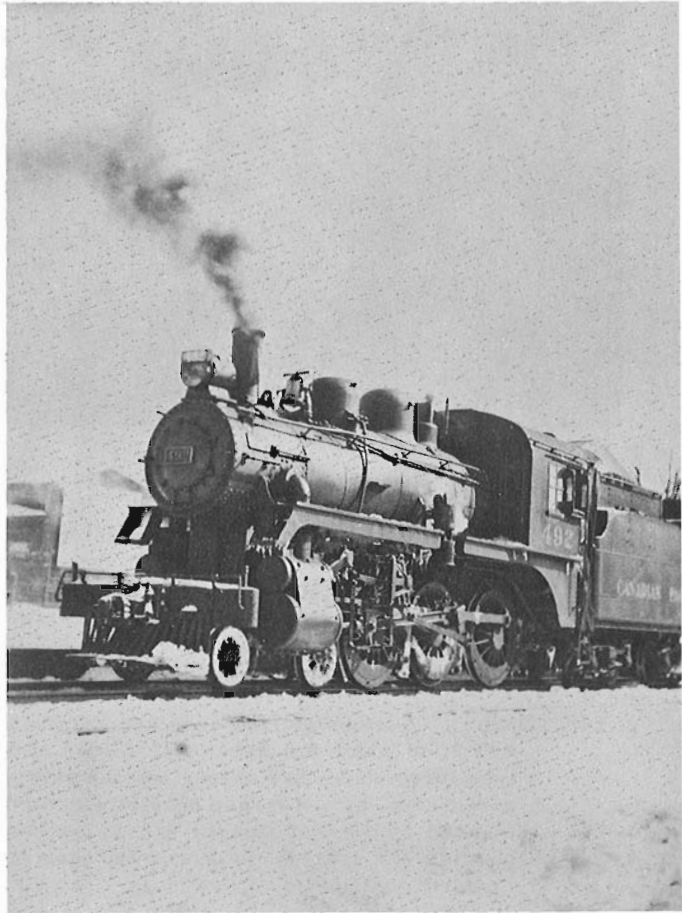
**INTERPROVINCIAL RAILWAY OF CANADA
GAS-ELECTRIC LOCOMOTIVE NO. 9**

Builder: H.K. Porter Company, 1928
Serial No.: 7120
Extreme Length: 17' 8"
" Height: 10' 0"
" Width: 8' 6"
Driving Wheels: 27½" diameter.
Total Wheelbase: 7' 6" Gauge: 4' 8½"
Total Weight: 14,000 lbs.
Tractive Effort: 4,400 lbs.
31/5/63. R. Fournier, Del.



See "Diagram" on page 257.

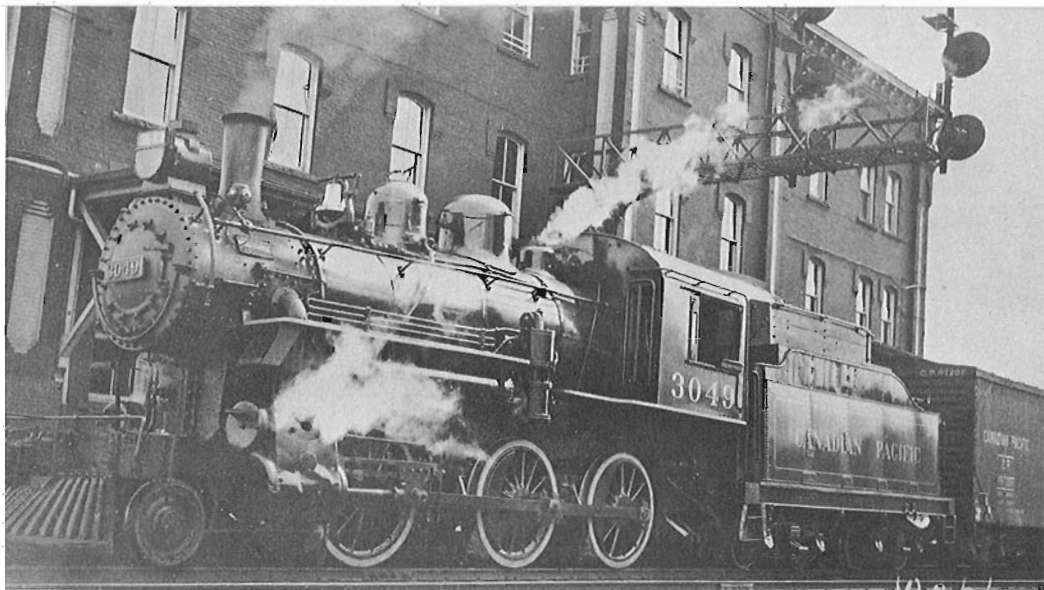
PHOTOS from the P A S T



THE PHOTOGRAPHS OF R. WYATT WEBB

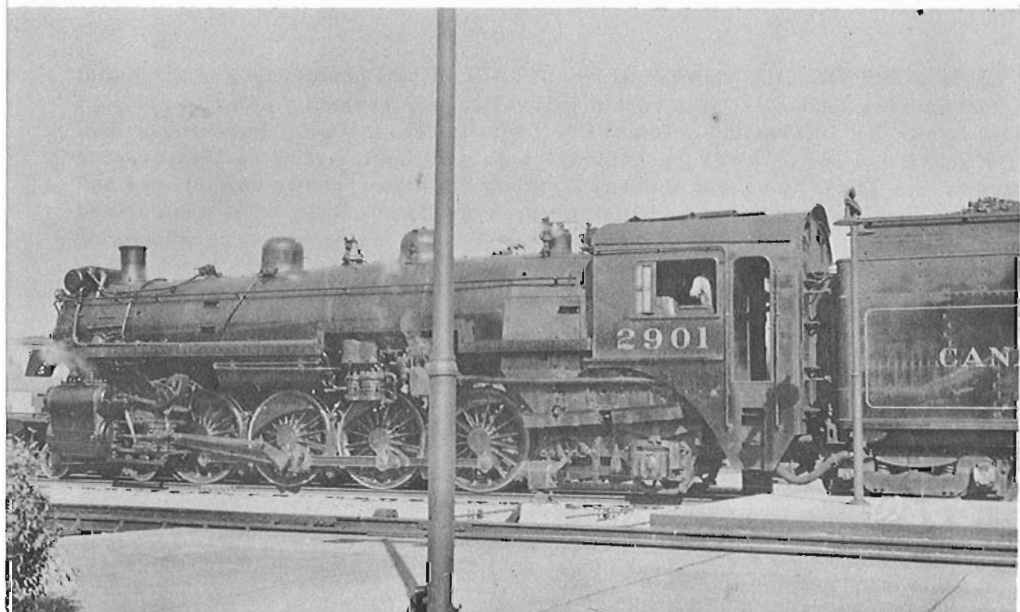
LEST SOME OF THE NEWER GENERATION of rail photographers think that the rail camera enthusiast is a recent innovation, we present a selection of pictures from the interesting collection of Mr. R. Wyatt Webb, taken more than thirty years ago and as a result, embodying subject matter of more than passing interest. Those of us who think of Wyatt in his better-known role of lord and master of track construction and maintenance at Delson were a little surprised when, in his own modest way, he showed us some of his negatives taken around Sutton and Farnham, Que., in the early Thirties. The result is the brief selection presented here, with others to appear from time to time.

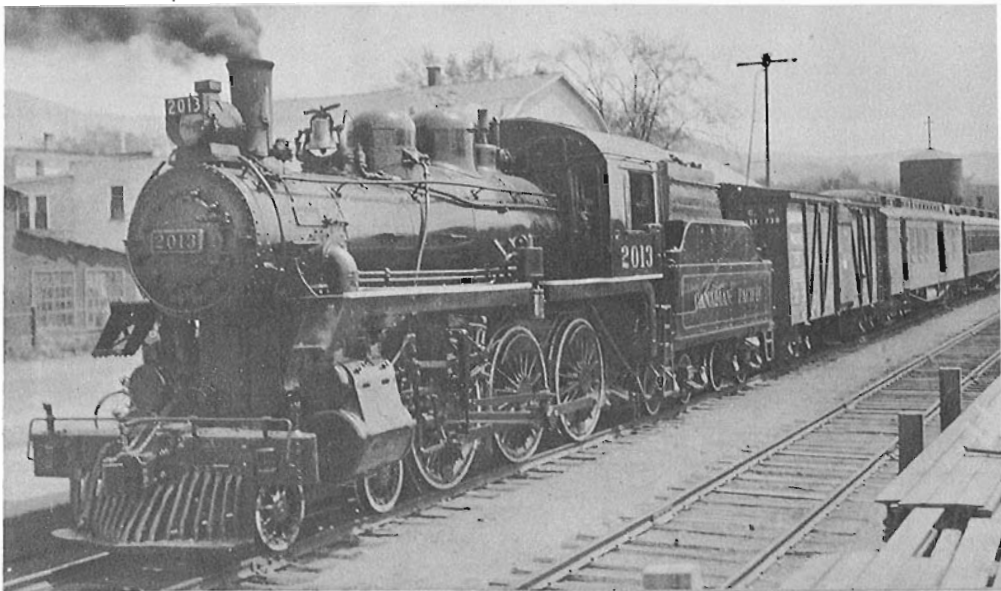
All of the engines presented in this selection represent types unknown to the current junior generation of rail cameramen, except for No. 492, shown above on a snowy day in February, 1932, at Sutton. Coincidentally enough, this engine is now out of service at Angus Shops, waiting only for Wyatt Webb to construct track for it to be accommodated with our locomotive collection at the museum.



TOP: Compared with the popularity which the 2-6-0 type enjoyed on the Grand Trunk Railway, Canadian Pacific had very few Moguls; less than fifty, in fact. One of them was No. 3049, shown here at Farnham in May, 1932. This engine had been built at Delorimier Shop in Montreal in 1890, and was one of the last CPR 2-6-0s to be built. This J-2-c class engine was scrapped in 1937.

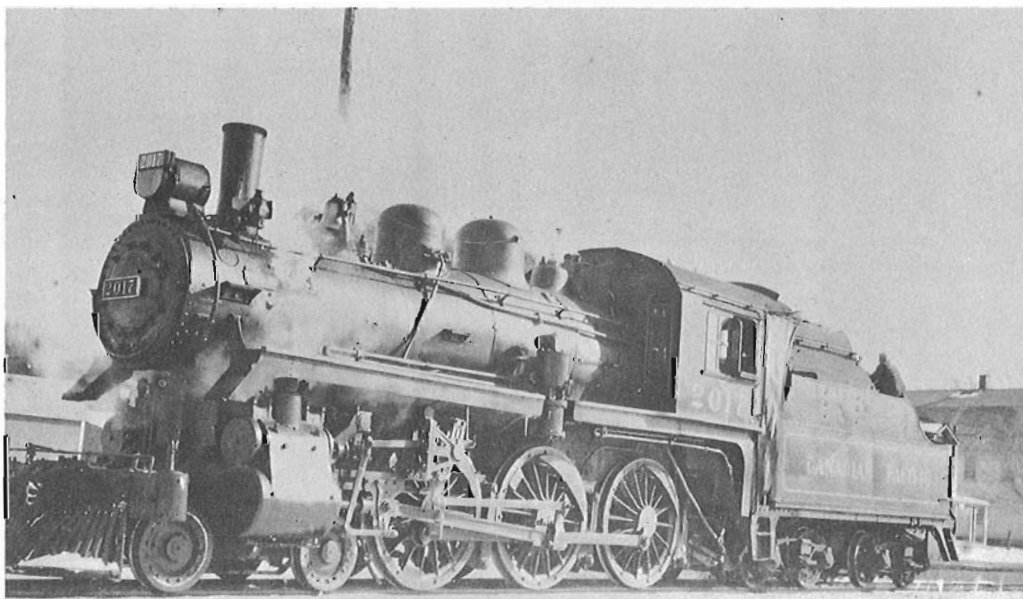
BOTTOM: Another storied Canadian Pacific locomotive type was the I class 4-8-2, of which two were built in 1914 at Angus Shops, the first Mountain type locomotives in Canada, and the only ones CP ever had, the Company preferring, by and large, heavier locomotives with fewer wheels, as evidenced by the fact that the 4-8-2s weighed some forty tons less than the heaviest CP 4-6-4s. No.2901 was taken at West Toronto in July, 1930.

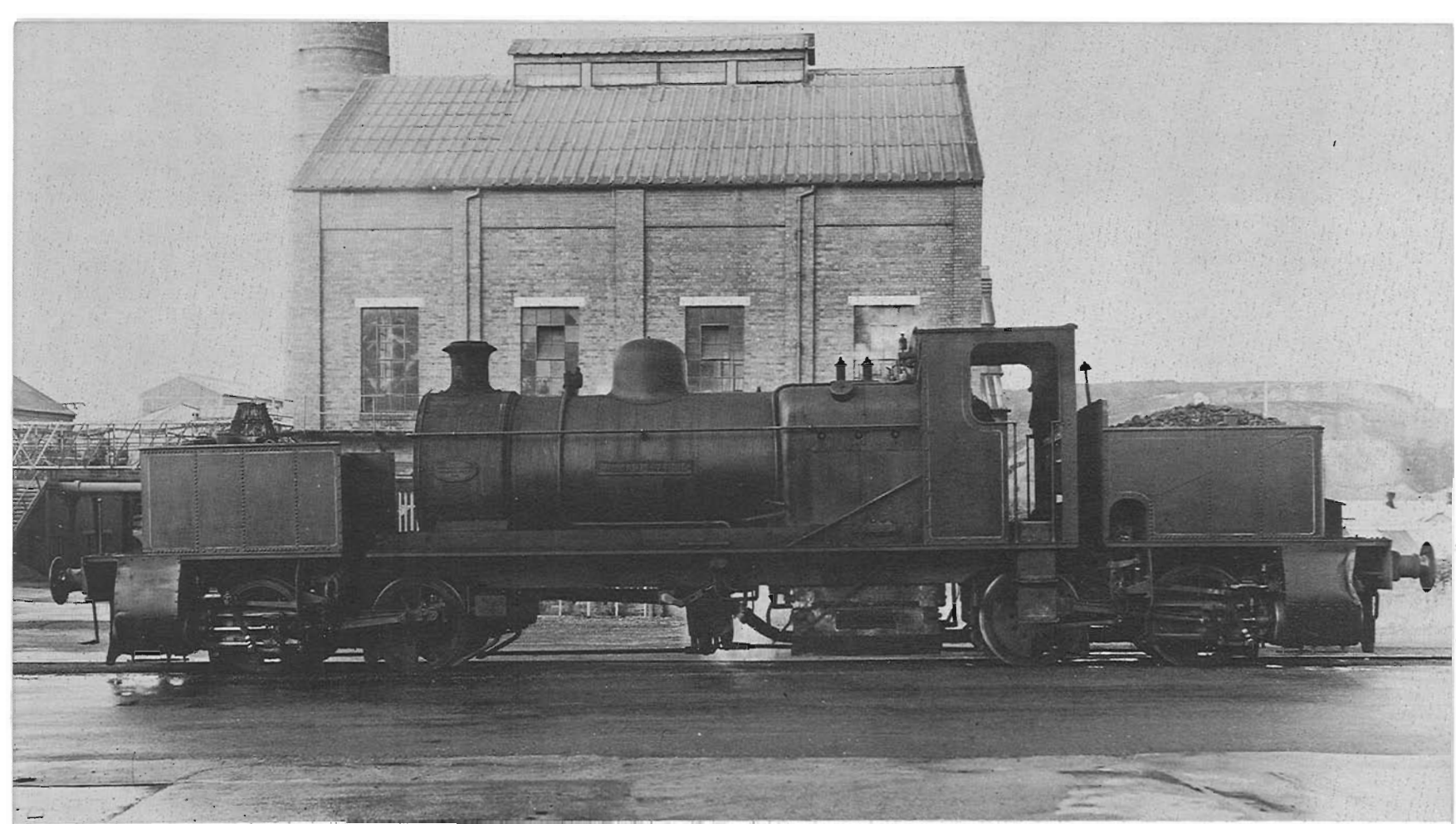




TOP: This classic mixed-train scene was captured by Wyatt Webb at Sutton, Que., in May, 1932. It shows the train ready to depart for Drummondville with E-3-a class 4-6-0 No. 2013 at the business end. This engine was one of seven in its sub-class built at Angus Shops in 1913; all were dismantled in 1943.

BOTTOM: A sister to the engine in the photograph above was photographed at Sutton in March 1932. "E" class engines with 70" drivers like No. 2017 disappeared comparatively early, compared with the more versatile "D" class engines with smaller drivers, which lasted into the final era of steam locomotives on the Canadian Pacific Railway.





A NEW C.R.H.A. "MEMBER"

“William Francis”

WILLIAM FRANCIS works for the National Coal Board of Great Britain at a coal mine near Atherstone, Warwickshire, and at the age of only twenty-six years, faces retirement some time in the next five years. It is painful to think that obsolescence can come at such a tender age, and it will give cause for alarm to those of us who have become accustomed to think that we are only "over the hill" and ready for superannuation in our sixties or seventies! And on this scale, "William Francis" is still very much in the prime of life, considering particularly (if you have not already guessed it) that "he" is not a coal miner, but CRHA's latest motive power acquisition, promised as a donation to the museum upon retirement several years hence.

Not just "another" steam locomotive, we hasten to add, but one representing a type never used on the North American continent, "William Francis" is a standard-gauge, 0-4-0+0-4-0 Beyer-Garratt articulated locomotive, a small and compact version of the more famous Garratts built principally for railways in Africa, Asia and South America. It was outshopped by Beyer, Peacock & Company at Gorton Works, Manchester, in 1937 (serial No. 6841) and is apparently named for Sir William Francis Dugdale, of Merevale Hall near the mine, whose family owned the colliery until the general nationalization of British mines under the National Coal Board, in 1946. Three other locomotives, all 0-6-0Ts, work at Badesley Colliery along with "William Francis", but the Garratt outshines them all on the six percent grades and seventy-foot-radius curves that are characteristic of this West Midlands mineral railway. This is the last Beyer-Garratt in the British Isles, the sole survivor in its country of origin of a famous design which the British admittedly produced for export rather than for domestic use.

It may be asked what the conditions were which brought the Beyer-Garratt into being in the first place. Briefly, the design was evolved to suit the requirements for a powerful locomotive to be used on lightly-constructed, curving and undulating railway lines, in less-developed areas of the world. Such conditions were not generally met in North America, where, because of the pre-existence of heavily-constructed railways and corresponding rolling stock, such articulated designs as the Mallet found favour, after exhausting the possibilities of such things as ten- and twelve-coupled rigid locomotives. The Beyer-Garratt, which consists essentially of two locomotive frames arranged back-to-back, upon which a long, rigid frame, carrying the boiler, firebox and cab, is pivoted, has been built in many sizes and types, ranging all the way from 0-4-0+0-4-0 through to 4-8-2+2-8-4. The positioning of the boiler and firebox away from the driving wheels allowed the construction of these components up to the full size of the loading gauge, making the Beyer-Garratt particularly advantageous to railway lines of less than standard gauge. The Garratt is also far more flexible than other articulated designs, permitting the twin locomotive frames to incline in

LEFT: "William Francis" in a recent photograph at Badesley Colliery.
(Photo courtesy National Coal Board).



William Francis, continued....

opposite directions at the same time when operating over sharp reverse curves, or to tip upwards or downwards in opposing planes at "humps" or "dips" in the track. Like tank locomotives, they operate with facility in either direction.

Beyer-Garratt locomotives are normally built on the simple expansion principle, though the first such locomotives, 0-4-0+0-4-0 types built for 2'-gauge lines in Tasmania in 1909, were compound locomotives. Subsequent locomotives have been largely of the simple arrangement but with impressive competence both in speed and power. A 2-8-0+0-8-2 type built for the former LNER in England exerted a 73,000-pound tractive effort at 85% of boiler pressure, and was able to do the work of two normal 2-8-0 type locomotives, with lower original cost, lower fuel cost and diminished crew expense. An express engine of the "Double Pacific" (4-6-2+2-6-4) arrangement built for the Algerian Railways in 1933, and having 71" drivers, attained a speed of 81.5 miles per hour, at that time a world's record for an articulated locomotive. The prototype of "William Francis" was an engine of the same wheel arrangement built for the Hafod Copper Works, near Swansea, South Wales. Several similar engines were built for other industrial plants in Great Britain, including one for Sneyd Colliery near Stoke-on-Trent in Staffordshire.

It was news of the retirement of the Sneyd locomotive, which originally prompted us to contact the National Coal Board on behalf of the museum. Unfortunately, the Sneyd engine was scrapped before anything could be done, but the Coal Board, entirely on its own initiative, offered to earmark the Baddesley locomotive for the Association, when it is finally retired from service a number of years hence. Quite understandably, this offer was accepted by the Association, giving us time in which to decide whether, at the conclusion of its service, it can be overhauled and put in operating condition, and if so, to accumulate the necessary funds for such a project.

We are particularly indebted to Col. F.W. Webb, the Under Secretary of the National Coal Board, for his interest in our affairs, which resulted in the decision to turn the locomotive over to us when it is retired. The Coal Board has also cleared the donation with the British Transport Museum, so that there will be no conflict of interest. For our part, "William Francis" will be an immeasurably interesting accession to our "International Collection", which began with the arrival of the Brighton "Terrier" in September, and for which other candidates are presently under consideration.

DIAGRAM:

This month's diagram, shown at page 250, is from the pen of one of our Junior Members, Rod Fournier. That he should select the Association's yard engine as his first subject is indicative of the esteem in which all members of the Museum and Railway Committees hold this unpretentious but industrious unit. No.9 is looked after by our very capable Master Mechanic, Donald Angus, and will eventually carry the name "SANS PAREIL".

LEFT: A CRHA "first" on the recent steam excursion to Victoriaville was the chartered 'bus which "motorcaded" by arrangement, with some of the train passengers. We are indebted to one of the latter, Mr. C.A. Moore, of Abington, Mass., a regular patron of our trips, for this dramatic study of 6167 at speed.

ST. LIN SERVICE ENDS

IN ADDITION TO the abandonment of a portion of the Minto Subdivision in New Brunswick, which is covered elsewhere in this issue, the autumn of 1963 also saw Canadian Pacific Railway abandon an eighty-five-year-old branch line near Montreal, extending 15.1 miles from St. Lin to St. Lin Junction, where connection was made with the CP's Ste. Agathe Subdivision.

The construction of the branch to St. Lin^{*} came about as the result of the colonization movement which was particularly strong in rural Quebec in the last quarter of the Nineteenth Century. Before the 1870s, there were only two short railways on the north shore of the St. Lawrence and Ottawa Rivers in "La Belle Province". The need to accommodate an expanding population making their living from the traditional economy of the soil resulted in the construction of a number of railways in this region during this decade, beginning with the wooden railway from Quebec to Gosford in 1874, a colonization line from Montreal to St. Jerome promoted by the dauntless Father Labelle in 1876, and concluding with the completion of lines to Ottawa and to Quebec from Montreal in 1877 and 1879, respectively, under the auspices of the provincial government.

The region around St. Lin had been settled by farmers of Scottish, Irish and French ethnic stock in the first half of the Nineteenth Century. The des-

cendants of the Scots and Irish later removed to commercial pursuits in neighbouring Montreal, but their influence is still to be seen in some local village and township names in the area such as New Glasgow, Kilkenny, and St. Columban, to name but a few.

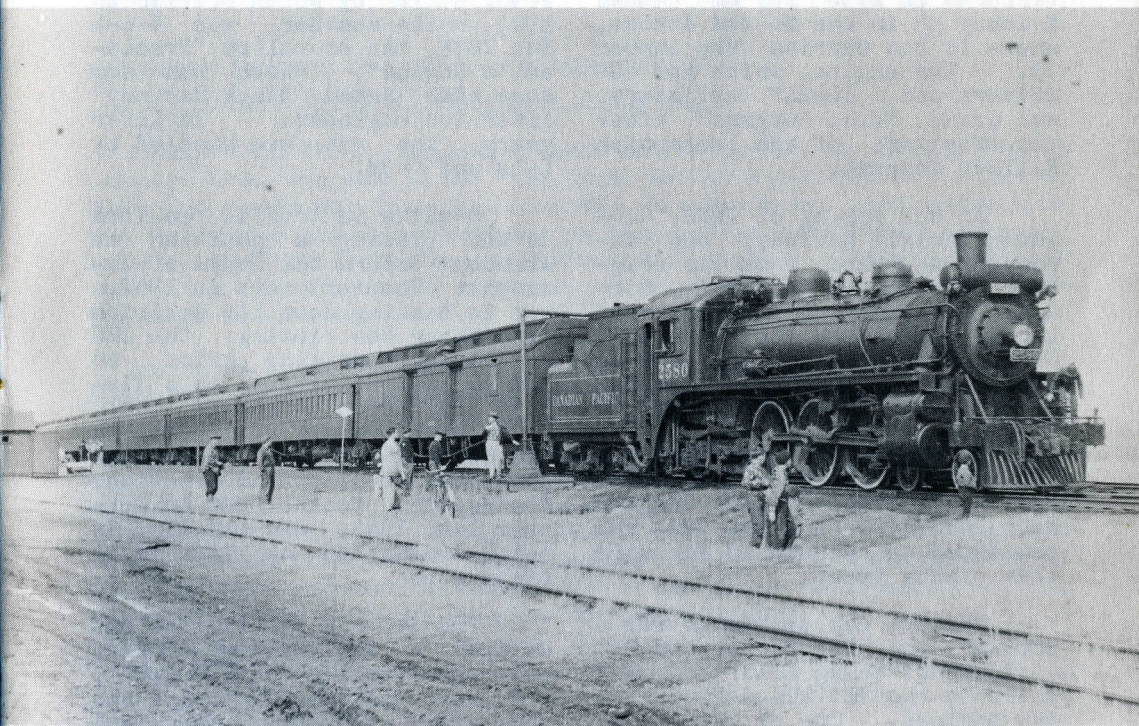
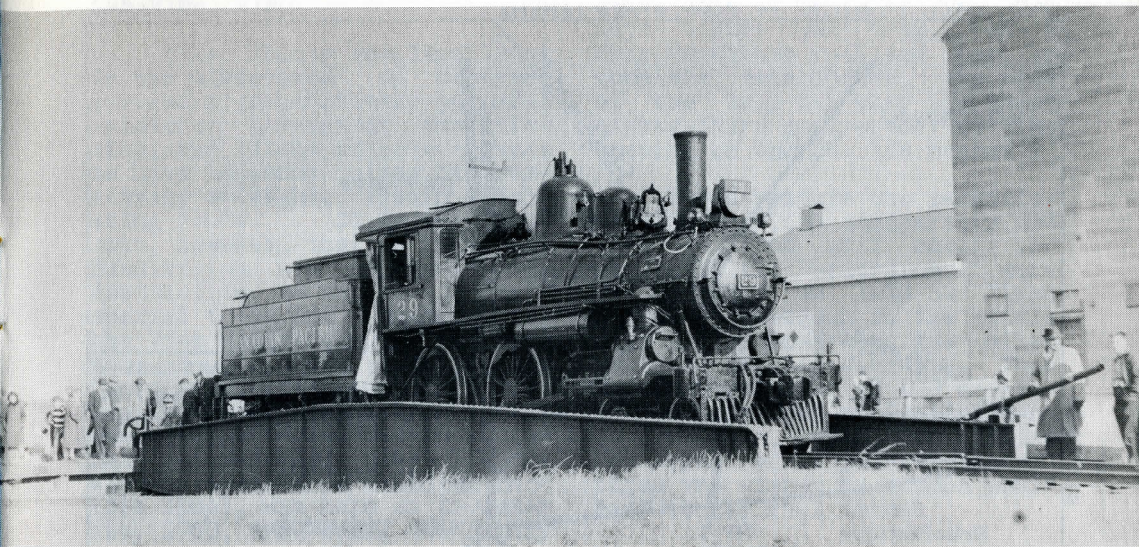
The renowned Father Labelle was parish priest of St. Jerome, and it was largely due to his intervention that the provincial government took over the moribund Montreal Northern Colonization Railway, and completed it in October, 1876. While the promotion of this railway was still going on under private enterprise, interests at St. Lin promoted the charter for the Montreal & Laurentian Colonization Railway, which was issued on December 24th, 1872, and essentially provided for the completion of a branch from the St. Jerome line upon termination of the construction of the latter.

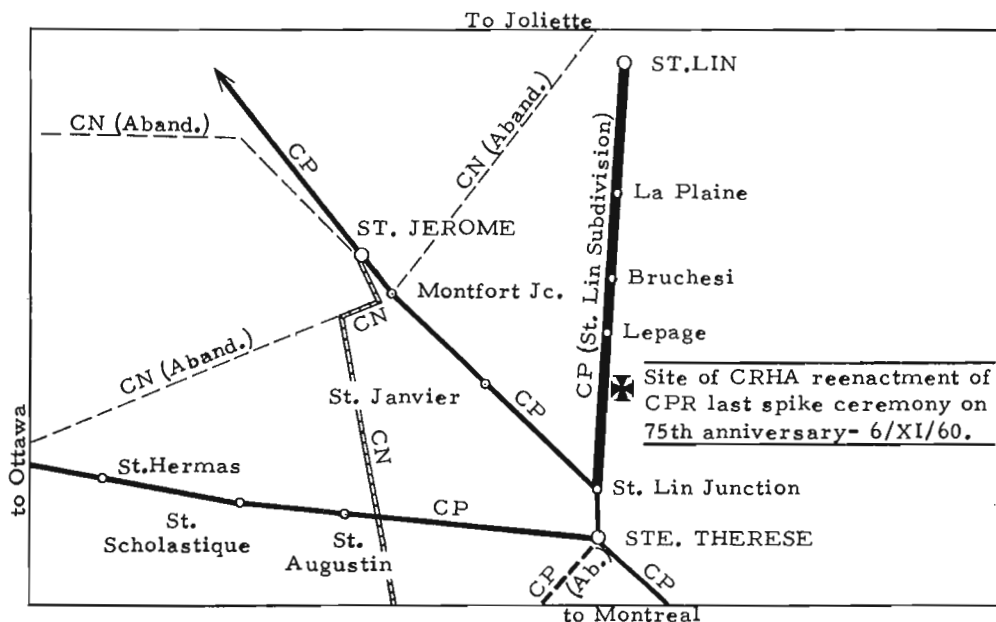
Doubtless to avoid confusion in the public mind of the names of the two railways to St. Jerome and St. Lin, the latter line secured permission to alter its name to Laurentian Railway Company on January 28, 1874; nothing was done toward construction, however, until completion of the St. Jerome railway in October, 1876. Then the building of the Laurentian Railway began, and the 15.1 miles were completed in the season of 1877, the first train operating from St. Lin Junction to St. Lin and return on November 6th of that year.

*- French for St. Linus, successor of St. Peter as Bishop of Rome.

The Laurentian Railway had one locomotive only, a light

PHOTOS AT RIGHT: (top) Engine 29 on "armstrong" turntable at St. Lin on November 6th, 1960. (bottom) Engine 2580 with the last passenger train at St. Lin, March 29th, 1956. (Photos OSAL)





4-4-0 which had been built by Danforth in 1858 for the Camden & Amboy RR in the United States, where it had carried the number 23. The engine, which had 68" drivers and 14x24" cylinders, was named "J.H. Pangman" after the President of the Laurentian Railway Company.

In the spring of 1882, Canadian Pacific Railway, now expanding eastward from its original terminus at Callander, Ontario, by acquiring existing rail lines, purchased the Montreal-Ottawa line with the St. Jerome branch from the Quebec government. It took the opportunity at the same time to add the St. Lin appendage to its growing network, and on March 13th, 1882 the Laurentian Railway Company was purchased by the CPR, who continued to operate it for more than eighty years.

The St. Lin operation was a popular one for faster 4-6-0s, assignments being held for many years by the "E" class 2000 series engines. One of these en-

gines was E-5-e class 4-6-0 No. 2090, built by North British in 1903, while another was E-4-b No. 2038, the so-called "President's Engine", which was for some time named "Jack Hartney" after its engineer. In later years, the run was handled by G-1s and G-2s.

Decline in traffic resulted in CPR placing a petition to abandon before the Board of Transport Commissioners in 1962, but in handing down its decision permitting the closing, the BTC stipulated a waiting period to remove its facilities at a disused army depot at Lepage, Que., and also to permit shippers in the St. Lin area to obtain alternate means of transportation. Abandonment took effect on October 1st, 1963, and the line is being dismantled as this is in preparation.

The St. Lin Subdivision had enjoyed a daily-except-Sunday passenger service until April, 1956, when passenger service was completely withdrawn, the last

train being hauled by G2 class 4-6-2 No. 2580.

This feeder railway lying in the hinterland of Montreal pursued a comparatively peaceful existence throughout its lifetime, and little of note appears to have happened along its relatively straight, though undulating route. It is worthy of note, however, that in 1960, the Subdivision was chosen by our Association as the locale for a special train run commemorating the 75th anniversary of the driving of the last spike on the Canadian Pacific main line, using CPR 4-4-0 engine 29. This run, which turned out to be the last steam-hauled passenger train to operate on Canadian Pacific lines, was held on November 6th, 1960, this being the Sunday

closest to the actual commemorative date of November 7th. Two days before the trip, CRHA's Trip Committee realized that, by complete coincidence, the date of the trip was also the exact eighty-third anniversary of the opening of the St. Lin branch !

Those readers who participated in our 75th Anniversary CPR trip in 1960 will recall how skilfully the "motorcadgers" were foiled when we held our "last spike" reenactment in the middle of a swampy bush a few miles north of St. Lin Junction. Thus was the tradition of the original 1885 ceremony at Craigellachie preserved, when Sir William Van Horne had stipulated that those who wished to attend would have to pay full fare.

MONTREAL -- NEW YORK DAY TRAIN WITHDRAWN. In late November, the Delaware & Hudson Railroad announced the final run of the Laurentian, its daily train between Canada's and U.S.A.'s largest cities. Service will end January 6th, 1964. The overnight "Montreal Limited" is not affected by the announcement.

CANADIAN PACIFIC OFFICIAL CAR PRESERVED AT VANCOUVER

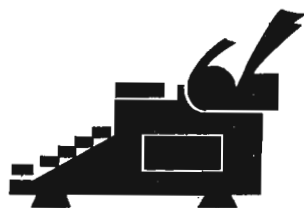
EARLY THIS YEAR, Canadian Pacific official car No. 16, out of service at Calgary, Alta., was sold to the West Coast Railfan Association of Vancouver. Peter Cox, our Pacific Coast Representative, is active in this group and tells us that No. 16 was moved to Vancouver in May, and has since found a temporary home at, of all places, the Canadian National Railways yard. The group plans to restore the car to operating condition, and possibly use it on excursions out of Vancouver on occasion.

No. 16 has a long and interesting history. It was built in 1890 by Barney & Smith, the celebrated carbuilders of Dayton, Ohio, U.S.A., as a sleeping car, in which role it served for some twenty years. In 1910, this car, then named "Sherbrooke" was rebuilt into an official car and given the name "New Brunswick". In November 1916, it was renamed "Laurentian" and then changed again to "Ontario" in March 1918, only to have the name "Laurentian" restored again in December of that year. In March 1923, it was renamed "Selkirk" and in May 1925 to "British Columbia". It was reduced to the status of a divisional car in December 1928, and given the number "16" at that time. Quite understandably, the WCRA intends to restore the name "British Columbia".

No. 16 is 64'4" long over end sills, and 72'1" overall. Its facilities include a dining room, kitchen, servants' room, two staterooms and a lounge. We hope to reproduce a photograph of No. 16 at an early date.

Notes and News

by W. L. Pharoah

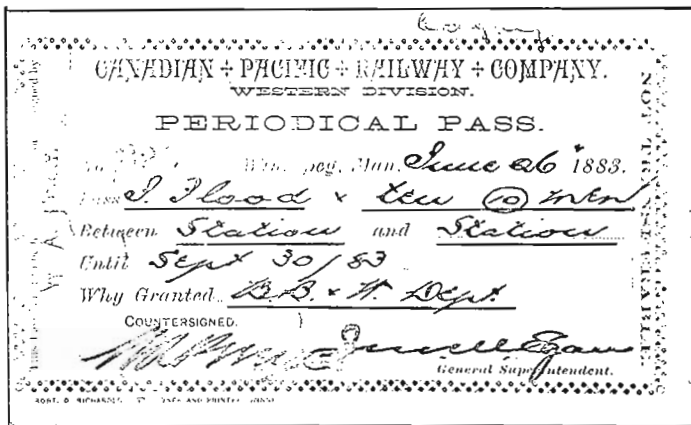


- * Canadian World's Fair officials at Montreal indicated recently that a monorail system is being considered to convey passengers from Montreal to the island exposition site in the middle of the Saint Lawrence River. The exposition, to be held in 1967, will mark the centenary of Canadian Confederation.
- * Discussions are being held between Montreal civic authorities and representatives of municipalities on neighbouring Ile Jesus (to the northwest of Montreal Island) with a view to having the Montreal Metro Line No. 2, under Berri Street, extended northward from the presently-proposed terminal at Boulevard Henri-Bourassa, under the Riviere-des-Prairies, to Ile Jesus. Such an extension would aid in diminishing the considerable rush-hour highway traffic which moves between Montreal and its northern suburbs.
- * While no statement has been issued by Canadian National Railways, it is understood unofficially that the National System has purchased the "Crusader" stainless steel passenger equipment of the Reading RR. The new acquisitions comprise five cars, as follows:

<u>Reading RR No.</u>	<u>New CNR No.</u>	<u>Type of Car</u>
1	3803	Coach-Observation
2	3800	Coach
3	1200	Tavern-Dining Car
4	3802	Coach
5	3801	Coach-Observation

- * The City of Moose Jaw, preparing to celebrate its 60th Anniversary during 1964, has promised to support a proposal made by the Brotherhood of Locomotive Firemen and Enginemen, to buy a steam locomotive from Canadian Pacific Railway Company and mount it on display on a short section of track. The Brotherhood intends to raise the \$6,000 necessary by selling "memberships" in a "jubilee railway company".
- * Canadian Pacific Railway has sold official car No. 7, formerly assigned to the Superintendent at Farnham, Que., and originally the official car "Nova Scotia" of the Dominion Atlantic Railway, to the Upper Canada Railway Society, the headquarters of which are in Toronto. At time of writing, the car was at Angus Shops in Montreal being prepared for shipment to the Ontario capital.
- * With the arrival of three further C₀-C₀ General Electric diesel-electric units, (Nos. 95-97, serial nos. 34592-94, March 1963), the White Pass & Yukon Route has retired two of its four remaining serviceable steam locomotives, 2-8-2s Nos. 70 and 71 (Baldwin, 1938/39). The retirements took effect in April, and leave only No. 72 and No. 73 (Baldwin 1947) on the active steam roster of the 36"-gauge Alaska-BC-Yukon 110-mile carrier.

- * The City of Ottawa has announced that the former Cobourg Street carhouse of the Ottawa Transportation Commission, is to be demolished in December. The building is presently in partial use by the City of Ottawa roads department, but two electric cars remain there, sweeper No. A-2 and passenger car No. 854, both of which were donated to CRHA recently, and are to be moved to Delson, to join four other Ottawa electric cars already preserved. The Cobourg carhouse was erected in 1908 by the former Ottawa Electric Railway, whose name still appears on the building. The original section had space for 48 single-truck cars. In 1913, an addition was built to the north, adding six tracks to the original structure. It was closed as a carhouse upon abandonment of Ottawa's rail system in May, 1959.



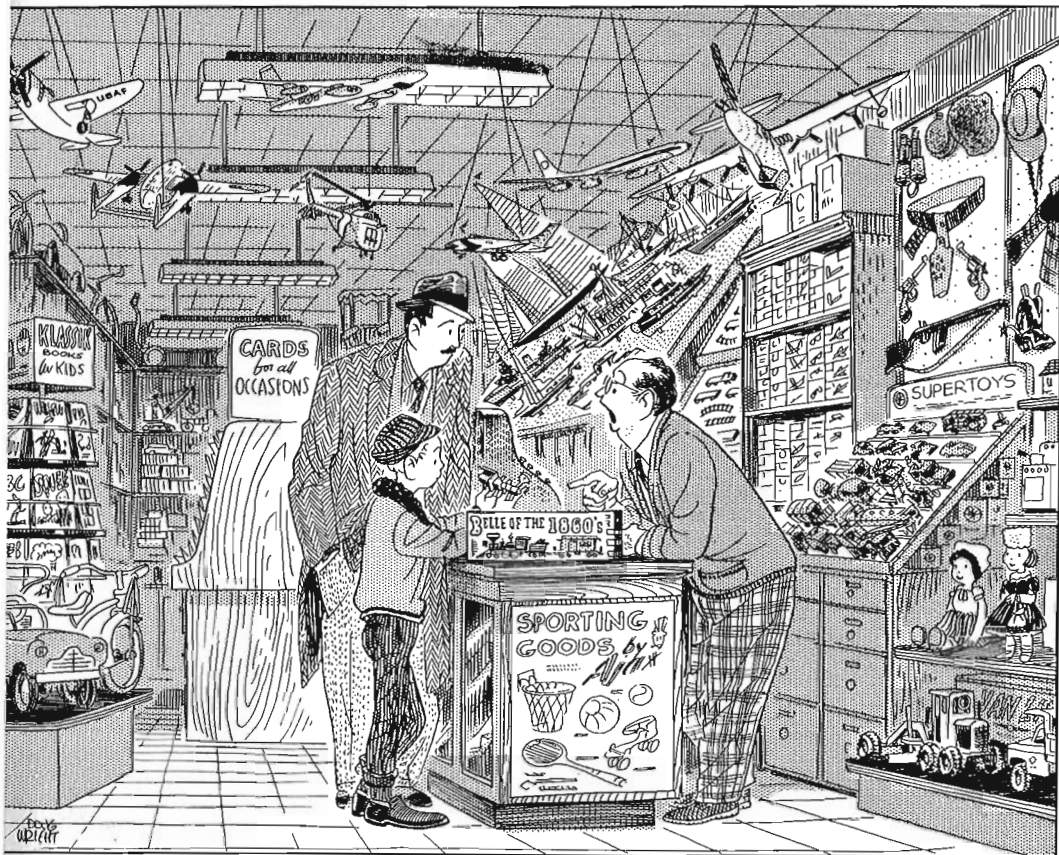
Book Review:

" SHAYS ON THE SWITCHBACKS "

The British Columbia Railway Historical Association has recently published a history of the Lenora, Mount Sicker Copper Company's railway, which extended from the Lenora Mine to Crofton, on Vancouver Island. A small but significant part of the Canadian narrow-gauge network, the Lenora Railway pursued a short but colourful career in the early years of this century, over a route marked by thirteen percent grades and seventy-five-degree curves. It seems superfluous to add that the motive power on the narrow-gauge portion consisted of Shay-g geared locomotives exclusively!

Written by Elwood White and David Wilkie, the 40-page book, profusely illustrated and mapped, is well worth its modest price, and is a "must" for any collector who even pretends to be interested in the rail history of Canada.

"Shays on the Switchbacks" can be obtained from CRHA, Box 22, Station B, Montreal 2, Canada. The price is \$1.25 per copy, postpaid. Use order form enclosed.



"The dies to make this plastic kit cost as much as the original locomotive did... which makes me wonder what a dollar will be worth in another hundred years!" - Doug Wright, Montreal Star.

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