

Canadian Rail



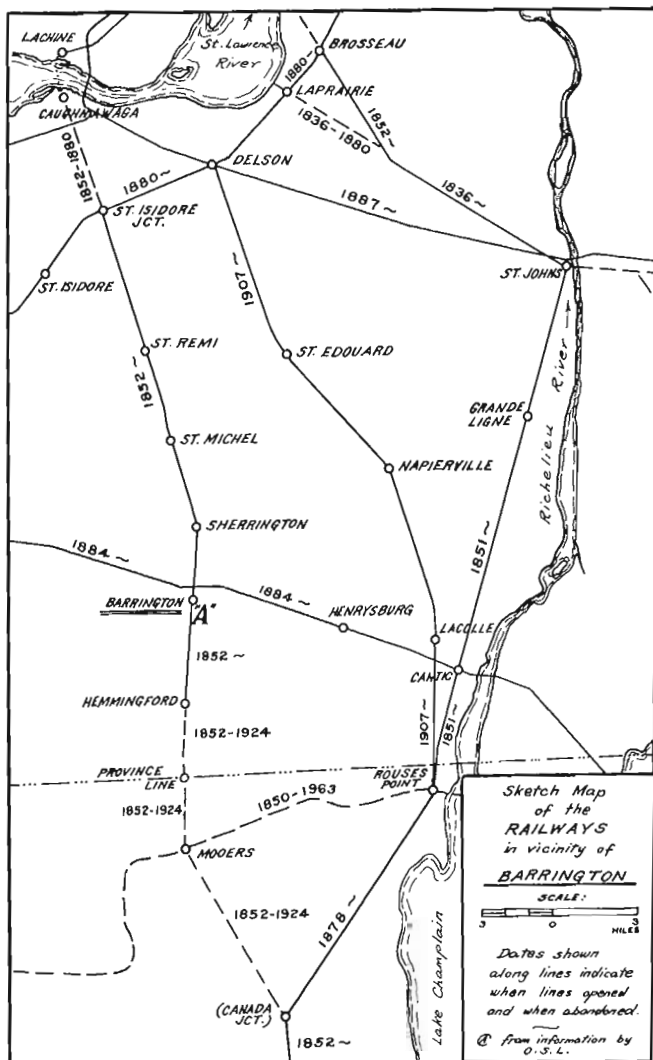
Number 164 / March 1965




It was a gala occasion when M.S.R. service was extended along Sherbrooke Street west of Girouard in 1908. Observation cars and semi-open "651" class trams, bedecked with shields and flags, carried officials and citizens on the inaugural Special runs along the new line.

Montreal Street Railway 691 is shown above, with its cargo of happy passengers.

(M.S.R. photo)

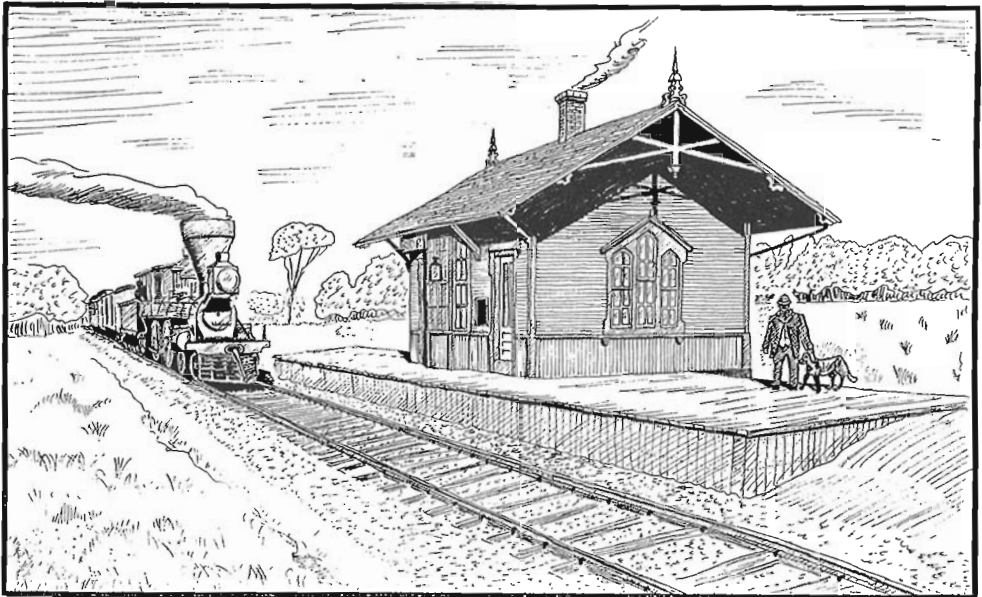


The north-south line through Barrington was built by the Montreal & New York Rail-Road Company under the charter of the Lake St. Louis & Province Line Rail-Road Company. It was opened in August, 1852, from Caughnawaga to the Province Line, and extended in the following month to Plattsburgh. This railway became a part of the Grand Trunk in 1864, and by 1868 it had a station called JOHNSON'S, at "A". An 1876 Atlas lists the community as Johnson's (Barrington P.O.) and by 1884, the GTR station was called BARRINGTON, but the new C.A.R. station named JOHNSON'S. The old Montreal and New York north of St. Isidore Jct. to Caughnawaga was abandoned in 1880, and the portion south of Hemmingford to Mooers in 1924.

An artist's conception of what BARRINGTON station looked like when new, upwards of eighty years ago. The Gothic windows in the Ladies' Waiting Room form a prominent feature of this G.T.R. standard building. The typically mid-Victorian interior features a ceiling twelve feet high. 

The Saga of
Barrington Station.

BY Omer Lavallée



BARRINGTON STATION, C. T. R. 1880

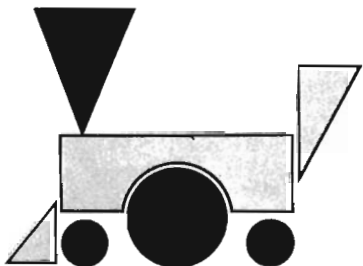
© O. A. LAVALLÉE, DEL.

EIGHTEEN MILES SOUTH of the museum site at Delson, as the crow flies, lies the hamlet of Barrington, Que. Once a typical rural Canadian village of several hundred souls, known in the mid-Nineteenth Century as Johnson's, its population and importance have diminished and the few families who remain there now transact their business and do their shopping in Hemmingford, four miles away.

In spite of its commercial unimportance, Barrington has occupied a position of some significance on the rail transportation map of Canada, being situated at the intersection of two railway lines, each now a part of Canadian National Railways, but originally quite unconnected with one another, and both important in their own right. As an open agency, Barrington ceased to be such in 1951, and even lost its caretaker on May 20th, 1962. In the ensuing two-and-a-half years, the classic Grand Trunk Railway country station has been allowed to become derelict, its glassless Gothic windows admitting the rain and snow. Structural solidity has remained unimpaired, however, reflecting credit on the craft and competence of a GTR bridge and building crew of carpenters, joiners, sawyers and painters who put it up sometime prior to 1880.

We at the Museum have known it for some years; CRHA exploratory parties travelling in the area invariably visited it, drawn by some intangible aura of the Nineteenth Century which time and weather, neglect and obsolescence seemed unable to dispel. Last fall, one of our steam locomotive excursions with CN 6218 utilized Barrington as the site for a still picture stop and it was on that day,

Continued on Page 42.



MUSEUM PROGRESS

-- Fred Angus.

THE MUSEUM GETS A TURNTABLE.

A couple of years ago, Canadian Pacific Railway removed its double track on the Adirondack Subdivision, from a point a few miles east of Delson, to the eastern end of the Subdivision at Brookport, Que. In October last, the rumour went around that the double-track was being restored, when a pair of 70-foot steel bridge girders, loaded on two gondola cars and a flat car, was noted headed east out of Montreal bound for Delson.

Illusions were shattered when the word got around that these were not, in fact, bridge girders, but a 70-foot turntable bound for the museum! It should be added that the roles were switched a week or so later when our Superintendent, Jack Beatty, was asked where we wanted "an old passenger car" spotted. It developed that the "old passenger car" was a B&B Department boarding car: its crew would undoubtedly have been highly incensed upon arrival at Delson to find their rolling home arbitrarily consigned to a railway museum!

Getting back to the turntable, it is a structure of the "Armstrong" (hand-operated) variety. It was built by the Canada Foundry Company of Toronto in 1907 and was originally in use at C.P.R.'s Hochelaga roundhouse in Montreal. Sometime in the late 20's or early 30's it was replaced at Hochelaga by a longer unit, and sent to St. Lin, Que., where it remained in use until abandonment of the St. Lin Subdivision in 1963. Canadian Pacific Railway very generously donated the turntable to the museum, conditional upon the Association meeting the cost of dismantling and removal.

Quite by coincidence, the turntable arrived at Delson in the same way-freight as CP engine 29. It will be recalled that No. 29 was the last steam locomotive ever to be turned at St. Lin, on November 6th, 1960. No conscious effort was made by the Association to have the shipments coincide; the Museum Committee had been negotiating the removal of the turntable for some time, while the Railway Committee requested the delivery of No. 29 as part of a planned removal of remaining engines from Angus Shops. This removal was, incidentally, completed with the delivery of CPR 5935 to Delson on November 10th.

At the Museum, the turntable will form the centre of a small engine terminal display, comprising of a three-or-four stall roundhouse, water tank, ash pit, and air-hoist coaling facility. The table is to be put in place in the Spring.

The Canada Foundry Co., by which it was built fifty-seven years ago, was also a full-fledged locomotive works at the same period. The turntable, as can be seen from the illustration, is a "Half Deck Plate Girder" type.



Canadian Pacific #29 on "armstrong" turntable at St. Lin, on November 6, 1960. Both locomotive and turntable are now at the Canadian Railway Museum, Delson.



Notes and News

-- P. A. Ganley

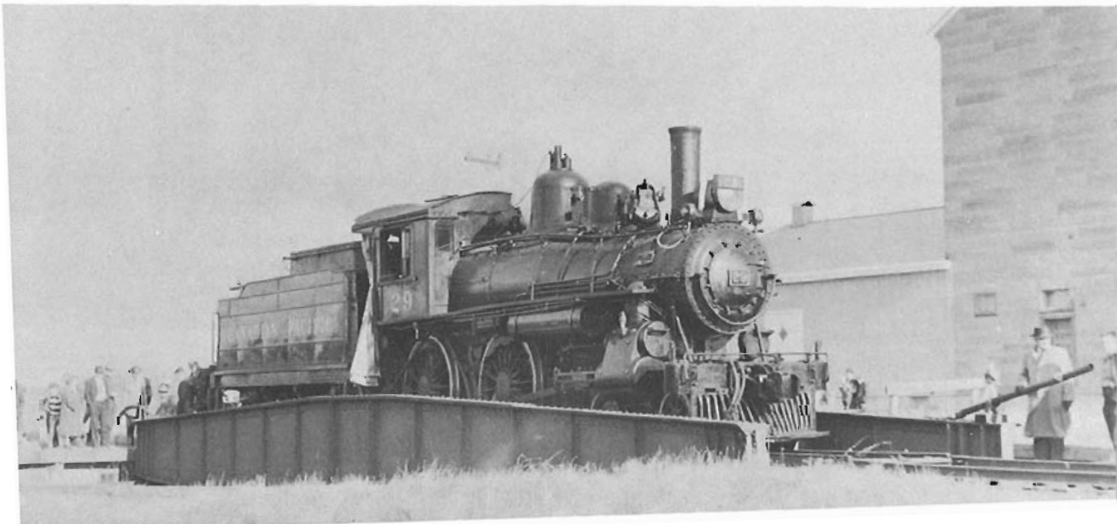


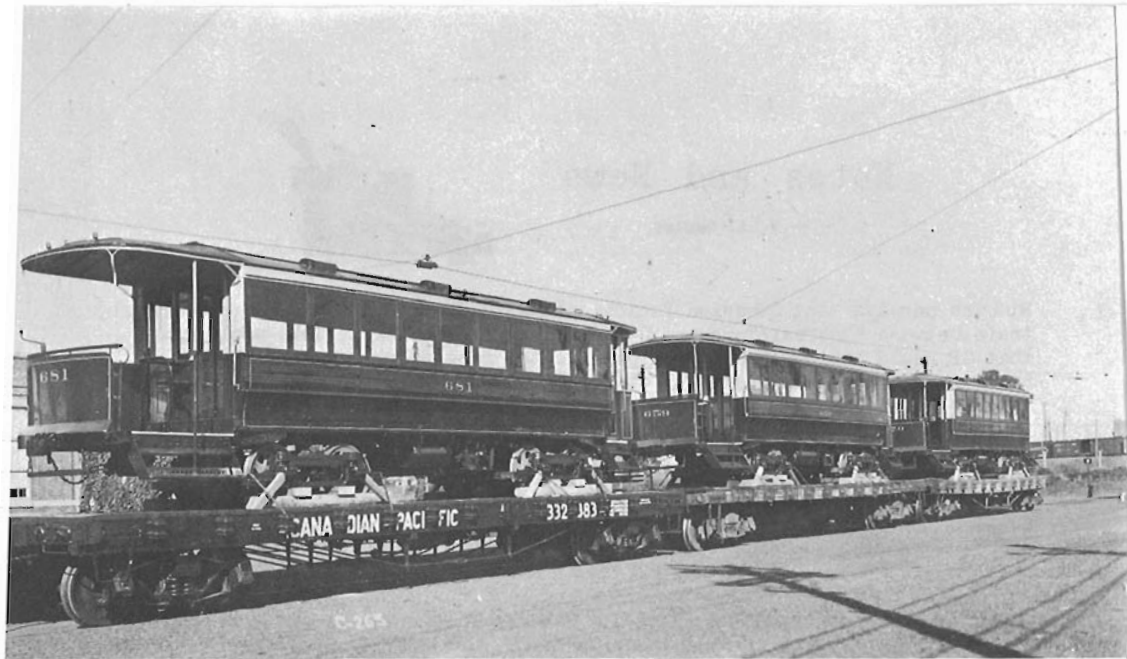
Rumours persist that Canadian Pacific plans to drop "The Dominion" passenger train between Montreal/Toronto and Vancouver in the fall. This would mean that CP would have only one transcontinental passenger train left between the east and west. Already the cities of Moose Jaw, Sask. and Brandon, Manitoba have voiced their objections to any curtailment in transcontinental train service. It has been confirmed that mail cars will be removed from service on June 24th. In addition to mail and express cars, the train has coaches and sleepers between certain cities during the winter months. During the summer months, sleepers and dining cars are added to the consist between Montreal/Toronto and Vancouver. With the elimination about 2,000 people across Canada could be affected.

Canadian Vickers Ltd. of Montreal has been awarded a contract for the construction of an 8,700 ton diesel-electric ferry for Canadian National to operate between New Brunswick and Prince Edward Island. The vessel should be ready for service in 1967. Meanwhile CN has announced that it will increase the frequency of its service for the period June 25 to September 7 this year. The ferries will make a total of 38 scheduled crossings a day, four more than in the same period last year. This is made possible by the completion of a second berth at Borden.

CPR has placed an order with Hawker Siddeley Canada Ltd. for 150 mechanical refrigerator freight cars. The cars will be built at Hawker's Trenton, N.S. plant and delivery is expected to begin this summer.

Pierre Delagrave, CN's Vice-President of Passenger Sales & Services, has announced that 700 of CN's 1,200 passenger cars will be rebuilt or given a face-lift this year. Dining cars, club lounges, coach lounges, parlors, dinettes, R.D.C.'s, sleeping cars and coaches will get the beauty treatment. As part of its passenger sales drive, CN picked up another two Sceneramic cars from the Milwaukee Road. (In the January news report it was reported in error that CN had acquired six more 'Sceneramics' from the Milwaukee; however, Mr. Delagrave said that possibly more will be bought this year).



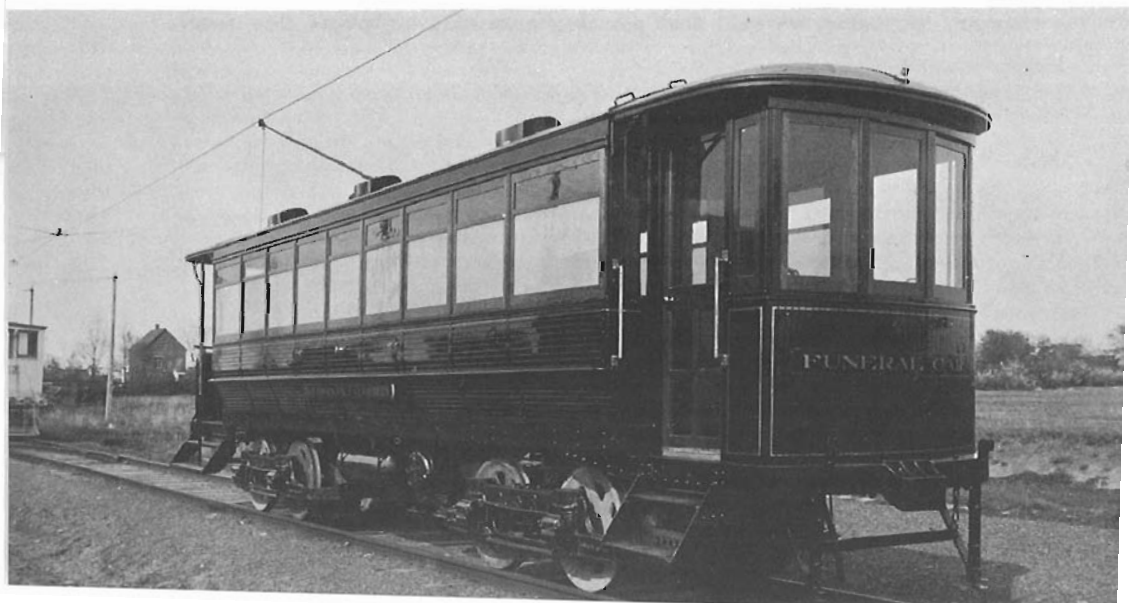


ALL ABOARD FOR QUEBEC

Three of the ten "651" cars, loaded on C.P.R. flat cars for shipment to the Quebec Railway Light & Power Co. In Quebec City, they were modified and renumbered 680-689 inclusive.

THE LOWER VIEW shows No. 651, after its conversion for "Funeral Car Service".

(All "651" illustrations courtesy of M.S.R. and Mr. R. M. Binns.)



MONTREAL STREETCARS

651 Class

R.M. Binns

Another in the series of illustrated articles describing the types of transit vehicles in use in the City of Montreal during by-gone years.

Previous to 1901, all Montreal Street Railway open cars were of the single-truck type, although the Montreal Park and Island Railway had twelve large double-truck open cars at the end of 1900.

At a meeting of the M.S.R. Board of Directors on October 22 1900, an appropriation of \$20,000 was made for "twenty-five, 12-bench open car bodies for double trucks", to be built at Hochelaga Shops. These were the last open cars built for Montreal, in fact they were only half-open, like the single truck cars turned out in 1899 and 1900. They were intended for summer operation on St. Catherine Street, as double-truck counterparts of the 640 class closed cars. They went into service in May and June 1901.

Originally, 651 class cars had hand brakes and motors on the rear truck only. They always remained 2-motor cars. The overall length was 35 feet, 6 in. and the total weight was about 28,000 pounds.

Photographs of these cars showing the open side are extremely rare, but fortunately, an original side elevation plan has been preserved and is reproduced on Page 40-41 of this issue of 'Canadian Rail'

In 1912, all cars in this class were closed in on the right side, and re-classified as semi-convertibles. At the same time the rear platforms were lengthened to permit P.A.Y.E. operation and transverse wooden seats were provided.

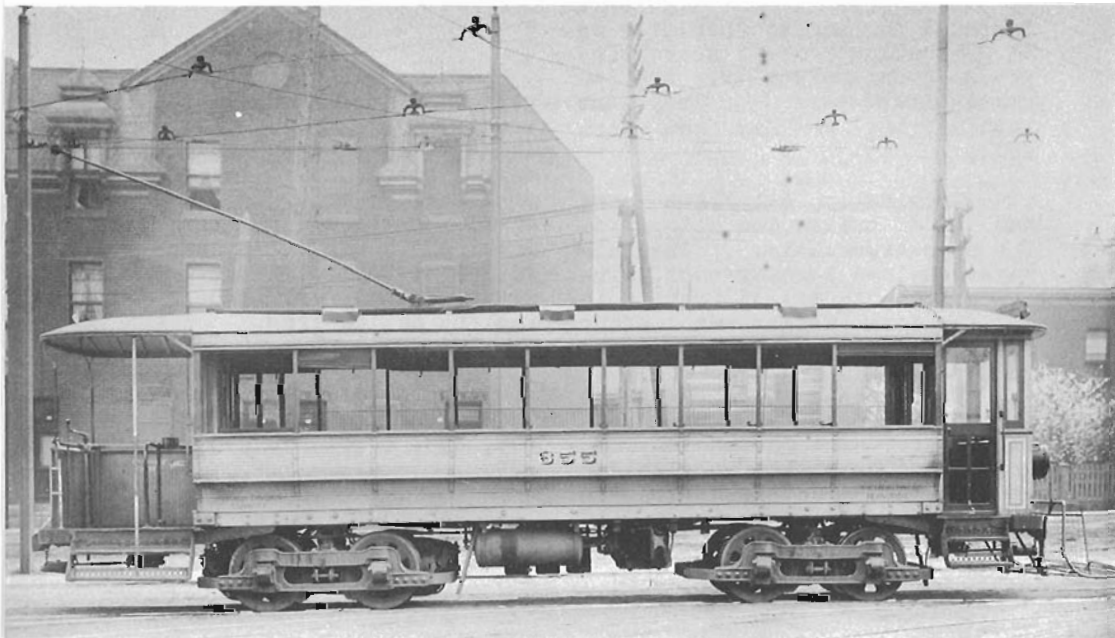
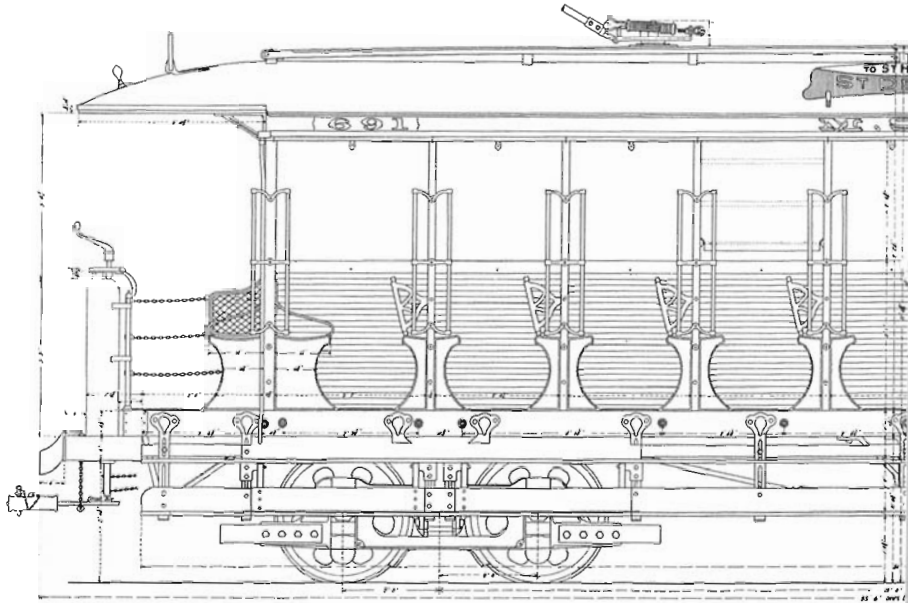
In May, 1915, Car No. 651 was remodelled as a Funeral Car, and served in that capacity to Hawthorndale Cemetery at Bout de l'Île until the early 1920's. A future article on Montreal Special Service Passenger Cars will cover the story of the Funeral Car more thoroughly. It was scrapped in 1927.

The 651 class was used on various lines, including the Mountain Belt Line. As early as 1917 they appear to have had very limited use. In that year practically all were stationed at St. Henry, and the assignment sheet shows six on St. James West six as Mt. Royal Extras, four as Bleury Extras, and two on the Lachine Rapids line.

In August 1922, ten of this class were sold to Quebec City. These were numbers 659, 665, 673, 675, 679, 681, 687, 695, 697 and 699.

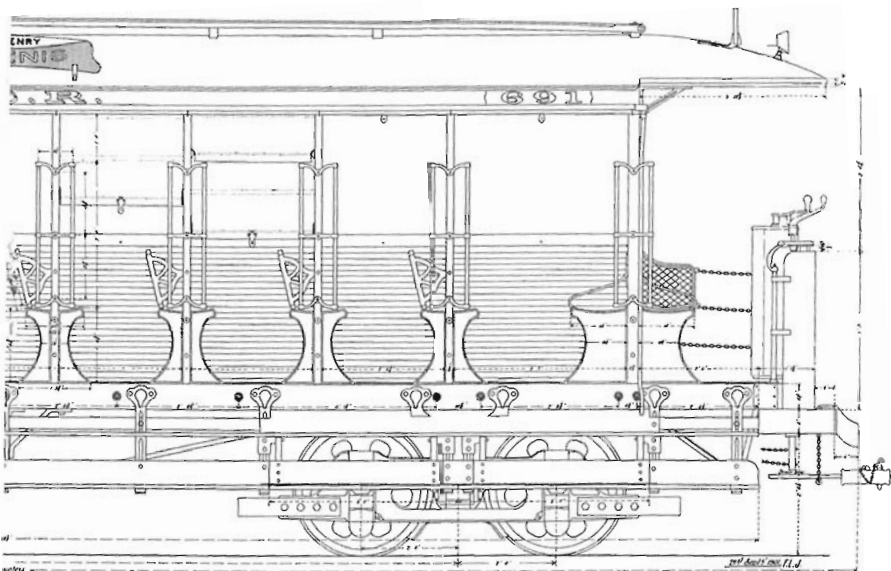
The fourteen remaining cars were dismantled in 1926.

MONTREAL STREET RAILWAY CO.
STANDARD
DOUBLE-TRUCK, 12 BENCH, OPEN CAR.



Scale 1/4 inch = 1 foot.

Maciver & Chas. Co. 1907



651 class

ABOVE : Although pictures showing the open side of 651 class cars are extremely rare, and no clear reproducible photographs are available, we are fortunate that an original side elevation plan has been preserved. It is shown above - scale $\frac{1}{4}$ " to 1'.

LEFT : To the left is a side view of 655, one of the "651 class" trams, after having been rebuilt. Dimensions, as rebuilt, were as follows:

Length	38' 2"
Width	7' 8 $\frac{1}{2}$ "
Height	11' 0"
Weight	31,450#
Seats	34 persons.

BARRINGTON

Continued from Page 35.

October 4th, 1964, that our President, Dr. Nicholls, resolved that the old GTR station would be the next acquisition for the Canadian Railway Museum. Wanting a thing and getting it are two separate and distinct propositions; those of us who have never quailed at moving locomotives and cars across continents and oceans, had decided misgivings about transporting a whole railway station over thirty miles or so of roads whose quality ranged from the best to the worst in "La Belle Province".

Obviously, the job called for someone with special talents in its field; no one was the least bit surprised when through the undoubted agency of some special divinity who seems to watch over the Association's activities, Barrington Station met up with our member Walter Bedbrooke, a sometime building contractor. From then on, the movement of the station became "Walter's Project".

During November and December, the necessary formalities were undergone with Canadian National Railways involving a "sale by tender", and to the surprise of absolutely no one, the building became ours for the sum of \$1.00.

Late in December, Walter started looking for a contractor capable of moving the 20 x 30-foot wooden building, and found one in the village of St. Jacques, about midway between the Museum and Barrington. This man specialized in moving farm buildings and was quite confident that the station would not pose particular problems. He was engaged, and Monday, January 11th, set for jacking the building up onto a float, the actual move being scheduled for the following day. Preparations to receive its first prototype building were made at the Museum, including the dismantling of chain link fencing adjacent to the road gates at the property. The spot selected for the building is about midway around the curve of our "interchange track", which will permit a setting for the building with platform, freight shed, level crossing at the west end, and trolley "Belt Line" level crossing at the east end, the whole to be suitably landscaped.

On January 12th, 1965, Barrington finally lost its station, but the loss to the community, if it be such, will be mitigated by the fact that the station, restored to nineteenth century splendor, will remain as a permanent reminder of its community, even if the namesake settlement should, in time, diminish and disappear. The cost of moving the building, amounting to \$500.00, is being borne personally by Dr. Nicholls as a memorial to his mother, whose family, the Van Vliets, were United Empire Loyalists who settled around Lacolle, ten miles east of the station site, following the War of American Independence.

Right on schedule, the contractor jacked up the building after a CRHA crew had dismantled the brick chimney in order to lower the maximum height. Even after this precaution was taken, the building still took up 23 feet of vertical distance, mounted on the highway float. This required the cooperation of public utilities crews, and many men and vehicles. The contractor had three trucks and five men; the Bell Telephone Company used six vehicles and seven men; Quebec Hydro three vehicles and six men; Shawinigan and Southern Canada Power companies each had one truck and two men; while the Quebec Provincial Police had two cars and three constables.

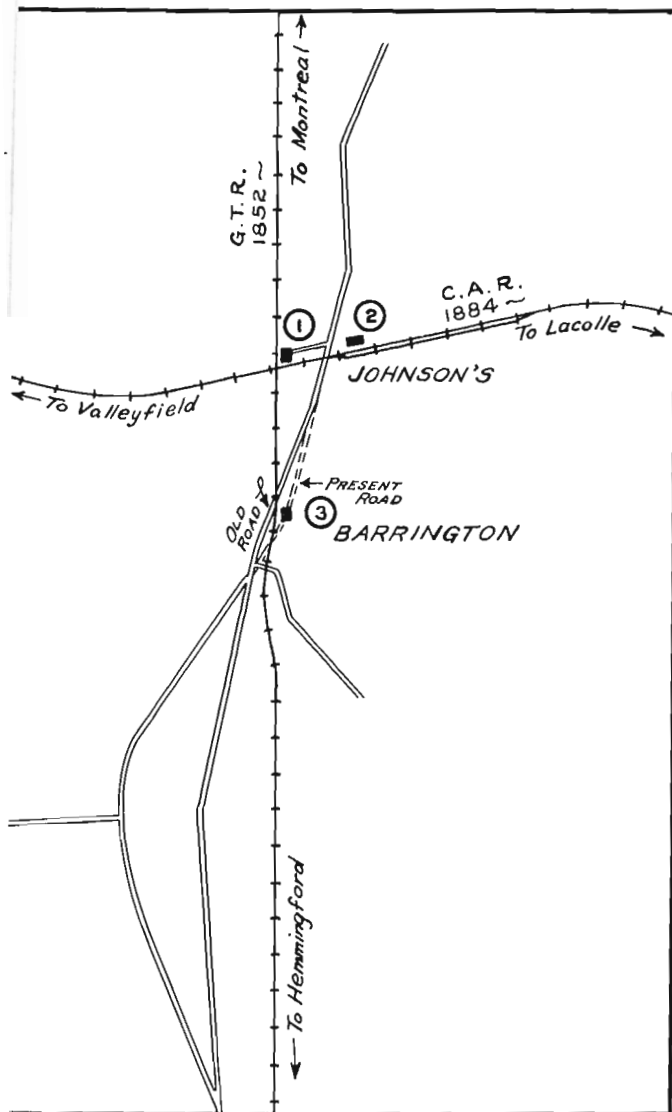


Counting Walter Bedbrook and his own car, this gave a total of seventeen motor vehicles and twenty-six men -- a considerable retinue for one comparatively-insignificant railway station.

The route selected embraced a little over thirty-three miles, using local roads from Barrington out to Highway 9, then along that thoroughfare and its connection, Highway 9-C, to the St. Constant sideroad, and from there to the Museum. We would have much preferred to move the building by railway, but out-of-size clearances precluded. The various crews assisted in either raising or disconnecting about three hundred telephone and power connections en route, trickiest of which were three 12,000-volt high tension cables on Highway 9-C. A circuitous route was purposely selected in order to avoid having to disturb telephone trunk cables, of which there were a number of 500- and 1000-pair combinations in the area. Walter Bedbrook singlehandedly cut dozens of fouling tree branches, and at one point sawed down a 12-inch oak tree which was left for kindling for a neighbouring farmer. Five Canadian National sectionmen waved goodbye as the station left; thereafter, on its way, it crossed the track of three railway main lines at grade, those of the Napierville Junction Railway (D&H), Canadian Pacific and Canadian National systems.

One of the results of sawing trees, dodging country mail boxes and lifting wires and cables was that the job consumed two days rather than the one originally allotted, and the station spent a night in a field near Napierville. Even at that, arrival at the Museum was made at dark on the second day, and the contractor had to return to jack up the building and free his float on the third day, January 14th. Subsequently, on January 23rd, a CRHA "task force" returned to the area to clean up the foliage debris, and retrieve pieces of the station roof which had lodged in branches.



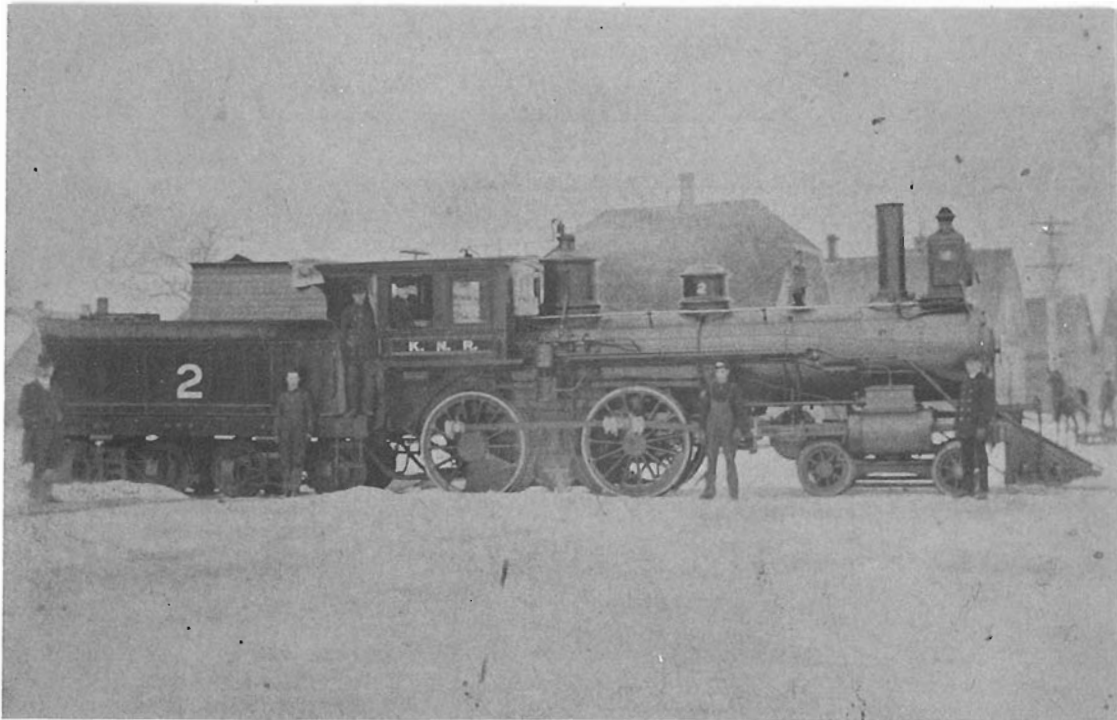


The Barrington Station building has not always been on the site from which it was removed to the Museum. When originally built, it was installed in Barrington village south of the old road crossing, as shown at position (3) on the sketch map. In 1884, when the Canada Atlantic Ry. was built between Valleyfield and Lacolle, a signal tower was erected at the level crossing half a mile to the north. The Canada Atlantic built its own station (2), where it was intersected by the road, and this station was called JOHNSON'S an earlier name for the village. The GTR acquired operating control of the CAR in 1905, and in 1908 the facilities were consolidated at the diamond (1), with the CAR station being moved from (2) to (1). The station at (3) was closed. Later, the CAR station was razed, and the GTR station moved from (3) to (1), where it was situated until January 12th, 1965, when it was removed to the Museum.



← This photograph, made in 1885, shows Barrington Station, or one similar to it, (one still exists at Ayrness, Que.) laden down with wood braces, finials, and other "gingerbread", characteristic of the railway depot of earlier times. This picture will serve as a model

for the restoration of Barrington. It is interesting to note that of 27 males in the picture only two were brave enough to risk sartorial censure by appearing hatless. Victorian mothers and wives certainly had a "thing" against the potential dangers of sunstroke!



Officers and crew posed proudly beside Kent Northern Railway's #2. The Kent Northern Railway operated between Kent Junction on the Intercolonial Railway's main line to Richibucto, N. B. In a 1908 report on the Short Lines of New Brunswick, the K.N.R. alone was singled out for praise. During the 1920's however, it steadily lost money, and was taken over by the National System on August 7th, 1929.

K. N. R.

Further to our request for information on the old 4-4-0 locomotive pictured on Page 270 of the November issue, two New Brunswickers have submitted data that indicates the engine was the first #1 on the KENT NORTHERN RAILWAY (now the Richibucto Subdivision of the C.N.R.)

Mr. Conrad C. Steeves of Hillsboro, and Mr. C. Warren Anderson of Sussex, have provided the following details:

Built by Rogers (date unknown)	66" drivers
	15½x26" cylinders
---- Grand Trunk Railway	#505
1873 Port Dover & Lake Huron Ry.	"F.M. Wilson"
1880 Kent Northern Railway	#1.
1882 Scrapped.	

Mr. Anderson adds: "Notice the name 'J.C. Brown' on the tender. The story is told that John C. Brown C.E. (owner or part owner of the road, with a brother) found the original picture under the engineer's seat box on receipt of the engine to the Kent Northern. He thought it would be nice to have a photograph of his first locomotive on his office wall, so he had his name in gold script put on the side of the engine and rephotographed the original. Hence the two names on the locomotive in the picture."

Continued from Page 43.

Upon arrival at Delson, the building was subject to close scrutiny by the new Display Committee, headed by Ron Bryant, which will supervise its restoration. The attic revealed several hundred pounds of records, dating to about half-a-century ago, all frozen together but salvageable if thawed and carefully separated. Much of the character of the people who worked or did business at Barrington is revealed in the correspondence, ranging from a strong complaint to the Auditor voiced by a lady station agent because of payroll deductions being made against her salary which were properly attributable to her predecessor (her husband !), through to a routine "tracer" on a lost car of manure.

By the time that this is in print, the station will be well on the way to restoration, aided by a photograph of this or a similar station, taken in 1885 and reproduced with this article. As for Walter Bedbrook ?well, as a matter of fact, at this precise moment he has plans to move another building to the Museum, but that tale must await another occasion.

★★★★★★★★★★
Barrington Station drawing by the author,
Omer S.A.Lavallee.
Photograph of Station building en route to
Delson by Robert Halfyard.

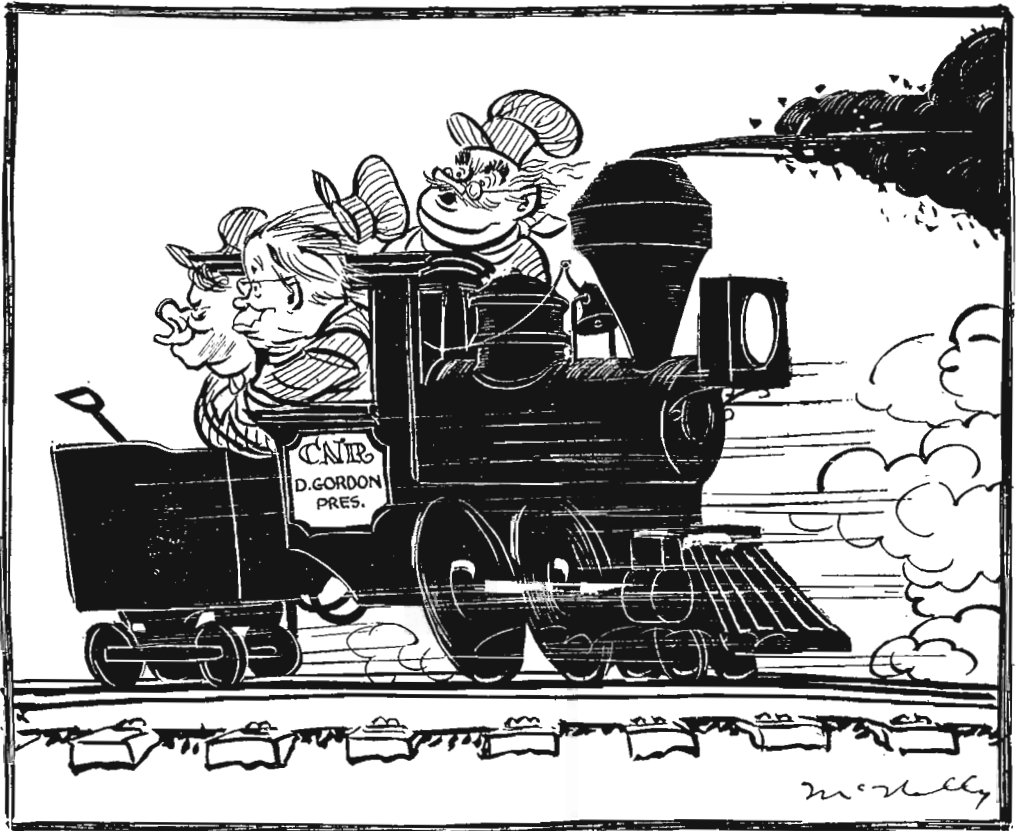


May 29 May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29
STEAM EXCURSION
&
Hospitalité Programme
(Parade - Dinner - "Square" dance)
at Drummondville, Que.

May 29

RESERVE ———> the date NOW.
—————> your tickets NEXT MONTH when exact times
and prices will be announced.

IN ADDITION... There will be another steam-locomotive-
hauled trip on MAY 30th. Destination and details of this ex-
cursion will also be announced
next month.
May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29 May 30 May 29



CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 • Station B • Montreal 2 Quebec • Incorporated 1941

CANADIAN RAIL: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association. Subscription included with Associate Membership: \$4.00 annually.

CHAIRMAN, PUBLICATIONS COMMITTEE: David R. Henderson

EDITOR, CANADIAN RAIL:
ASSISTANT EDITOR:
DISTRIBUTION:
COMMITTEE:

Anthony Clegg
William Pharoah
John W. Saunders
Frederick F. Angus
Hyman Mandel
Robert Halfyard
Omer Lavallee
William Fowle
S.S. Worthen
Michael Leduc

ADVERTISING MANAGER:
MEMBERSHIP SECRETARY:



**SUBSCRIBERS!
BEFORE YOU MOVE—WRITE!**

At least 5 weeks before you move, send us a letter, a card, or a post-office change-of-address form telling us both your OLD and your NEW addresses.

ASSOCIATION REPRESENTATIVES:

- OTTAWA VALLEY: Kenneth F. Chivers, Apartment 3, 67 Somerset Street West, Ottawa, Ont.
- PACIFIC COAST: Peter Cox, 2936 West 28th Avenue, Vancouver 8, B.C.
- ALGOMA: William F. Cooksley, 594 McDonald Avenue, Sault Ste. Marie, Ont.
- SASKATCHEWAN: J.S. Nicolson, 2306 Arnold Street, Saskatoon, Saskatchewan
- ROCKY MOUNTAIN: V.H. Coley, 11243-72 Ave., Edmonton, Alberta
- FAR EAST: William D. McKeown, 900 Oaza Senriyama, Suita City, Osaka, Japan
- BRITISH ISLES: John H. Sanders, 10 Church St., Ampthill, Bedsford, England