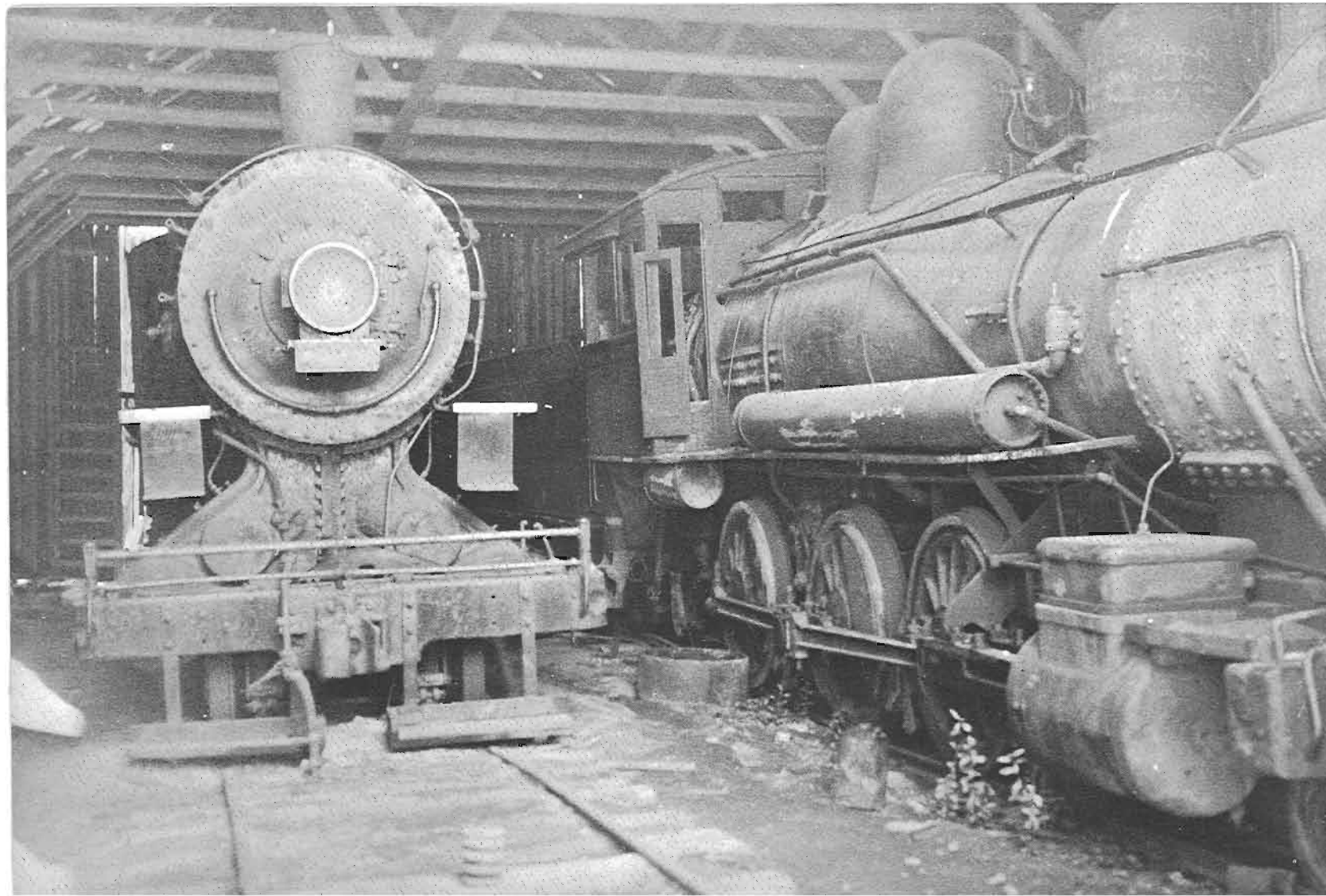


Canadian Rail



No. 198 February 1968





MYSTERY IN MAINE

THE STORY OF A LOST RAILWAY

by Jim Shaughnessy

In various, odd corners of the world, in divers countries, stories are told and retold of ghost railways, spectral trains and apparitions of engines, which hoot and scream along long-forgotten tracks, in the accomplishment of some ghostly and long-forgotten mission. From time to time, occasional visitors to these odd corners return with startling revelations about these occult occurrences. Normally, such supernatural happenings are confined to remote and very desolate locations, and the more remote and more desolate the territory, the more credence is given to the "happening".

The heavily forested areas of the eastern part of North America, destined to become the State of Maine of the United States of America by the Webster-Ashburton Treaty of 1847, represented such a desolate territory, with a seemingly limitless untapped wealth, in the dense forests of soft wood. At the beginning of the twentieth century, its true potential was only just beginning to be appreciated.

Take a train to Bangor. Take a car to Lac Frontière. Take a float-plane from Edmunston, N.B., or a jeep from Brownville Junction, and in a matter of hours, you can touch its fringes. Take your canoe up Moosehead Lake, or follow the course of the upper St. John River, and you will see the forests, - stretching ahead for miles and miles and miles. The timber scouts of the Great Northern Paper Company of Millinocket, Maine, did just that, and the Company lost no time thereafter in taking out timber rights on as much of this territory as they could. But they were not the only ones who did!

Now, having the right to cut timber is one thing, and getting it to the mill is another. The mill at Millinocket made newsprint from pulpwood, and was admirably located on the east branch of the Penobscot River, which drained a large section of northwestern Maine. Chesuncook Lake discharged in the west branch of the Penobscot, while Chamberlain Lake drained through Umbazooksus Lake and Webster Brook to the east branch of the Penobscot. The two branches of the Penobscot joined at Medway, some ten miles below Millinocket. These water routes were of primary importance in transporting the forest product, pulpwood, which was the real "green gold" of this region.

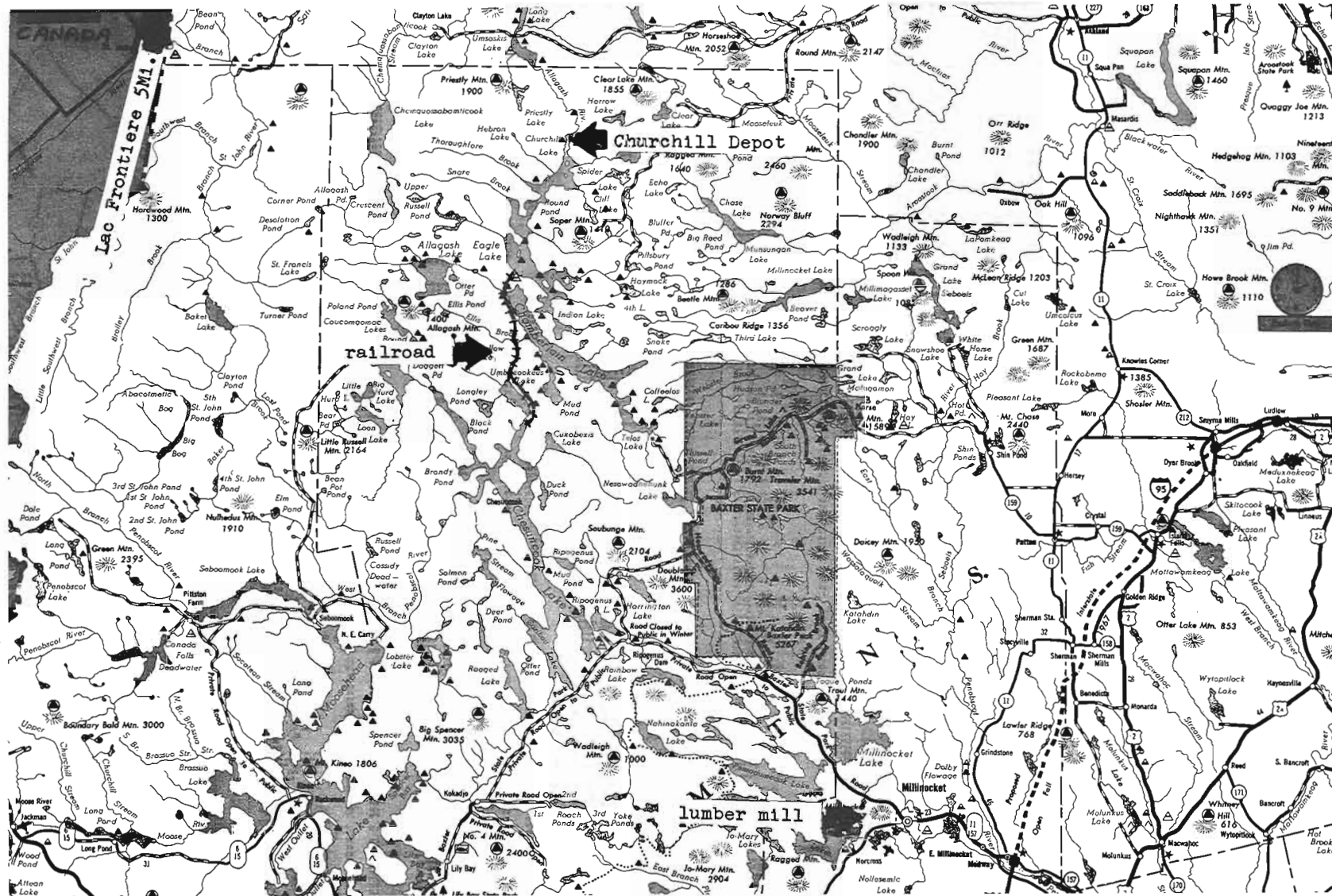
photo opposite

The engine house at Tramway. On the left, No 1, ex Rutland No. 63. On the right ex New York Central and Hudson River presently No. 2, both in 'fair' condition. Their present owner Mr. K.C. Irving of Irving Oils (New Brunswick) lately refused an offer of \$ 40,000.00 for one of the locos 'where is, and as is'.

However, the timber limits which were of interest to the Great Northern Paper Company were unfortunately on the watershed which drained east to the St. John River, via Eagle Lake and the Allagash Stream. These two important lakes, - Eagle and Chamberlain, were separated by a narrow isthmus. As early as 1840, a dam, a lock and a canal were built through this narrow isthmus, in order that timber could be floated from one watershed to the other. This transfer was a tedious process, since the logs had to be dragged through the canal lock and then floated out into Chamberlain Lake. The problems of logistics for this remote area were almost insuperable. Of course, the area of operation could be reached by laboriously climbing around the falls and rapids of the two river systems involved, but these headwater streams were often too small to transport the necessary men, materials and machines. Overland, the nearest town on a railway was Lac Frontière, in the Province of Quebec, on a branch of the Quebec Central Railway. From Greenville Junction, Maine, on the main St. John-Montreal line of the Canadian Pacific, and the end of a branch line of the Bangor & Aroostook Railroad, it was necessary to travel by boat up Moosehead Lake to North East Carry, where a five mile portage was necessary to get to the west branch of the Penobscot and eventually Chamberlain Lake.

In the autumn of 1901, work was begun on an ingenious conveyor or sandwich-like tramway, which would carry logs and pulpwood over the height of land between Eagle and Chamberlain Lakes. A right of way of two tracks, one above the other, was constructed through the forest. On the rails of these tracks ran an endless-chain of two-wheeled carriages or "dollies". These dollies were spaced at 10 - foot intervals along an endless 6,000 foot cable. The loaded dollies ran on the upper track, and the empty dollies, returning to Eagle Lake for additional loads, ran on the lower one. The logs themselves were carried on one or more dollies, and thus they laboriously made the trip over the ridge. Power was provided by a steam engine which drove a high sprocket wheel, through a series of reduction gears. This installation was at the Chamberlain Lake end of the tramway, where the suspended logs fell into the lake. There was an idler wheel at the Eagle Lake end, where the logs were loaded on the dollies. This remarkable contraption was completed and in operation by 1903, and its daily schedule was from 4 a.m. to 8 p.m. It moved 500,000 board feet of logs every day. During the six seasons that it operated, it carried in excess of one hundred and fifty million board feet of pulpwood and logs over the divide, - a very creditable job for a rather primitive rig! All the lumber, - cross-ties, supports and the like, for the tramway, was cut nearby. The other material and machinery had to be moved north from the terminus of the Maine Central Railroad at Rockwood, on the shores of Moosehead Lake to North East Carry. This was done during the autumn of 1901. During the following winter, it was skidded and dragged through the woods, across the frozen surfaces of lakes, and over primitive woods roads by teams of horses, for the 50 - odd miles to the Tramway site on Eagle Lake. The 6,000 feet of cable alone weighed 14 tons.

By 1909, the tramway's job was finished. The large timber had been cut off and floated south, and the new second-growth forest would not be ready for cutting for a good few years.



In the mid-twenties, pulpwood cutting once again became profitable, and the possibility of a profit soon attracted a hardy Canadian from the Province of Quebec. Edouard Lacroix of Lac Frontière, just across the international border, decided that a new crop of pulpwood was ready, and he thereupon acquired lumbering rights over a vast area of forest in northern Maine. "King" Lacroix, as he was called, established his general headquarters at Churchill Depot on the upper Allagash, just north of Eagle Lake. Here, he built a huge warehouse to supply his far-flung lumber camps. From the terminus of the Quebec Central at Lac Frontière, he built a road for more than 50 miles through the dense forest to this base of operation. As long as Lacroix's crews lumbered the area around Chamberlain Lake and along the streams flowing into the Penobscot River system, the pulpwood could be floated downstream to the Great Northern Paper's mill at Millinocket. However, as soon as the crews crossed the height of land between the Penobscot and the Allagash, they were faced with the same old problem, - the rivers flowed the wrong way! Lacroix considered reviving the old "dolly" tramway, but the volume of logs and pulpwood to be transported was now far greater than that which could be moved during the summer season of "no snow and open water". Obviously, the answer was something bigger, - not subject to seasonal variations. The answer was a railroad!

Only "King" Lacroix could have conceived and created such a comprehensive railway in such a remote wilderness. His genius for doing the impossible has been recorded on many other occasions. After he had made the basic decision, he layed out a route early in 1926, starting on the west shore of Eagle Lake, near the old tramway. The railway was to take a westward course, crossing the Allagash Stream, south along the west shore of Chamberlain Lake, across Ellis Brook, to the top of Umbazooksus Lake. From this point, logs could be floated down Umbazooksus Lake, through Chesuncook Lake and the west branch of the Penobscot River, to the paper mill at Millinocket.

By April 10, 1926, the first trees had been felled and grading had been started on the 13 mile backwoods line. All through the hot, dry summer, work continued. When snow began to sift through the trees, the rough roadbed stretched across the wooded wilderness like a great scar. As winter came on, the ground slowly froze and ice formed on the lakes, and the campaign of winter supply began. Over the Quebec Central, to Lac Frontière, had come rails, cars, spikes, switches and other essential material. The road that "King" Lacroix had built to Churchill Depot was improved, and over this road came the entire lot, dragged on sleds by steam and gaspowered Lombard log haulers, with their highly effective caterpillar tracks. The next part of the journey from Churchill Depot to the new site, appropriately named Tramway, was even more spectacular. All the rails and cars plus two full-sized steam engines and a 1,500 foot steel trestle to span the Allagash Stream were brought to the site. Also included in the move were two Plymouth switchers, weighing a meager 18 tons each, to be used in switching pulp cars at the two termini of the line.

The two full-sized steamers were not new, by any means. One was a consolidation (2-8-0) lettered "New York Central & Hudson River Rail Road" and was apparently former number 26 of the Rutland Railroad. The other, a ten-wheeler, was built by Schnectady in 1898, under construction number 4932, for the St. Lawrence and Adirondack Railroad. She had 20"x28" cylinders, 61 inch drivers, slide valves, and Stephenson valve gear. She weighted 80½ tons, no mean weight to manhandle through 50 miles of hills, dales and woods.

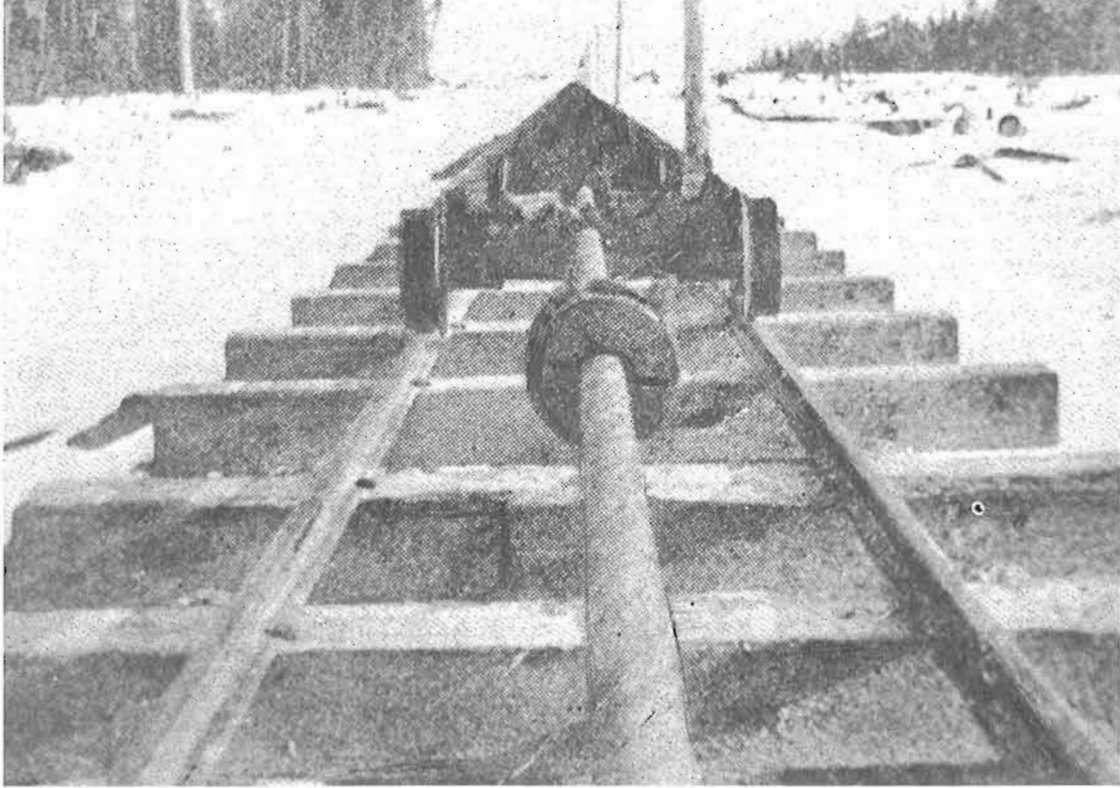


PHOTO ABOVE: The only known view of the original tramway, showing the $1\frac{1}{2}$ inch diameter cable with dollies. These dollies ran on the rails shown, with the logs supported by adjacent units. The empty dollies returned on a set of rails directly underneath those shown. Photo courtesy of L.B.Walker, Salem, Mass.

No. 26 had had a piebald history. Starting out as St. Lawrence and Adirondack no. 8, she became no. 251 when the Central Vermont had a Rutland division from 1871 to 1896. After 1896, she was no. 420 of the Rutland, subsequently taking the New York Central number, 2153. Following a renumbering to 2063, she was renumbered in 1913 to 63 of the Rutland.

Both locomotives were sold to a wholesale junk dealer in Utica, N.Y. by the N.Y.C. & H.R.R., where they were discovered and purchased by "King" Lacroix for his railroad. Ed Lacroix's crowning achievement during the big move was the transportation of a huge iron bridge, entirely in one piece, from the railhead at Lac Frontière to the site of his operations. This metal monster was dragged through the woods by the powerful Lombard crawlers, to span the Allagash Stream. Not a single part of the bridge was unbolted to facilitate its transport.

During the winter of 1926-27, the snow and dirt really flew. Ties and rails were layed on the rough grade as fast as they arrived at Tramway, and when the frost was out of the ground, two gravel trains, supplied by a steam shovel in the pit, began working on two 12-hour shifts. The Umbazooksus and Eagle Lake Railroad was ready for operation by June 1, 1927.

The raw material, - logs and pulpwood, was floated up Eagle Lake to Tramway. Here, two diesel-powered conveyors grabbed the floating timber from the log booms and trundled it up to the waiting pulpwood cars. 42 of these cars had been constructed from flat cars at the "shops" at Tramway. They could hold 12½ cords of wood and had open tops and slatted sides, resembling stock cars. One side was hinged at the top, so that when it was unlatched at the bottom, it could swing out and discharge its load. The car floors were slanted 12 inches toward the opening side.

At Umbazooksus Lake, a 600 foot trestle had been built out into the lake. This trestle was also sloped to one side, so that when loaded cars with their slanted floors were unlatched on the trestle, they were practically self-unloading, and discharged their contents right into the waters of the lake.

The two second-hand steam engines were converted to oilburners at once. The conversion to oil was necessary in order to reduce the danger of forest fires from glowing cinders and to facilitate rapid servicing during around-the-clock operation. Significant economies were also realized by reducing the cost of fuel transportation to this remote location.

Before the operation had moved into high gear, the Great Northern Paper Company bought all of the timber rights and logging equipment including the railroad, from "King" Lacroix. Apparently Mr. Lacroix withheld the two locomotives from the transaction, - possibly for use elsewhere. The railroad, - the Umbazooksus and Eagle Lake was a division of his Madawaska Company, and the two old relics in the woods still bear this title (Madawaska Company) on their tendersides.

photo below Eagle Lake and West Branch #2, (2-8-0) hurries a train of 12 loads over the summit towards Umbazooksus, the southern terminal of the line. Photo courtesy L.B.Walker, Salem Mass.

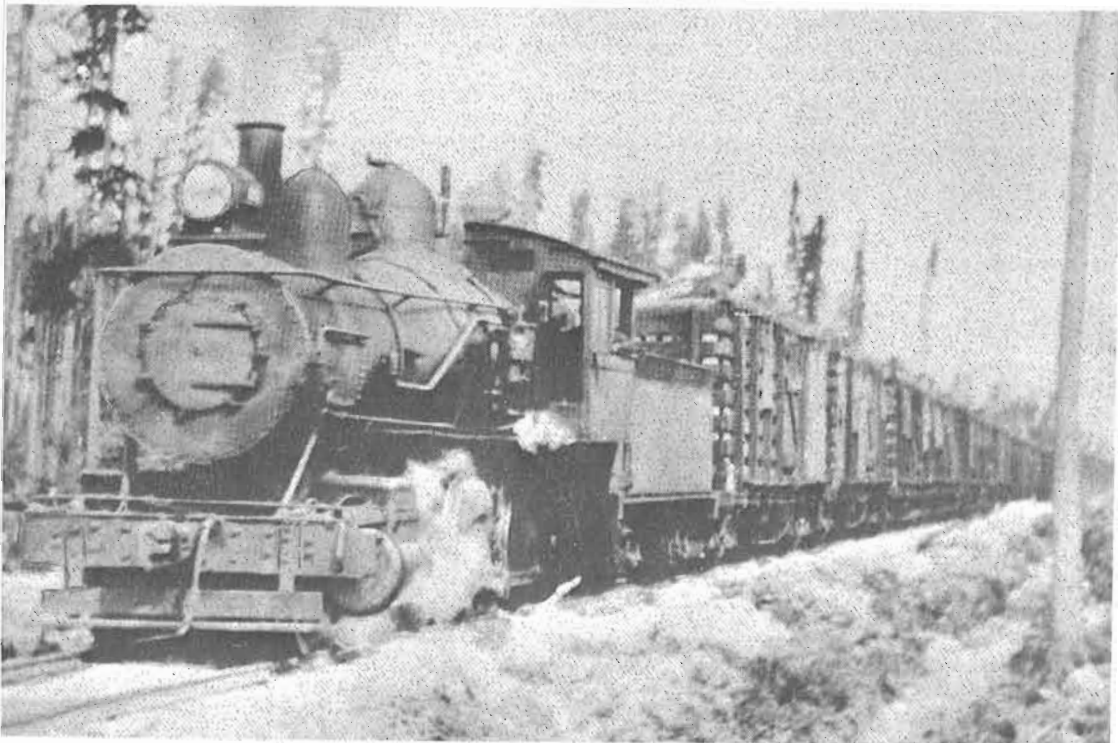
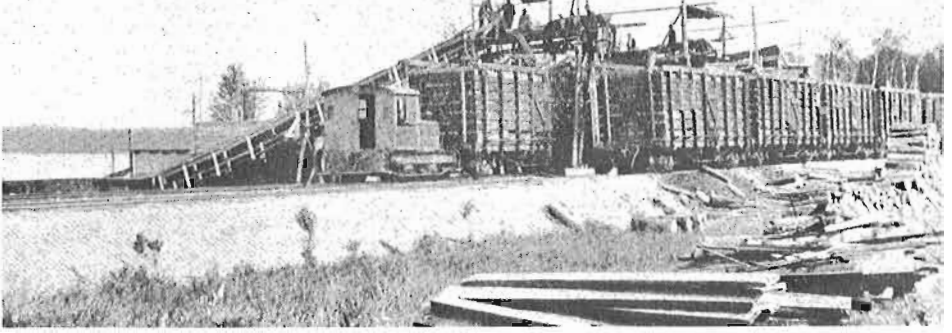




photo above Southern terminus of Eagle Lake and West Branch Railroad at Umbazooksus Lake. Hinged-sided cars dump $12\frac{1}{2}$ cords of wood into the lake from the 600 foot long sloped trestle. Photo courtesy of L.B. Walker, Salem, Mass.

The paper company changed the name of the line to the "Eagle Lake and West Branch Railroad", -the "West Branch" in the title referring to the West Branch of the Penobscot River. Lacroix was rehired to operate the whole undertaking. This move by the Company was a logical one, necessitated in order to protect this major source of raw material for their mill. Lacroix, in his turn, consolidated all of his previous holdings and operations in the newly-formed Madawaska Company, and thus, for all practical purposes, nothing at all had changed.

To supply this burgeoning project, the Great Northern Paper Company rushed to completion yet another railroad, - smaller but important. This was the "Chesuncook-Chamberlain Railroad", a five-mile long line, running along the east shore of Umbazooksus Lake from the Company's dock and terminal at the head of navigation on Chesuncook Lake, across the Umbazooksus Meadows to a junction with the Eagle Lake and West Branch. This short line was not designed to haul timber, but only supplies, and thus the longer haul from Lac Frontière which had hitherto been necessary, was eliminated. "King" Lacroix had held onto this lucrative wholesale business for the merchants of Lac Frontière as long as he could. Now these supplies would come from the Great Northern Paper's warehouses to the south, via the Maine Central or Bangor and Aroostook, to Moosehead Lake. Northward from the railhead on barges, these shipments would head for Lilly Bay, thence overland to Chesuncook Dam, northward again by water to the southern terminus of the C-C. The final part of the journey to Tramway was made over the rails of the C-C Railroad and the Eagle Lake and West Branch, a total rail distance of 18 miles, in all.



ABOVE: At the Eagle Lake terminus, the 18 ton Plymouth switcher spots a cut of empty pulp cars under the loading chutes. The conveyors were 225 feet long, and raised the pulpwood 25 feet from the lake. This 1928 scene shows three conveyors. An additional unit was added in the second year of operation.

To haul the cars of supplies on the C-C RR., a third 18-ton Plymouth 4-wheeler made the hard trip from Greenville, by the water-land - water system to the Chesuncook-Chamberlain tracks. This switcher hauled the supply trains from Chesuncook Dock all the way to Tramway. Often this engine had to work a 24-hour schedule, to handle all the men and merchandise necessary to this seasonal, high-speed operation.

Of course, other supplies, particularly gasoline for the Plymouths and Lombard log-haulers, had to be stockpiled during the summer for the cutting and hauling operations during the winter. Naturally, there was one other vital commodity which continued to come via Lac Frontière to Tramway, during these years of Prohibition!

Lacroix was a real genius, for he succeeded in coordinating the entire operation perfectly. Just as the two railway lines were completed, and the associated equipment and structures installed, over a hundred thousand cords of wood were floated into the bay at the top of Eagle Lake, or were coming up the lakes leading to it. This timber had been cut over the past several seasons, in anticipation of the day, and had been piled on the shores of the various lakes waiting for the spring thaw. Now it could be delivered to the Eagle Lake and West Branch, for transport to Chesuncook Lake.

The schedules between Tramway and Umbazooksus Lake were perfectly timed. While the two road engines were wheeling the two trains, one empty, one loaded, over the height of land at an elevation of 3,000 feet above sea level, the Plymouth switchers were moving cars at the loading and unloading stations. The two main-line trains passed one another about midway in the route, where a passing siding had been installed. At the loading and unloading points, there were two tracks, - one for the loads, and one for the empties.

As soon as the train arrived at Tramway, the road engine would be cut off and serviced in less than 10 minutes, while the Plymouth spotted the empties on the vacant track beside the loaded cars. The road engine then backed onto the train of loaded cars right at the loading dock, and set off over the hill, meeting the northbound empty train at the halfway point. Arrival at Umbazooksus Lake triggered a similar procedure. The Plymouth switched the loads out onto the unloading dock, while the road engine coupled to the empties and ran with them, tender first, back to Tramway. The timing of the whole schedule had to be close, since periodically the third Plymouth, with the supply train from the C-C Railroad, had to be sandwiched into

the traffic flow. At this rate, almost 7,500 cords of wood were moved over the divide every 7 days.

As the timber was dumped from the cars on the unloading pier at Umbazooksus, it tended to accumulate close to the trestle. It was moved out into the lake by means of a floating bulkhead and cable, - the latter attached to a pulley on a pier some distance out in the lake. At intervals, the Plymouth switcher hitched up to the cable, and as it backed away from the dock, it moved the bulkhead and the accumulated pulpwood out into booms in the lake.

Wild life in the area was somewhat of a problem, particularly for the conservationists who resented the intrusion of the railroad into this virgin forest. On a single trip, at twilight or early in the morning, as many as six deer were killed by the locomotive, - the light of the engine seeming to exert an hypnotic effect on the wild animals. In all, about 6,000 deer were killed during the period of operation, much to the consternation of the conservationists and the delight of the "bucherons" and cooks in the boarding house at Tramway.

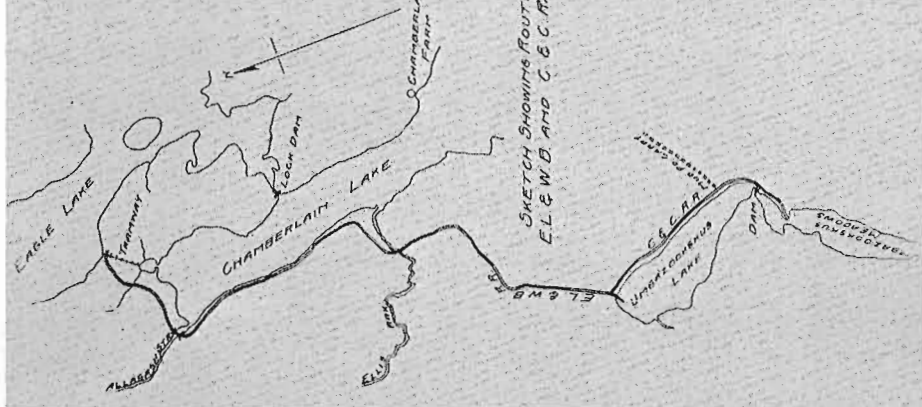
The long winters were at once a benefit and a disadvantage. Necessary repairs to the railway and rolling stock were completed during the winter, while the axemen and Lombard drivers cut and hauled another lakefull of pulpwood. This procedure continued for four seasons before the supply of soft wood timber was exhausted. After that the Lombards and the axemen moved elsewhere.

In the autumn of 1930, the rack cars were placed on sidings at the two termini and the road engines were run inside the engine house at Tramway, for the last time. Their fires were dropped, their boilers blown down and they began to cool off forever. Like its predecessor the dolly-tramway, the railroad's destiny had been fulfilled until another generation of trees should be grown. The forest began to close in as the first snow fell. In the spring, second growth would begin to reclaim the right of way, and the wild animals would return, no longer frightened by the sounds of human activity.

This Centennial (written in mid 1967) summer, the two road engines are still reposing in the remains of the engine house at Tramway. The forest has completely recaptured this once-busy terminal. Just in front of the dilapidated doors of the engine shed, trees 10 inches thick grow between the rails. Both locomotives are in fair condition despite the presence of rust on some of the exposed parts. Nearby, in the dense bushes, the skeletons of the rack cars are scattered about, rotted and decayed. Ten miles of track North of Umbazooksus Lake are still in place, and are sometimes used in the summer by forest wardens of the State, as well as fire-watchers from the Great Northern Paper Company. They can use the line as far as the Allagash Stream, but the famous steel trestle, transported in one piece from Lac Frontière, has been washed away (in one piece) by the Stream during a spring flood many years ago. There is no access by railway to Eagle Lake and Tramway.

The 3 Plymouth switchers were hauled out and sent south to work in the yards of the mill at Millinocket. The rails from the Chesuncook-Chamberlain Railroad were also removed and taken to headquarters. Two of the switchers survived to recent days, - the third expiring much sooner, being used as a spare parts depot for the other two.





The steamers were left just where they stood. To move them out of the woods would have been just too costly. There was a very good reason to take them to Tramway, but practically no reason at all to bring them back. In 1930 there were plenty of other engines just like them, which were much more readily available.

Nowadays, there is not much left of the two old girls, - in the jungle of second-growth, but their skeletons. The brick arch in the fire-box of the 2-8-0 has fallen in, and the cab window-glasses of the ten-wheeler are long since broken. Bells, valves, gauges, whistles and all other detachable items have been removed. Even in such a remote area, things do disappear! While the engine shed cannot last many more winters, and may well have collapsed during the heavy snow storms of the winter of 1966-67, it still protects its charges. Outside the shed, the rails disappear immediately into the heavy growth of weeds and bushes.

Probably this same story of the lost railway in the woods of Northern Maine will be repeated from time to time, as succeeding generations of canoeists rediscover Tramway. It will probably be received with scepticism - the same as that felt by the author when he first heard of the story. But if you ever have the urge and the fortitude, to make the trip to Eagle Lake and Tramway, you will find the same two locomotives, slowly rusting away in the depths of the forest, more than 50 miles from the nearest settlement.

And who can deny that sometimes, on midsummer moonlight nights, the ancient ghosts of derelict trains may take their former schedules, clattering silently over the height of land from Tramway to Umbazooksus Lake - a spectral railway in the forest wilderness!

The author is indebted to Messrs. P.L.Howard, L.B.Walker, A.Sharp, and J.Couglin for their assistance in providing data for this article.

J.J.Shaughnessy

PHOTO

OPPOSITE Tramway today! The only permanent inhabitants are the wild animals. Temporary residents include fire wardens and wood rangers, who call now and then. In the foreground, the overgrown right of way of the Eagle Lake & West Branch R.R. heading south to Umbazooksus Lake. Photo courtesy J.Couglin, Hallowell Me.

POWER

with P. N. Quarry

Delivery dates of locomotives have always been a headache for the statistician. Builder and railway often do not agree, either with each other, or with themselves on the numerous internal documents that carry the date. To keep the record uniform amongst the historical statistician, Power is changing the dates shown below to new dates which over the months have evolved as the most commonly accepted ones.

LOCOMOTIVE	CANRAIL	OLD DATE	REVISED DATE
CN 3234	189	05/04/67	06/04/67
CN 3238	189	21/04/67	27/04/67
CN 3240	190	24/05/67	25/05/67
CN 5008	194	27/10/67	29/10/67
CN 5009	194	27/10/67	29/10/67
CN 5014	195	17/11/67	11/11/67



Deliveries: up to 10 January 1968.

2002 - 13/12/67	2005 to 2006 - 06/01/68
2003 - 16/12/67	5010 to 5011 - 05/11/67
2004 - 04/01/68	5018 to 5021 - 01/01/68*
2007 - 10/01/68	

*This is the date accepted by CN. Locomotives left GMD on 02, 02, 22, and 22/12/67 respectively and were stored by CN until 01/01/67.

Serials for 4012 to 4017 are A-2254 to A-2259, for 5000 to 5007 are A-2246 to A-2253, and for 5008 to 5075 are A-2260 to A-2347.

Retirements: up to 31 December 1967.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
31	30611	GE	1950	31/12/67
42	30622	GE	1950	31/12/67
1615	2650	CLC	29/10/51	19/12/67
1628	2678	CLC	22/01/53	31/12/67
1637	2887	CLC	04/10/55	31/12/67
1643	2905	CLC	12/04/56	31/12/67
3026	81021	MLW	16/09/54	31/12/67
3041	80745	ALCO	24/09/54	31/12/67
3854°	83234	MLW	1960	31/12/67
3882°	83262	MLW	1960	31/12/67

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
6538	A-1398	GMD	27/06/58	01/12/67
6704	2854	CLC	28/01/55	31/12/67
6766°	82275	MLW	19/12/58	31/12/67
6800	2856	CLC	14/12/54	31/12/67
9411	77701	MLW	23/02/51	31/12/67
9423	77707	MLW	03/05/51	07/12/67
9434	77273	MLW	14/03/52	31/12/67

° CN 6766:6854 on Train 21, Quebec City to Montreal, met head-on with 3854:3882 (sequence not known) on Train 424, Montreal Yard to Lairet, on 15 November 1967 near Drummondville. #6766 caught fire. All but 6854 are retired.

£ CN 3694:3221:3204 on Train 402 moved eastbound through and out of the passing siding at Dunrankine, Ontario, into a head-on collision with 6522:6538:4118 on Train 3, Vancouver to Montreal, on 02 August 1967. All but 3204 and 4118 are retired.

Locomotive Transfers: up to 31 December 1967.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
B-1	Great Lakes Rgn.	Atlantic Rgn.	01/12/67
1700 to 1705	Great Lakes Rgn.	Atlantic Rgn.	10/12/67
1714 to 1715	Great Lakes Rgn.	Atlantic Rgn.	10/12/67
1722	Great Lakes Rgn.	Atlantic Rgn.	10/12/67
3860	St. Lawrence Rgn.	Great Lakes Rgn.	01/12/67
8613	Great Lakes Rgn.	Atlantic Rgn.	01/12/67
8615	Great Lakes Rgn.	Atlantic Rgn.	01/12/67

Canadian Pacific

Purchases: up to 07 February 1968.

CP has ordered eight C-630's from MLW for delivery in the third quarter of this year. No units will be traded in on the order.



Deliveries: up to 07 February 1968.

D-700 - 15/08/67	D-703 - 08/11/67	D-706 - 01/09/67
D-701 - 29/08/67	D-704 - 22/08/67	D-707 - 13/09/67
D-702 - 15/08/67	D-705 - 22/08/67	D-708 - 13/10/67

Northern Alberta Railway

Rentals: up to 07 February 1968.

Clayton F. Jones reports that as of 17 January 1968, NAR has leased CP 8638, 8654, 8669, 8670, and 8684 for an indefinite period of time.

ERRATUM

- 1) CR #194 states that GO D-701 and D-706 were leased to the CNR. This is a falsehood.
-
-

Which way was it going ?

Accessory to Mr. J.B.Thompson's article on the Royal Tour of 1901, of the Duke and Duchess of Connaught, was the photograph of the Royal Train, taken at Glacier, British Columbia, and reproduced on page 260 of the December, 1967 issue of CANADIAN RAIL.

The caption stated that the Royal Train was standing at the station at Glacier. There was an appended adverbial clause which said "after a trip through the Fraser Canyon".

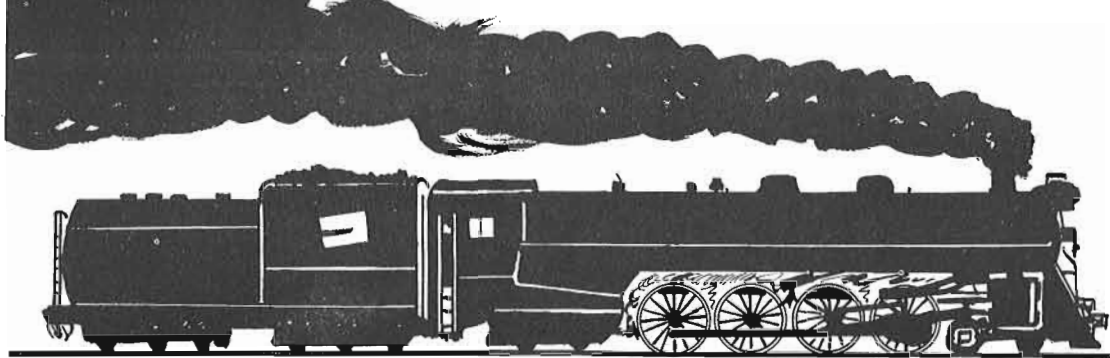
Our member Mr. Smith Dorsey of Fullerton, Calif., U.S.A., takes exception to the latter clause. While he agrees with the location, he says in his letter:

"As a sometime resident of Glacier (in 1927), when the town had moved down the hill to the west portal of the Connaught Tunnel, I believe the picture was taken at Glacier after a ride through Rogers Pass, not the Fraser Canyon.

In support of this contention, I submit that the curve in the track, as indicated by the cars of the train in the station, satisfies my contention. The bank to the right of the train as pictured, also confirms that the train had arrived from Rogers Pass. Therefore, I am very strongly of the opinion that the stated direction of travel is incorrect and that the caption is wrong".

Mr. Dorsey hopes that this conundrum may be solved, and he would like to hear from other readers who may assist in its resolution.

As a starter, could we hazard a guess as to the result, if it is assumed that the original negative was printed in reverse, by the photographer, or by a subsequent photographic processor ?



TRIP COMMITTEE REPORT

Denis Latour.

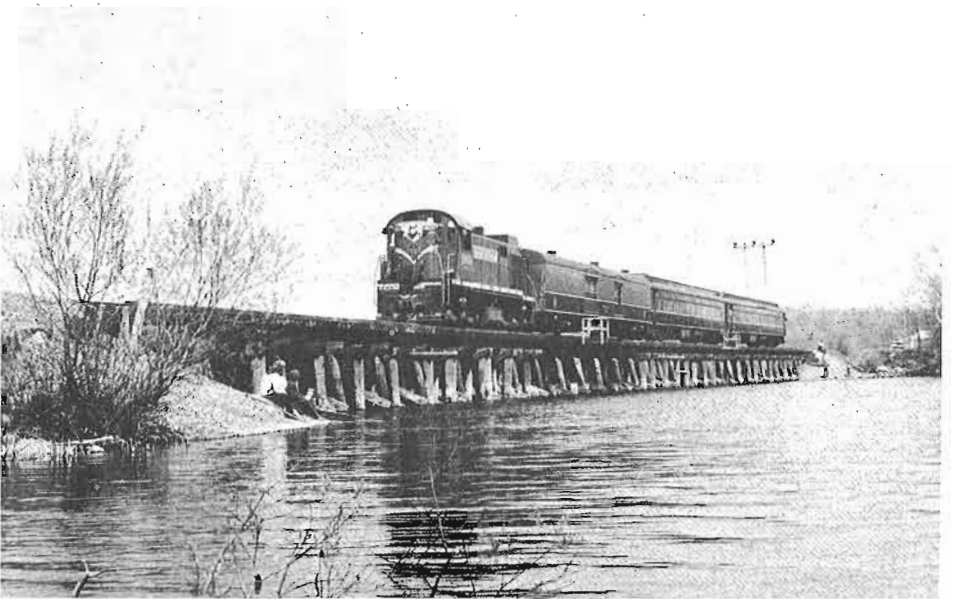
At its first meeting in 1967, the Association's Board of Directors appointed Mr. W. J. Bedbrook, Chairman of the Special Activities Committee, to make arrangements for monthly members' meetings, special meetings and - excursions. Added to this segment of committee activities were Messrs. F. F. Angus, R. G. Cox, M. W. Dean, P. Murphy, G. D. Southwood and D. Latour. Five railway excursions were made during the year.

MAY-Montreal-Granby-Waterloo: CNR

"Through the Counties - without catenary!" On Sunday, May 28th, we covered most of the main line of the former Montreal & Southern Counties Railway, - the interurban line which used to serve the district east of Montreal. We left Montreal at 9:00 a.m., and after a brief stop at St. Lambert, our short train took the branch to Fort Chambly, and the first run-past. Then we crossed the bridge over the Chambly Canal and the longer one over the Richelieu River to the station at Richelieu. Here another run-past was made, and it is interesting to note that despite the fact that we did not have a steam engine on the head-end, we had considerable smoke. The engineer was working the throttle as though the small locomotive was hauling a 60 car freight train!

Continuing towards Granby, we passed many traces of a by-gone era, including the old substation at Rougemont - still lettered "M. & S.C. Ry." The Yamaska River was crossed at St-Cesaire and the bridge still has its overhead wire supports in place. The curves are still very sharp - a forceful reminder of the "side-of-the-road" interurban operation of more than 10 years ago.

Our lunch stop was east of Abbotsford at Plage Morin. Later, the passengers entrained for the run to Granby. We passed through Granby West and the junction with the Farnham line at a very reduced speed, and after clearing the main station at the east end of the city, we made the journey to Waterloo via West Shefford in time to arrive at the "end of the line" shortly after two o'clock.



Some small amount of switching was done at Waterloo and as soon as the train was rearranged, we departed for Granby and Montreal. A 15-minute stop was made at Granby West on the return trip to see the former M. & S.C. carhouse (engine house) still in good condition, but converted to a warehouse. Two or three run-pasts and about three hours later, we reached Montreal just before 5.30 p.m. It is noted that ours was the first passenger train to run to Waterloo since 1962. Although we had called our train the "Apple Blossom Special," we were either too early to view the spectacle, or apple blossom time at Abbotsford was a bit late this year!

Our consist was CNR MR-14a MLW model RSC-24 number 1800, Baggage Car 9281 and coaches 5072 and 5083.

JUNE-STEAM SPECIAL MONTREAL-GARNEAU: CNR

In the morning light of June 24, 1967, observers in CN's Central Station saw an unusual sign: "Steam Special-Train a Vapeur" at one of the gates. Soon this gate was surrounded by a crowd of enthusiasts - longing to see and hear CN's famous Northern, number 6218. Nine o'clock - "all aboard," and two electric haulers pulled the train through Mount Royal Tunnel to Gohier, where 6218 was waiting. A few minutes to change engines, two blasts on 6218's whistle and we were away eastward. On the way to Joliette, one run-past was made. At Joliette, we took water and the steam engine attracted a multitude of local citizens. Leaving Joliette, we ran non-stop to St-Ursule Falls and the high trestle which was to be the location of the next run-past. While this location is probably the most spectacular in the whole trip, we managed to make three more run-pasts between here and Shawinigan. Then the weather took a bad turn! The sky became overcast and later, a light rain started to fall. Proceeding up the hill to Grand'Mere and Garneau, we came to a halt on one of the numerous curves and after some consultation among the crew, we reversed some distance. Another attempt at the hill was then made, but alas! we came to rest again at our previous location. There was a rumour that the locomotive could not make the hill. This was confirmed by the engineer's report: a combination of wet rail and malfunctioning sanders prevented our wonderful 6218 from hauling the train up the hill!

After a further consultation and after setting the brakes on the train, 6218 uncoupled and ran up the hill to Garneau to seek help. Aid was forthcoming in the nature of CN 8178, the diesel switcher from Garneau. Her appearance was much to the satisfaction of the diesel enthusiasts and the chagrin of their steam confreres. With not too much assistance from the diesel switcher, the bridge across the St-Maurice and the curves on the grade were left behind and a few minutes later, the "C.R.H.A. Special" rolled into Garneau station - double-headed!

Because of this and other delays on the eastward trip, the return trip to Montreal was made non-stop, except for short operational stops at Shawinigan, Joliette and suburban Ahuntsic. At Gohier, we said "good-night" to 6218 and electric haulers took the special through Mount Royal Tunnel to CN's Central Station.

Although this run from Montreal to Garneau is very familiar to most of us, since numerous trips have been made over the line, nevertheless, it is always an interesting line to travel because of the spectacular scenery, typical of the Laurentien Mountains. Our train was made up of CNR's engine number 6218, baggage cars 9180, 9234, coaches 5370, 5084, 5090, 5369, lunch counter car 15637, coaches 5085, 5377, 5351, 5093, 5073 and 5067. Electric haulers east were 187 & 188 and west (south) were 100 & 101.

JULY - CENTENNIAL SPECIAL - MONTREAL-OTTAWA - CN 6218

The "Centennial Special" left CN's Central Station, Montreal, at 8.30 a.m. on Canada's One Hundredth Birthday - July 1, 1967. Diesel hauled to Turcot Centre, we acquired CN's 6218 at that location. A change of engines and a green signal set us on the road to Ottawa. We stopped at Dorval for passengers and at St. Charles Road, Beaconsfield, for more passengers. At the latter stop, we entrained a group of children from the Allencroft Observation Centre - guests of the C.R.H.A. for the trip. Dressed in costumes of the 1860's and 70's, members of the Ile Bizard Centennial Association and Chamber of Commerce boarded the train there.

The first photo run-past was held near Ile Perrot Station on the west side of the Ottawa River, where the CN's main lines west span the east channel of the river. Every precaution was taken to assure the safety of our passengers, as there was a great deal of traffic that morning. The Toronto RAPIDO passed us on the eastbound track before we stopped. The morning LAKESHORE roared past us as the run-past was being arranged. The second opportunity for photographers was at mileage 11.4 where 6218 and crew turned in another sterling performance to the great satisfaction of all of her admirers. At Alexandria, we took water and a non-stop trip from this station to Ottawa was planned. Alas! Our plans were frustrated and we came to an abrupt stop a short distance from Moose Creek station. A hot box had been detected on the lunch counter car. Main line running and heavy traffic required quick action from the train crew, and in a matter of minutes, the food had been transferred to one of the baggage cars and the lunch counter car had been set off on a nearby siding. Thus we were delayed in arriving at Ottawa and the proposal to transport our passengers to downtown Ottawa was abandoned. Later, we decided that this decision had been prudent. Ottawa's streets were crowded with processions and celebrations, while at Ottawa Station, there was great activity. The "Confederation Train" was parked in a nearby express and freight terminal and although the crowd was very great, some of the Montreal visitors managed to make the tour through the famous train.

Meanwhile, 6218 was serviced and our train departed from Ottawa at 4.10 p.m. ... backward! It was necessary to back the train east to a "Y" nearby the CPR Montreal main line. At this location, we saw the westbound "CANADIAN" of the C.P.R. Two trains passed ours at M. & O. Junction, and then our train moved forward over the "Y" and headed south and east to Alexandria. Although a repair crew had been sent to examine our lunch counter car at Moose Creek, they had found that it could not make the return journey to Montreal in our train. The last photo' run-past was at m.p. 16, where the visibility was excellent. This final operation completed, our engineer headed 6218 for the engine house in Montreal with such enthusiasm that he forgot to make the passenger stop at Beaconsfield! We didn't miss Dorval, though! After a change of engines at Turcot Centre, we once more said "A bientot" to 6218 and arrived at CNR Central Station just after 8.30 p.m. happy and satisfied - but tired!

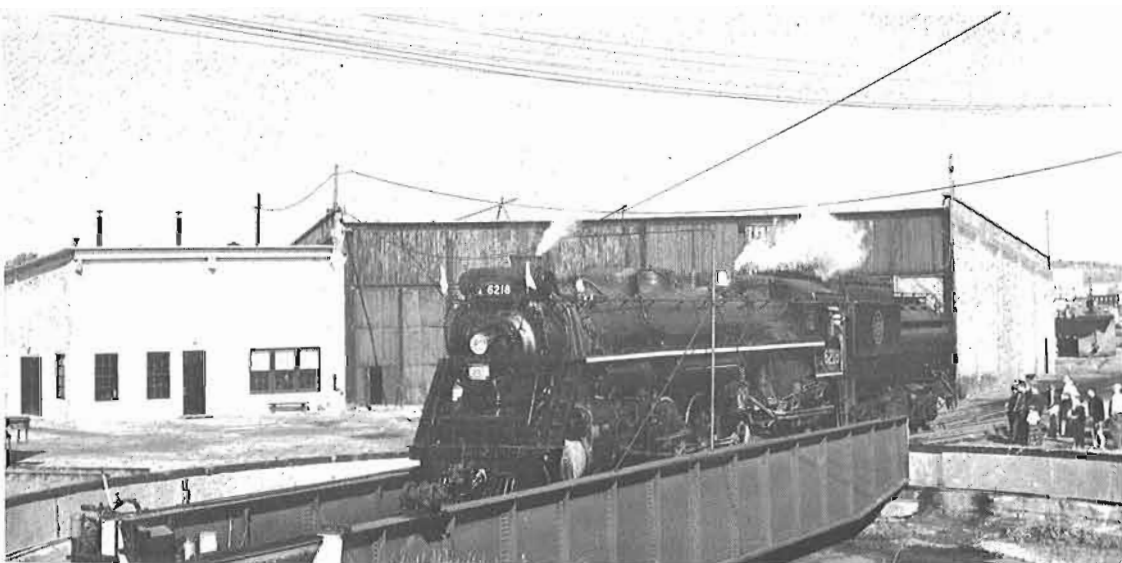
Our consist had been CNR 6218, baggage cars 9180, 9234, coaches 5079, 5378, 5362, 5065; lunch counter car 15637 (to Moose Creek only!); coaches 5090, 5351, 5058 and 5052. Diesel switcher 8063 pulled the train from Central to Turcot Centre and an "unknown" diesel switcher was the return hauler.

JULY - NICOLET SPECIAL - MONTREAL-VICTORIAVILLE- CN 6218

CN 6218 hardly had time to cool her wheels when she was called again to leave CN's Central Station at 8.30 a.m. on July 2nd, with the C.R.H.A. "NICOLET SPECIAL" for Richmond and Victoriaville. On a splendid morning, we changed engines at Bridge Street, overlooking EXPO '67 which was in full bloom! Stops at St. Lambert and St-Hyacinthe followed, for passengers and orders. After taking water at Richmond, in the valley of the St. Francis River, our train took the main line for Victoriaville and Quebec. At Victoriaville station, a large group of the local citizens welcomed us, mistakenly anticipating the arrival of the "Centennial Train" the local radio station had announced that it would arrive on July 2nd! The weather had been excellent up to this time and the four photo' run-pasts eastbound were very nearly perfect.

As we departed from Victoriaville about 3.00 p.m., the sky began to darken. Just as we arrived at the location of the sixth run-past, the heavens opened and the rain poured down! Not only did the rain come down in buckets, but there was considerable thunder and lightning accompanied by hail stones as big as ice-cubes - small ice-cubes, that is! As the train drew to a halt, Mr. Hassell, the CN's passenger representative, announced that the run-past would be held "rain or shine." Six "enthusiasts" scrambled out in the worst part of the storm - you could call them real "FANS!" They said afterwards, as they were drying out, that this was a remarkable run-past, since there were no crowds and the atmosphere of the run-past was quite extraordinary! Six miles further west, another run-past was held, and by now, the storm had lost its intensity and the nice smoke effects from 6218 and the dark sky made a very unusual contrast.

BELOW: 6218 at Sherbrooke P.Q. being turned on the C.P.R. turntable.
(W.R.Linley)



We made the "arret obligatoire" for water at Richmond and then we were off to Montreal. Before reaching St. Rosalie Junction, number 6218 displayed her speed capabilities. (We won't say how fast we were going - but it was fast enough to suit most of our passengers!). We stopped at St-Hyacinthe and St. Lambert to detrain passengers and at Bridge Street, faithful 6218 was replaced by a diesel hauler.

But as the saying goes - "jamais deux, sans trois," one more event had to take place before our trip ended. The recent thunderstorm, which was very bad in Montreal, had disrupted the terminal signal system, and all trains entering Central Station had to be guided by hand-signals. This forced a long delay on the approaches to the station and so we did not actually arrive until 7.53 p.m.

Our consist was CN 6218; baggage cars 9234, 9180; coaches 5079, 5378, 5362, 5065, 5090 and 5361. Diesel switcher 8054 hauled the train Central to Bridge Street (east) and diesel switcher 8049 officiated from Bridge Street to Central (west).

OCTOBER - FALL FOLIAGE RAPIDE - MONTREAL-SHERBROOKE - CN 6218.

Our traditional Fall Foliage trip was to the Eastern Townships city of Sherbrooke this year. On the clear, cool morning of October 7th, we left Canadian National's Central Station at 8.30 a.m. Steam engine 6218 (CNR) picked us up at Bridge Street (EXPO '67 was still going full-blast) and after stops at St. Lambert and St-Hyacinthe for passengers and train orders, we were on our way to Richmond. There we took water again and began the last lap of the journey to Sherbrooke. Because of a meet with Train 623 Coaticook to Montreal (composed of Railiners) the last run-past had to be cancelled.

On arrival, 6218 was uncoupled and serviced, but there was no turntable or Y track there to turn her around. So 6218 set out again southbound to Lennoxville, where she crossed over onto the Canadian Pacific tracks and came back west again to the C.P.'s shops in uppertown Sherbrooke. What a surprise! The big locomotive was turned on the turntable at the engine house and then ran backward down the hill to Lennoxville, where she regained her own tracks for the return to Sherbrooke (lower town). This was the first time that such a procedure had been recorded.

Back at the CN station, the big steamer took charge of her train and departed on the return journey to Montreal. Near Bromtonville, the diminutive diesel locomotive of the Krueger Paper Mills, all shiny in her green and white livery, saluted 6218, with her bell and air horn sounding. An operational stop at Richmond, some quick photographs by the staff of "Perspectives" Magazine of Montreal and then on to the last photo' run-past at the bridge across the St. Francis River - m.p. 1.8. Then on to Montreal. After a change of engines at Bridge Street, we rolled into Central Terminal at 7.33 p.m. after a most enjoyable trip!

Our consist on this trip was CN 6218, baggage car 9295, coaches 5101, 5049, 5073, 5169, 5018, 5067, 5369 and 6604. Diesel switcher CN 8041 took the train Central to Bridge Street and the return hauler's number is unknown.

AND IN SUMMARY -

The running of five railway excursions in 1967 - Canada's Centennial Year, was quite an undertaking for the Committee and was not done without difficulties. For instance, finding appropriate available equipment from the CNR in this busy year of EXPO '67, was a major problem. Fortunately the available equipment was in the CN colour scheme of days gone by. Members of the Committee worked long and hard to make these trips most pleasant and interesting. We hope that our passengers found them enjoyable and that they will join us again for more trips in 1968!

COVER

Leaning into the curve between Windsor & Morse P.Q (D.Campbell)

BELOW LEFT: Calm winds as 6218 pulls through Tingwick. (W.R.Linley)

BELOW RIGHT: High on the St. Ursule Falls trestle. (W.R.Linley)



ASSOCIATION

NEWS

AT THE ANNUAL GENERAL MEETING of the Association, held in Montréal on 31 January 1968 a new Board of 12 Directors was elected by the voting members.

For the thirty-sixth year of our Association's existence, the following regular members were elected as Directors. At the first meeting of the 1968 Board, held on 6 February, 1968, the following areas of responsibility were designated by the Board:

President	Dr. R.V.V. Nicholls	Archives Fund Raising
Vice-President	Mr. C. Viau	Fund Raising
Vice-President	Mr. C.S. Cheasley	Fund Raising
Treasurer	Mr. A.S. Walbridge	Fund Raising
Secretary	Mr. F.F. Angus	CANADIAN RAIL
Director	Mr. J.A. Beatty	Membership and Branches CANADIAN RAIL
Director	Mr. W.J. Redbrook	Archives
Director	M. Denis Latour	Meetings
Director	Mr. Peter Murphy	Meetings CANADIAN RAIL
Director	Mr. Eric Sprenger	Special Projects
Director	Mr. R. Wyatt Webb	CANADIAN RAILWAY MUSEUM
Director	Mr. S.S. Worthen	CANADIAN RAIL CANADIAN RAILWAY MUSEUM

At the same Directors' Meeting, the new Board elected the following Honorary Officers of the Association, subject to their acceptance;

Honorary President	Mr. Donald F. Angus	President Antiquarian and Numismatic Society
Hon. Vice-President	Mr. N.R. Crump	Chairman of the Board Canadian Pacific Railway
Hon. Vice-President	Mr. N.J. MacMillan Q.C.	President Canadian National Railways
Hon. Vice-President	M. Lucien L'Allier	Président Commission du Transport de Montréal
Hon. Vice-President	Mr. R. Day	Chairman Toronto Transit Commission



ALL ABOARD !

Just like the friendly conductor on the Canada & Gulf Terminal Railway pictured above, we the newly elected publication committee bid you 'all aboard' and full steam ahead in 1968!

Canadian Rail is presently one of the foremost rail history periodicals, produced entirely by the voluntary efforts of the members of the Canadian Railroad Historical Association.

Perhaps when one steps into another's footprints they seem all that more difficult to fill, but alas the challenge is all that much greater. We have all become to expect an extremely high caliber publication, thanks to the past efforts of our predecessors. We do however plan to turn all our efforts, with your help to continue this standard of quality, and perhaps even improve on it where we may. Our first challenge will be to bring the publication up to date and hopefully by May your magazine will be posted on the first of the month.

Our efforts must however be originated by you, by your submission of interesting railway articles etc. They need not be feature articles although these are greatly appreciated, but if you have a favourite locomotive, car or trolley, why not share your knowledge with your fellow readers and members. If you can forward us plans, photos, and or descriptions, we will be pleased to hear from you on the topic of your choice.

This year perhaps more than in the past we are paralleling our efforts with those made by Mr. J.A. Beatty, Chairman of the membership and branches portfolio of our association. This we feel will improve the relationship between the membership at large with whom Canadian Rail is our only means of communication and the members here in Montreal.

In conclusion may we ask for your continued support, so that we may continue to provide you with what we feel is the best historical periodical in North America.

P. Murphy and S. Worthen

NEXT MONTH

- * A rare account of the 'London & Lake Erie Railway' with some fine photos and drawings.
- * Sleeping Cars for the Museum, by Fred Angus. An account of the recently acquired sleepers, and their not so fortunate brothers.
- * All our regularly scheduled items and meets.



by Derek Booth

THE POST OFFICE DEPARTMENT in Montréal sent out the following mimeographed announcement under date of 31 January 1968:

The decision of Canadian National Railways to cancel their trains 229 and 230 from Montréal and Toronto and vice-versa will have very adverse effects in the delivery of mails exchanged between the two largest post offices in Canada.

The last run of these trains is scheduled for Friday February 2nd.

Effective February 5th, surface first class mail deposited at the end of the business day either at Montréal or Toronto will only be carried on trains leaving these cities at 2355 hours to arrive at their destination, i.e., Central or Union Station, at 0730 hours, the next morning. Such a late time of arrival at these stations makes it impossible for the incoming mails to be sorted for even first morning delivery in the downtown area.

It is true that first class mail weighing up to 8 ounces is carried by air throughout Canada when delivery is thus expedited but this service is not available for bulky first class company envelopes, exceeding that weight.

Therefore, the postal authorities strongly urge the mailing public to consider the prepayment at the air mail rate of 7 cents for the first ounce and 5 cents for each extra ounce of first class articles weighing in excess of 8 ounces to ensure their arrival at Montréal and Toronto in time to allow for the handling at the point of destination for first morning delivery. They will spare no effort in Montréal and Toronto to achieve this aim for all first class mail carried by air overnight between the two offices involved.

The recommendation in the last paragraph of this communication from the Post Office Department seems to carry with it, an unconditional guarantee that when first class material is sent "Air Mail" it will be delivered the next morning, - in Montréal or Toronto, without fail. In this regard, it is interesting (and thought-provoking) to consider that the last flight leaves Montréal International Airport at 2340 hours and arrives at Toronto International Airport at 0045 hours. An all-night staff at both air terminals sort the mail for truck transport to the main downtown post office. When the mail is delivered there, it is further sorted for truck transport to one of the 35 postal stations (in Montréal) throughout the city. In the downtown sections of both cities, there are up to three deliveries

of mail daily. Industrial sections of the suburbs may have as many as 2 deliveries daily, while in the residential sections, one delivery daily is the rule.

Even with three sorting processes and two intermediate trucking operations, first morning delivery of "Air Mail" letters, - large and small, is suggested, if not guaranteed. The Post Office Department is going to have its own problems in living up to this challenge.

There are alternatives, such as utilization of existing railway TOFC services, rescheduling existing trains or the organization of new mail and express trains.

CN points out that the cancellation of Trains 229 and 230 was not unilateral; it was negotiated and agreed upon with the Post Office and should not be considered as a decision which the Railway reached by itself.

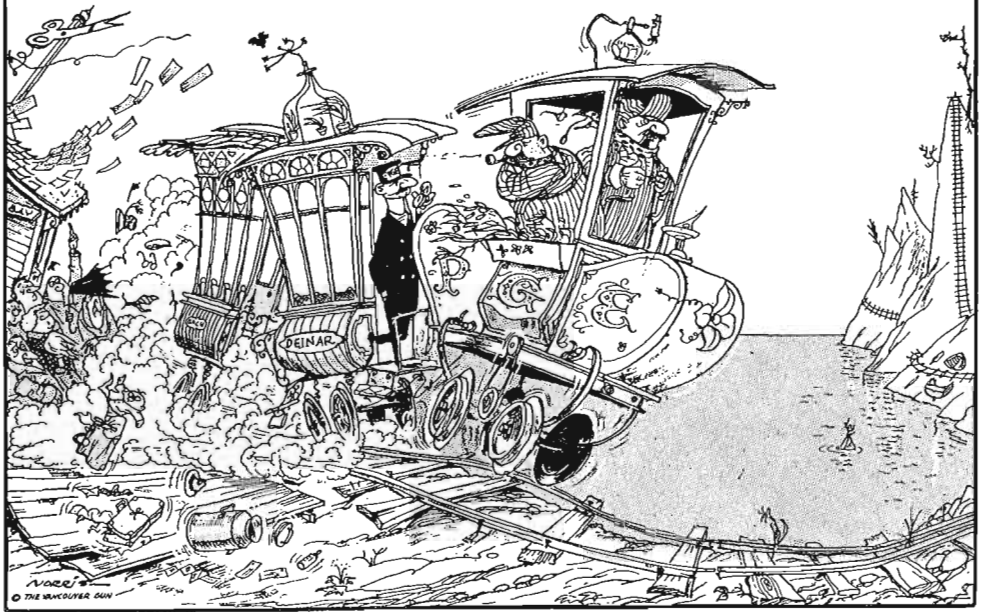
Incidentally, CN trains 211 and 212, - still operating, arrive in Montréal and Toronto 40 and 65 minutes later than discontinued 229 and 230. It is surprising what a difference this one-hour period makes, - especially to the Post Office Department !

SET-OUTS AND PICK-UPS

The Association's Saskatchewan representative, Jim Nicholson, has sent us the following comment apropos of Forster Kemp's December report on "The Winter Timetables:"

"Reference the change of service of CN trains 688-89 - the reason for their operation via the main-line and Prairie River (in fact, the eastern portion of the Tisdale Subdivision) is not that the Chelan Sub. was left unprotected with regard to abandonment. The actual fact is that in May, 1967, a fire destroyed a 400 ft. timber trestle bridge at m.p. 36.9 - Chelan Sub. This disrupted service on the line, and necessitated the new routing between Saskatoon and The Pas. For a time there was a question as to whether or not the trestle would be reconstructed but now it has been decided to rebuild it and plans have been drawn up for a new structure."

Mr. Frank Dubery, a member of the Association, resident in Morganston, Ontario, writes, "I very much enjoyed reading Mr. J. B. Thompson's article on "The Royal Tour of 1901." Apparently the CP when producing the commemorative timetable, didn't have a suitable picture available. Thus the train portrayed on page 254 is surely a "touched-up" photograph of the regular Montreal-Ottawa consist of the period. It has only eight cars as compared to the 9 vehicles described in the article and the locomotive is almost certainly a class ST-4 Vauclain compound 4-4-2, road number 211 (altered to 214 by the "touch-up" artist). It is also of note that although the CP intended to use consolidations in the West, the locomotive pictured at Laggan is a ten-wheeler. However, when actually in the Rockies, they did revert to consolidation no. 683."



January 7, 1958

“ . . . They'll just have to make up their minds . . . trains running on time, or footling around in stations picking up passengers . . . ”

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