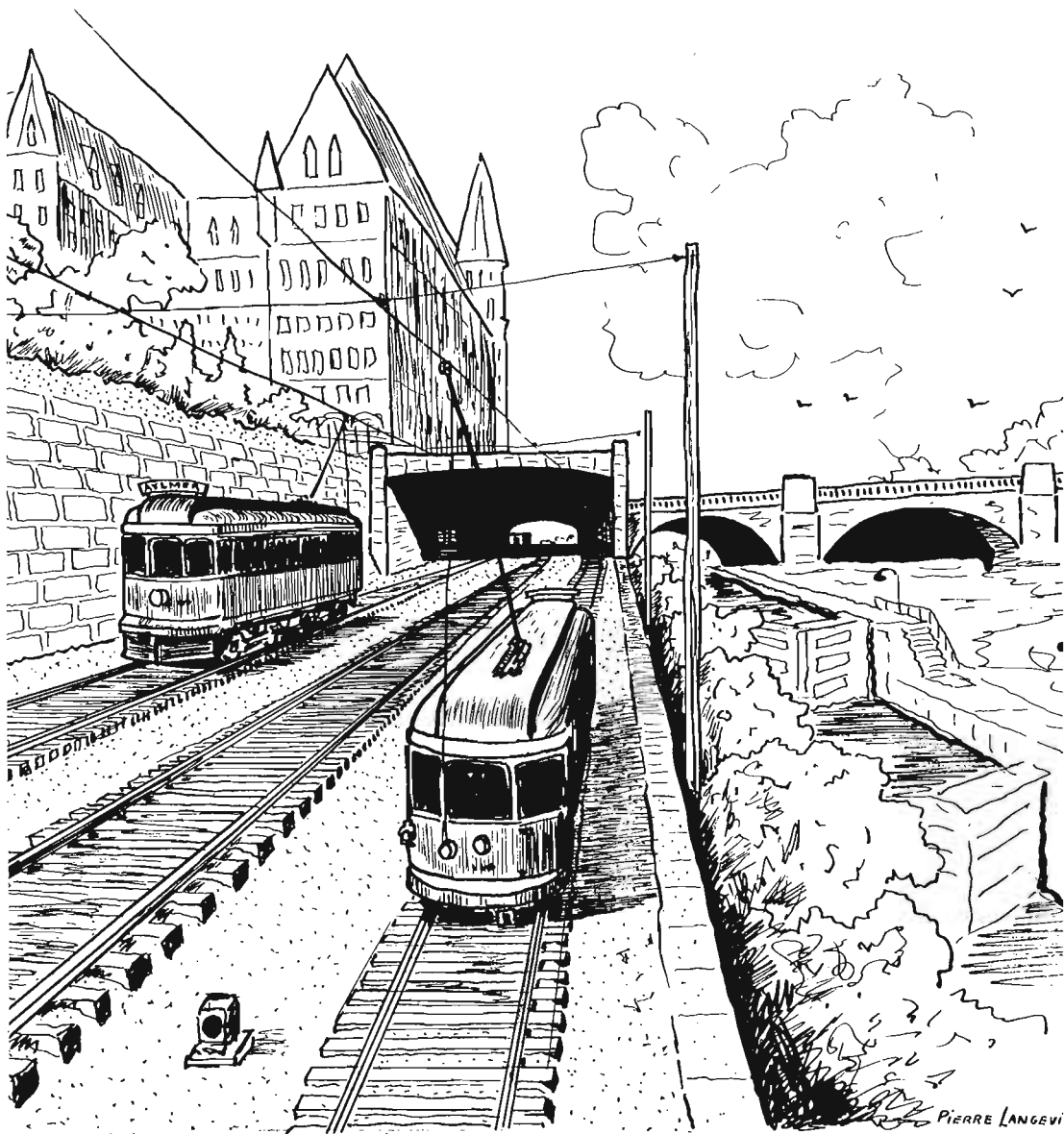


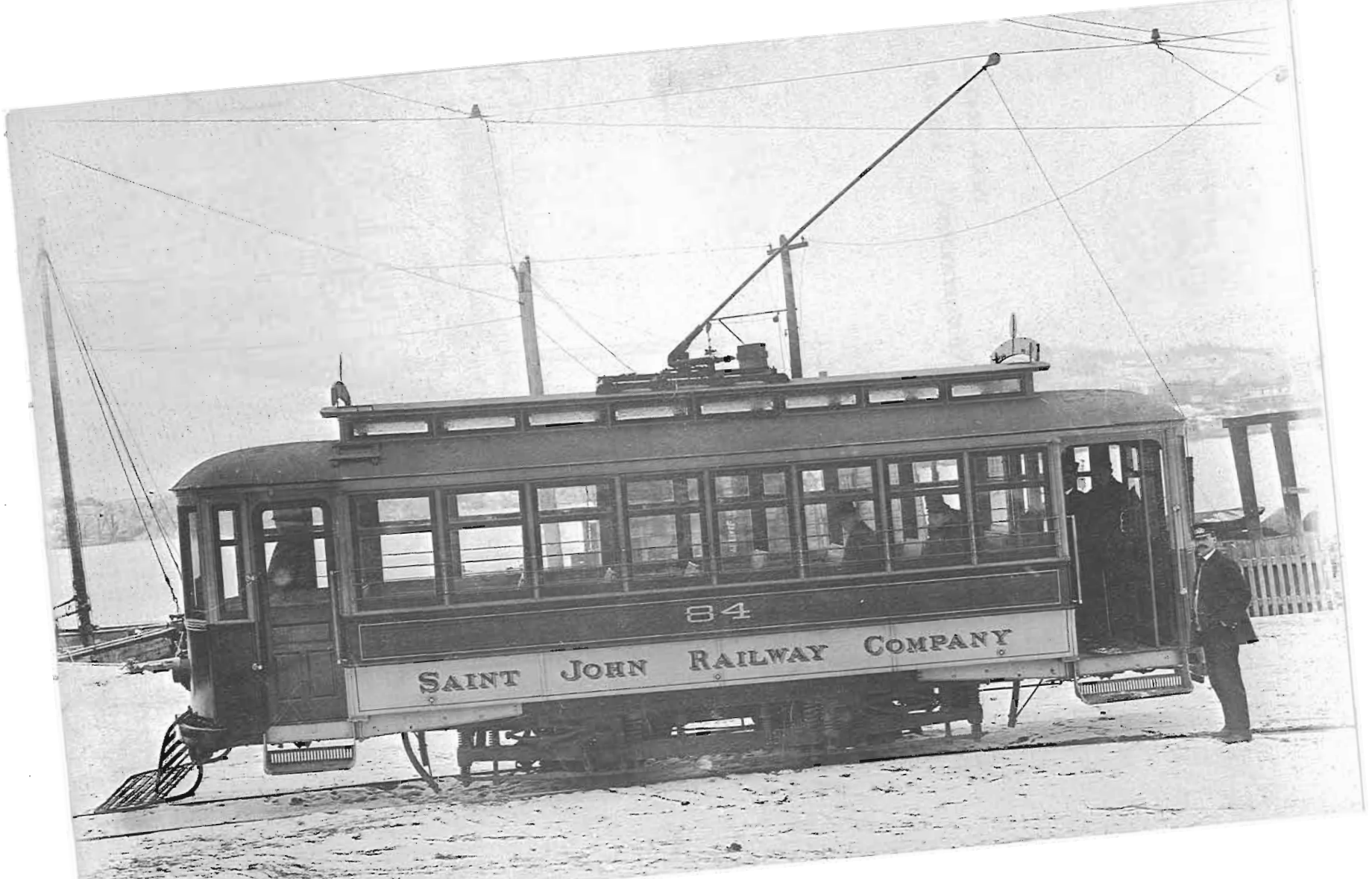
# Canadian Rail



NO. 202

SEPTEMBER 1968



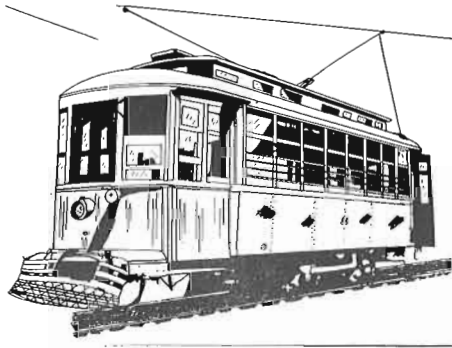


84

SAINT JOHN RAILWAY COMPANY

# THE CLASS "80" CARS OF SAINT JOHN, N. B.

F.F. Angus



Sketch by  
Robert Halfyard.

**T**HE CITY OF SAINT JOHN, NEW BRUNSWICK, founded in 1783 and incorporated in 1785, is the largest city in an otherwise rather lightly populated province, and the second largest in in Canada's Maritime Provinces.

DURING A PERIOD OF 62 YEARS, it had a street railway system which, for its size, had a surprisingly large variety of cars and equipment. The first attempt to establish a street railway in Saint John was made in 1866 and, except for the decade 1877-1887, horse cars ran until 1893, when the system was electrified. The following year, a new management took over, and the street railway was rebuilt and reorganized as the Saint John Railway Company. Further expansion was slow there-after for the next few years, but in the early twentieth century, many new lines were built and existing lines were extended, so that there were 22 miles of track by 1913, nearly double the mileage of 1900.

THE SAINT JOHN RAILWAY had experimented with six double-track air brake cars, bought from the Montreal Park and Island Railway of Montreal, in 1903. A start was made in using these cars on the Douglas Avenue route in Saint John, then the longest in the city but they proved to be unsuccessful and were sold in 1906. Following this abortive attempt to use larger cars, the Company adopted a policy of employing single-truck hand-braked cars exclusively and, part from the six cars mentioned above, every street car that ever ran in Saint John was single-truck and had hand-brakes. This is all the more surprising in view of the steep grades on some of the city's lines, but the Company strongly defended its position by maintaining that hand-brakes were more dependable and therefore safer in an emergency.

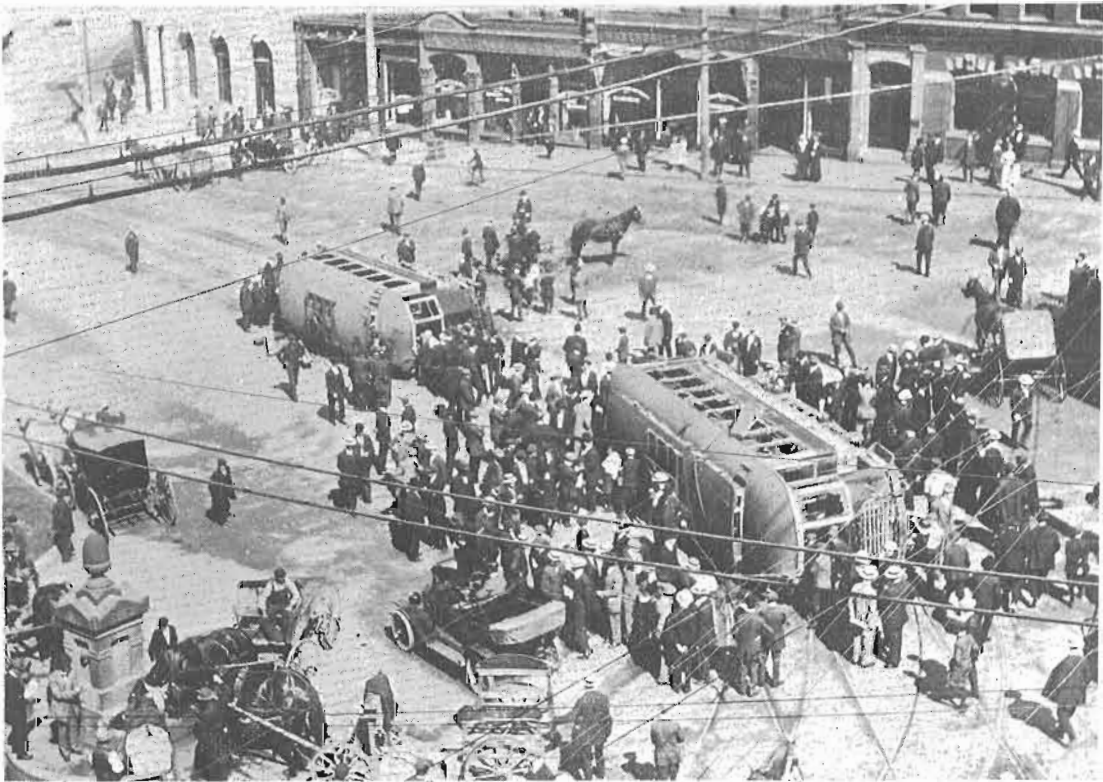
FOLLOWING THE TRANSFER OF some smaller cars to the physically-disconnected new lines on the City's west side, sixteen new double-ended clerestory roof cars were purchased from the Ottawa Car Company, in 1906. They were designed for left-hand operation as the "rule of the road" in the Province of New Brunswick did not change to the right until 1922. Six of these new cars were closed cars numbered 80 to 90, even numbers, and ten were open, -numbered 81-99, odd numbers. They were 32 feet long over-all and represented about the maximum possible size for a single-truck car. The closed cars were the first such single-truck cars in Saint John with cross seats and, as originally built, set a new standard in comfort and handsome appearance. Though they were extensively rebuilt in later years these, trams were destined to continue in use for 42 years, - a record for service in the Maritime Provinces.

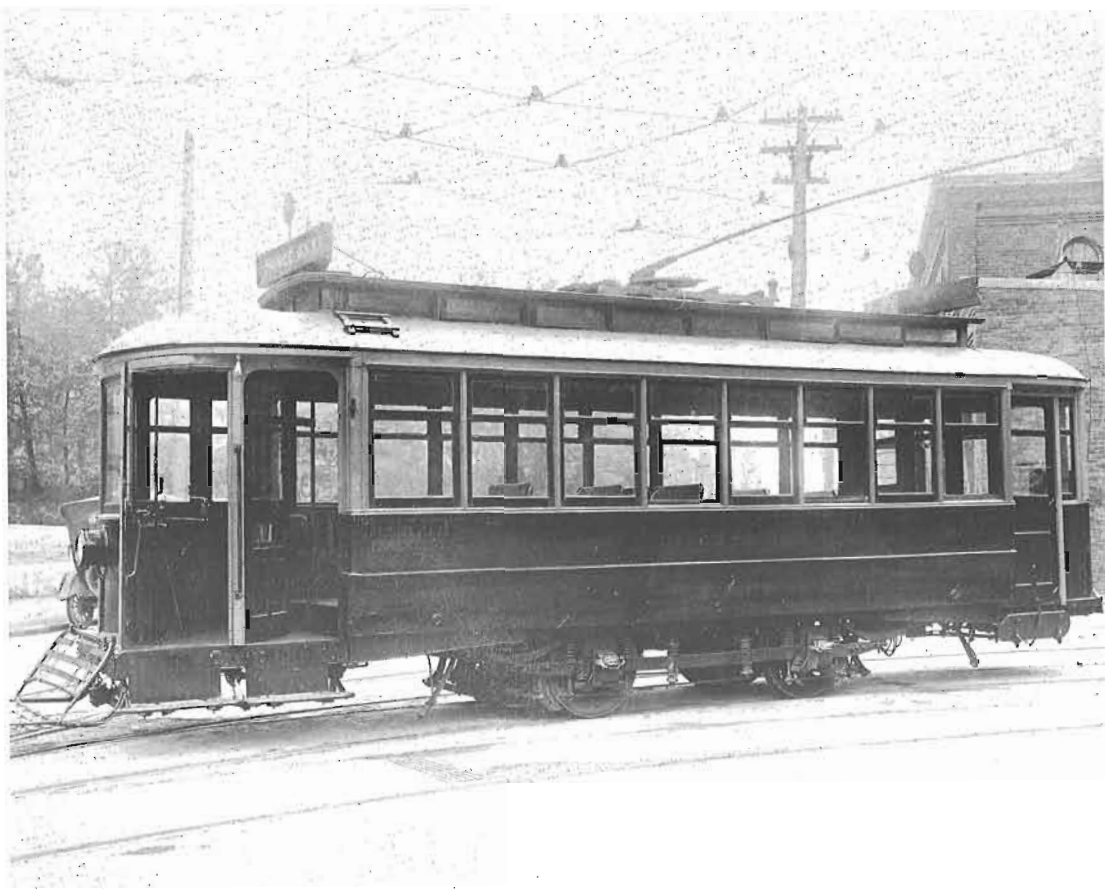
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PHOTO PAGE 190: Saint John Ry. car # 84 newly delivered from the builders, posed near Indiantown Wharf at the west end of the Main St. line in 1906. Note the cross seats, and the doors arranged for the Left Hand rule-of-the-road operation.

PHOTO BELOW: A crowd of spectators surrounds cars 71 and 84 ,overturned at the foot of King St. in the riot of July 1914. Both cars survived to run again, and, although 71 was scrapped in 1924, 84 still had 34 years of service ahead of it.

Photos courtesy of Wilson's studios, and the N.B. museum.





A short lived experiment! The upiquitous #84, as St. John's first one man car, was fitted with the Calgary type corner door in 1920 but was soon converted to a more conventional design. Note that it is still left-handed. Photo courtesy of Wilson's Studios



PHOTO LEFT: Open car # 81 on Douglas Ave. about 1910. 81 became a work car, but others similar ran till the end. Photo R.S.Melvin.

PHOTO RIGHT: Rare view of #156 at Market Square in 1937. This car was converted from an open type as pictured above. R.Thomas



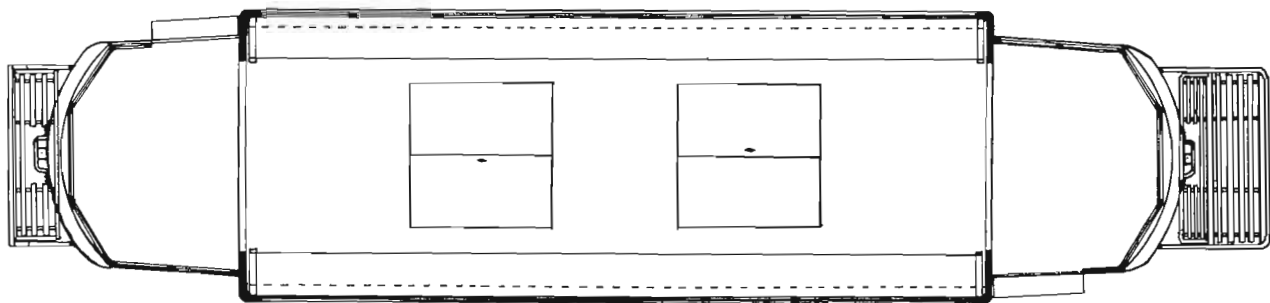
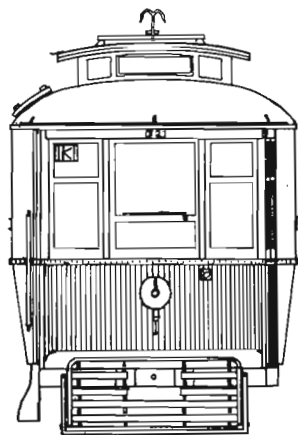
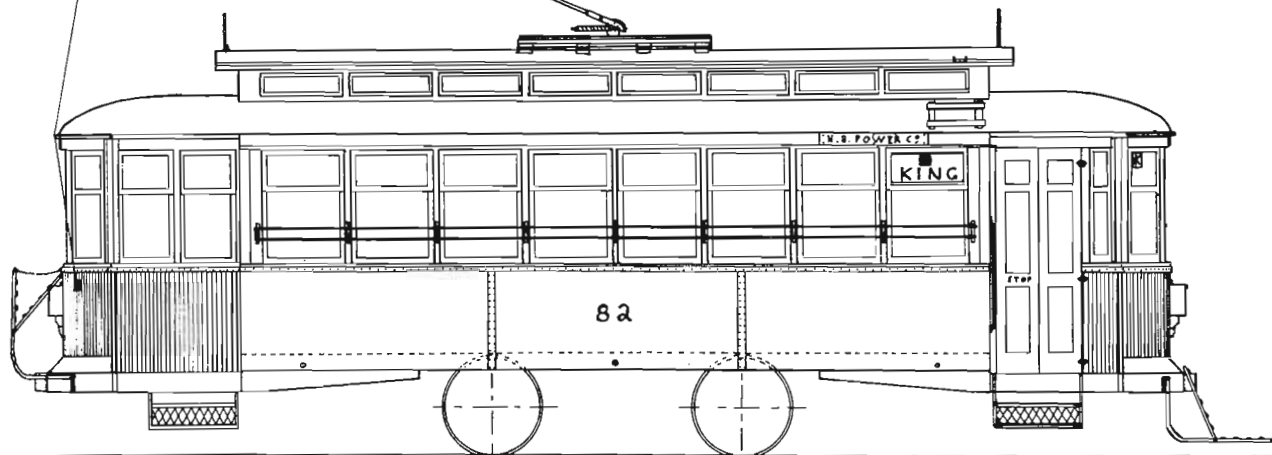
THE FOLLOWING YEARS saw the 80's used on most of the routes on the east side of Saint John's famous harbour and, following the completion of the bridge over the equally famous Reversing Falls, through service to the City's west side was inaugurated in the year 1916 and the 80's were thereafter seen on all parts of the system. In July, 1914, labour unrest in the port City caused a strike, followed by a riot, in which a mob overturned two cars in the centre of the City. An innocent victim of this violence was No. 84 which nevertheless was soon repaired and apparently none the worse for its experience.

UNTIL 1920, ALL SAINT JOHN CARS were two man operated but, in the latter year, an experiment was undertaken in using only one man for car operation. The Saint John Railway had been sold in 1917 to the New Brunswick Power Company and, by 1920, the manager was T. H. McCauley, who had recently held the same position in Calgary, Alberta. Thus, it is not surprising that the design of the one-man cars included the use of the "corner" entrance door, so typical of the Calgary trams. Two cars, - one of them No. 84, were converted to this new design and were used for a short time, despite violent objections from the employees and a considerable portion of the travelling public. In 1921, it was decided to convert all Saint John streetcars to one-man vehicles but this change was made along more conventional lines, as Mr. McCauley had gone to another company by then and the two "corner" door cars were also converted to the standard layout.

BELOW: Car # 82 at Haymarket Square around 1945, discharges its load of rush-hour passengers. 82 is the last survivor of the lot.  
Photo Peter Cox.



0 1 2 3 4 5 6 7 8 9 10 15 20 25  
FEET



N.B. POWER COMPANY  
SAINT JOHN N.B.  
80 class streetcars

6 cars 80-90 even  
numbers only. Blt.  
Ottawa Car. Co  
1906. Rebuilt 1924.  
Retired 1948. #82  
preserved C.R.H.A.  
Dwg. by F. Angus/63.

IN 1922, THE "RULE OF THE ROAD" was changed to the right-hand side, and the newer street cars were converted accordingly. Two years later, a major modernization program was undertaken. New cars were built by the Saint John Ironworks and the 80's, as well as the twelve arch-roof Tillsonburg (Ontario)- built vehicles (Nos. 106-128, even numbers) of 1914 were rebuilt in the New Brunswick Power Company's own shops. The six remaining open cars of the 81 class were rebuilt to closed cars and all 24 wooden cars were given flat steel sides. However, the former curved sides of the 80's still showed the inward slope of the new steel panels. Since the 80's were now used predominantly in rush hours, their straw cross-seats were replaced by longitudinal wooden benches, - less comfortable, but allowing more standing passengers. In line with the new Company-created image, all cars were painted "Brunswick" green, but this proved to be too dark for good visibility in the heavy fogs which periodically roll in from the Bay of Fundy and, in 1927, they were repainted a bright, - and much more visible, red, instead. By 1930, the N.B.P.C. had taken delivery of its last new car (No. 148) and in that year, the odd-numbered 80's (the former open cars) were renumbered 150-160, even numbers.

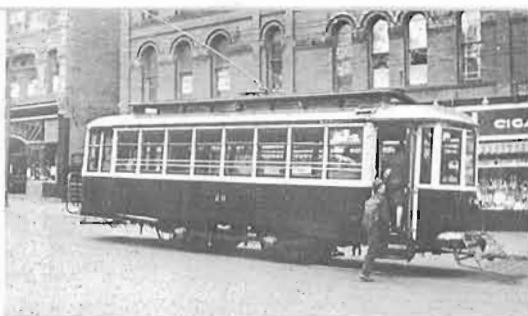
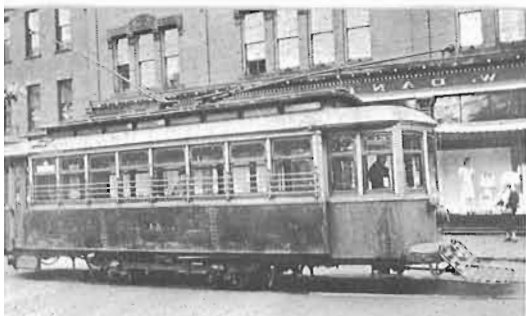
DURING WORLD WAR 11, Saint John's streetcar system, strained to the utmost capacity of its resources in handling the extra wartime traffic, began to show signs of strain. Combined with deferred or totally absent maintenance of track and equipment the result of course was deterioration of the entire system to a marked degree. After the War, and with the simultaneous adoption of buses in many other cities, this type of urban transportation, took over Saint John transportation rapidly and it was obvious that the days of the street cars were numbered. The end came in August, 1948.



PHOTO LEFT: Interior view car # 80, about 1927. Gentleman standing is Mr. Hazen McLean, superintendent of the line. He drove the last car in 1948.

PHOTO ABOVE: #152 another converted 81 class open car 1940. Photos, R.S.Melvin, R.D.Thomas.





PHOTOS ABOVE: # 84 on Charlotte St. in 1946, compare with photo of same car 40 years earlier. # 80, same year, this was then the oldest operating car East of Montreal! #88 after its final rebuilding, in 1935, waits at the West Saint John Terminus. Photo R.D.Thomas.

The once-essential cars were stripped and the bodies sold. Most of the 80's had lasted until the end, although they did not see much service after 1945.

IN THE ENSUING TWENTY YEARS, traces of the Saint John Streetcars have disappeared more and more, through the years. A number of the car bodies of the post-1914 cars are still in use as sheds, but the 80's have gradually disappeared. No. 82, after fourteen years exposure to the fierce maritime elements, was rescued barely in time, and is now safely preserved, awaiting its third rebuilding, at the Canadian Railway Museum, Delson/St-Constant Quebec. This car and a few photographs and records, are all that remain of the series of streetcars, that served the eastern provincial cities in Canada for a longer period than any others.



The foregoing article is one of a series on the history and operation of the streetcar lines of St. John, New Brunswick. A general description of the line was carried in a previous issue of CANADIAN RAIL. It is hoped to publish a complete history of this interesting operation separately in the future.

PHOTO LEFT: Early in 1948 a group of 80's and 150's stand silently at Wentworth Barn under a cover of snow awaiting the wreckers.

Photo R.D.Thomas

# FERROVIA



S.S. Worthen

DESPITE the rather lugubrious and calamitous pronouncements which appeared in a previous issue of this journal - notwithstanding the several potential obstacles enumerated which might prevent the realization of FERROVIA at MAN AND HIS WORLD (et seq.), Montreal, 1968, its doors opened to visitors at 9.00 A.M., on Saturday, 6 July, 1968. And there were plenty of interested visitors waiting at the front door! The following day the crowd increased to the point where there was a constant line-up waiting to enter the building.

THE OPENING of FERROVIA was described in Section Three of the Montreal STAR of 6 July, 1968, in a story by Harold Poitras, illustrated by John Daggett. Mr. Poitras wrote, in part, as follows:

"Primarily, the new pavilion is a development of the Ferrovia Society, a small group of railway historians and enthusiasts, whose idea of developing a special centre to house rare railway models and other precious items was officially approved by Mayor Jean Drapeau, following the closing of EXPO '67.

\* \* \* \* \*

After first naming the new pavilion FERROVIA, latin for "Iron Way," the members of the organization teamed up with exhibition authorities under Guy Huot Director of MAN AND HIS WORLD, and workmen under André Bachand, chief technician of the municipal shops department of the City of Montreal.

\* \* \* \* \*

The exhibits on display will cover the history of railways in Canada beginning in 1832 with incorporation in Lower Canada of the Champlain and St. Lawrence Railroad.

\* \* \* \* \*

The pavilion includes more than 200 exhibits, including moving models of trains, a 20-foot long by six feet wide display of model railroading in the 1930 days of steam locomotives. The model was originally built for the Canadian Pacific Railway, and for many years was used for railway display purposes. It was presented to the Ferrovia Society which in turn, donated it to MAN AND HIS WORLD for the enjoyment of all.

\* \* \* \* \*

The main attraction of the new pavilion is the unparalleled display of a railway yard complete with a 16-foot long model of the CPR steam locomotive No. 2841, surrounded by a railway water tower, railway signals and a level crossing watchman's tower.



A charming model graces the "unparalleled display of a complete railway yard with a 16-foot long model of the CPR steam locomotive No. 2851, surrounded by a railway water tower, railway signals and a level crossing watchman's tower." The engine model is the property of Mr. O.S. Lavallee.

Photo courtesy Montreal STAR.

Next in importance are a genuine manual railway handcar, such as used in grandpop's day, a steam locomotive bell and a five-foot high pot-bellied stove, around which the railway travelers assembled in smelly railway stations during cold winter months awaiting trains.

\* \* \* \* \*

FERROVIAN officials, Omer Lavallee, director, and Norman Lowe, trustee, both of whom have played an important part with other members in the development of the pavilion and its exhibits, explained the many features of ancient wood, steam, electric and diesel locomotives on display.

\* \* \* \* \*

Dr. Marcel Roger's special collection of scale passenger car models including a dining car completely fitted out with table cloth and table service is also on display. (Dr. Roger is president of the FERROVIAN SOCIETY, Ed.).

\* \* \* \* \*

There is also an assortment of coloured photos of the new CN turbo-train, taken while shattering railway transportation records in runs between Montreal and Toronto.

\* \* \* \* \*

IT WOULD be unfair to reveal all of the exhibits on display at FERROVIA, but it is necessary to set the record straight on several points. The pavilion itself, having been given to the City of Montreal by the State of Maine, remains the property of the City. The objects on display, courtesy of the FERROVIAN SOCIETY and others, are on loan. They are completely enumerated prior to placing in the display cases, and are adequately covered by insurance. Maintenance of the building and provision of display facilities are also the responsibility of the City.

THERE ARE a number of excellent and varied models in HO gauge, as well as Mr. Jack Hewitson's scale models of the Canterbury and Whitstable's "Invincta" and the Bytown and Prescott Railway's "Ottawa" of about 1854. There are two operating model railways, both apparently Lionel "O" gauge - one of the 1930's vintage and the other of the late 1950's. Other railway car models on display are either commercially made (as for the French National Railways) or normal "tinplate" (as for the Burlington "Pioneer Zephyr" the Pennsylvania "Senator" or the Boston & Maine Geeps).

THE PHOTOMONTAGES have been produced by the photographic departments of the Canadian National and Canadian Pacific and include some of the most excellent works of that peerless photographer, Nicholas Morant.

WITHOUT QUESTION, FERROVIA is for the mass of curious visitors to MAN AND HIS WORLD. To the casual observer, it is impressive and with the background sounds of steam locomotives at work, it is tremendously atmospheric. But to the railway enthu-

siast, it is something else. The scale of the models as well as the names of the exhibitors are difficult to find. Since both of the operating layouts are essentially "store-bought" they are not representative of the scale model builder's art. They are operational only in the sense that one train runs around and around a circular track at a constant speed, except when they are interfered with by experimentally-minded attendants. There is no one ordinarily present who can provide even the most elementary information about the various exhibits.

IT WOULD HAVE been eminently desirable to produce an exhibit which might have illustrated the development of the railways of Canada and elsewhere in an orderly and informative fashion. But this is NOT what was wanted, because the majority of the crowds would have been completely and totally unconcerned with anything logical and informative. They want to be impressed. They are! The locomotive bell on display is fitted with a white pull-cord and despite valiant attempts to muffle it, the pavilion is constantly "ringing" with its merry peal.

SHOULD YOU go to see FERROVIA? Yes, of course! Not only will it assuage your curiosity, but it will provide you with a good idea of what can be done with a small budget and good strategy. It will also give you an additional yardstick which you may apply to other similar activities in the Montreal area, the Ottawa region, the Toronto district and Upper Canada Village. Not only that, but admission to "Ferrovia" is included in the general admission fee for MAN AND HIS WORLD! (1968 et seq.).



Mr. Charles Bertrand and Mr. André Bachand of the Montreal municipal Shops Department, main designers of the new FERROVIA pavilion, get a work-out on an "old" handcar. The handcar is on a revolving table and, together with a mannequin representing a tramp, form part of the main display in the pavilion.

Photo courtesy Montreal STAR.

THE

JUNE, 1968

# THE SCOTIAN RAILROAD SOCIETY IS FORMED MARITIME EXPRESS

IT IS WITH GENUINE PLEASURE THAT the formation of the SCOTIAN RAILROAD SOCIETY of Halifax, N.S. is recorded.

As a result of two very successful railroad excursions, under the sponsorship of the Scotian Model Railroad Society of Halifax, in the summers of 1966 and 1967, it was decided to form a society to further the railroad enthusiast fraternity in the Maritime area, to promote the establishment of a railroad museum and to provide a facility for publication of information about railroading in the Maritimes. From this latter aim, the publication MARITIME EXPRESS was born.

UNDER THE DIRECTION of Mr. H.B. Jefferson Chairman of the Publications Committee, Mr. Yves R. Martel acts as Editor. Volume 1, Number 1 (June, 1968), contained two good feature articles on the Canadian National's MARITIME EXPRESS (for which the publication is named) and on the two S.M.R.S. excursions to Upper Musquodoboit (in 1966) and Pictou (in 1967).

HALF A PAGE OF VOLUME 1 NUMBER 1 was devoted to diesel data, - featuring CNR class CR12d, nos. 1622-1629. The pictures of the CN's MARITIME EXPRESS on pages 4 & 5 were a little light, but the printing quality is bound to improve with experience. There was a detailed report on the Society museum project, and a description of the CNR baggage car 8018, recently donated to the Society.

OUR ASSOCIATION SHOULD BE flattered by the subject chosen for the cover of Volume 1 Number 1, which was a head-on view of Maritime Coal, Railway and Power Company's Number 10, jogging along with the CHHA's excursion train, in 1961. It is a very dramatic picture, indeed, and is an excellent choice for the cover of the first issue.

INQUIRIES ABOUT THE SCOTIAN RAILROAD SOCIETY should be directed to the Secretary, Scotian Railroad Society, P.O. Box 798, Armdale Postal Station, Halifax N.S.

WE WISH THE NEW SOCIETY MANY HAPPY years of successful operation, and we await with keen anticipation the publication of many interesting stories on Maritime railways in the pages of the MARITIME EXPRESS.

# THE SAGA OF

## No. 3

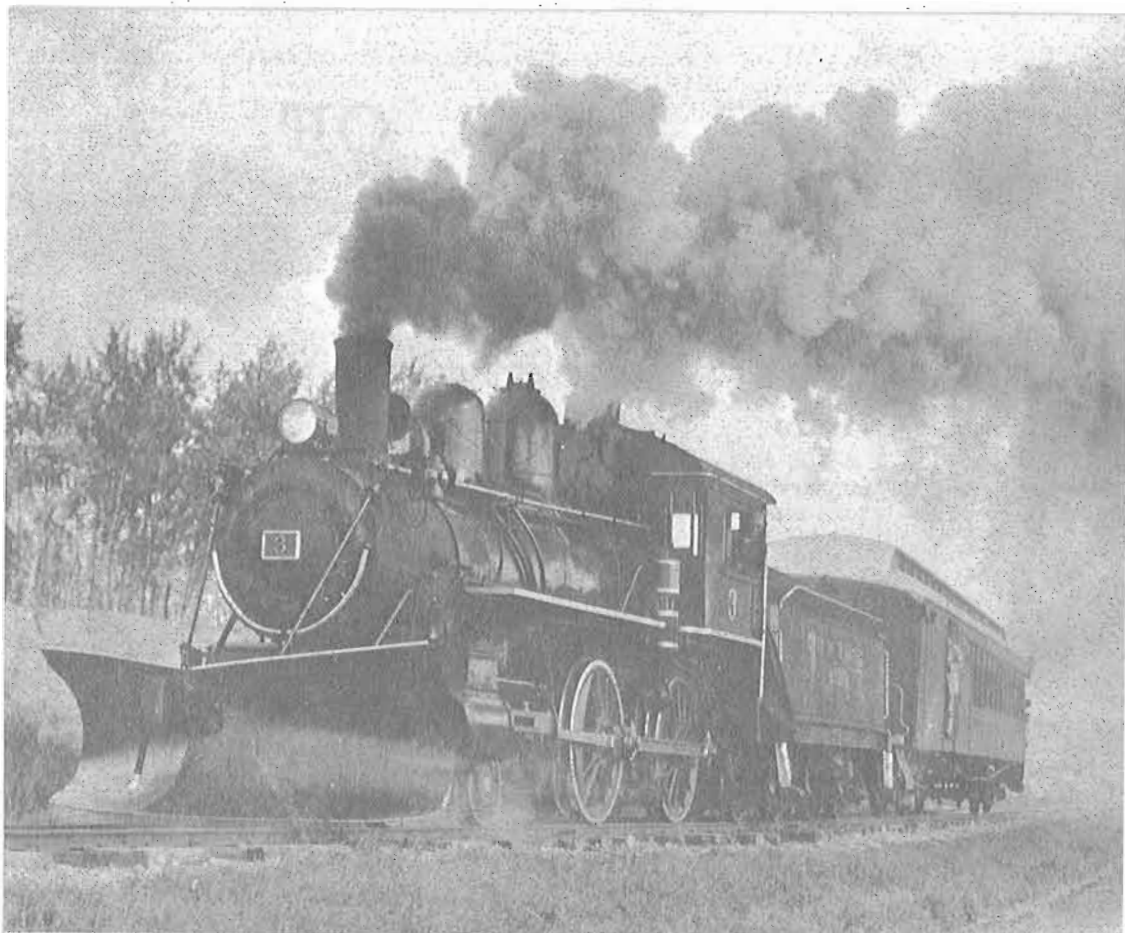
S.S. Worthen

**I**N THE MAY, 1967 issue of CANADIAN RAIL, there was a short report on the CLAYDON CANNONBALL, otherwise described as Winnipeg Alderman Leonard Claydon's attempt to tour the City using Winnipeg Hydro steam locomotive number 3. Further developments during 1967 are described by Messrs. Younger, LePage and Downing, Association members in Winnipeg.

ALTHOUGH WINNIPEG HYDRO number 3 and the City Fathers had raised a pretty good head of steam, during the first quarter of Canada's Centennial Year, it just wasn't sufficient to move number 3. So, number 3 sat in the Water District Yard in St. Boniface from October, 1966, unprotected from the weather. Being much concerned about the possible damage to the 85-year old veteran, the Manitoba Live Steamers Association applied to the City Council, for permission to maintain and test operate the engine. This permission (authority) was granted in May 1967. Greater Winnipeg Water District Railway agreed to allow operation on their tracks while Great West Coal Sales Company supplied 4 tons of coal. Shell Oil Company, Limited donated the needed lubricants for the locomotive. CN and CP motive power departments offered technical advice and personnel to assist in preparations for steaming up number 3 for the first time in 6 years. Messrs. Ralph Grant, Ed Colson, and Wilf Henderson, regular CN engineers, were the volunteer engine crew. It looked like number 3 was all ready to go!

ON JUNE 22, NUMBER 3 made a yard-limit trip of one mile and performed admirably. The next day, a repeat performance was given. Eight days later, on June 31, number 3 was again in steam, not to make a test run, but to be the "star" of a Canadian Broadcasting Corporation recording project. Just when the project seemed to be on the brink of success, complex legal technicalities intervened, and number 3's fire was dropped, pending resolution of these problems.

THE SUMMER SLOWLY rolled along, and no solutions were available. Despite the efforts of John LePage, Ralph Grant, Ed Colson and Gordon Younger, no continuous operation could be arranged. However number 3 was in steam again on September 4, for boiler treatment purposes, and finally ended the season on October 14, with a trip to Deacon - eight miles out and eight miles back on the tracks of the Greater Winnipeg Water District Railway.



SINCE THEN THE undaunted enthusiasts have been trying to sort out the legal tangle, to permit operation of number 3 over CN trackage, from St. James to Grosse Isle, Manitoba, 15 miles northwest of Winnipeg. The combo to be used was built in 1908 by the Pullman Company for the Keweenaw Central Railroad in northern Michigan. The Winnipeg Hydro bought it second-hand in 1920, when the K.C.R. closed down.

IN ORDER TO raise the starting capital of \$6000 which will be required, the Vintage Locomotive Society has been organized and membership certificates at \$1 each are now available. Railroad enthusiasts interested in becoming members are encouraged to write to Mr. K. Gordon Younger-267<sup>V</sup>ernon Road-Winnipeg 12, Manitoba, Canada. A Winnipeg printing firm has agreed to print 10,000 certificates free of charge. A second firm has offered to contribute the advertising material. The Society has applied to CN'S legal department for permission to operate the train, over company trackage, from the Broadway and Main Street station. Crown Life Insurance Company has prepared a prospectus in the amount of \$3 million, in order that all parties involved will be protected.

MEANWHILE THE VINTAGE Locomotive Society have accumulated some spare parts and private industry has been prevailed upon to provide essential maintenance for



PRAIRIE DOG  
CENTRAL

JUN - 9 '68

WINNIPEG  
MANITOBA

the engine. Additional offers of assistance have come from CN's Transcona Shops. This Winter, number 3 has been resting in the Hydro's St. Boniface Yards, carefully swathed in tarpaulins-front and back, which have protected it from the snow and sleet in anticipation of next years trip over CN's Oak Point Sub.

AND SO ALTHOUGH the initial plans may have gone somewhat awry, and despite the footling of the City Fathers, and notwithstanding the apparently insoluble legal complexities, our stalwart enthusiasts in Winnipeg ARE going to bring their admirable project to fruition. Operation in the summer of '68 seems likely and it is an "odds-on" certainty that number 3 and combine will be a front-runner in 1970-Manitoba's Centennial Year!

VINTAGE LOCOMOTIVE SOCIETY

N<sup>o</sup> 710

## MEMBERSHIP CERTIFICATE

This Certifies That THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

is a member in good standing of the Vintage Locomotive Society and is herewith invested in the Order of the Tallonpot. While of small monetary value, this membership is priceless as an expression of civic pride in our train and community.

Outside of this pride of membership, the only other privileges afforded are the joy in ogling, photographing, reminiscing, and any and all other happiness steam locomotives offer the true railroad lover.

In Witness Thereof, the said Society has caused this Certificate to be signed by it's duly authorized officers at Winnipeg, Manitoba, this \_\_\_\_\_ day of \_\_\_\_\_ AD 19 \_\_\_\_\_



*John L. Page*  
JOHN L. PAGE

*K. Gordon Younger*  
K. GORDON YOUNGER

A SAD,- PERHAPS DISCOURAGING FOOT-NOTE must be added to the foregoing. Things have changed a little,since it was written. Prior to the trip via CN to Grosse Isle,the CNR requested liability insurance to the value of \$ 2,700,000. As you can imagine, the premium on such a sum is astronomical. Then,when the run was re-planned for the G.W.W.D. line,conversations with Winnipeg civic law department "experts" revealed that they,too,required \$ 1,000,000 insurance coverage with a deductible of \$ 100,000. The cost for this amount for 6 months is \$ 800.

NOTWITHSTANDING boiler insurance to an amount of \$ 10,000,already obtained on number 3, the City of Winnipeg asked that it be raised to from \$ 20,000 to \$ 25,000. Moreover,operations insurance is considered essential,lest a derailment should force halting operations,with a consequent loss in revenue.

HOW CAN RAILWAY ENTHUSIASTS ORGANIZE AN operation of any kind when such requirements are forced on them ? In any other circumstances,- particularly if the plan had been formulated by a bureaucracy anxious for recognition by the citizens,no difficulty would be introduced.

THE PROGNOSIS FOR NO.3 and the Winnipeg operation look rather poor,- for 1968,at least.However, there is a Centennial brewing in Manitoba soon, and this may change the possibilities somewhat. Let us hope that this will come about,and that No. 3 WILL RUN !



## COVER

IN THE DAYS BEFORE the National Capitol Commission began redesigning our Nation's capitol,- Ottawa, the cars of the Hull Electric Railway crossed the Interprovincial Bridge to Union Station. Mr. Pierre Langevin,our member in Ottawa,has drawn this sketch from memory,showing the northern entrance to Union Station,together with the Chateau Laurier Hotel on the left and the locks of the Rideau Canal,on the right.The centre track is the Canadian Pacific's line from Hull.



## CARTOON

Canadian Rail is pleased to announce that we have obtained the permission of Mrs. G.Moore to use the famous cartoons of her late husband Mr. Gordie Moore. Mr. Moore drew for the Montreal Gazette for years under the heading 'Around Our Town', many of his works poke fun at the Montreal Streetcar Operations of the day, and we are pleased to present the first this month on our back cover.



# POWER



CANADIAN NATIONAL RAILWAYS



Deliveries: up to 30 June 1968.

ROAD NUMBER	BUILT	REGION	ROAD NUMBER	BUILT	REGION
2039	03/06/68	Atlantic	5052	14/06/68	Great Lakes
2040	03/06/68	Atlantic	5053	14/06/68	Prairie
2041	13/06/68	Atlantic	5054	28/06/68	Prairie
2042	18/06/68	Atlantic	5055	28/06/68	Prairie
2043	21/06/68	Atlantic			

Retirements: up to 30 June 1968.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
852 a	A-613	GMD	1954	07/06/68
3000	79124	MLW	04/11/53	05/06/68
3238 b	M-3478-10	MLW	27/04/67	06/06/68
3808	81213	MLW	1955	05/06/68
4286	A-1643	GMD	1959	05/06/68
6700	2850	CLC	14/12/54	10/06/68
15707				05/06/68

- a) Sold to Columbia Cellulose from the Mountain Region on 07 June 1968. The unit was repainted solid yellow with a green "C" on the cab. It left Vancouver for Williams Lake, B.C. on 14/06/68.
- b) Unit involved in an accident at Pefferlaw, Ontario. See C.R. #199, Page 133, for details.

Transfers: up to 30 June 1968.

Unit 8211 was transferred from the Atlantic Region in Moncton, to Port Aux Basques, Newfoundland, on 01 May 1968 to switch the standard gauge marine terminal located there. #6 was transferred from Calder on the Mountain Region to Saskatoon on the Prairie Region on 23 June 1968.

\* \* \*

POWER PHOTOS #47 TO #50: #47 shows CN 6533 waiting with Train 2 for a westbound freight in CTC territory at Miette, Alberta on 29 April 1966. #48 shows the freight, headed by CN 4120, starting to take the siding. The last photo of the sequence, #49, shows the move near completion, and Train 2 ready to leave. Photo #50 shows the train board at Victoria, B.C. on 20 February 1968. Although the chalk marks are virtually unreadable, this board is still in daily use. All photos by Eric W. Johnson.

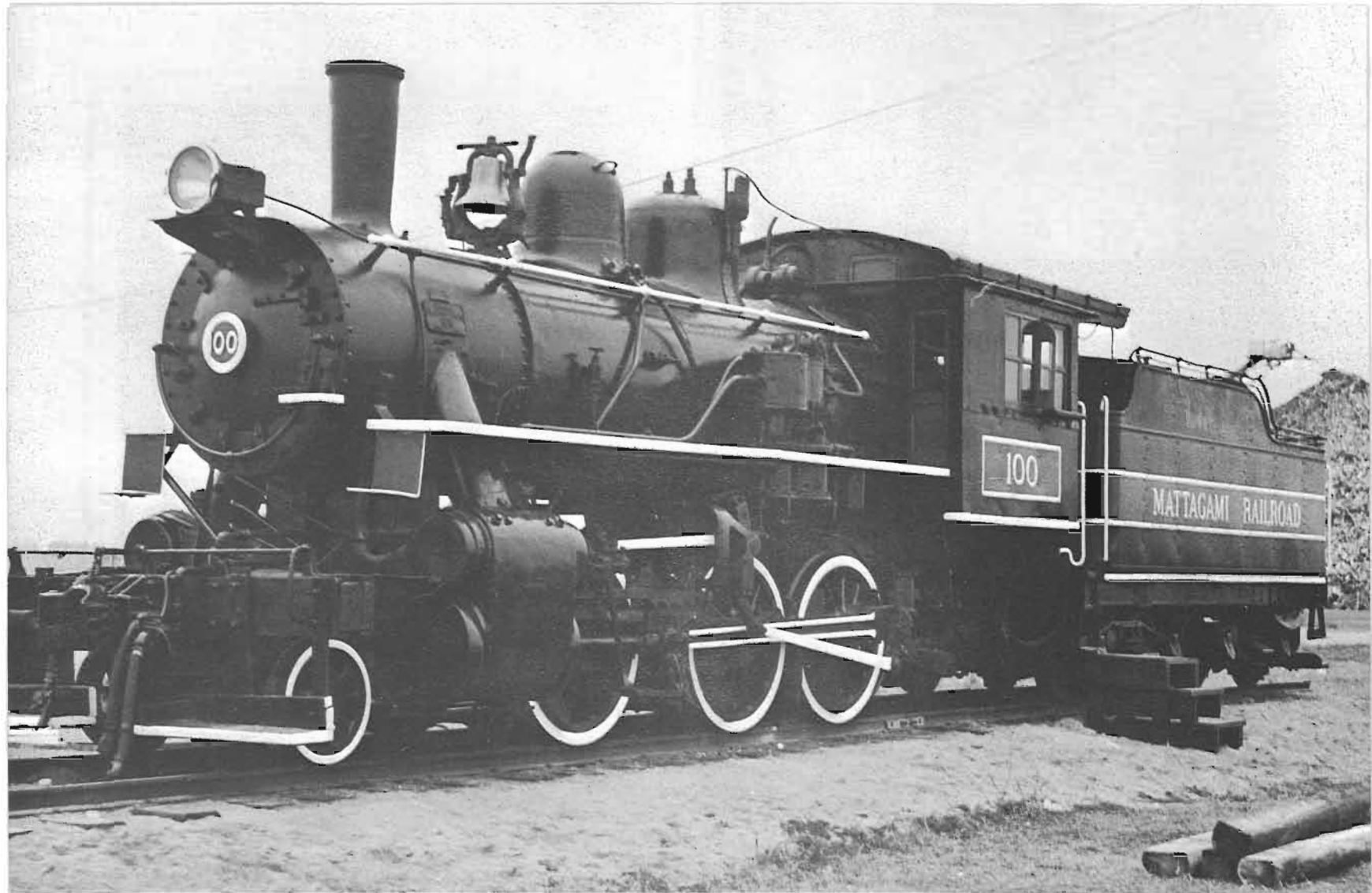




**ESQUIMALT & NANAIMO RLY.**

**VICTORIA**      **DATE** [REDACTED] 196[REDACTED]

Train		Due	Expected to arrive
Nº 1	Northbound	[REDACTED]	[REDACTED] P.M.
Nº 2	Southbound	[REDACTED]	[REDACTED] P.M.
Daily except Sunday			
X Standard Time X			



# SI MONUMENTUM REQUIRIS, CIRCUMSPICE

**B**efore the turn of the century, it was customary for the owners and proprietors of various and sundry switching lines to exchange annual passes with their larger associates. The traditional logic behind this rather lopsided exchange was that, while the tiny switching lines weren't anywhere near as big as their transcontinental counterparts, they were "just as wide". Sometimes they were also more profitable!

INCORPORATED IN 1927, the Mattagami Railroad Company was necessary for a very particular reason. Who could have foreseen, during the construction of the transcontinental line which later became part of Canadian National Railways, that it would miss, by three miles, the location of a very important industrial development?

IN THE BEGINNING, there wasn't even a station at this location but in 1927, a large paper mill was constructed on the Mattagami River, three miles from the Canadian National's main line. This was the situation, - and it posed a problem. The solution was the construction of the Mattagami Railroad.

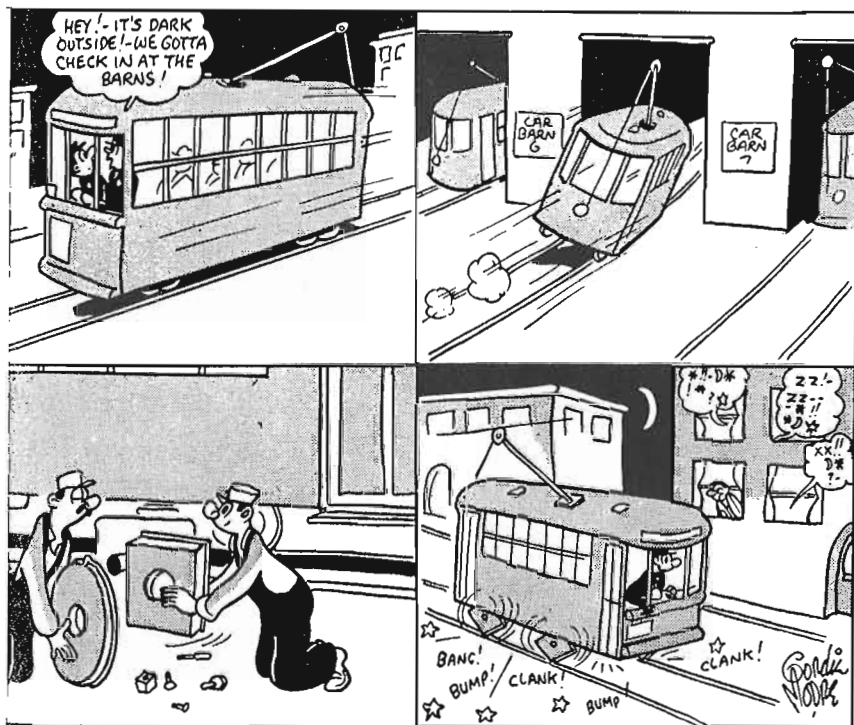
IT IS SAID THAT if you stand at the mid-point of the Mattagami Railroad, you can see both ends. On a clear day, that is! With the amount of traffic normally handled by this short-line, it is doubtful that you could stand on the right-of-way that long. Until 1967, you could buy a ticket and travel the three miles as a passenger. But with the declining passenger traffic, the Company decided to discontinue passenger service. In 1966, only 50 passengers were carried. On the other hand, it is estimated that in its 50 year existence, the line has carried over 6 million tons of freight, mostly raw materials for, and finished products of Abitibi Paper Company's large paper producing mill, which is Smooth Rock Falls, Ontario.

ALSO MADE OBSOLETE by changing patterns in railway motive power technology is Mattagami Railroad Company's number 100, - a veteran 2-6-0, which, for many years, performed yeoman service over the three miles to Smooth Rock Falls Junction. Normally, financial requirements might have dictated that Abitibi convert the loyal old locomotive to scrap, but in a magnanimous gesture, the Company decided to present the veteran to the Town, as a permanent memorial. And so, on September 29th., 1967, Abitibi Paper Company Limited presented the ancient steamer to the Town of Smooth Rock Falls, Ont. The restored 2-6-0 will be permanently located in front of the Town's hotel.



**STRIKE** We regret the delay you experienced in receiving your July-August issue. We were caught in the Canadian postal strike which at the time of this writing is still in effect.

## SQUARING OFF



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