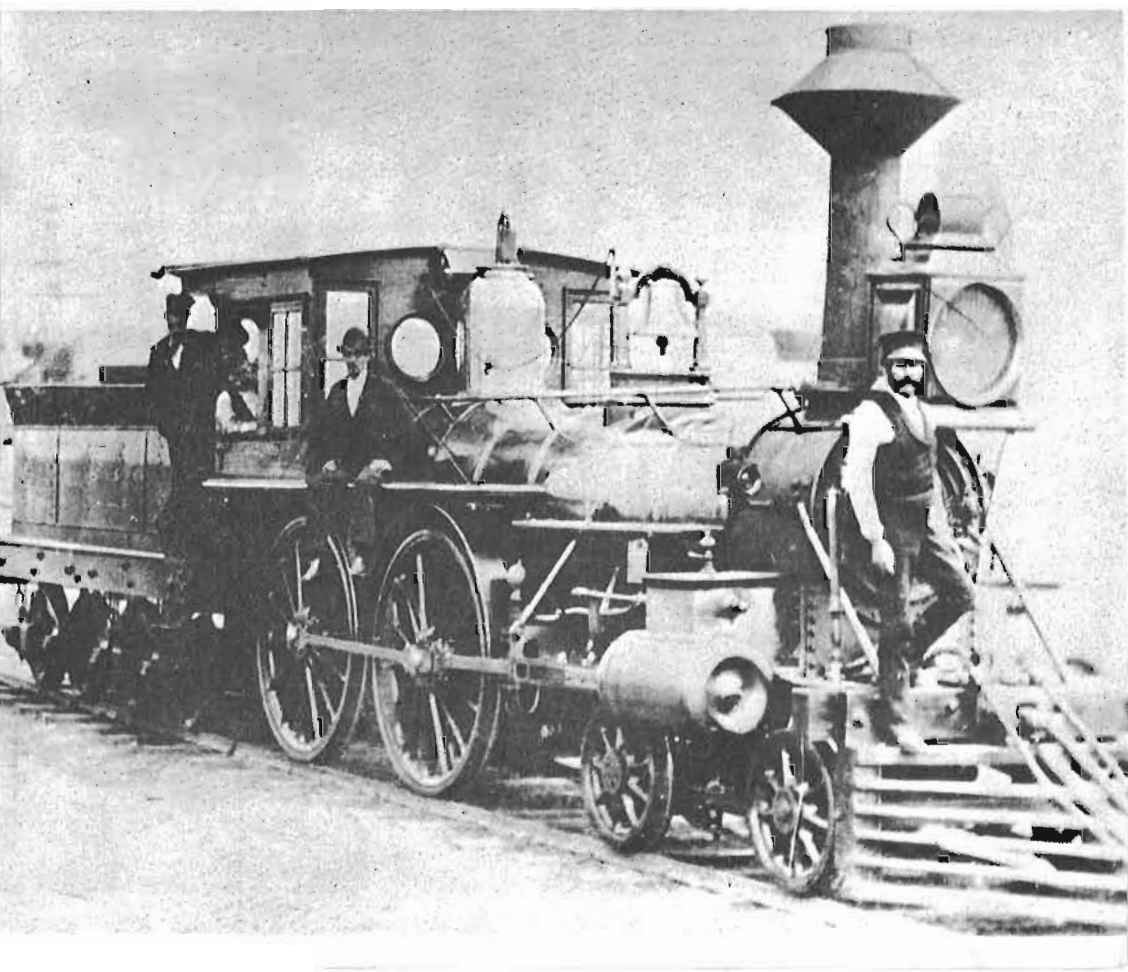


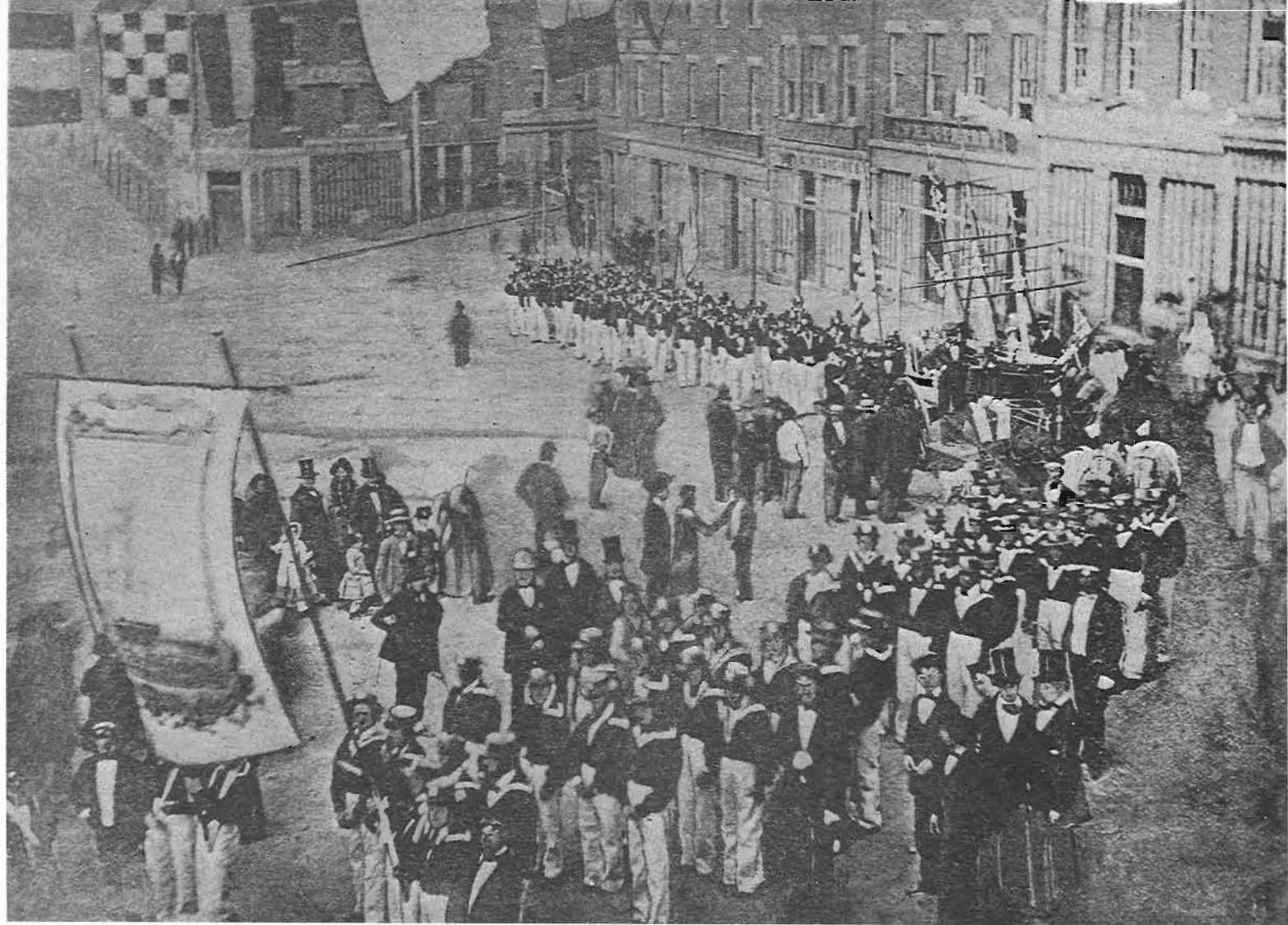
Canadian Rail



NO 206

JANUARY 1969





EUROPEAN & NORTH AMERICAN

I N THE FIRST MONTH OF THE
New Year,CANADIAN RAIL is
proud to present two very
interesting articles tr-
eating the same subject .

Usually,such a presentation is frowned upon by both author and editor,but inasmuch as these two stories are so complimentary, it is considered proper that they should be presented in the same issue. The HISTORICAL SKETCH OF THE EUROPEAN AND NORTH AMERICAN RAILWAY is by our member Major C. Warren Anderson,resident of Sussex,N.B.,and describes the early drama of building the railway in that area. THE EUROPEAN AND NORTH AMERICAN RAILWAY,by Mr. R. Ian Stronach,is the result of a summer project , while the author was spending a holiday in New Brunswick. Mr. Stronach provides a wider examination of the subject,with an interesting description of the "life and work" of this railroad,- the second in New Brunswick and the first "main-line" proposal in this region. Mr. Stronach is resident in Montreal.



COVER

THE PROUD BEAUTY ON THE COVER,THIS MONTH,is Engine No. 8,LOOSTAUK, of the European and North American Railway.Built by Fleming & Humbert of Saint John,New Brunswick,in 1858,she became No. 31 of the Intercolonial Railway in 1872 and ended her days being sold to J. H. Beatty of the Record Foundry,for scrap,in 1882.Driver Allen Rand,appointed to this position in 1858,stands on the cowcatcher. "Looshtook" is an Indian word meaning "long river".

Photograph courtesy Dr. George McBeath.



INSIDE FRONT COVER

The GRAND PARADE assembled to mark the occasion of the "turning of the first sod" on the European and North American Railway,Saint John,N.B.,September 14,1853.Visible is the horse-drawn float of Messrs. Reid & Wright's "Black Ball Line" with a model full-rigged clipper-ship "William Jackson" and a screw propeller steamer,flying the Black Ball flag. During the procession,a small model brass cannon on the deck of the "William Jackson" was fired repeatedly.Photo New Brunswick Mus.

AN HISTORICAL SKETCH OF THE EUROPEAN AND NORTH AMERICAN RAILWAY

with special reference

to its

ARRIVAL IN SUSSEX, N.B. ON NOVEMBER 10, 1859.

Major C. Warren Anderson

Sussex, N.B.

A proposal to build "a railway for wagons" from St. Andrews, New Brunswick, to Quebec was made by a Mr. Fairbairn in the UNITED SERVICES JOURNAL of 1832 and as far as is known, this is the first notice of a project for introducing the railway system into this part of North America.

This proposal awakened the people of the Province of New Brunswick to the new scheme of things in Transportation, and on October 5th., 1835, - nearly a year before the steam locomotive arrived on the scene in British North America, a few prominent citizens of the town of St. Andrews met to consider the proposition of building a railway from St. Andrews to Quebec and the surveys were made the following year. The Webster-Ashburton Treaty concluded between the United States, Great Britain and her Canadian colonies in 1842, had regulated the boundary between the eastern States and British North America. It gave to the State of Maine most of the territory through which the proposed railway was to run and although some progress had been made on the line west from St. Andrews, and trains were running to Chamcook early in 1851 the original plans for the line were never carried to completion.

Between 1845 and 1848, surveys were made on a proposed line of railway between Halifax, N.S., and Quebec. One survey was begun by a Captain Pipon of the Royal Engineers, but as he lost his life in 1846, trying to save the life of a boy of the surveying party who had fallen into the Restigouche River, the work was carried on by a Major Robinson. Captain Pipon is buried in the old cemetery, in Fredericton, N.B., and a plaque to his memory is in St. Anne's Parish Church in that city.

Excitement ran high during the summer of 1850, when an announcement appeared suggesting a scheme for building a railway between Halifax, Nova Scotia and Portland, Maine. This new railway was to be called the European and North American Railway and it formed part of a plan to shorten the time taken for travelling to North America from Europe, by using railways and fast sailing vessels between inland cities in North America, Halifax, Ireland and Great Britain, rather than vessels from Boston and New York. The use of railways as connecting links would speed up the journey, - instead of using the slower "all-water" route.

To further this project, a convention of statesmen and business men from the United States and Canada was held at Portland, Maine, in the latter part of July, 1850 and several representatives were sent from this Province. Upon returning home, the delegates lost no time in getting down to business. Their first convocation was held on the afternoon of August 15th, 1850, and this meeting we are told, was "enthusiastic and highly respected". The chairman expressed warm sentiments favouring the railway and suggested that the same legislative encouragement be given to the new operation that had been given to the Halifax and Quebec Railway, - surveyed in 1846 and which seemed to have been thereafter abandoned.

In spite of all this enthusiasm, the railway question rested in abeyance when the Legislature of New Brunswick met in February 1852, and Governor Head's opening remarks were largely devoted to the subject of railways. After much discussion pro and con, the Government of the day carried its railway resolution by a large majority.

The European and North American Railway Company had been chartered under the authority of 14 Vic. Cap. 1, in 1851, with Mr. Robert Jardine as President of the New Brunswick company. A contract was entered into with Messrs. Peto, Jackson, Brassey and Betts, - prominent English railway contractors, for the building of a line of railway between Saint John, N.B. and Amherst, N.S., and also from Saint John to the International Boundary with the State of Maine. This contract was signed at Saint John, at twelve noon, on September 29th, 1852 and the Volunteer Artillery of the City, commanded by Major Foster, fired a salute from Chipman's Hill.

It is worthy of note that one of the subcontractors was a Mr. John Brookfield, - a civil engineer and a native of England. He was born in 1808 and died in 1870. He did most of the construction work on the railway, in and around Saint John and Rothesay, as well as Contract No. 10, at Sussex, N.B., after the first contractor gave up the work. It is said that his experience in the undertaking proved to be financially disastrous, as a result of misplaced confidence, although the knowledge gained (as later events were to show) largely compensated him for the capital which had been lost. John Brookfield founded the firm of Brookfield Construction Company in 1860, - moved to Halifax, N.S., in 1867, where a head-office was maintained until recent years. The firm was engaged in construction work at the Canadian Army Camp, Oromocto, N. B., but went into receivership March 13th, 1958. This seems to be a reflection of their 1858 experience.

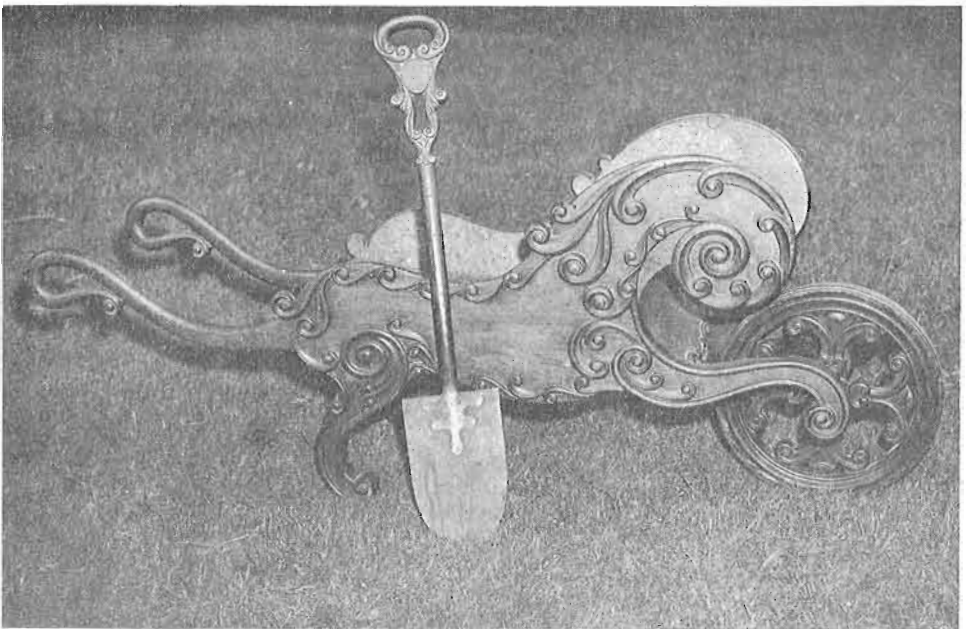
The "turning of the first sod" on the line of the new railway between Saint John and Shediac took place on the 14th. of September, 1853. It was a day of great rejoicing in Saint John and we are told that

"the weather was most propitious, on Wednesday, for the imposing demonstrations which took place in this city. At early dawn, a salute was fired from Fort Howe, by the militia artillery and soon after eight o'clock, members of the different trades and other bodies were seen hurrying to their place of meeting to join in the procession which had previously been arranged according to the programme, by Chief Marshall Charles Johnson, High Sheriff and a committee from the Railway Company."

The number of persons in the procession alone was about 5000 and the line extended over a mile in length; it was an hour passing one point. A "Railway Song", composed by a Mr. Redfern, was printed and thrown off the Printers' flat, as it passed along in the parade. This parade evidently assembled near the King Square, proceeded along by way of Brussel Street to the Celebration Grounds in the valley, near St. Paul's Church. Here, a pavillion had been erected, where the Lieutenant-Governor and his suite arrived about one o'clock, - to be received by a Royal Salute, fired by the

photo below

The famous WHEELBARROW AND SPADE, - used on at least two "sod-turning" occasions. Designed as a stylized lion, the barrow is of black walnut, encircled with a brass rim and having a birds-eye maple interior and a butternut wood bottom. The spade has polished steel blade and a carved black walnut handle, with a silver shield in the centre of the carving. The whole was deposited in the Library at the University of New Brunswick, Fredericton, for safekeeping. Photograph from Maj. C.W. Anderson.



local artillery. Mr. Robert Jardine, President of the Railway, read an address of welcome, which was replied to by His Excellency; next the Reverend J. A. D. Gray, Rector of Trinity Church, offered an appropriate prayer for the day and the undertaking.

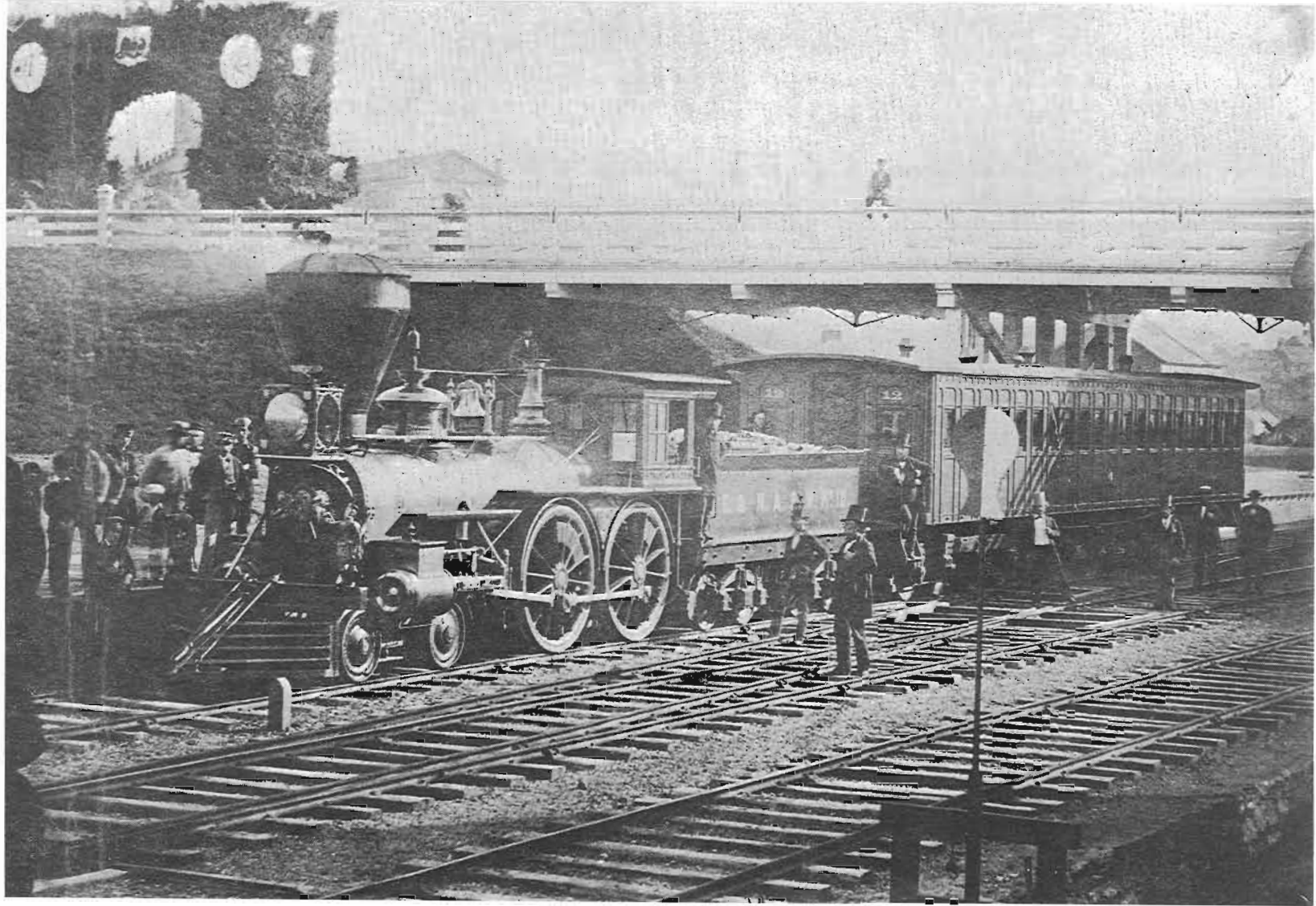
The climax of the ceremony now ensued, - "the turning of the sod". Mr. Jardine presented Lady Head with the shovel, which had been especially made for the occasion, and asked if her Ladyship would be graciously pleased to commence this great work. With a gracious self-composure that won the admiration of all hearts, but with a blushing and thoughtful face, Lady Head turned the turf, and assisted by Mr. Jardine and Mr. Hazen, deposited it in the elaborately wrought wheelbarrow. Sods were thereafter deposited by the Lieutenant-Governor, Mr. Jardine, Captain Robinson, Mr. Poor of Portland, Maine, the Mayors of Saint John and Fredericton, the President of the Mechanics' Institute and Commodore Shubrick of the United States Navy. His Excellency then rolled the barrow along the platform and dumped the turfs amidst the cheers of the spectators. Upon the Lieutenant-Governor's retirement, the people dispersed and the various trades, reforming in line, moved along Portland, Dock and King Streets to the King Square, where they disbanded.

A luncheon was held at the Customs' House where, together in company with His Excellency the Lieutenant-Governor and party, not less than seven hundred guests sat down. The doors were opened at three o'clock, with Mr. Jardine in the chair. The assembled guests ate, drank and toasted the notables and themselves until five thirty when, as one reporter naively remarked, "We could no longer see to take notes", - whether it was from the lack of light in the late afternoon or over-indulgence, we are unable to determine.

Commencing at about seven o'clock, a display of fireworks on Jeffrey's Hill "gave general satisfaction to the assembled thousands". A "Great Piece", with the motto "Success to the Great Undertaking" seemed to please the spectators very much. A grand and gala ball was held in a new building, recently erected for a foundry, near the Valley Church and named the "Railway Pavillion". The dancing commenced at nine o'clock and "was kept up with spirit" until well past midnight, by the eight hundred persons present. A sad accident marred the evening's pleasure. About one o'clock, at the time when the crowd was dispersing, the gallery supporting the "symphonic band" gave way and in falling, fatally injured a young man, Mr. Thomas Wetmore Rainsford, who was dancing with a Miss Bell. The newspapers in reporting the accident next day, said
 "thus terminated a day..... a most glorious
 beginning and continuance..... ending with a
 dreadful accident."

Mr. Rainsford lies buried in the old cemetery in Fredericton, N.B.

Several banners and ships' models, carried in this parade, are now deposited in the New Brunswick Museum, while the wheelbarrow and spade are in the Library at the University of New Brunswick. After remaining in the Mechanics' Institute for a number of years, these two items were taken to Fredericton and used in the "turning of the sod" of the Fredericton Railway, Rose Valley, November the 4th., 1867. The spade was again used in the turf-turning of the Riviere du Loup Railway at St. Mary's Village, May the 7th., 1872.



Celebration Street in Saint John, is so named in honour of this great event. The people living in number 23, Celebration Street, claimed that the centre of a rocked-in flower bed, in the exact middle of their lawn was the precise spot from which the first-dug sod was taken. Be that as it may.....!

A special meeting of the Directors of the Railway was held at noon on September 15th., 1853. The railway terminus at Saint John was to be on the lands belonging to Mr. Henry Gilbert, in the vicinity of the Marsh Bridge and lands in the Courtney Bay area. Peto, Jackson, Brassey and Betts Co. continued the work until 1855, made little progress and during the financial difficulties of that year, - caused partly by the Crimean War, suspended operations entirely. In 1857, the Government of the Province of New Brunswick took over that part of the Railway between Saint John and Shediac as a government work, - the original name of the road - the European and North American Railway being preserved for this portion. Shortly after the government assumption of the work, a different terminus in Saint John was selected. The track, after crossing the creek about a mile eastward of the Marsh Bridge, was altered so as to pass, in a straight line north of the creek, close to Gilbert's Island and through the Valley and Mill Pond to a station at Mill Bridge.

" On March 17th., 1857, the first locomotive on the Saint John to Shediac line was put in motion, and witnessed by a large gathering of people. At three o'clock, the train consisting of locomotive, tender and three cars left the station at Mill Street and proceeded up the Marsh about three and one-half miles, where the rails terminated, accomplishing the distance in about twelve minutes." (Jack's - Prize Essay on Saint John - 1883)

It is presumed that the locomotive SAINT JOHN No. 3, hauled this train, as the only other engines on the road were at Moncton and Shediac. The train evidently made several trips. The cars used on this trip were ballast cars, fitted with wooden seats and it used to be said that bad boys along the line threw snowballs at the train from behind the fences, knocking the tophats off the heads of several of the Company's patrons !

The LEADER, a Saint John tri-weekly paper, announced in the summer of 1857, that "W.H.Scovil, Chairman of the Board that had charge of the Railway, advertised that on and after the 20th. of July, a passenger train will leave the Station at Mill Street, Portland Bridge, daily, Sunday excepted, for the head of the Marsh at 9 o'clock a.m. and 12 o'clock noon, and at 4 and 6 p.m., calling at the following places: Garden Street, near the Valley Church; Gilbert's Lane; Drury's Lane; Ashburn Lane; the Three Mile House and Donovan's Lane. Single passage, six pence or fifty tickets for twenty shillings."

The section of the railway between Moncton and Shediac was opened on August 20th., 1857. Again, gravel cars fitted with board seats were hauled by the locomotive HERCULES and SAMSON from Moncton to Shediac, - the ride being free! Most of the town's inhabitants got on board, assisted by Conductor W.B.Deacon of Shediac .

The night before this "free jolt and cinder bath", an engine had crossed the Hall Creek bridge, where the final spikes had been driven to complete the railway between these two places.

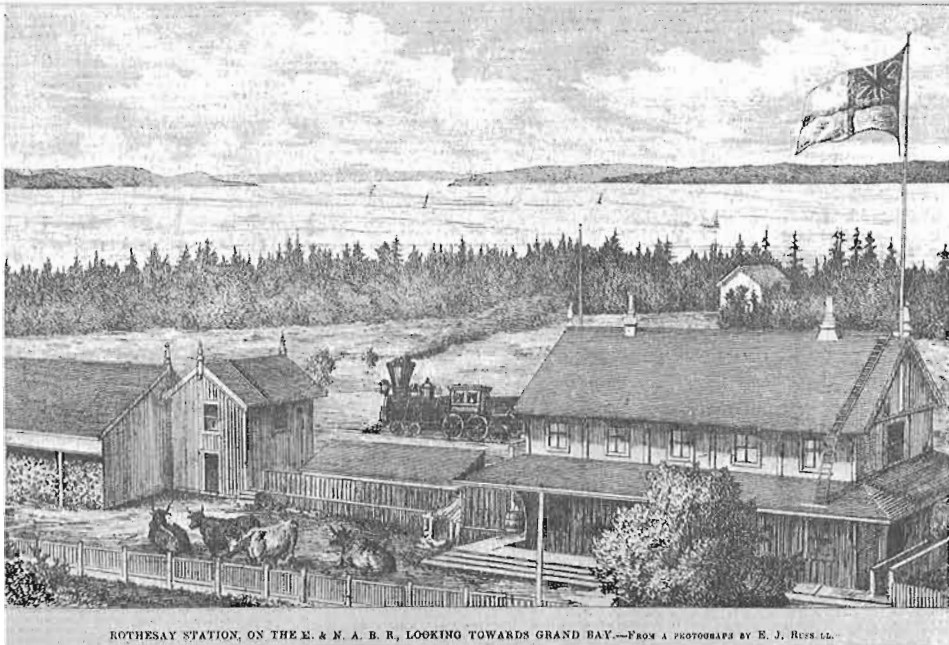
The line from Coldbrook and Rothesay was opened for traffic on June 1, 1858. A "shanty town" had been established (accidentally) at Quispamsis and to accommodate the Irish labourers, a Roman Catholic church had been built in 1854, only to be destroyed by fire about 1934. On June 18th., 1859, the Railway was completed to Ossekeag, - now Hampton station. It was at this station that Mr. F.B. Edgecombe of Fredericton, N.B. was taught telegraphy by Mr. Lew Carvell and others. Construction east from Hampton Station continued, and on November 10th., 1859, it was opened to Sussex. It is not known definitely how the event was celebrated by the townspeople but we do know that a gala dinner was held, - no doubt preceded by or followed by other suitable entertainments. The locomotive that hauled the first train could have been No. 11, - the SUSSEX, built by the Springfield Locomotive Company, Springfield, Mass., which had been purchased second-hand by the E. & N.A. in October, 1859.

The railway was to have been completed to Moncton by July 18th., 1860, as verified by a telegram received by Mr. Robert Jardine from Mr. R. Stevens, dated July 14th., which read: "The road will be ready for opening on Wednesday the eighteenth". However, a delay in obtaining rails and defects in the Salmon River Bridge delayed the actual opening until August 1st. It is thought that the rails met somewhere in the vicinity of what was later the old Ainsley Aiton Farm (Brick Yard Road). The first engine drivers to pass over the road, - Saint John to Shediac, were driver A.H. Rand, with Conductor Gavin Rainnie; driver Henry A. Whitney and Conductor William Gaunce and Zachariah ("Zack") Lord with W.B. Deacon, as Conductor. These were household names in their generation.

In Saint John, the Directors finding the price of five acres in the Mill Pond area rather expensive, determined to place the passenger station on the track between Dorchester and Garden Streets, with the engine house and car station at Gilbert's Lane. Mr John Brookfield was the contractor and the cost of all buildings was 7,054 pounds sterling.

On August 4th., 1860, amid general rejoicing, Edward, Prince of Wales, (later King Edward VII) was carried over the line, from Saint John to Rothesay. The latter place was named for one of the Prince's titles, - he was the Earl of Rothesay, in 1870. At the latter place, he embarked on the steamer FOREST QUEEN for the journey to Fredericton. The locomotive PRINCE OF WALES, No. 12, having been delivered to the Railway the month before by Messrs. Fleming and Humbert of Saint John, hauled the train. The car used by the Prince later became part of the equipment of the "Sussex Train", and was in use until 1902.

The railway's equipment at this time was very meagre. In 1861, the entire rolling stock of the road was 14 locomotives, 12 first-class cars and 6 second-class cars, 4 express cars, - mail & baggage types included, 63 freight cars and 105 platform (flat) wagons. The time-table was a simple affair. There was a train going to Point du Chene in the morning, returning to Saint John in the evening. The train which went to Sussex left Saint John at 4.30 p.m. each day, returning the next morning, leaving Sussex at 7.00 a.m.



ROTHESAY STATION, ON THE E. & N. A. B. R., LOOKING TOWARDS GRAND BAY.—FROM A PHOTOGRAPH BY E. J. RESS, LL.

The station at Rothesay, N.B., on the E. & N.A. Railway, as it looked in the middle 1860's. First called Kennebecasis Station, the name was changed to Rothesay in 1870. The station was built by Mr. Alfred Harris, being started in April, 1858 and completed about June 1 of that year. The first station-master was Mr. M.A. Cumming.

Photograph courtesy of New Brunswick Mus.

It was known as the "Sussex" or "short-line" train and continued to run up until the 1950's, - probably one of the oldest trains on this section of the road.

The salaries of the railway employees were by no means lucrative. Alexander Davidson, the terminal agent at Point du Chene received \$ 600.00 per year and the agent at Sussex, - Mr. Caleb Olive, received \$ 500.00. The other ten agents were graded down to \$ 250.00, which was the lowest and was the sum received by J. E. B. McCready, the station agent at Penobsquis. No wonder he gave up working for the railway to enter the newspaper field !

The duties of the train crew in this era, - particularly the brakeman, were various. He had to clean the passenger cars, inside and out, at the end of each trip. He was required to fill up the wood-boxes in each car and keep the stoves going in cold weather. He was called upon to assist in "wooding-up" the engines, to run the alarm cord (bell-cord) over the tops of the cars, to hustle to apply the brakes when the engineer whistled for them and when the train was storm-stayed, to shovel snow into the tender to melt into water, to feed the boiler for steam generation. This truly kept the engine "alive". As extra trains were not provided with vans, and the conductor had but one "assistant", the brakeman was obliged to ride the rear car with a flag or a lamp in his hand. More often than not, especially in the fall of the year, he had to lie down on the car roof, near the brake, shielding his face from the rain and sleet and falling leaves with his arm, as best he could. The box cars were not equipped with end or side ladders and when it was necessary to make a coupling or pull a pin, he would lower himself from the car roof to the drawbar and after pulling the pin, would catch the roof edge with his hands and hoist himself up by main force. The wages of a brakeman at that time were \$ 1.25

per day, or \$ 35.00 per month, with no allowance for overtime or detentions.

As for the enginemen, the locomotive burned wood for fuel and frequent stops had to be made to replenish both wood and water. At these stops, the Fireman was assisted by the brakeman and often by the passengers. Pumps were used to feed water from the tender to the boiler. Quite often when the water in the boiler got low, the engine had to be detached from the train and run up and down the track, so that the pump which worked off the piston cross-head could pump water to the boiler. There were no lubricators in the cab, but fitted to each steam-chest was a valve tallow-cup, into which hot tallow was poured to lubricate the valves and pistons. The tallow was kept liquid in a can or tallow-pot on the boiler back-head and the name "tallow-pot" has been bestowed through the years on the locomotive fireman, who has inherited it, ever since. The fireman's wages were about the same as those of the brakeman. Of course, those of the driver were more, being on a par with those of the conductor.

Many of the construction workers were ships' labourers, who were glad to earn a dollar a day laying ties when work in the shipyards was slack. Some were given ninety cents a day only and had to furnish their own shovels. Engineering problems that vexed our pioneer railway builders seem like child's play to their modern counterparts. Little Lawlor's Lake, near Brookville, N.B., was thought to be a bottomless quagmire over which it would be very foolhardy to send trains, risking the lives of the passengers. Today, they would drain the lake and build the right-of-way.

The extension of the European and North American Railway, west of Saint John, was begun in 1865 and was known as the "Western Extension". The terminal was at Fairville, on the west bank of the St. John River, the first sod being turned in Jone's Field, not far from South Bay. The railroad was opened as far as City Camp, now McAdam, N.B. in 1869 and the last spike of the European and North American Railway was driven at Vanceboro, Maine, on October 19th., 1871. Despite this joining of the lines of the New Brunswick company with those of its Maine counterpart, a through connection to Portland, Maine was not possible, since a portion of the route between Waterville and Bangor, Maine, had been changed to standard gauge in 1870.

The Intercolonial Railway, which took over many of the first railway lines in Nova Scotia and New Brunswick, assumed ownership of the E. & N.A. from the Province of New Brunswick on November 9, 1872. In 1873, Sandford Fleming, Engineer-in-Chief of the Intercolonial, put up a case for the standard North American gauge of 4ft. 8½ inches. The Federal Government agreed, but due to the necessity of converting the rolling stock, this change was not complete until June, 1875. After that, a through connection was possible to Portland, Boston and New York, as well as to Montreal. The first through train from Halifax, Nova Scotia through Moncton, N.B., via the Matapedia Valley (but with a connection from Saint John), arrived at Levis, opposite the city of Quebec, on July 6th., 1876.

EUROPEAN AND NORTH AMERICAN RAILWAY

Roster of Locomotive Engines

From the Report of the Manager - 30 June 1868.

1	HERCULES	4-4-0	17x20	60	June 1854	Hinkley
2	SAMSON	4-4-0	17x20	60	June 1854	Hinkley
3	SAINT JOHN	4-4-0	12x20	54	Dec.1856	Portland No.64
4	KENNEBECASIS	0-4-0	11 $\frac{1}{2}$ x20	48	Dec.1857	Hinkley
5	PETITCODIAC	4-4-0	14x22	60	Jan.1858	Hinkley
6	SCADOUC	4-4-0	14x22	60	Jan.1858	Hinkley
7	ANAGANCE	4-4-0	15x22	66	June 1858	Hinkley
8	LOOSTAUK	4-4-0	14x22	66	Aug.1858	Fleming & Humbert
9	OSSEKEAG	4-4-0	15x22	66	June 1859	Fleming & Humbert
10	APOHAQUI	4-4-0	15x22	60	Aug. 1859	Fleming & Humbert
11	SUSSEX	4-4-0	15x22	66	Oct.1859	Springfield
12	PRINCE OF WALES	4-4-0	15x22	66	July 1860	Fleming & Humbert
13	NORTON	4-4-0	15x22	66	Nov. 1860	Fleming & Humbert
14	PRINCE ALFRED	4-4-0	15x22	66	July 1861	Fleming & Humbert
3	SAINT JOHN	Sold to St. Stephen Branch Railway, June, 1866.				
11	SUSSEX	Sold to Woodstock Branch Railway, 1869.				

Two new engines being built by Fleming & Humbert, Saint John:

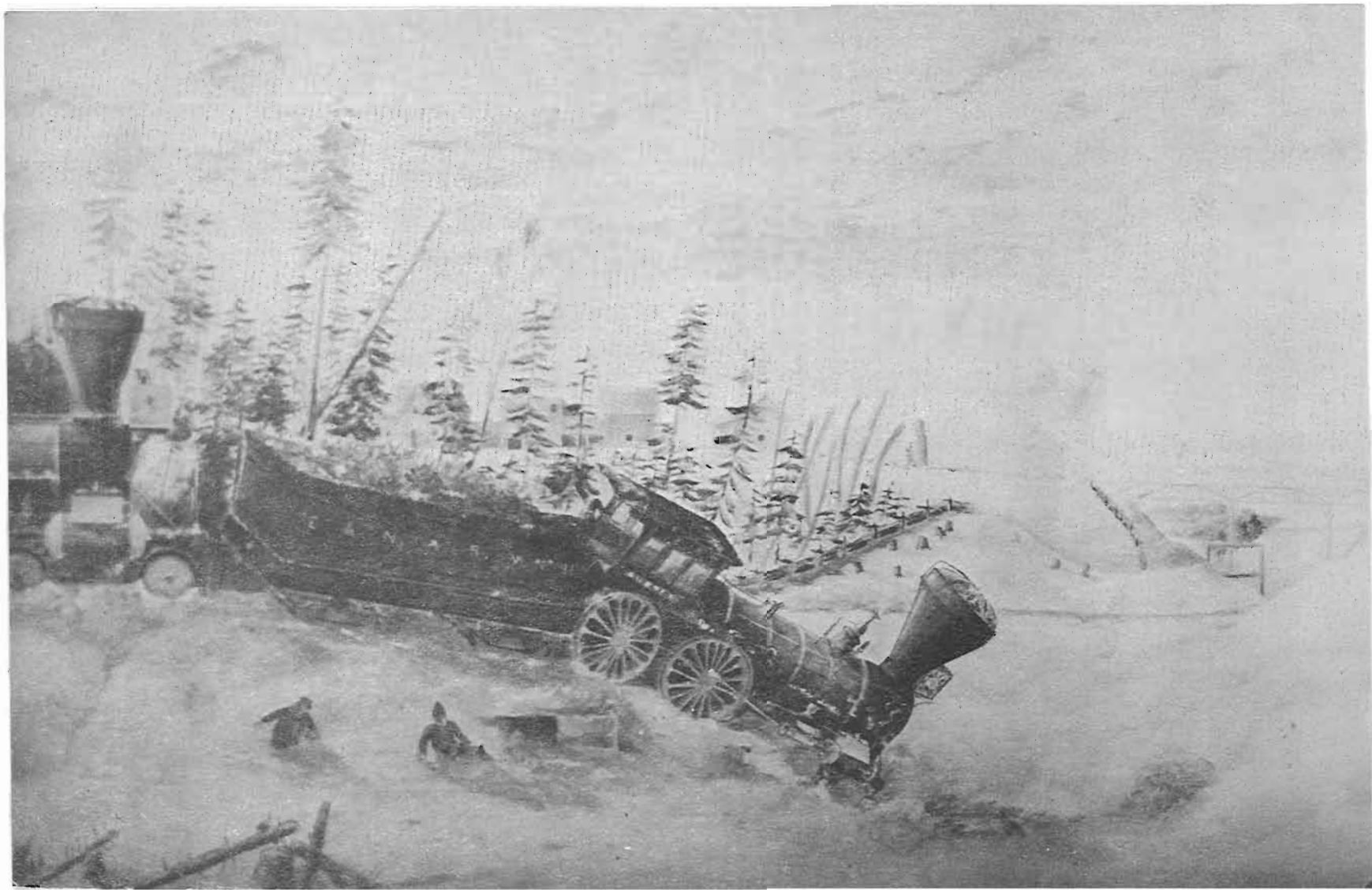
- 15 ROBERT JARDINE
- 16 BEAR

PHOTO PAGE 8: A photograph which has been widely reproduced shows E.&N.A. No. 12, PRINCE OF WALES (later Intercolonial No. 34) with the "Royal Train" of 1860, at the Wall Street Bridge, Saint John. N.B. This engine was rebuilt to standard gauge and converted to burn coal in 1875. She was sold to J.H.Beatty in 1887, presumably for scrap.

Photograph courtesy Maj. C.W.Anderson.

PHOTO BELOW: At the eastern end of the line, the station at Moncton, N.B., was just as unique as its western counterpart. Built in 1854, and demolished in 1958 it is shown here as a private dwelling at No. 10 McAllen Lane, Moncton. -Photo C.N.R.-





THE EUROPEAN AND NORTH AMERICAN RY.

R. Ian Stronach.

The European and North American Railway, which was first chartered in the Province of New Brunswick, Canada, as the Chignecto Canal and Ship Railway, was the second railway in New Brunswick. When completed, it ran from Saint John to Amherst, in the neighbouring province of Nova Scotia, via Moncton, N.B., and had a branch to Shediac, N.B., on Northumberland Straits.

The idea for such a railway was first discussed in 1850, at Portland, in the State of Maine, - some three hundred miles south of the city of Saint John. Representatives of the Canadian Provinces of Nova Scotia and New Brunswick met with their counterparts from the State of Maine. The purpose of their discussion was to plan a railway route from the ports of Shediac and Saint John to the head of the Great Lakes and Chicago, using the Atlantic and St. Lawrence-St. Lawrence and Atlantic Railroads to Montreal and the projected Grand Trunk Railway Company's line to Toronto and Chicago.

As a result of the conference, two companies were organized, and chartered, - one under the laws of the Province of New Brunswick and one under the laws of the State of Maine. Each railway bore the name "European and North American Railway Company" and was to look after the construction of the railway in the section under its jurisdiction.

The European and North American Railway which will be described is that which ran in New Brunswick. The two Companies were to join at the International Boundary, near what is now Vanceboro, Maine. On September 29, 1852, a contract for the construction of the railway from the International Boundary between Maine and New Brunswick, and the interprovincial boundary between New Brunswick, and Nova Scotia, was awarded to the English contracting firm of Peto, Brassey, Jackson and Betts. This company was very active in Canadian railway construction.

Construction was started at the western end of the railway, in 1853, but due to financial difficulties in 1855, operations were temporarily suspended until July 6, 1856, when the Government of New Brunswick purchased the line from the contractors and the new proprietors continued the work.

The first part of the line, from Saint John to Three Mile House (later Cold Brook), was opened on March 17, 1857. The second portion of the line, from Moncton to Shediac, on the eastern end of the undertaking, was officially opened on August 20, 1857. Along

with splendid celebrations, a grand excursion was run over the new line. The E. & N.A.'s first station in Moncton was a quaint little structure on the south side of the main street. When the Intercolonial Railway took control of the E. & N.A. in 1872, plans were drawn up for a new station, which was built in 1876. The old depot was relocated thereafter and was finally demolished in 1958.

The European and North American Railway Company is a long and somewhat awkward name at first, but it is quite understandable when the reason for it is known. It was the intention of the incorporators to build a railway line from Halifax, Nova Scotia, through New Brunswick to Saint John and thence to Portland, Maine. From that city, connection would be made with Montreal and Toronto and western North America. The basic idea was to have year-around transport from Europe and Great Britain to British North America and the United States, via either Halifax or Saint John, which were ice-free ports. Not only that, but these ports were nearer to the British Isles and Ireland than the American ports farther south.

A hundred years ago, railway planners seem to have been thinking of possible level-crossing accidents, for there were only four crossings of the main post-road between Moncton and Shediac on the level. All of the other crossings were made by means of bridges over the railway line.

The first locomotives purchased by the E. & N.A. were the HERCULES and the SAMSON, both of which were built in 1854 by the Boston Locomotive Works, Boston, Mass. This Company afterwards became the well-known firm of Hinkley and Drury. The two engines were shipped from Boston by sailing vessel, - one to Moncton and one to Shediac. The SAMSON which went to Moncton, was used as a work engine when the railway was being constructed, while the HERCULES went to Shediac and remained there until the winter, when it was placed on double sleds and taken to the shops, where it was at last assembled. Both locomotives were wood-burners and had sixty inch drivers. They cost about \$ 8,000 each. They were built to the gauge of 5 feet 6 inches. They were 4-4-0's and were subsequently assigned to the Moncton-Shediac run.

By 1858, the E. & N.A. owned six other engines of the 4-4-0 wheel arrangement, which were constructed as follows:

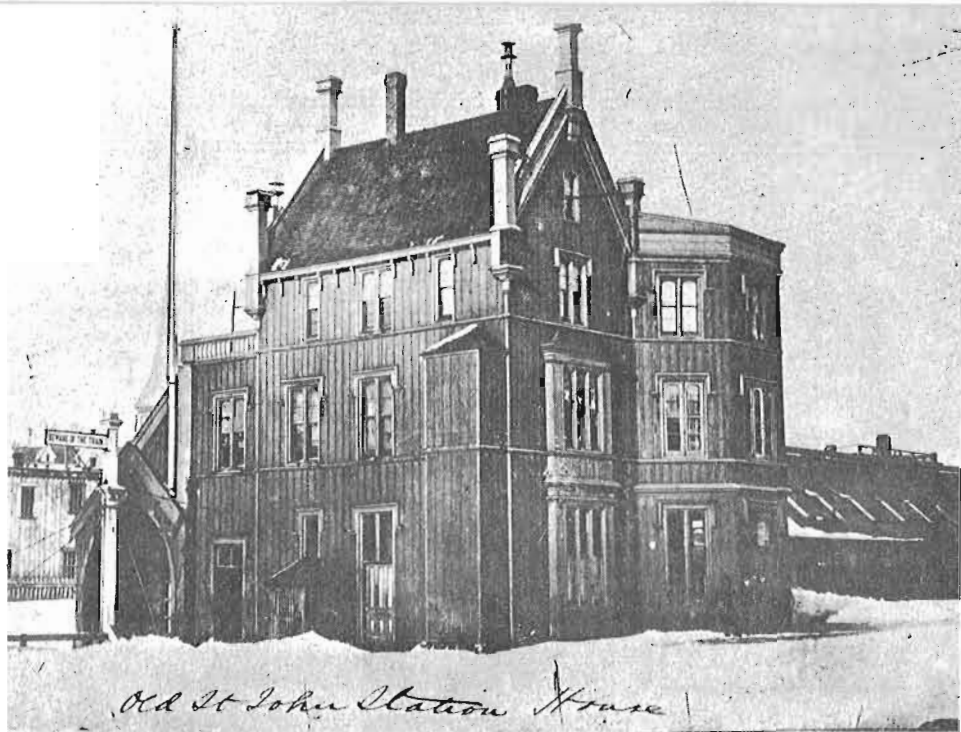
SAINT JOHN	Portland Locomotive Works No. 64
LOOSTAUK	Fleming & Humbert - Saint John, N.B.
KENNEBECASIS	Hinkley Locomotive Works - Boston
PETITCODIAS	Hinkley Locomotive Works - Boston
ANAGANCE	Hinkley Locomotive Works - Boston
SCADOUC	Hinkley Locomotive Works - Boston

The LOOSTAUK was the first locomotive built in the Province of New Brunswick.

PHOTO TOP OPPOSITE:

The first station of the European and North American, in Saint John, N.B. Built about 1858, it was in use until about 1884. The picture was probably taken in the late 1870's.

Photograph courtesy Maj. C.W. Anderson.



Old St. John Station House

Rolling stock, as of 1858, consisted of:

- 2 first-class passenger cars
- 2 second-class passenger cars
- 11 freight cars
- 18 platform cars (flat cars)
- 3 trucks
- 5 hand-cars
- 1 snow plow

The total cost of these vehicles was about \$ 22,000.

Fuel for the engines was cord-wood, in three to four foot lengths, which was purchased from farmers along the line. These farmers received "tokens" for the wood used by the Railway Company from piles placed conveniently near the track at designated locations. These "tokens" could be redeemed from the Company's agents, in money, at any time.

Business was brisk during the opening days of the railway. A report for freight carried between 19 April and 30 October, 1857, gives the following totals:

Going East from Moncton:

Flour	4,247 barrels.	Sugar	219 hogshead
Molasses	32 barrels.	Molasses	119 hogshead
Sugar	78 barrels.	Pork	184 barrels
Tea	413 chests.	Tobacco	221 boxes
Dry fish	190 lbs.	Candles	152 boxes
Soap	314 boxes.	Lime	341 casks
Bar Iron	132,430 lbs.	Castings	20,707 lbs.
Oil	99 barrels.	Nails	740 bags & kegs
Salt	87 bags.	Bricks	13,250
Coal	32 tons.	Stoves	71
Ploughs	134	Vehicles	16
Liquor	105 casks -	69 barrels -	67 kegs -
		77 cases.	

Going West to Moncton:

Oatmeal	115,360 lbs.	Oats	14,461 barrels
Potatoes	1,265 bushels	Plums	110 bushels
Barley	928 bushels	Herrings	712 barrels
Pork	249 barrels	Oysters	864 barrels
Eggs	148 barrels	Lobster	15 boxes
	65 boxes	Dry fish	12,554 lbs.
Butter	445 packages	Lard	22 packages
Salt	44 bags	Stones	709 tons
Salmon	77 hogshead	Lumber	72,730 sq.ft.
	227 boxes	Horses	18
Dead Hogs	56	Coal	89 tons
Bricks	6,750	Wagons	14

A genuine "Cord Wood Token" from the E. & N.A. Ry. This one belonged to the engineer of the locomotive 'PRINCE OF WALES', No. 12 as indicated on the token. This relic is now preserved in the Beausejour Museum. Photo courtesy of Canadian National Railways.



Passenger traffic and gross earnings therefrom, on the E. & N.A. are reported for the period between 1861 and 1872, when the line was taken over by the Intercolonial. The figures for 1857-60 are not available:

1861	171,291	\$ 130,678
1862	132,094	107,640
1863	130,688	129,272
1864	139,554	145,057
1865	144,336	133,408
1866	148,924	148,330
1867	159,119	154,370
1868	171,453	166,578
1869	169,058	182,795
1870	191,192	190,557
1871	216,294	251,459
1872	268,956	294,059

On August 1st., 1860, the section of the E. & N.A., from Saint John to Moncton, N.B., was officially opened. The cost per mile of



PHOTO ABOVE: Last ride of the locomotive No. 1 "HERCULES". Built by Hinkley of Boston in 1854, she later became Intercolonial No. 1. Photo taken near Point du Chene N.B. engine being transported to Bateman's Brook for use as a sawmill stationary boiler:

PHOTO PAGE 14: Water colour by an unknown artist, depicts a 'run-off' at Quispamsis on the E&NA in the period 1860-67. Engine No 11 SUSSEX was the victim. The sketch was loaned for photographing by Mr. J. Ernest Moore, of Moncton N.B.

construction was considerably more expensive than the first section, - \$ 50,000 versus \$ 22,000. In 1868, the eastern section of the Railway was opened between Moncton and Dorchester. The line was continued to Sackville, N.B., and on December 17, 1869, it was at last finished and officially opened. Another extension of the E. & N.A. followed in 1870, - this time to Amherst, N.B. Below is a summary of the official opening dates of various sections of the railway:

Moncton, N.B.	to Shediac, N.B.	18.65 miles	August 20, 1857
Saint John	to Cold Brook	3.00	March 17, 1857
Cold Brook	to Rothesay	5.80	June 1, 1858
Rothesay	to Hampton	13.20	June 18, 1859
Hampton	to Sussex	21.70	November 10, 1859
Sussex	to Moncton	45.76	August 1, 1860

Total: 107.97 miles

The European and North American Railway was purchased by the Government of the Province of New Brunswick, from the contractors, in 1856 and was operated by this agency until it was taken over by the newly-formed Federal Government of the Dominion of Canada in 1867. It was purchased by the Intercolonial Railway on November 9, 1872 and subsequently found its way into the Canadian National Railways crown corporation in 1923. The present-day main line of the CNR, between Moncton and Saint John, N.B., runs over the original right-of-way of the second railway in New Brunswick, - The European and North American.

Sources: A History of Moncton. Machum, Lloyd A.

History of the Canadian National, CNR Public
 Its Subsidiaries and Its Predecessors. Relations
 Department.

FIRST DAY OF ISSUE

1813
1898

Mr. S. S. Worthen
4801 King St. W.
Montreal, P.Q.

RAILWAY TRAIN ON CANADA'S STAMPS

SIR CASIMIR GZOWSKI
ENGINEER

BUILDER OF THE GRAND TRUNK RAILWAY AND THE INTERNATIONAL BRIDGE (FORT ERIE, ONT. - BUFFALO, N.Y.) F.F. Angus.

The Canadian Post Office, on November 1, 1968, issued a new six-cent postage stamp, which will be the regular issue to cover the new first-class postage rate. This stamp is generally similar to the 1 through 5-cent regular varieties of 1967, but the design incorporates illustrations of various means of transportation and, prominently in the foreground, is the unmistakable likeness of the new TURBOTRAIN!



The inclusion of a railway train in the design of a Canadian postage stamp recalls other stamps, - some more than a century old, issued in British North America, and depicting trains or locomotives.

In 1860, only twenty years after the world's first postage stamp had appeared and 24 years after the opening of Canada's first railway, the Province of New Brunswick, - then a separate colony, not yet united with Canada, produced a new series of stamps. The one-cent value, showing an imposing view of a 4-4-D locomotive of the European and North American Railway, was the first stamp in the world to show a railway subject. It is said that the engine was the PRINCE OF WALES, - which was newly-built to haul the Royal Train of 1860, on the E. & N.A., when the Prince of Wales, later King Edward VII, visited the North American provinces. After Confederation in 1867, the postage stamps of Canada replaced those of New Brunswick and the pioneering 4-4-D disappeared from the letters of eastern Canada. Fortunately however, large supplies of unused stamps of the Province of New Brunswick came into the hands of collectors, at this time and they are still quite common.

For the next sixty years, no trains or engines appeared on Canada's postage stamps, but in 1927, a special series commemorated the 60th Anniversary of Confederation. The orange 20-cent special delivery stamp bore scenes representing transportation, including a modern steam-hauled passenger train, going through the Rocky Mountains. One year later, in 1926, a 5-cent stamp of Newfoundland showed a four-car passenger train, with a 4-6-2 steam engine as motive power. The whole was labelled "Express crossing Newfoundland". It is interesting to speculate where the perfectly straight, level double-track might be found on the notoriously curved and undulating main line of the Newfoundland Railway.



Early in 1929, a new "regular issue" twenty-cent stamp appeared in Canada. This bright red and white stamp showed a western prairie scene complete with a railway train having an open-end observation car on the rear and heading in the direction of the distant Rocky Mountains.





This stamp was discontinued after three years, and then followed a further two decades of "trainless" Canadian stamps. During this time occurred the Centennial of Canada's Railways and the Government was petitioned to issue a special stamp in 1936 to commemorate this anniversary. However, it seemed that Ottawa did not then feel that this was of sufficient importance and no such stamp was ever produced. Eventually in 1951, the Centennial of postage stamps in Canada was commemorated by a series of four new values, the black 4-cent of which made up for the previous omission by portraying TWO trains, - one being that of the Bytown & Prescott Railway in the 1850's and the other a modern diesel-hauled passenger train of 1951. The latter was a C.P.R. train hauled by a C.N.R. engine! 1963 saw the issuance of a 5-cent commemorative for the 150th Anniversary of the birth of Sir Casimir Gzowski, and beside the portrait of the renowned engineer, is a Grand Trunk Railway steam engine of the 1860's.

While these are the only Canadian postage stamps on which trains or engines are seen, one must not forget the 12-cent variety of 1928 showing the famous Quebec Bridge, nor the \$ 1 value of 1946, depicting the train-ferry S.S. ABEGWIT, on her voyage between New Brunswick and Prince Edward Island. The 10-cent Macdonald-Cartier commemorative of 1914 was designed to include an 1860 view of the Victoria Bridge at Montreal, but the stamp was never released due to the outbreak of World War I and today less than half-a-dozen specimens exist.

Now the TURBOTRAIN appears on Canada's mail and, at long last a train is shown on a stamp of regular issue in nationwide service. May both it and its prototype enjoy many years of service in the time to come.

As a "P.S." to the article by Mr. F.F. Angus, on "Railway Trains on Canada's Stamps", our Director of Membership and Branches, Mr. J.A. Beatty, asks us to remind the members that the Post Office Department of the Government of Canada continues to insist that the following information be added to your address, on the envelope of CANADIAN RAIL and other communications from the Association:

- your apartment number, if applicable, and
- the postal zone, according to the recently-established urban divisions.

It sometimes happens that communications not having this information are returned to the sender as "undeliverable" because of "insufficient address". To avoid this embarrassing situation, check the address on this envelope for CANADIAN RAIL, and write us IMMEDIATELY with the necessary corrections. Why wait 'till Spring? Do It Now!

**EARLY
LOCOMOTIVES
OF
THE CHAMPLAIN
& ST. LAWRENCE
RAILROAD**

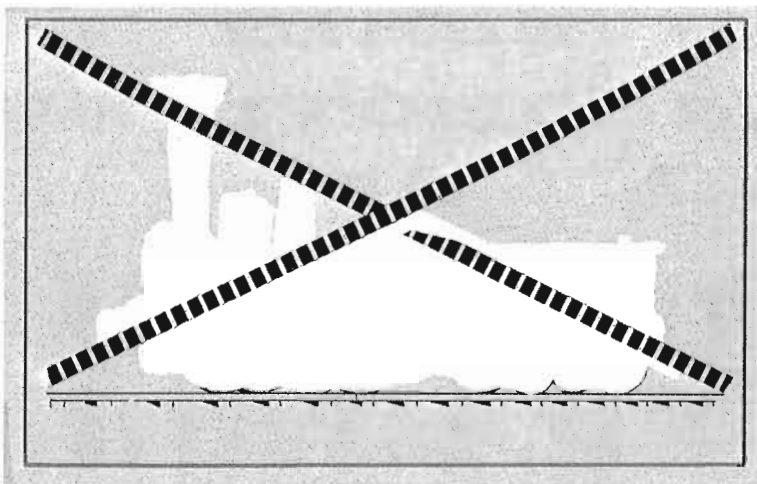
S. S. Worthen.

In spite of the high ideals, expressed in the opening paragraph of the article on the Champlain & St. Lawrence Railroad in CANADIAN RAIL's 200th Issue - (June, 1968), the author has been found guilty of relying too heavily on information which was considered valid in 1936, but which subsequently was shown to be incorrect. This information concerned the first three engines of the Railroad, and the error was caught by Mr. C. W. Kenneth Heard, former Secretary of the Association, now resident in Ottawa, Canada.

Mr. Heard wrote to the Editor as follows:

"The article stated (page 147), that the Company purchased two Norris engines, the "Laprairie" and the "Jason C. Pierce," built in 1837 and 1839 respectively. In fact, there was only one Norris engine, the "Jason C. Pierce," - a 4-2-0, purchased in 1837. The "Laprairie" was created unwittingly by the late Mr. John Loye, first president of the Association - (in 1932), by placing too much credence in the recollections of some "old-timers" who confused a later engine named "Laprairie" with the "Jason C. Pierce." The recollections of these "old-timers" apparently connected the engine name "Laprairie" with the first northern terminus of the railway, on the assumption that since the first engine was named after one terminus - (Dorchester - later St. Johns, Que.), the second was presumably named after the other. John Loye later repudiated the creation of the "Laprairie," and bitterly regretted having done a mechanical drawing of it."

The late Mr. Robert R. Brown did two articles on the "Dor-



chester" and the "Jason C. Pierce" for the Association's NEWS REPORT in 1957 - nos. 74 and 77. He had intended to follow these reports with a third, exploding the myth of the "Laprairie" forever. Unfortunately, the third article was never published. Mr. Heard notes that the late Mr. Brown "since publishing the article (in the R. & L.H.S. Bulletin in 1936) corrected himself and the corrections have been published subsequently by him in several places."

A few explanatory notes are in order for the table which concludes this report. There is unanimity among railway locomotive historians on the existing information regarding the "Dorchester" and the "Jason C. Pierce," - the first two steam locomotives of the Champlain and St. Lawrence Railroad. The third engine, - the "Montreal" was built in 1846 (according to Mr. Brown) or 1847 (according to Mr. Samuel Keefer's Report on the Railways of Canada for 1859). Mr. Keefer wrote that this engine was not in use in 1859. The Railway did purchase an engine named "Laprairie" in 1852 from the Taunton Manufacturing Company of Taunton, Mass., U.S.A. The occurrence of this engine in the records of the Company, after 1852, confused researchers and "old-timers," as Mr. Heard notes.

Moreover, by 1851, there was a second engine named "Dorchester" on the line - the original one having been sold to La Compagnie du Chemin a Rails du St-Laurent et du Village d'Industrie at Lanoraie, Lower Canada. When the Champlain and St. Lawrence and the Montreal and New York Railroads amalgamated, in May, 1857, another confusion was created, since the new railroad, - the Montreal and Champlain, now possessed two locomotives named "Montreal." One was ex-C. & St.L., built by Baldwin in 1846, a 4-4-0, and the other was ex-Montreal & Lachine, built by Kinmond of Dundee, Scotland, a 2-2-2, also a sister locomotive of the "John Molson," of the C. & St.L.

In Bulletin Number 3 (First Series) of the Canadian Railroad Historical Association, there was a report in November, 1937, containing excerpts from the Record Book of Thomas Lester Dixon, a painting contractor of St. Johns, Quebec. This man worked for the Champlain & St. Lawrence, between 1846 and 1853. No reference was found in his record book to work being done on the locomotive "Laprairie," although there are entries for painting the "Dorchester" and the "Jason C. Pierce." Later entries show painting work done on

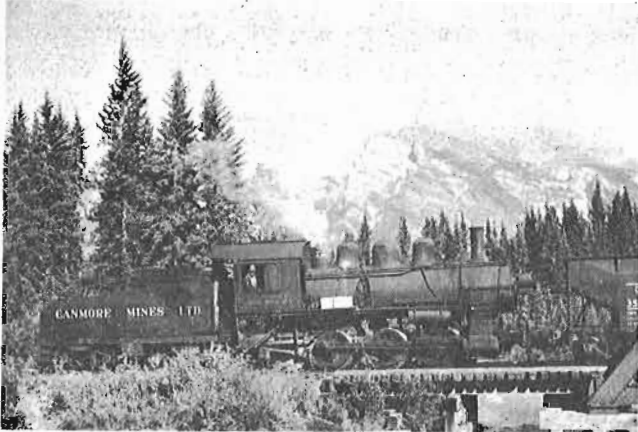
the "Montreal," the "Champlain" and the "John Molson," as well as the "St. Lawrence" and the "Canada." The entries in this record book thus substantiated other information, which finally led to the compilation of the following list. It is hoped to gain further information from an original account ledger of the C. & St. L., for the years 1836-1845, now under study by one of the Association's members.

Roster of the First Locomotives of the Champlain and St. Lawrence Railroad: 1836-1852.

The following roster is supplied through the kindness of Mr. R. Douglas Brown, from information in his late father's records.

<u>Name</u>	<u>Date built</u>	<u>Type</u>	<u>Builder</u>	<u>Bldr's no.</u>	<u>Cylin- ders</u>	<u>Drivers</u>
DORCHESTER	1836	0-4-0	Robt. Stephenson & Co. Newcastle-upon-Tyne, England.	127	9x14"	48"
JASON C. PIERCE	1837	4-2-0	Wm. Norris (unknown) Philadelphia, Pa.		9x18"	48"
MONTREAL	1846	4-4-0	M. Baldwin, Philadelphia, Pa.	265	11x16"	54"
CHAMPLAIN	1847	4-4-0	Wm. Norris (unknown) Philadelphia, Pa.		15x22"	60"
JOHN MOLSON	1847	2-2-2	Kinmond, Hutton, & Steel, Dundee, Scotland	(unknown)	14x22"	60"
ST. LAWRENCE	1851	4-4-0	Baldwin Loco. Wks. Philadelphia, Pa.	420	15x20"	60"
CANADA	1851	4-4-0	Wm. Norris, (unknown) Philadelphia, Pa.		13x26"	60"
ST. LAMBERT	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	84	14x20"	66"
ST. HELEN	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	99	14x20"	66"
DORCHESTER	1851	4-4-0	Taunton Loco. Wks. Taunton, Mass.	103	16x20"	60"
LAPRAIRIE	1852	4-4-0	Taunton Loco. Wks. Taunton, Mass.	113	16x20"	60"

POT - POURRI



Eric Johnson sends this picture of Canmore Mines No. 6 (ex CPR) as she was in September, 1962. Today, she is not steam-powered at Heritage Park, Calgary, Alta.

PHOTO AT RIGHT: Far from Ontario Northland's rails, Quebec, North Shore and Labrador's No. 702 is carefully preserved by the city of Sept Iles, Quebec, on the north shore of the St. Lawrence River. Pierre Viau took this picture on 4 August 1968.

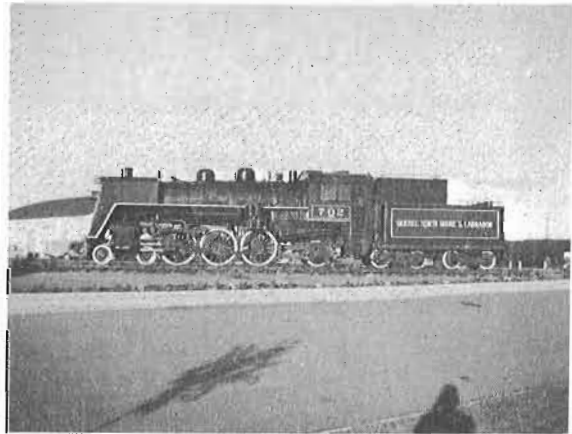
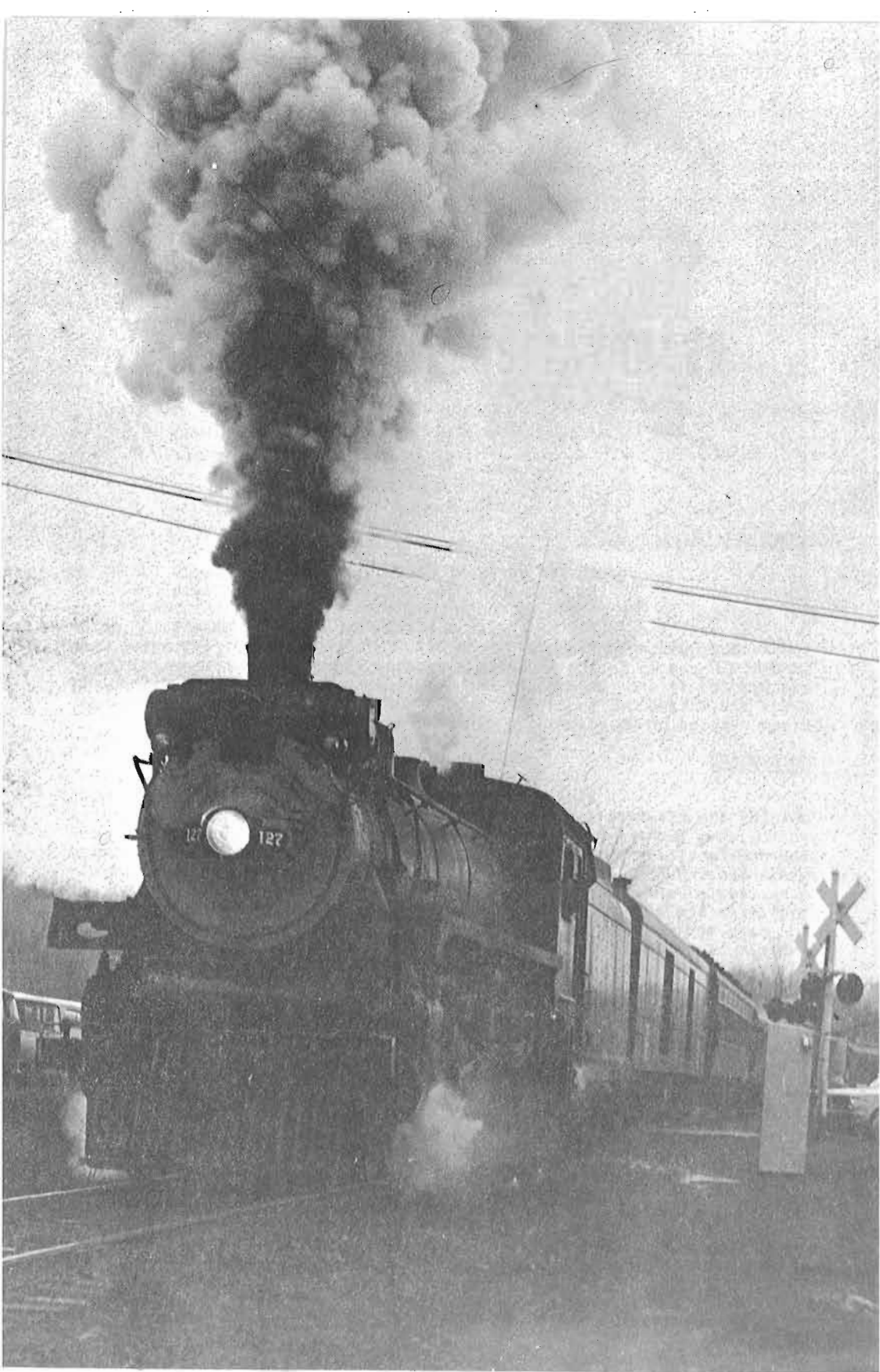


PHOTO AT LEFT: Besides some GP-9 locomotives, Algoma Central Ry. has two switchers, this one and its twin No. 140. Walter Bedbrook our roving director, found it in August 1968.



PHOTO OPPOSITE: Expatriate Canadian Pacific No. 1293, now Monadnock, Steamtown and Northern No. 127 crosses route 27 at Sherborn Mass. on May 6, 1967. Photo courtesy of R.M. Clark, Sherborn, Mass.





BY F.A. KEMP

Passenger Service Notes:

Canadian National Railways now operate TEMPO TRAINS equipment on three of its Toronto-Sarnia and Toronto-Windsor services. This has resulted in the return to Montreal-Quebec City RAPIDO Service of the five-car stainless-steel train-set formerly known as "Le Champlain", originally the Reading Company's "Crusader". This train is now operating as CN nos. 20 and 25, in the opposite direction to the old "Le Champlain" schedule, which is now numbered 21 and 24. This once-modern equipment, now 31 years old, introduced the RAPIDO concept of high-speed intercity passenger train service on CN, along with european-style parlor cars.

CN's TEMPO:

A recent short trip on Canadian National's train no. 151 enabled the writer to look over the TEMPO equipment and a few impressions follow. The TEMPO trains consist of five cars: a club (parlor) car, with the now-familiar "two and one" seating and a small galley, where precooked meals are reheated in airline fashion; these are served at passengers places (seats) which however do not recline very far. There are individual lights in the bottoms of the baggage racks above the seats. Doors between the cars are operated by depression of push-plates and slide to one side. Three coaches intervene and the fifth car is a snack-bar lounge coach. It includes a lounge where drinks are served, like those of the 3000-series coaches and a snack-bar, which provides the entire meal service for coach passengers, but in which hot-food service is restricted to soup, hot-dogs, hamburgers and coffee. There are also railway sandwiches. Salad plates, and the usual candy, cakes and pies are available, but none of the "hot-meal selections" mentioned in the advance publicity can be obtained.

Altogether, there is little sustenance for a four-hour trip, taking place over meal-hours. The cars are built of aluminum and are mounted on four-wheeled, inboard-framed trucks of quite singular appearance with disc brakes outside the wheels. The riding qualities of these cars are definitely inferior to that of the 5435-5649 series. All cars are electrically-heated and air-conditioned, using power from an auxiliary generator set, on the locomotive. The locomotives are 1,800 hp.-M.L.W. road-switchers and have a special colour scheme, which makes them readily distinguishable. They have orange hoods and light grey cabs. The auxiliary diesel-generating sets are, fortunately, relatively quiet, compared to those used on the GO TRANSIT trains, whose GP-40 units make as much noise at rest as they do at full speed.

Other Events:

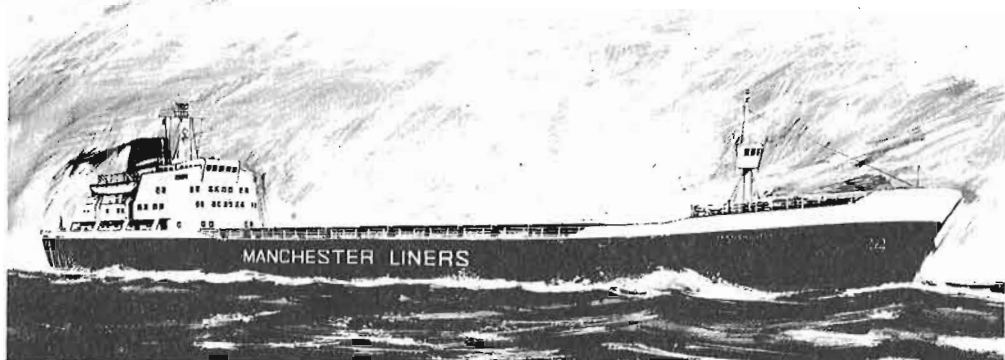
Canadian National is also scrapping passenger cars, mostly of the heavyweight type. A Brockville-bound freight train, seen in early November, 1968, included three parlor cars, one coach and two baggage cars en route to the London Reclamation Yard, London, Ont., for scrapping.

CP Rail removed the full parlor car service from its Montreal-Quebec City trains, at the beginning of September 1968, but provided parlor car accommodation in the tremendously-adaptable "Skyline Coffee Shop" cars, which now operate in three configurations. The parlor car variant was first introduced on Montreal-Ottawa trains 232 and 235 two years ago. The latter trains have now been reduced to only three cars, - a baggage-dormitory, a "Skyline" and a coach !

The Ontario Northland Railway has also benefitted from CP Rail's progressive de-emphasis of passenger service. The provincially-owned road has been leasing 4 CP Rail 2200-series coaches during the summer of 1968 and has also owned three others for more than a year. The latter have now been repainted in the ONR green and are adorned with the coat-of-arms of the Province of Ontario. The "Development Road" recently acquired the CENTENNIAL TRAIN exhibit cars, which were also former CP Rail 2200's, but has not yet decided what to do with them. The ONR has discontinued repainting its diesel-electric units in the dark green and white "redesigned" colour scheme and has reverted to the green, red and yellow original combination which, although more complicated to apply, is also the more attractive and the more highly visible of the two.

Containers of various shapes and sizes have been with us for a long time, but they have never found such favour in the eyes of railways and ships as at present. In mid-November 1968, a new container ship, - the M.V. MANCHESTER CHALLENGE, docked at a new facility in the Port of Montreal. The containerized cargo was unloaded by special cranes, which transferred some of them to special CNR flatcars, for prompt despatch to western Canadian cities. Most of them went via "express freight" trains to a recently-opened terminal near Toronto, but some went as far west as Edmonton, Alta. This operation marked the beginning of a joint Manchester Liners-Canadian National container-freight service. The M.V. MANCHESTER CHALLENGE will be joined next year by two sister ships, for the same service. All three will be specially-strengthened for navigation in ice-laden waters. The accompanying artist's sketch is reproduced through the courtesy of Manchester Liners, Ltd. This Company says that the services to Montreal will be year-round. The unloading-loading crane at the Port of Montreal is 136 feet high, has a reach of 80 feet from dockside and can lift 25 tons. It travels along the dock 500 feet on its own rails, parallel to the moored ship, costs more than \$ 1 million and is the fourth of its kind in the world. The Manchester Liners, Ltd., containers are painted bright orange and are marked "Manchester Liners" in large white letters. They have appeared at such logical locations as Turcot Piggyback Yard and Seaway Storage Limited, - a trucking terminal near CN's Montreal Yard.

CP Rail has announced that its container services will be handled through the Port of Quebec. Two ships will be chartered until two new specialized ships are completed in 1970. Port Councils at Saint John, N.B. and Halifax, N.S. are taking immediate steps to establish container ports at their cities, with a view to designation as the Atlantic Ocean end of the Transcontinental "Land-Bridge" for container traffic to the Far East.



CP Rail has applied to the Railway Transport Committee of the Canadian Transport Commission, to abandon the Eganville Subdivision from Payne to Eganville, Ont., - about 15 miles and also the Calabogie Spur from Renfrew to Calabogie, Ont., - about 12 miles. The latter is the north end of the Kingston Subdivision, formerly the Kingston and Pembroke Railway. This 103-mile route was cut between Calabogie and Snow Road in 1959 and has since receded southward to Tichbourne. The Tichbourne-Kingston portion is still in daily operation. This line was once noted for its diminutive day passenger trains of wooden cars and D-4-g class 4-6-0 engines which passed, - and made connection each day, at Sharbot Lake. The Eganville line runs through the valley of the Bonnechere River, - a tributary of the Ottawa. An excursion was operated last October by the Ottawa Branch of the Association over both of these lines, using a CP Rail DAYLINER.

It is reported that the Moncton Coin Club, Moncton, N.B. which hosted the Atlantic Provinces Numismatics Association last October, sponsored the striking of a new commemorative medallion. This was to mark the one-hundredth anniversary of the opening of the Intercolonial Railway from Moncton to Dorchester, N.B., in December, 1868. The obverse of the medallion shows a reproduction of the first locomotive to run over this section of the I.C.R., together with the Seal of the City of Moncton, set between the dates 1868 and 1968. The reverse depicts a stylized map of the Atlantic Provinces, with Moncton as the "hub". This commemorative piece was issued in antique bronze and antique silver. Prices range from \$10 for the antique silver to \$ 2.75 for the antique bronze. The obverse design was based on photographs of the old locomotive, taken from the collection of Mr. Ted McQuinn, - Association member of Riverview, N.B.

Winnipeg Hydro's No. 3, the ex-CP Rail 4-4-0 which has been the topic of considerable discussion in Winnipeg the last summer, is reported to be safely bedded down for the winter in the iron horse stable at CN's Transcona Shops. Monday night, November 18, the Winnipeg City Council passed a motion extending the present lease agreement with the Vintage Locomotive Society, to operate No. 3 and the coach-combine 103 for a further five years. About November 1, No. 3 took a trial run to Transcona before being stabled for the winter. Mr. Gordon Younger, Association representative in Winnipeg, and officer of the Vintage Locomotive Society adds that plans are to run No. 3 and combine to Charleswood next summer, - the operation being handled by CN train crews. It is hoped that this early planning will result in the operation of the "Claydon Cannonball", otherwise known as the "Centennial (Manitoba) Train".

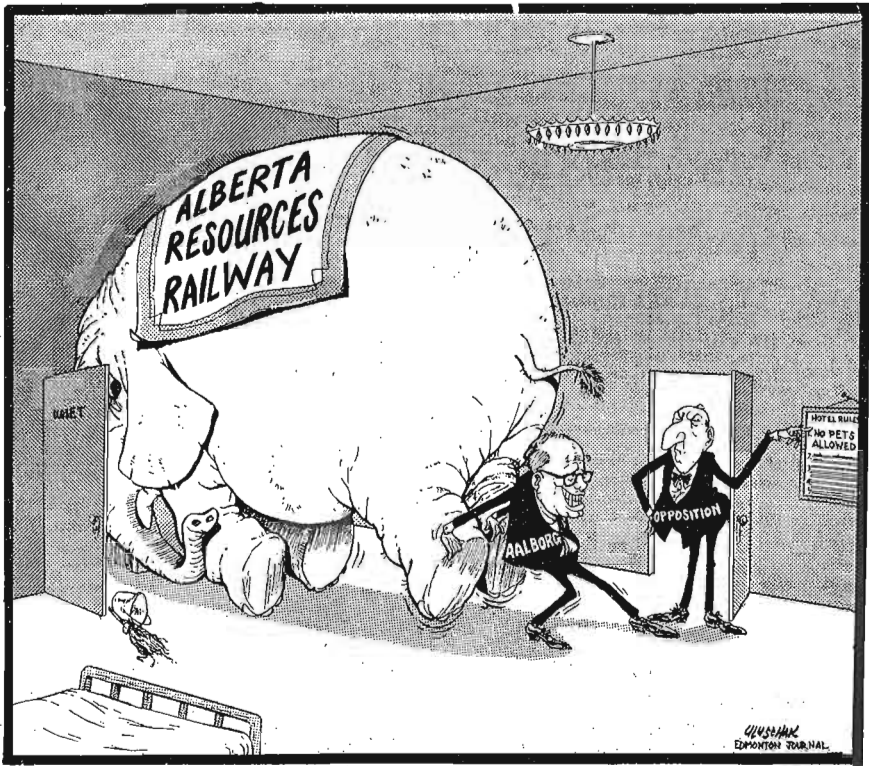
CN's Montreal commuter service from Central Station to Montreal Nord on the Joliette Subdivision of the Montreal Area came to an end on November 8, 1968, with the final trip of a three-car train of multiple-unit cars on Trains 944 and 945.

Whether by accident or by design, a full-page advertisement in the Winnipeg FREE PRESS of November 8, 1968, announced that the T. Eaton Company would sponsor a SANTATRRAIN on Sunday, November 24, 1968, which would leave at 12.30 p.m. for SANTATOWN, returning to Winnipeg at 3 p.m. On the SANTATRRAIN would be CLOWNS to joke and laugh, Magician Ray Starr to make funny magic, CANDY TREATS, COLOURING BOOKS AND CRAYONS, MUSIC to make you sing, SOUVENIR HATS to wear and JUNIOR COUNCELLURS and JUNIOR EXECUTIVES to supervise. Two trains would be operated, if necessary. The coincidence was, in a nutshell, that the SANTATRRAIN was to run to Grosse Isle, over precisely the same route previously planned for operation of the Prairie Dog Central (Hydro No. 3 & combine 103). Over 1,200 tickets were sold during the first half-hour of sale. The advertisement said "then TOOT-TOOT, you're away!" Too bad the kids are going to be disappointed at the sight of a plain, old diesel! But then, probably they won't mind too much, since they are bringing SANTA CLAUSE from SANTATOWN on the SANTATRRAIN!

PHOTO BELOW: Toronto Transportation Commission Bus No. 1, recently purchased with other urban transport vehicles, is off-loaded at the Museum of Science and Technology, National Museums of Canada, Ottawa.

Photo by W.R. Linley, Ottawa, Ont.





"Elephant? What white elephant?"

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