

1932 - 1972



40th. anniversary

Canadian Rail

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CENTENNIAL '71

The Completion of the European and North
American Railway in October, 1871.

C.W.Anderson.

Editor's Preface

M

ajor C. Warren Anderson, Corresponding Member of the New Brunswick Museum, Saint John, N.B., and Member of the Association, has traced the history and construction of the first railway from Halifax, Nova Scotia to Saint John, New Brunswick via Truro and Moncton, in previous issues of our magazine (No. 206, January, 1969; No. 215, November, 1969).

This "Provincial Gauge" (5 feet 6 inches) railway was intended by its builders to link the Port of Halifax with the City of Montreal, but not by the route later adopted by the Intercolonial Railway Company of Canada. Instead, it was proposed to extend the line from Saint John south across the International Boundary to Bangor and Portland in the neighbouring State of Maine, from whence traffic would be carried northward to Montreal over the rails of the Atlantic & St. Lawrence-St. Lawrence & Atlantic Railway - completed in 1853 and immediately leased by the Grand Trunk Railway Company of Canada.

Thus, in 1867 - the year of Canada's Confederation - the sole remaining portion of the Halifax-Montreal railway yet to be constructed, was that part between Saint John, N.B. and the International Boundary to the west of City Camp - later, McAdam, N.B. Major Anderson's present article describes the construction and completion of this portion of the international railway.

The completion of the European and North American Railway was the realization of the dream of John Alfred Poor, native son of Portland, Maine and early proponent of the St. Lawrence & Atlantic-Atlantic & St. Lawrence system, who, with foresight far beyond his time, predicted that the future transportation history of his native port-city lay with Canada, rather than with the territories of the eastern United States.

OUR COVER IS A GENTLE REMINDER - AS IF ANY OF US NEEDED IT - THAT THE JOHN MOLSON of 1971 will operate at the Canadian Railway Museum-Musée Ferroviaire Canadien on May 20, 1972 weekend. Designer Gordon Small is at the regulator. Peter Layland took the picture.

← Yesterday's Brundages Point - today's Westfield Beach; near the place where the E&NA's first locomotive CARLETON, Number 2, was placed on the rails in 1868. Photo courtesy New Brunswick Museum.

The success of the European and North American Railway was the vindication of his belief. It is of the completion of this undertaking that Major Anderson writes.



With the opening of the European and North American Railway between Saint John, New Brunswick and Bangor, Maine - the centennial of which was observed on October 18 and 19, 1971 - the great dream of one man was realized.

To appreciate fully the significance of this event, it is necessary to go back in history to the great "railway convention" of July, 1850. Convened at Portland in the State of Maine by the Honorable John Alfred Poor, it was attended by many distinguished persons from the eastern United States, as well as from New Brunswick, Nova Scotia and the Canadas and it affirmed that a railway should be built between Portland and the east coast of Nova Scotia, as a means of shortening the distance of travel by sea between American and Europe.

"We may scarcely add that by its completion, it places Saint John, N.B. (and will very soon, Halifax) in direct railway communication with Montreal by the Portland Branch of the Grand Trunk. The road has therefore especial value to Canada as giving a more direct route of travel between its eastern and western provinces."

At the end of the conference, two companies were incorporated, one under the laws of the State of Maine and the other according to those of the Province of New Brunswick, each Company to retain the name "European and North American Railway Company". The Saint John to Shediac, N.B. line, recently projected, was now merged with the larger scheme.

On September 29, 1852, a contract was entered into between the Province of New Brunswick and the European and North American Railway Company and the English construction company of Peto, Betts, Jackson and Brassey, for the building of a railway from the boundary of the State of Maine to that of the Province of Nova Scotia.

The Government of Nova Scotia undertook to make the surveys from Halifax to the New Brunswick boundary. The first sod of the line from Saint John to Shediac was turned at Saint John on September 14, 1853 amid much celebration. Construction was begun immediately by Messrs. Peto, Betts, Jackson and Brassey, but in 1856, the European and North American Railway Company in New Brunswick was

CARD OF INVITATION.

NOT TRANSFERABLE.

European & North American Railway Co.

*Sir,*

*You are cordially invited to attend the formal Opening of the **European and North American Railway**, on the 18th and 19th days of October next.*

On Wednesday the 18th, President Grant and other distinguished gentlemen will be the guests of the City of Bangor, and during the day, there will be exercises suitable for the occasion.

On Thursday, the 19th, an Excursion Train will leave Bangor for Saint John, at Eight o'clock, A. M.

An answer is respectfully solicited.

President.

Bangor, Maine, Oct. 2, 1871.

The Eastern; the Boston and Maine, and the Maine Central Rail Roads, will pass the holder of this Card, both ways, on presentation.

bankrupt, falling victim to the financial recession consequent upon the Crimean War.

The following year, the Government of New Brunswick salvaged as much as it could of the undertaking and went ahead with the completion of the railway between Rothesay and Moncton, N.B. The last link in this section - Sussex to Moncton - was finished and opened on August 1, 1860, completing the first portion of the whole project as planned - that of a railway between Shediac and Saint John.

Meanwhile, the Province of Nova Scotia had completed their portion of the undertaking between Halifax and Truro (1854-1858), incorporated as the Nova Scotia Railway. But there still remained sections to be completed: Truro to the New Brunswick boundary and onward to Moncton; Saint John to the International Boundary near Vanceboro, Maine.

The Legislature of the Province of New Brunswick in 1864 incorporated a new company for the avowed purpose of building the "extension from Saint John westward". This was the resurrected European and North American and this portion - reflecting the intent of the incorporators - was often referred to as the "Western Extension". New Brunswick, Nova Scotia and the State of Maine all voted subsidies for the construction of the other portions of the trunk line remaining unbuilt. Enthusiasm ran high.

Mr. E.R. Burpee of Saint John made a survey of "the line of the road" in 1864 and subsequently received the contract for the ninety miles of railway from Saint John to Vanceboro, Maine, passing through Hartt's Mills and City Camp. The first sod on the Western Extension was turned in Jones' Field, South Bay, by Mr. J.H. Gray, Mayor of Saint John, on November 9, 1865. As usual, a luncheon was afterwards served at Rothesay House, with Major W.B. Robinson acting as the chairman of the celebrations.

In the fashion of the times, nothing much happened thereafter for a few years. It was not until August, 1867 - the year of Canada's Confederation - that serious construction was started.

Confederation of the four provinces of Nova Scotia, New Brunswick, Québec and Ontario - as the two Canadas were thereafter named - changed the railway aspect of things somewhat. The portions of the E&NA built by Nova Scotia and New Brunswick - as well as other public railways in these two provinces - were taken over by the new Federal Government to become the nucleus of the future Intercolonial Railway Company of Canada. The many missing sections between Nova Scotia and New Brunswick were constructed either by the Federal Government or by provincial authorities, acting with the means supplied by the new Dominion government. But the European and North American Railway, organized to build the "Western Extension",

was still functioning independently. In fact, by statute, the City of Saint John had become a shareholder in this railway company.

The first locomotive to be placed on the rails between Fairville and City Camp (later, McAdam), was the CARLETON, Number 2. She was brought from Portland, Maine in the schooner "R.M. Brookins" for the Western Extension Railway Company. The locomotive was fitted up at what was then known as Brundage's Point, today called Westfield Beach. Her date of arrival was August 10, 1868 and after she was assembled, she was used on ballast and track-laying trains.

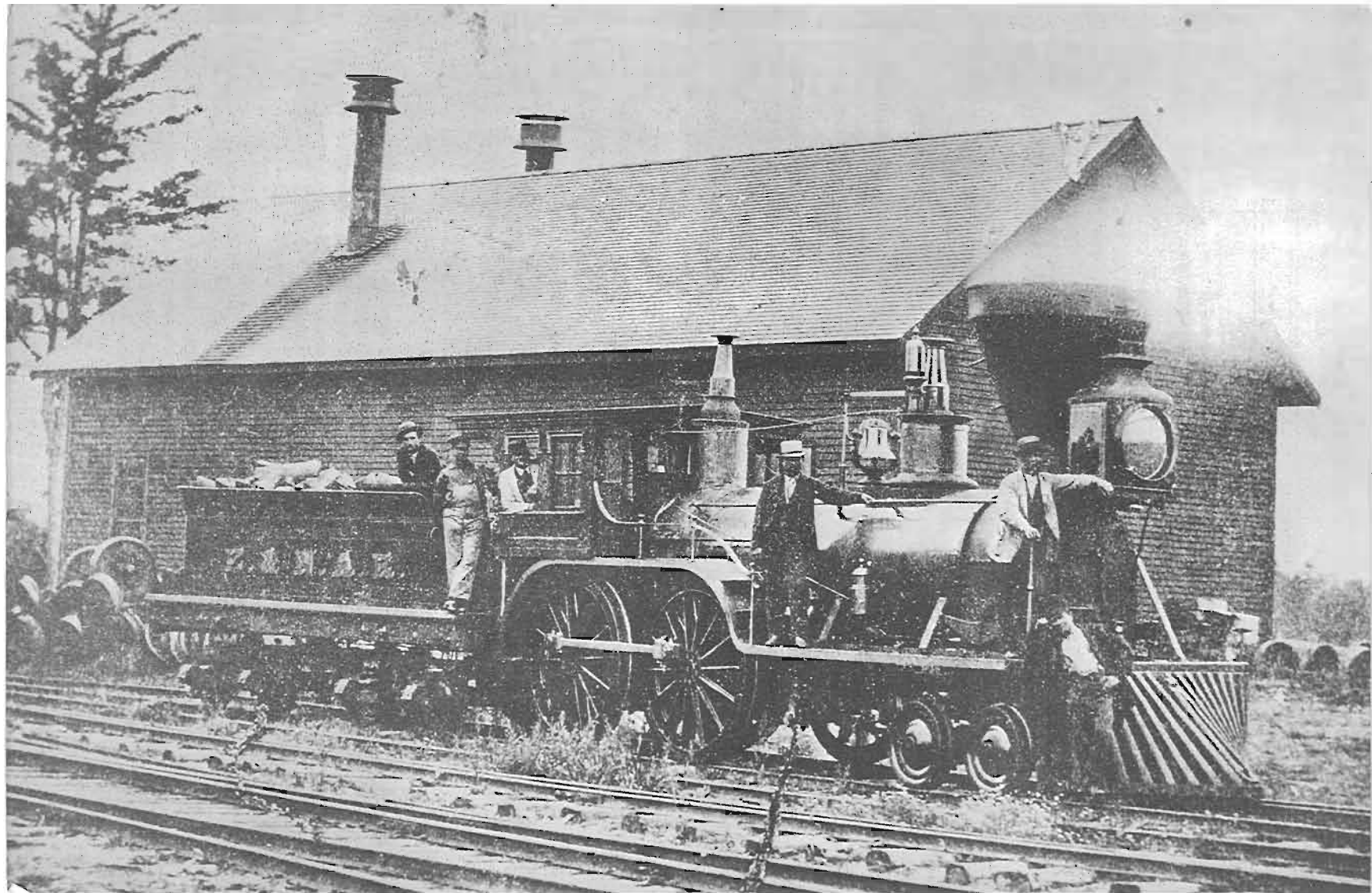
The "R.M. Brookins", a schooner of 169 tons, was commanded by a Captain Douglas and her cargo was consigned to Scammell Brothers, a famous old shipping company of Saint John.

The piece of land over which the CARLETON was moved, between the Saint John River and the railway line was, at one time, mowed regularly during the summer months and presented the appearance of a well-kept lawn. It was dotted with short evergreen trees, carefully shaped in various ways. The field was kept in this condition as a memorial to the landing of the locomotive, but today, through negligence, it has returned to its wild state. However, even today, the site is quite unmistakable.

By August 14, 1869, the railway had been completed from Saint John to Hartt's Mills, today known as Fredericton Junction, and there was no doubt in the minds of the Directors that traffic would be moving between these points by November 1st. The track had been laid, the buildings erected and nearly finished and the turntables installed. The bridges remained to be completed and the track to be ballasted. By this time, there were five locomotives and gravel trains at work on the line. After completing the ballasting and right-of-way construction, it appeared that, in about two weeks time, one engine and train would not be required on this end of the Western Extension. The time was fast approaching when some thought should be given to the operation of the road.

At this stage of construction, the following rolling stock was recorded as being "on the road":

Engine CARLETON	The Portland Company New 1868
Engine EAGLE ROCK	The Portland Company 2nd.-hand 1869
Engine ST. CROIX	The Portland Company 2nd.-hand (?)
Engine YOHO	The New Brunswick Co. 2nd.-hand 1870
Engine WM. PARKS	The Portland Company ex NBCo. New 1869
Passenger Cars	4 first-class; 2 second-class
Baggage Cars	2
Boxcars	15, all built prior to 1870 at Saint John, by a Mr. Harris, under an agreement between him and the New Brunswick Company;
Platform Cars	50, purchased by the New Brunswick Co. 25, purchased by E.R. Burpee by the NBCo.





← THE SCENE AT THE INTERNATIONAL BOUNDARY IN 1869 - MATTAWAMKEAG, MAINE. HERE pictured is Engine No. 3, "M.H. Angell" of the European & North American Railway, a broad-gauge 4-4-0, ex-Grand Trunk Railway "Nulhegan". Built by the Portland Company in 1853. Cylinders 14x22", drivers 60" o.d. The "M.H. Angell" was never standard-gauged. Photo courtesy George L. Brown.

On Wednesday, November 17, 1869, an excursion was held - on invitation only from Mr. E.R. Burpee - for the opening of the Western Extension of the European and North American Railway, between the rivers Saint John and St. Croix and - in addition - the Fredericton Branch Railway (CANADIAN RAIL No. 215, q.v.): Fairville to St. Croix, N.B., and return.

"The Western Extension was formally opened for traffic on Wednesday, December 1st."

Most complete and comprehensive arrangements were made for the appropriate celebration of this important event. The programme con-

sisted of the trip from Fairville to the St. Croix River and return during the day and a grand dinner in the car-shed at Saint John in the evening.

At sharp nine on Wednesday morning, about 300 invited guests assembled at Fairville station and, although the previous day and night had been extremely wet and the rain continued to come down in torrents until eight o'clock - and at that hour, prospects for a clear sky were not very good - all the guests were determined to enjoy themselves to the full. Owing to the very heavy rain, considerable delay was occasioned in starting and extreme precautions were taken in examining the track along the right-of-way.

At 9.40 a.m., the excursion train left Fairville, preceded at some distance by an engine and tender, running as the pilot. The two trains ran at a moderate speed for 10 or 12 miles, when they were delayed a short time while a weak spot in a very steep embankment - badly washed by the rain - was tested. After the train crews and the contractor had assured themselves that the railway was safe, the trains again started - separated by the same interval - and reached Brundage's Point (Westfield Beach), 18 miles from Fairville, at 10.20 o'clock. From here to the junction with the Fredericton Branch Railway at Hartt's Mills - today, Fredericton Junction - several stops were made to allow the passengers to descend and view the scenery - albeit somewhat rainwashed. At the Junction, the Fredericton train carrying about 100 excursionists awaited the arrival of the train from Fairville. Among the most distinguished guests was His Excellency Governor Wilmot, who was greeted with hearty cheers by the Saint John delegation.

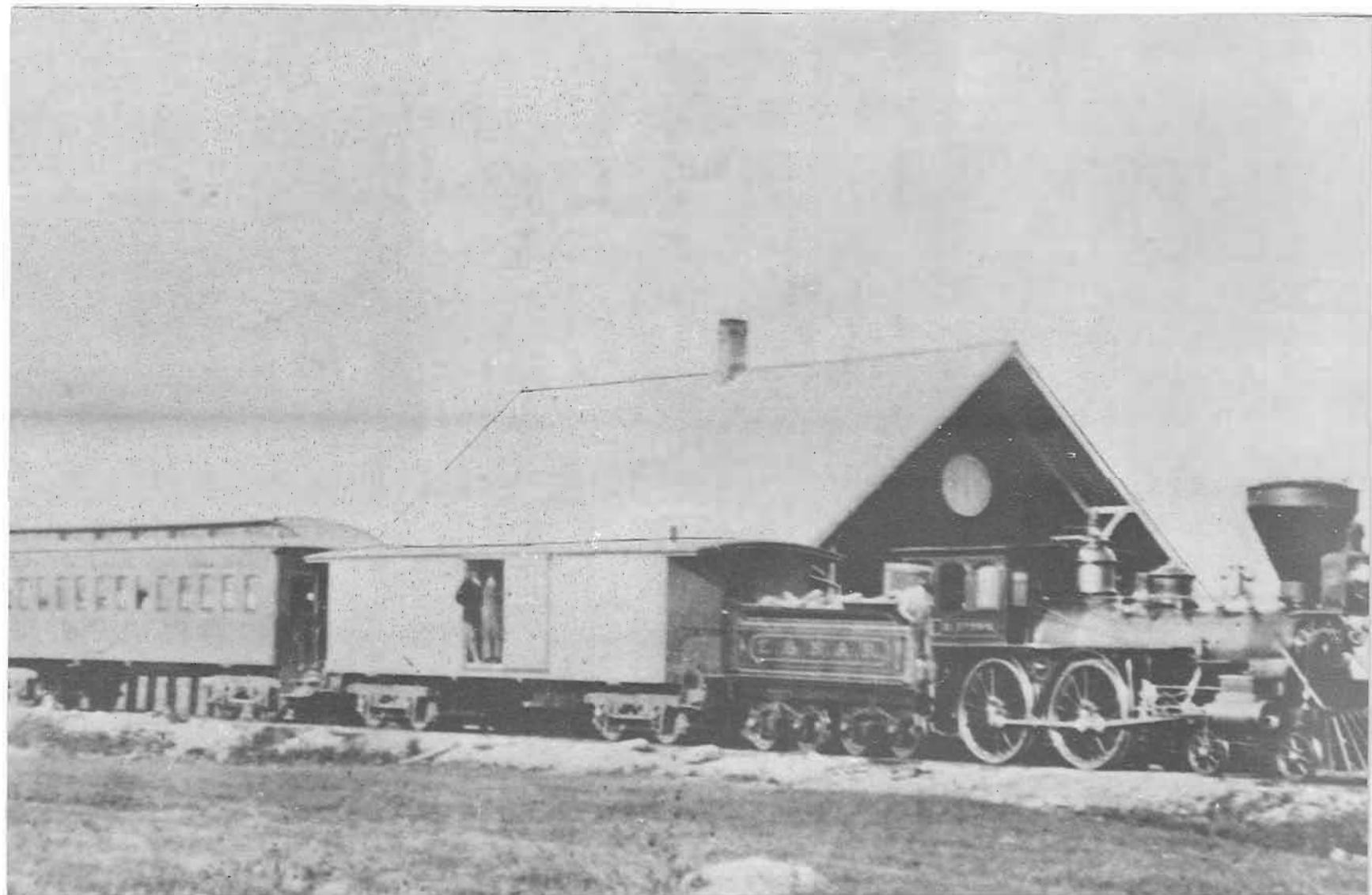
From Hartt's Mills to City Camp, the road was remarkably straight and level and the distance was performed at a good rate of speed. The origin of the curious name "City Camp" is not known, but this place was renamed McAdam Junction about 1869, in honour of the Honorable John McAdam, representative for Charlotte County in the federal government of Sir John A. Macdonald.

Owing to the delay in leaving Fairville, the reduced speed between that place and Brundage's Point and the stop for the inspection of the weak spot in the track, the time of arrival at City Camp - 80 miles distant - was considerably later than intended in the original programme. It was therefore decided not to run the remaining six miles to the end of construction, but to return at once to Saint John so as to be on time for the dinner in the car-house. At City Camp,



→ E&NA ENGINE NO. 4 "OLD TOWN", BUILT BY HINKLEY LOCOMOTIVE COMPANY IN 1869, brings the first train into Oldtown, Maine in 1869.

Photo courtesy Charles D. Hezeltine.



the number of participants was further increased by the guests from St. Andrews, St. Stephen and from the neighbouring State of Maine.

The return trip to the Junction was made at a fast rate of speed, but thence to Fairville, at times the train ran at a snail's pace. As dusk fell, the speed was further reduced and twice the train was stopped and the line inspected to avoid any possible accident. Those passengers who had not made the eastward journey, nor inspected the line previously on November 17, 1869, were surprised at some of the great engineering difficulties overcome during the construction of the railway. At South Branch, the train halted to provide an opportunity for the passengers to disembark and examine the truss bridge over that stream.

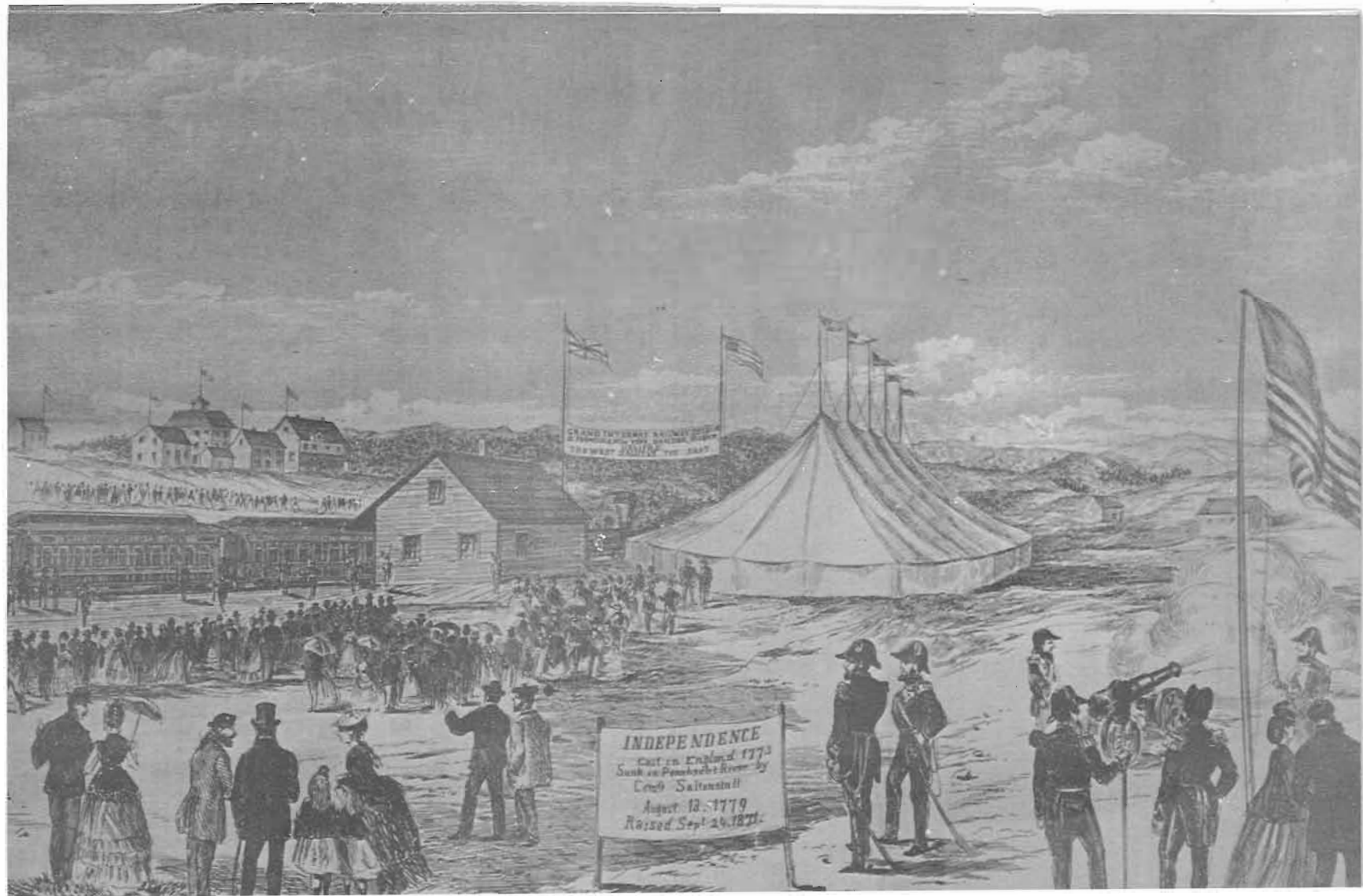
In parentheses, it can be said that the station houses on the line, which had been completed, were designed similar to those on the other E&NARY. The first-class passenger cars were built by James Harris of Saint John. They had monitor roofs and were handsomely furnished and well ventilated. Great credit was due to Mr. H.D. McLeod, Superintendent, and other officials - as well as all employees on the train - for caution and attention given to the safety and comfort of the passenger-guests.

A bountiful dinner awaited the guests on their arrival at the carshed at Saint John. It was set out in this building on City Road, the structure and interior being tastefully decorated with evergreens and bunting. About 500 guests were present, who did full justice to the bill-of-fare, which was prepared "in the most sumptuous style". The usual toasts to Her Majesty and the Royal Family were followed by a toast to His Excellency the Governor General, who responded to it "in his eloquent style". Many other toasts followed. Governor Wilmot proposed the health of the host, Mr. E.R. Burpee, Consulting Engineer and referred to the enterprise, indomitable perseverance and engineering skill shown by him in the building of the railway and referred proudly to the fact that he was "a New Brunswick boy". This toast was received with much enthusiasm and was responded to by Mr. Burpee in a suitably dignified and demurring manner. Subsequently, the merry company dispersed, entirely satisfied with the day's enjoyments.

In the neighbouring State of Maine where, under separate legislation, the prolongation of the European and North American Railway was being constructed from Bangor to the International Boundary, the line was completed to Milford

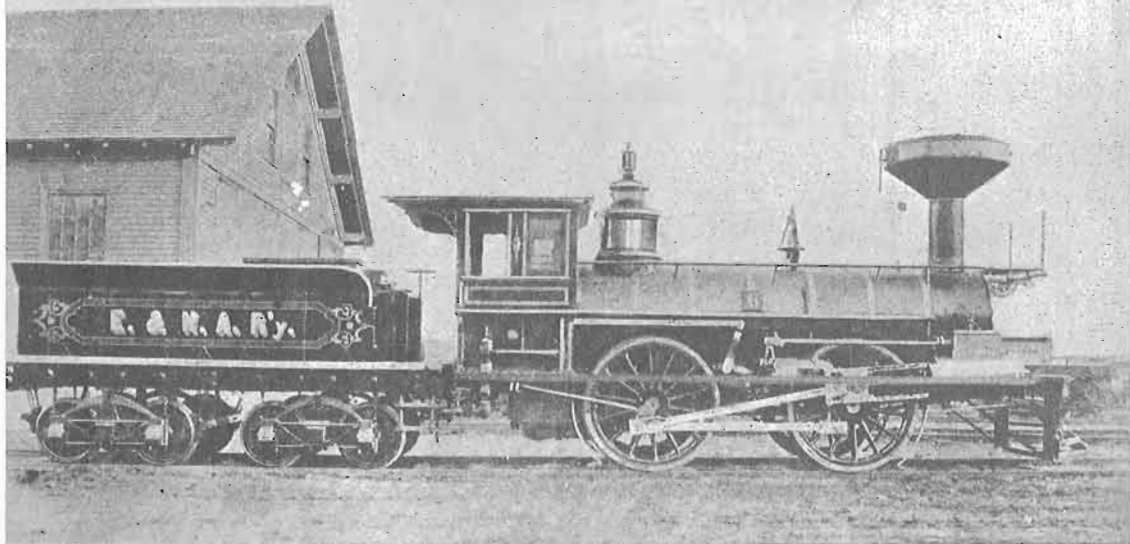


→ THE ARTIST'S CONCEPTION OF THE "GREAT DAY AT THE BORDER" - OCTOBER 19, 1871. General U.S. Grant, President of the United States, drove the last spike and E.J. Russell of the Canadian Illustrated News published his sketch in the November 4, 1871. Sketch courtesy New Brunswick Museum.



INDEPENDENCE
Capt in England 1773
Sunk on Pensacola River by
Lord Saltonstall
August 12, 1779
Raised Sept 26, 1871.

GRAND UNIVERSAL RAISING OF
THE WEST INDIES THROUGH JAMAICA
THE 25th DAY



EARLY LOCOMOTIVE (0-4-0) OF THE OLD EUROPEAN AND NORTH AMERICAN RAILWAY.

↑ E&NA ENGINE NO. 6 "LA TOUR" BUILT BY BALDWIN LOCOMOTIVE WORKS IN 1871. Originally built as an 0-4-0 tank engine; then converted to an 0-4-0 tender engine. The "La Tour" became No. 6 of the St. John & Maine Railway in 1878, No. 29 of the New Brunswick Railway in 1882 and No. 506 of the Canadian Pacific Railway in 1888. She was scrapped in October, 1895. Photo courtesy C.W. Anderson Collection.



in 1868 and to Mattawamkeag the following year. Ironically, the building of the E&NARY, destroyed the usefulness of the oldest railroad in the State of Maine, the Bangor and Piscataquis Canal and Railroad Company, 12 miles long - later the Bangor, Oldtown and Milford Railroad - which had been built and placed in operation about 1836.

The European and North American Railway nevertheless acted fairly by this latter Company, by buying in September of 1868 its property and by acquiring as much of its rolling stock, rails, etc. as could conveniently be used, and the abandoned right-of-way. Thereafter, trains between Bangor and Oldtown operated along the bank of the Penobscot River over the E&NA tracks - the same right-of-way that is used today by trains of the Maine Central Railroad.

Chief Engineer Burpee made a tour of inspection over the whole line of the railway prior to November, 1870, and reported to the Company officers that everything was working satisfactorily. The grade from Mattawamkeag to Kingman - on the way to Vanceboro and the International Boundary - was expected to be ready for the rails by November 1st., with the exception of two deep and difficult cuts, which would be ready by April, 1871. Beyond Kingman's - today shown as Kingman on the MEC map - every cutting had been completed and the grade was ready for the rails, as fast as they could be supplied. On the line east of the 'Keag from Calais Road, gangs were working on every mile and the work of grading was progressing very quickly. The same could be said for the construction from Calais Road to the St. Croix River at Vanceboro, which was expected to be graded by December 1st., 1870. Nearly eight miles of

this section were graded and ditched at the time of Mr. Burpee's visit - ready for the rails. Between 500 and 600 men were constantly employed on the construction of the railway and the work was being pushed to completion as fast as possible.

To assist in this construction, the European and North American in the State of Maine had upon its roster, in 1870, six locomotives:

No. 1	ORONO	Hinkley	New	1868
No. 2	WINN	Hinkley	New	1869
No. 3	M.H. ANGELL	ex-NULHEGAN,		1869
		Grand Trunk		
		Railway:		
		Portland Co.		1853
No. 4	OLDTOWN	Hinkley	New	1869
No. 5	DIRIGO	(note)	2nd.-hand	1870
No. 6	BANGOR	Portland Co.	New	1870

DIRIGO was purchased second-hand from the Eastern Maine Railroad. She was built by Hinkley in 1869.

Seven more locomotives were added to the roster in 1871, including four new ones: 2 Baldwins and 2 Portlands - and three second-hand from the Bangor, Oldtown and Milford Railway, when this line was purchased.

Work continued at an accelerated pace throughout the summer and fall of 1871 and everything pointed towards the "meeting of the rails" early in October. This happy event was finally celebrated at Bangor on October 18 and at Vanceboro - on the Maine side of the St. Croix River, the International Boundary - on the 19th.

This was, in many respects, one of the most notable events ever witnessed in the State of Maine, with an international flavour attached to it, not only because the European and North American Railway connected two countries in a sense foreign to one another, but also because both the President of the United States and the Governor General of Canada - the recently-formed Dominion - honored the occasion with their presence. No President of the United States had ever before travelled to the northeastern portions of the country of which he had been elected "Head of State". The "Union Jack" of Great Britain and the "Stars and Stripes" of the U.S.A. were flown together everywhere. How the town and country folk flocked in, full of enthusiasm for the great pageant they had come to see. As the time for the gala parade drew near, the streets of Bangor were gay with school-children, firemen, mill-workers and the military, each group seeking their place of assembly.

"The parade was quite prompt, every part of it being in place at the appointed time."

"The whole military force of the State was present - ten companies in all. The Portland Mechanics Blues acted as a bodyguard to the President, by whose side sat Lord Lisgar."

Bangor and North American Railway

TIME TABLE No. 1.

For the Government and Information of Employees only.

STATIONS.	TRAINS GOING NORTH.				TRAINS GOING SOUTH.			
	No. 2. Passenger.	No. 4. Freight.	No. 6. Passenger.	No. 8. Passenger.	No. 1. Passenger.	No. 3. Freight.	No. 5. Passenger.	No. 7. Passenger.
	A. M.	A. M.	A. M.	P. M.	A. M.	A. P.	A. M.	P. M.
BANGOR,	Lea. 7.45	10.00	11.30	5.00	Arr. 7.00	8.50	11.10	2.40
VEAZIE,	7.57	10.22	11.45	5.17	6.43	8.30	10.55	2.25
* BASIN MILLS,			11.54	5.25				2.18
ORONO,	8.08	Arr. 10.40 Lea. 10.50	11.57	5.28	6.32	Lea. 8.15 Arr. 8.05	10.45	2.15
* WEBSTER'S,			12. M.	5.33				2.12
* GREATWORKS,				5.42				2.03
OLDTOWN,	Arr. 8.25	11.10	12.10	5.45	Lea. 6.15	7.40	10.30	2.00

THE HEAVY FIGURES indicate that the trains pass at that point. STATIONS marked with a star [*] are Flag Stations, at which trains will stop only when there are passengers to get on or off.

TRAINS No. 1 AND 2, will not stop at Flag Stations.

A RED FLAG by day, or red light by night denotes danger, and all trains must at once stop.

ALL TRAINS will come to a FULL STOP before passing the bridge over Kenduskeag Stream.

NO PASSENGERS will be carried on Freight Trains.

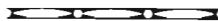
WHENEVER TRAIN No. 3 does not arrive at ORONO on time, the train which passes it at that point, will wait at ORONO 15 minutes, after which the Passenger Train will have the right to the track, and the detained Freight Train must keep out of its way. *This rule also applies to train No. 4.*

WHENEVER ANY TRAIN is unavoidably occupying the track on the time of another train, such detained train must have a Flag-man, at least 2000 feet in advance, to warn the approaching train.

TRAINS WILL RUN by BANGOR time, and the clock in the Superintendent's Office will be the standard.

EMPLOYEES MUST BE FAMILIAR WITH THESE RULES.

BANGOR, September 24th, 1868



↑ AN EMPLOYEES' TIMETABLE OF 1868 OF THE EUROPEAN & NORTH AMERICAN RAILWAY of the State of Maine, U.S.A., governing the part of the road between Bangor and Oldtown. Collection of C.W. Anderson.

A multitude of other distinguished guests occupied a whole convoy of carriages. Companies of Firemen from Bangor and the surrounding communities were present and a large number of red-shirted lumbermen from the nearby sawmills attracted much attention, being an entirely unique feature of the pageant. They presented a splendid looking body of men and marches like veterans.

The President was hailed with loud cheers at every corner along the route and was greeted by the enthusiastic school-children, all gaily uniformed. It was an altogether pleasing sight.

A light luncheon at the Norombega Hall might appropriately have been described as a banquet. The large hall was nicely draped and the tables were well-wupplied with comestibles and service was efficient.

Mayor Dale of Bangor presided. President Grant's little speech was something almost droll, delivered in apparent bashfulness by the hero of many battles. Lord Lisgar's response made a most favourable impression. Governor Perham of Maine made some admirable impromptu remarks "while Governor Wilmot of New Brunswick expressed himself in an energetic and witty speech that called for many outbursts of applause".

After the luncheon, the President of the United States received the people in the square near the Universalist Church and a regatta took place on the Penobscot River and a military review in another part of the city. In the evening, rain prevented a display of fireworks, which had been awaited with keen anticipation.

On Thursday morning, the 19th., in bright, cool October weather, the excursion train departed from Bangor with fifteen cars, including four Pullman Palace Cars. Crowds appeared at every station along the line and, at each stopping place, President Grant good-naturedly appeared on the platform of the rear car to acknowledge the cheers of the assembled citizens.

The Town of Vanceboro - on the easternmost border of the United States, beyond which President Grant did not feel free to go - was in 1871 a little settlement named for a Mr. Vance, who was owner of the township at the time the town was organized.

A mammoth tent had been pitched a few yards from the railway line, under which tables were set to accommodate 1,300 guests without crowding. Each guest had before him a menu describing the luxuries of the feast. The caterer was Mr. G. D. Robinson, formerly of Bangor, Maine.

When it came time for the speeches, it was impossible to hear the voices of the speakers from the farther portions of the tent. In an attempt to both hear and see the guests of honor, people began stand-

BILL OF FARE,

FROM

GEO. D. ROBINSON'S, - - - BANGOR, ME.

G A M E.

MALLARD DUCKS: RED HEAD DUCKS: BLACK DUCKS: MONGREL DUCKS:
PRAIRIE CHICKENS: WILD PIGEONS: QUAILS: PARTRIDGES:
SNIPES: MONGREL GEESE.

P O U L T R Y.

ROAST BONED TURKIES: CHICKENS: DUCKS: GEESE: PLAIN TURKIES.

OR N A M E N T A L D I S H E S.

ROAST BONED TURKIES, ORNAMENTED WITH JELLY AND VEGETABLE FLOWERS;
GALLANTINED TURKIES, WITH JELLY. ORNAMENTAL CHICKEN SALADS:

ORNAMENTAL LOBSTER SALADS:

BAKED HAMS, GARNISHED IN FANCY DESIGNS:

BOILED HAMS, GARNISHED WITH NATURAL AND VEGETABLE FLOWERS;

BOILED TONGUES, WITH ORNAMENTAL DESIGNS:

BOILED HAMS, IN JELLY:

PLAIN LOBSTER AND CHICKEN SALADS:

OYSTER PATTIES.

D E S E R T.

GRAND CHARLOTTE DE RUSSIE:

PLAIN CHARLOTTE DE RUSSIE.

I C E C R E A M.

LEMON.

VANILLA.

PINE APPLE.

C A K E.

LADY CAKE,

SPONGE,

POUND,

FRUIT,

ALMOND,

TEA BISCUITS,

LADY FINGERS.

COCOA CAKES.

F R U I T.

GRAPES.

PEARS.

APPLES.

ORANGES.

PINE APPLES.

C O N D I M E N T S.

WORCESTERSHIRE SAUCE.

MIXED PICKLES.

OLIVES.

FRENCH MUSTARD.

C O F F E E.

Tables Ornamented with International Designs in Sugar Work, Pyramids and Biscuits of Flowers, and National Emblems.

ing on the chairs and, all order being lost thereafter, some bolder persons climbed upon the tables and the remains of the repast. In their eagerness to see President Grant and Lord Lisgar and to hear the speeches, many erstwhile ladies dragged their skirts in the remnants of the ice creams, salads and coffee. The pandemonium and litter was incredible, as the dishes and food were trodden upon and crushed underfoot by the rowdy throng. A Vanceboro woman created a sensation by deliberately climbing onto the head-table itself and tugging her child through the food, dishes and decorations to a spot directly in front of the President.

President Jewett of the European and North American Railway was chairman of the celebration. President Grant, Governors Wilmot and Perham, with many others, made appropriate speeches before the day's celebrations were brought to a disorganized conclusion.

Many of the guests were unable to accept a cordial, supplementary invitation to visit the City of Saint John, New Brunswick, but those that did were tendered a dinner at the Victoria Hotel by the Directors of the Railway Company in that city. The Governor General, Lord Lisgar, and some 200 guests, were present.

To John Alfred Poor - the "Man of Maine" and genius who had conceived the idea of a great railway from Halifax to Portland, Maine and Montreal - and to E.R. Burpee, "the Boy from New Brunswick, who had translated this idea into reality, too much praise and acclaim cannot be given". The building of this international railway was a great enterprise, attended by many difficulties both physical and financial, but finally - as attested to by the events at the International Boundary on October 19th., 1871 - the great undertaking was brought to a successful conclusion.

POSTSCRIPTUM

In 1875, by act Cap. No. 71 of the Statutes of the Dominion of Canada, the European and North American Railway Company in Canada was consolidated with the European and North American Railway Company in the State of Maine, but on August 31, 1878, the bondholders of the Canadian company



← ON THE OCCASION OF THE GREAT CELEBRATION AT THE INTERNATIONAL BOUNDARY on October 19, 1871 - with Canada's Governor General and the President of the United States attending - this was the menu presented by Mr. George D. Robinson of Bangor, Maine, the caterer. Coll. C.W. Anderson.

Maine Central Completes Purchase of E. and N. A. Railway



↑ IN 1882, THE STATE OF MAINE PORTION OF THE EUROPEAN & NORTH AMERICAN Railway was leased to the Maine Central Railroad Company for 999 years. The Maine Central finally purchased this portion of the E&NA on November 17, 1955 for the sum of \$ 3,114,500. Photo Maine Central RR.

foreclosed on the railway property and by act Cap.No. 92 of the New Brunswick Statutes for 1878, these bondholders were empowered to form a new company called the Saint John and Maine Railway Company, for the purposes of operation and further construction.

The New Brunswick Railway Company leased the line of the Saint John and Maine Railway in 1883 for a period of 997 years and finally, in 1890, the New Brunswick Railway Company leased all its holdings to the Canadian Pacific Railway Company for a period of 999 years. In the previous year, the Canadian Pacific had begun to use the line of the New Brunswick Railway from the International Boundary at Vanceboro, Maine through McAdam Junction to Saint John, as part of their "Short Line" from Montreal.

After the foreclosure by the bondholders, the reorganized European and North American Railroad Company in the State of Maine from Bangor to Vanceboro was leased to the Maine Central Railroad Company (formed in 1862) for a per-

iod of 999 years from 1882. The Canadian Pacific Railway Company secured running rights on the portion of the line from Mattawamkeag to Vanceboro, Maine, in 1889.

In the elimination of the last of its leased lines, the Maine Central Railroad concluded the purchase of the last remnant of the European and North American Railroad on November 17, 1955, after several months of negotiation.

The final page in the history of this international railway was penned when President E. Spencer Miller of the Maine Central presented a cheque for \$ 3,114,500 to President George F. Eaton of the European and North American Railroad. In return, President Eaton handed President Miller the deed to the property, which included 114 miles of main line track, from Bangor through Mattawamkeag to Vanceboro, as well as Bangor Union Station and 10 locomotives which had been in storage at Rigby Shops, Portland, Maine, since their replacement by diesel-electric units. The hundred-year history of the European and North American Railway was complete.

SOURCES:

Newspapers:

The RELIGIOUS INTELLIGENCER	Saint John, N.B.	December 3, 1869
		November 18, 1870
The TRANSCRIPT	Bangor, Maine	October 28, 1871

Reports & Journals:

Seventh Annual Report: European & North American Ry.	1864
Report to the Railroad Commissioners, State of Maine	1876
The MAINE CENTRAL RAILROAD MAGAZINE	December, 1955

Other:

A Statutory History of Steam & Electric Railways in Canada 1836-1937.	Dorman	1937
The Maine Central Railroad 1847-1947	Wheeler	1947

↓ IN OCTOBER, 1971, THIS IS THE WAY THE JOINT MAINE CENTRAL-CP RAIL BRIDGE over the St. Croix River at Vanceboro, Maine looked. The middle of the river is the International Boundary. The photographer waited and waited for a train to come along, but not one did! Photo S.S. Worthen.



Some Notes On



CP Rail

3000 Series

F.A.Kemp

T

he third set of Canadian Pacific-CP RAIL engines to carry numbers in the 3000-series has been outshopped recently by General Motors Diesel Limited of London, Ontario.

Classed as GP-38 by the builder and DRS-20a by the railway company, the first 8 units will be supplemented by an additional 24. It is expected that they will replace some of the existing C.L.C. (Fairbanks-Morse) units and begin the phasing out of MLW units having 244-type diesel engines. The new units are generally similar in appearance to the GP-35 (5000-series) units, but differ from them in the placement of the exhaust stacks, horns and snow-shields.

The first Canadian Pacific Railway locomotives to be numbered in the 3000-series were of the 2-6-0 wheel arrangement or "mogul" type, built between 1886 and 1890 and renumbered into this series in the C.P.R.'s 1912 renumbering. The last of these locomotives, No. 3011, was scrapped in 1954.

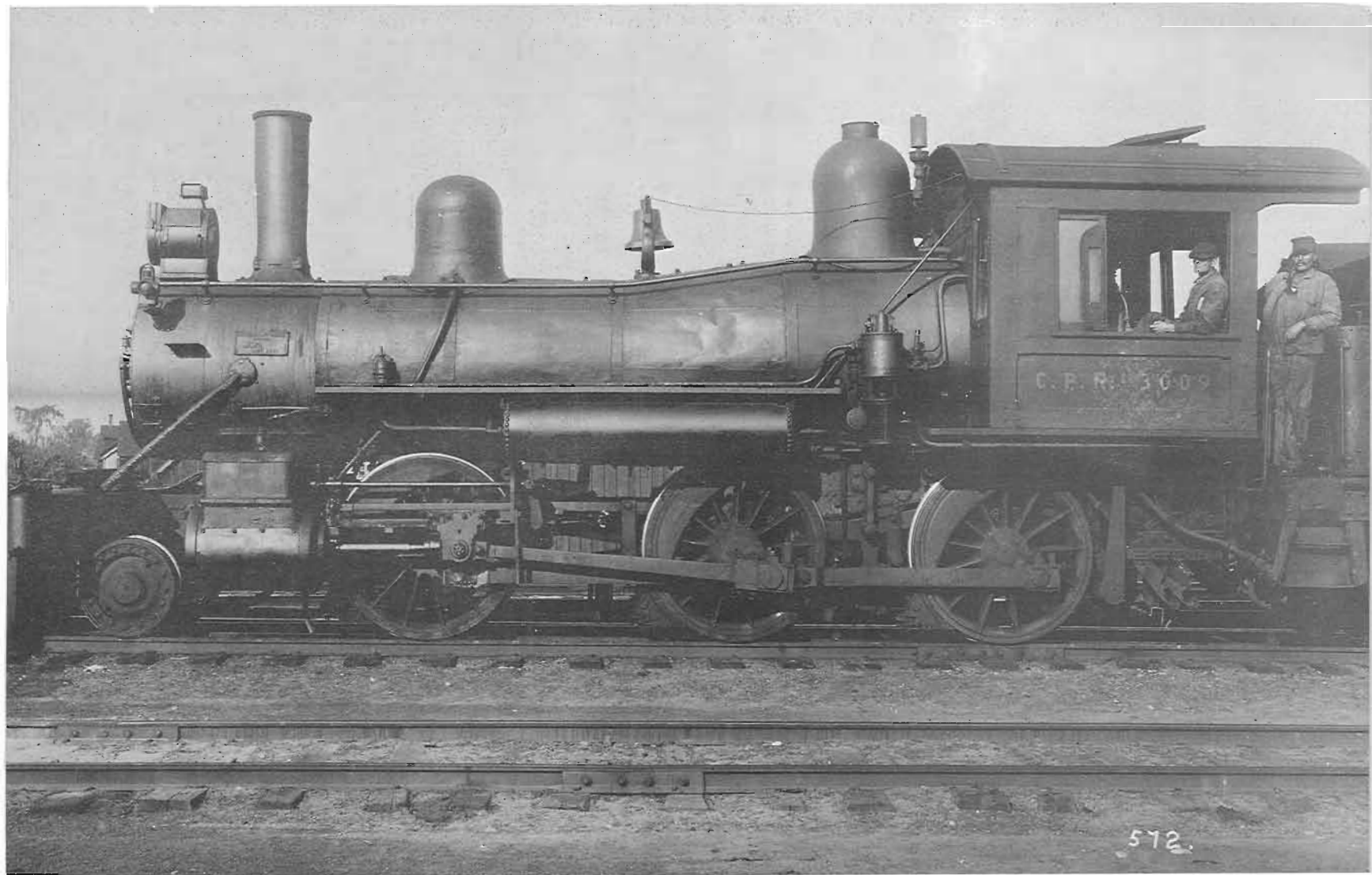
The numbers 3000 to 3004 were vacated by 1926 and in 1936 they were assigned to the "Jubilee" 4-4-4-type, high speed passenger locomotives, built in that year.

These semi-streamlined locomotives with 80-inch driving wheels, lightweight running gear and 300-psig boiler pressure were seldom used to their full speed potential and their low starting tractive effort and "slippery" characteristics necessitated substitution by other locomotives when train tonnages increased. They remained in service until 1958, the last one - Number 3004 - being retired in that year.

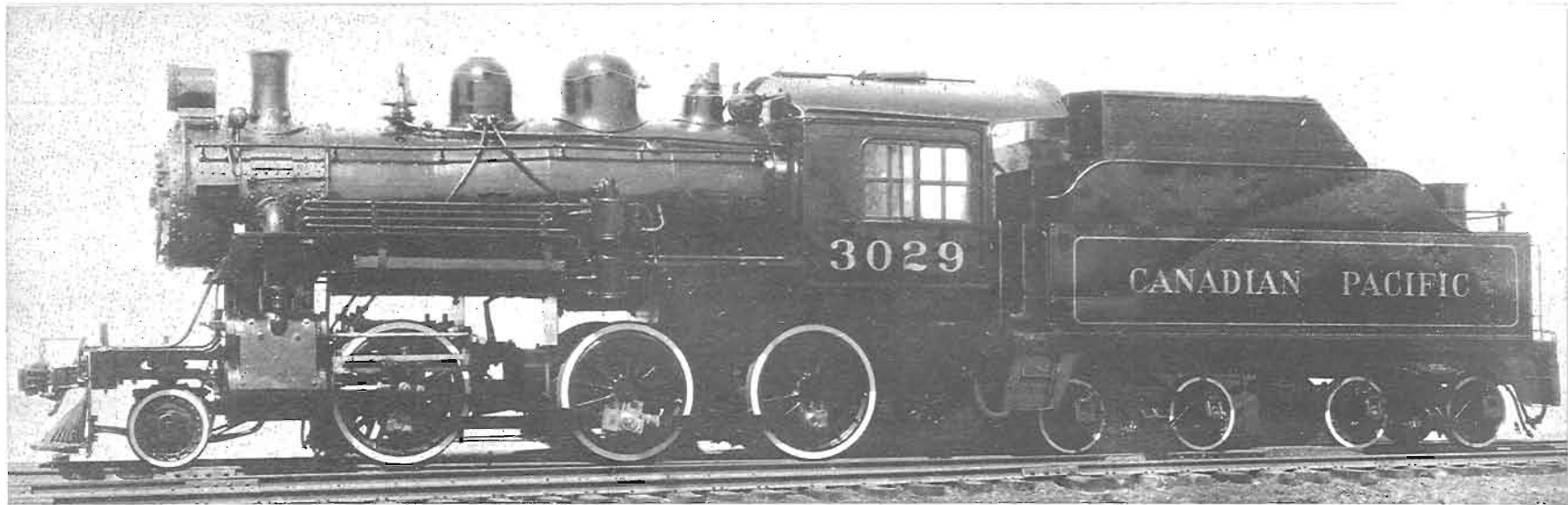
Their diesel-engined successors may be neither as attractive (to some) or as speedy, but they certainly will have a higher starting tractive effort and tonnage rating!



→ CANADIAN PACIFIC RAILWAY ENGINE NO. 3009, class J-2-a, built in 1888 was photographed in 1910 at Calgary, Alta. Photo L.O. Leach coll.



572.



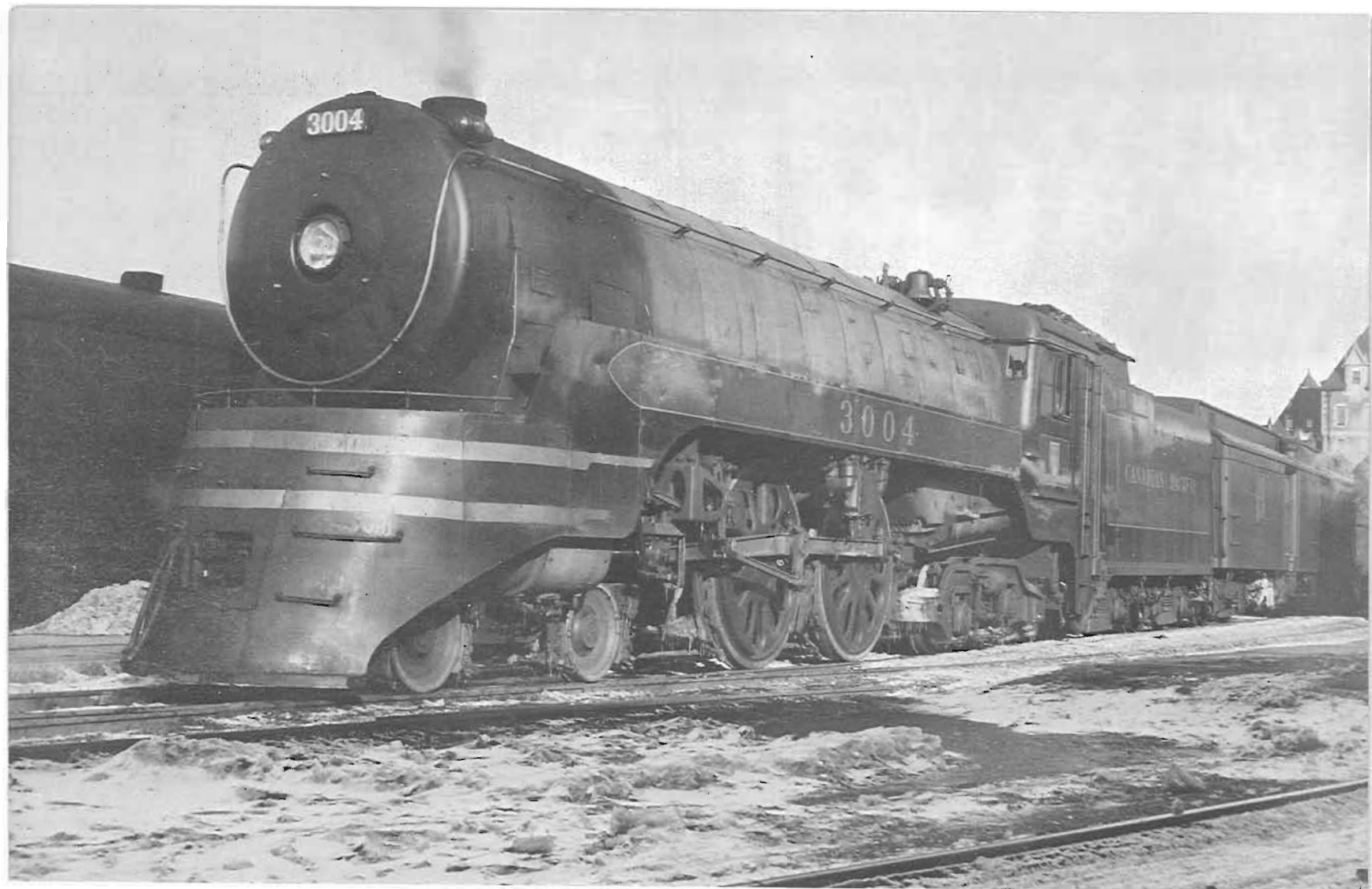
A PRAIRIE TYPE 2-6-0 ENGINE NO.3029 OF CANADIAN Pacific Railway. Photo courtesy Canadian Pacific.
ANOTHER VARIETY OF THE PRAIRIE TYPE - NO. 3063 of Canadian Pacific photographed at Smiths Falls, Ontario on March 18, 1947. Photo coll. L.O. Leach.



CANADIAN PACIFIC JUBILEE TYPE 4-4-4 ENGINE NO. 3000, class F-2-a on Train 37 at Ayr, Ontario, at 7.15 p.m. Photo by L.E.Hampel.

HAULING ONE OF THE MOST VARIED CONSISTS IMAGINABLE, an unknown Jubilee type roars across the Canadian countryside on its way from somewhere to somewhere. CRHA E.A.Toohy Collection.



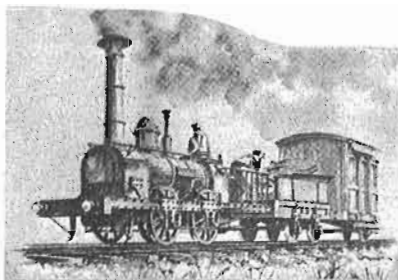




MAKING THE SCENE AT ST-CLET, QUEBEC, ON CP RAIL'S WINCHESTER SUBDIVISION are GP 38's Nos. 3000-3001 by GMDL. Philip Mason froze them on film before they went west in November, 1971 for service between Edmonton and Calgary. The photo was taken in May, 1970.



PROBABLY THE MOST BEAUTIFUL OF THE ENTIRE FAMILY OF CANADIAN PACIFIC-CP RAIL 3000's were the "Jubilee" 4-4-4s of which No. 3004 at Québec City, Qué. on February 29, 1948, was an excellent example. CRHA, EA Toohey Coll.



WAYBILLS

Editorial Staff

CANADIAN RAIL

March, 1972.

THE LAST OF PACIFIC GREAT EASTERN RAILWAY'S SEVEN M-630's left MLW Industries, Montréal on January 13, 1972, en route for Vancouver. This order was to be followed closely at MLW by three M-636's for Québec's Cartier Railway, unfortunately derated from the outset in the same manner and for the same reason(s) as the recent order of M-636's for Canadian National Railways. (K. Goslett)

EX-CANADIAN NATIONAL RAILWAYS' SWITCHER NO. 7470, THE PROPERTY OF Mr. Dwight A. Smith, Editor of "THE 470" of Portland, Maine, U.S.A., - after a variety of experiences, including a starring role in a Hollywood movie - has been transferred from Maine Central Railroad's Rigby Roundhouse in South Portland to the former Boston and Maine Railroad's roundhouse at North Conway, New Hampshire. Here, it will await the organization of "The Conway Scenic Railroad" and/or the demolition of the B&M trackage to North Conway and Intervale from Mt. Whittier, New Hampshire (ca. 12 miles), in the shadow of the Ossipee Mountains. ("THE 470")

AFTER OPERATING FOR ABOUT SIX MONTHS WITHOUT AN APPROVED Railway Transport Committee boiler certificate, ex-STELCO O-6-O Number 40 from the Museum of Science and Technology, Ottawa, has been brought dead to Canadian National Railways' Point St. Charles Shops, Montréal, where boiler retubing is to be attempted. As of mid-January, work had not been started. It is rumored that Canadian National is using this project to determine whether larger steam locomotives can be retubed at the Point. (K. De Jean)

MORE ON THE FABULOUS PA-1'S:

At press time, General Electric of Erie, Pennsylvania, had received a total of 186-plus requests for the two ex-Santa Fe, ex-Delaware and Hudson PA-1's, recently turned in by D&H on an order for "U-Boats" - U-36-C's. After considerable head-scratching, GE-Erie came up with a truly Solomon-like decision, proposing sale of one unit to the highest bidder and DONATION of the other one to a deserving railway museum. Sale price for the one unit would probably be governed by the allowance generally given on a trade-in unit in operating condition, which is in the vicinity of \$ 10,000. GM-EMD is known to have an agreement with its scrap-dealers, which stipulates that units to be scrapped MUST be scrapped and not resold to diesel unit leasing companies for rebuilding and/or repair to running order, thus depriving GM-EMD of the sale of a new unit. No doubt GE-Erie has a similar agreement with its scrap-dealer.

Oh, yes? You wished perhaps to know the identity of the fortunate railway museum to which the one PA-1 will be donated? GE has not yet decided which museum will get it, but it will probably not be the same organization that buys the other. Thus Greenbriar Railroad's current classic lash-up will continue to be unique.

AFTER A CHRISTMAS-HOLIDAY TRIP FROM OTTAWA TO THE MARITIMES, Phillip Fine reported that Canadian National Railways have installed flashing orange lights on the roofs of many of its main-line passenger service diesel-electric units. The sleeping car conductor on CN's SCOTIAN said that the purpose of these lights was to warn pedestrians and motorists of the approach of fast trains, as well as to provide advance warning to the crews of other trains on adjacent lines. These warning lights operate continuously night and day and, according to Phillip, "really add an exciting atmosphere to the overall appearance of the train. All they require now is the addition of a siren".

ONE RESULT OF THE FORMATION OF THE GRAND TRUNK CORPORATION BY Canadian National Railways is now unmistakably obvious. The new GP38's being delivered to the Corporation by GM-EMD of La Grange, Illinois, are in a startling new paint scheme. The overall design of GTW is retained - with the ends of the units in bright red - but the predominating colour on the units is "Bandeens' Blue", reportedly similar to the Boston & Maine Railroad's blue, before it becomes "Faded".
(K. Goslett)

MEMBER DEREK BOOTH OF BISHOP'S UNIVERSITY'S DEPARTMENT of Geography, Lennoxville, Qué., is checking up on the few stations remaining on certain lines in the district between Montreal and Sherbrooke, Qué. In particular, he is anxious to know which stations still stand on:

Penn Central's Adirondack Jct.-Athelstan line;
Canadian National's Longueuil-Nicolet sub.;
Canadian National's St. Hyacinthe-Sorel sub.;
Canadian National's Coteau-Noyan route;
CP RAIL's Stanbridge-Saint-Guillaume line;
and in other assorted towns and villages like Brigham, West Shefford, Knowlton, Roxton Falls & South Durham.

While Quebec Central's station at East Angus is still used, are the stations at Ascot, Saint-Gerard, Weedon, Disraeli and Black Lake demolished?

If observant readers will communicate these situations to the Editor of CANADIAN RAIL - together with photographic proof, where possible - the survivors will be listed in a future issue of the magazine.

IN THE DEAD OF WINTER, THERE WERE OFTEN MORE LEASED THAN COMPANY-owned units on CP RAIL freights around Montréal. For example, one day in January, Train 96 for Québec left St. Luc Yard with a derated GP35 on the point, followed by a PRENCO "Paducah Rebuild" Geep and trailed by an aged Boston & Maine RS3. Bellequip Company's Geeps were ubiquitous; in December '71, one was "encouraging CP RAIL's incredible anachronism, CLC-FM 2400 hp. "Trainmaster", No. 8903 on an outbound freight.
(K. Goslett)

THE REPORT THAT THE CITY OF LONDON, ONTARIO, HAD SOLD some of the ex-London & Port Stanley Railway's cars, presently held as the nucleus of a science and transportation museum, is entirely unfounded. Apparently, the story originated when the London Museums' Board put out some feelers in the summer of 1971, to see if the cars could be sold if such action became necessary. Perhaps these feelers sounded too positive and the organizations which were approached hastened to announce that they had acquired the cars. It was not so. The rolling stock is being retained by the City of London, in anticipation of the eventual organization of the museum of science and transportation described in a previous issue of CANADIAN RAIL.

(C.A. Andreae)

SHARP-EYED OBSERVERS MAY HAVE SPOTTED A BRIEF NOTICE WHICH IS PRINTED alongside the GMDL-London builders' plates on Canadian National Railways' SD40's, road numbers 5224-5240. The notice says that these units are owned by General Motors Diesel Limited, as indeed they are. For the moment, anyway. The units were ordered by CN for 1972 delivery but, due to excess production capacity, GMDL decided to build them in late '71. Thus, during the interval until the contract delivery date, CN may be operating the units but GMDL still owns them and probably receives a very satisfactory lease payment for their use by CN until the specified delivery date arrives. (C. De Jean)

THE RECORD SAYS THAT THE LAST REGULARLY-SCHEDULED, revenue service passenger train in the United States of America, hauled by a steam locomotive, regularly rostered for this run, was Train 56 - the "International" - of the Grand Trunk Western Railroad Company, which ran east from Durand, Michigan to Detroit. The date was December 27, 1960 and the engine was a GTW 6300-class, probably No. 6323. It would be interesting to know if the train and engine numbers are correct and if a similar date and data can be established for the last, regularly scheduled steam-hauled passenger train that ran in Canada. (S.S.W.)

ON-AGAIN, OFF-AGAIN PENN CENTRAL TRAINS 60 & 61 - NEW YORK-ALBANY-Buffalo-Cleveland-South Bend-Chicago - which were discontinued beyond Buffalo when AMTRAK erupted on May 1, 1971, were subsequently restored on May 11, when the States of New York, Pennsylvania, Ohio, Indiana and Illinois promised to help subsidize operating losses. After six months of operation, AMTRAK reported fewer than 45 passengers a day on the trains, with a resulting operating loss of some \$ 3 million annually projected. When the States along the route did not come through with the promised subsidies, AMTRAK discontinued the two trains effective January 6, 1972. Erie, Pa. and Cleveland, Ohio - both very large cities - were once again without a passenger train service. (J.J. Shaughnessy)

Mr. L. Keiller of Dorval, Qué., observed in January, 1972, that Canadian National Railways had removed the rails on the siding leading from the Lachine Industrial Spur - formerly the main line west of Canadian National - to Lachine Wharf, some hundreds of feet south across Notre Dame Street to the wharf on the shore of Lake St. Louis. Mr. Keiller believes that this is the last sentence in the one-hundred-and-twenty-four year history of the Montreal and Lachine Rail Road, opened in 1847 from Bonaventure Station on Chaboillez Square, Montreal to Lachine Wharf in the village of Lachine. This extension to the wharf was probably the last portion of the original railroad of 1847, the remainder of the line from Bonaventure Station through Saint-Henri Junction, Côte-Saint-Paul, Turcot Yard - East, Centre and West - to Ville-Saint-Pierre, Rockfield, Convent and Lachine having been very considerably rebuilt over the years by the Grand Trunk Railway Company of Canada and totally obliterated in the Ville-Saint-Pierre - Turcot section in 1966, when the Bonaventure Autoroute was constructed.

Roger Boisvert's report that the new CP RAIL units from General Motors Diesel, London, scheduled for 1972 delivery, would be SD40-2's caused a good deal of discussion among diesel-electric locomotive "experts". Several reasons for this new model number were advanced but it took Ken Goslett and Charlie De Jean to unravel the "Why and Wherefore". At the time the SD45 was announced, GMDL decided to use the EMD-designed SD45 frame on Canadian-made SD40 units, thus saving one potential design change. The natural variant on the SD45 design was a "passenger" version, which had a 3-foot addition to the frame to accommodate the steam generator. Needless to say, there weren't many takers for this passenger model.

Ken and Charlie point out that the SD40-2's will be different from the normal SD40 in three ways and these differences should justify the creation of the "-2" sub-model. Number one: the SD40-2's will have modular electrical and automatic airbrake systems. Number two: the SD40-2's will ride on the improved design EMD "high adhesion" trucks - not DOFASCO's "HIAD" truck, which MLW Industries uses on its M-series units. Number three: the SD40-2's will have SD45 frames - longer by three feet than the conventional SD40 frame - to permit additional fuel capacity à la Illinois Central's SD40-A. The new SD40-2 carbody should be reportioned accordingly or the crew will have added outdoor recreational facilities readily available on either end of the unit. Baseball to the front! Football to the rear!

EASTERN CANADA IS NOT THE ONLY AREA THAT CAN BOAST OF leased power on CP RAIL. Bellequip, BAR and even some B&M units have been seen in (of all places) southern British Columbia. Contrariwise, Montreal rarely if ever sees the units from the Duluth, Missabi & Iron Range Railroad or those from the Lake Superior & Ishpeming. Leased units on CP RAIL will be a fact of life for some time. Some B&M



units have been on lease to CP RAIL continuously for over two years and the Bellequip units received in October, 1971 are on an 18-month lease. (R. Boisvert)

WRITING TO THE EDITOR OF CANADIAN RAIL, READER JOHN WELSH CONGRATULATED Mr. Lorne C. Perry on his excellent article in the December, 1971 issue of the magazine. Mr. Welsh brought to the attention of the Editor that there is another non-AMTRAK passenger train service operated by a Canadian Railway in the United States. The trains in question are Canadian National Railways' Trains 687 (Monday, Wednesday & Friday) and 686 (Tuesday, Thursday & Saturday), between Thunder Bay, Ontario and Winnipeg, Manitoba, via Baudette, Minnesota and Warroad, in the same State - 36.4 miles, according to CN's October 31, 1971 public timetable. Presumably, CN is locked into a 5-year situation here, as CP RAIL is in their northern Maine operation. Just in case you would like to explore this ex-Canadian Northern line, Train 687 departs Thunder Bay, Ontario at 0930 hours on the days noted and arrives at Winnipeg at 2005 hours on the same day, covering a distance of 438.3 miles at an average speed of about 41.7 mph.

OF SPECIAL INTEREST THIS WINTER ALONG THE RIGHT-OF-WAY OF CP RAIL were six Precision National Corporation (PRENCO) units - three GP7's, Nos. 969, 970 and 971, all high-nose, and three "Paducah Rebuilds". These latter Geeps had been rebuilt by the Illinois Central Railroad in their shops at Paducah, Kentucky. The prime movers were put together with 645E-series components, revised air-intake systems with paper air filters, modified electrical systems and low-noses. Road numbers are 3419, 3445 and 3634. All units arrived at CP RAIL's St. Luc Yard, Montreal in December, 1971 and were painted in a "colourful" green and yellow. (K. Goslett)

ROBERVAL & SAGUENAY'S ORDER FOR TWO M-420TR "END-CABS" - rumored to be "giant switchers" - originally programmed by MLW Industries for January, 1971 delivery, have been once again set back to February, 1972 delivery. The frames were not on the erecting floor as of January 17, 1972 and the cabs and carbodies had not been started. Interspersed on the erecting floor were some of the units of a 54-unit MLW Industries export model for Nigerian Railways, said to be similar in design to the order for the East African railways, completed in 1971. (K. Goslett)



← ONE OF CP RAIL'S 21 UNITS, BUILT BY CANADIAN LOCOMOTIVE COMPANY, KINGSTON, Ont., classed as DRS-24, unit No. 8901 - a Fairbanks-Morse TRAINMASTER - was caught by Ken De Jean at Hochelaga Yard, Montreal, on November 4, 1956. This unit was an FM model H-24-66, developed 2,400 hp. and had a 12-cylinder o-p 850 rpm prime mover. It is now retired from service by CP RAIL.

IT COULD BE SAID THAT THE QUEBEC, NORTH SHORE & LABRADOR RAILWAY IS one of the largest customers of General Motors Diesel Limited. Now that the order for fifteen SD40's has been completed (October, 1971) QNS&L has decided that it needs forty more - 20 for spring '72 delivery and 20 for spring '73. Ferrocarriles Nacionales de Mexico is booked for ten SD40's - the order having been transferred from GM-EMD, La Grange, to "less busy" GMDL - and British Columbia Hydro is in line for two SD38's. Another consortium of Mexican railroads has declared for 28 M-line units from MLW Industries, divided into eight M-636's and twenty M-630's. Between times, GMDL is building such horrors as three SW-1200-MG electrics for the Iron Ore Company of Canada - 1200 hp. motor-generator electric switchers. In the days of silicon rectifiers, choppers and thyristors, an electric locomotive with a built-in motor-generator set is something of a curiosity. Perhaps these new units will disprove - once and for all - the often-quoted claim that while GMDL's prime movers are great, their electrics stink!
(Goslett-De Jean)

→ SAN FRANCISCO'S "BART" SYSTEM, SCHEDULED TO OPEN IN MARCH, 1972, GOT A setback in January, when a strike at Rohr Industries plant in Chula Vista, California, stopped work on the 60 cars essential for the opening of the Oakland-Fremont line. Only one of the production model cars had been delivered and 12 lead cars were needed ahead of the scheduled delivery dates to test the train control operations. Two of the test cars were badly damaged in a collision November 2, 1971, when a train of Cars 104 & 105 slammed into a parked train of Cars 102 & 103 at the 73rd.-San Leandro station. The train was under manual control at the time. The first official passenger train was a 10-car "Directors' Special" on December 17, 1971, on the occasion of the opening of the new BART headquarters in Oakland. Train consist was Car 504 - a production model - and 9 test cars. The dummy model car, used for display for the past six years in the Bay area - has been sold to Atlanta (Georgia) Transit for \$ 1,000 to help "Beat the Drum" for rapid transit in that southern city. (WESTERN RAILROADER)

WARNING

For your own protection it is advised not to use the Railroad Bridge that spans the Rideau River (the bridge from Vincent Massey Park to Carleton)

The C.P. police have within the last week charged two Carleton students with trespassing on Railroad Property. The police are within their rights to do this.

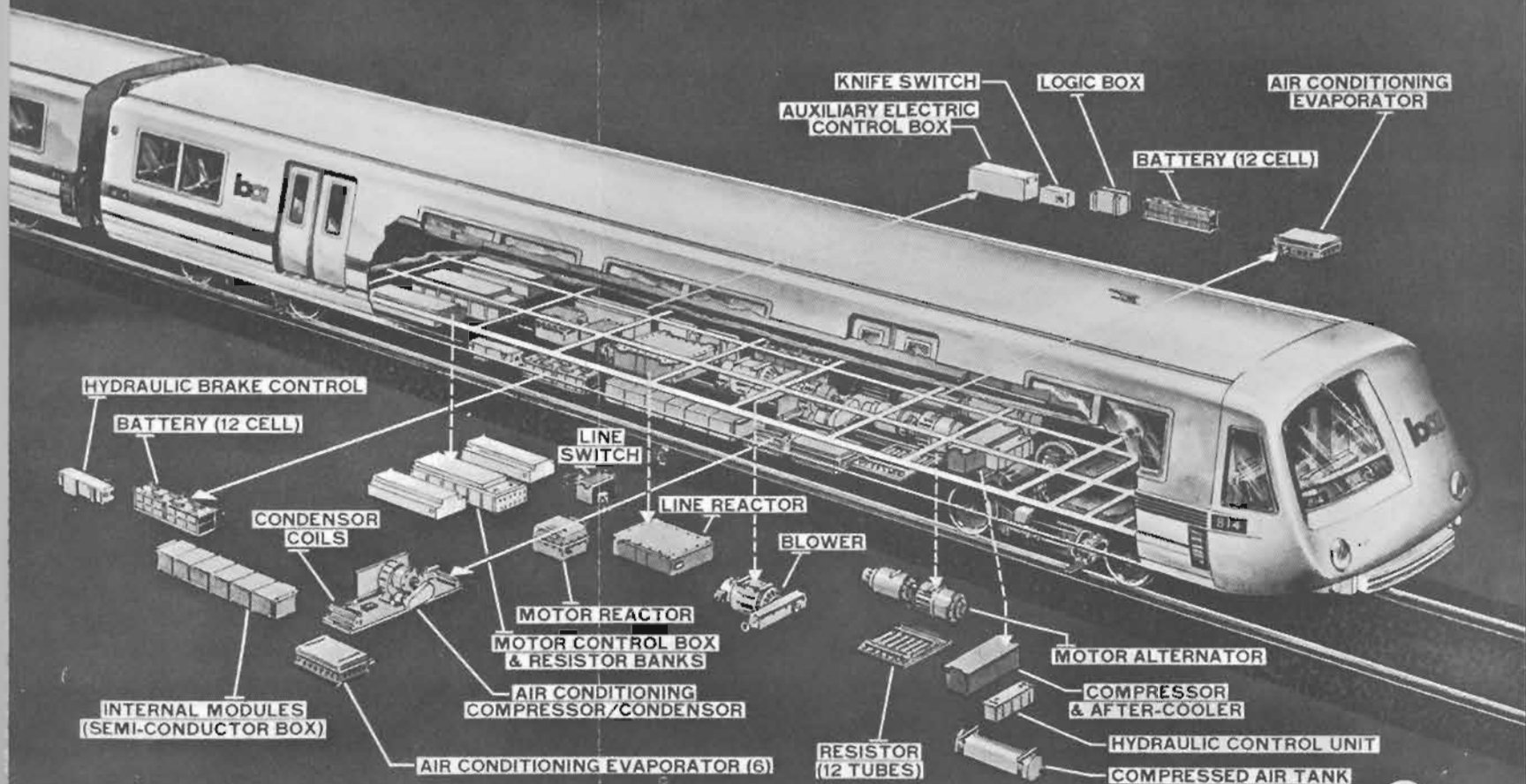
If charged with this offense, you are liable to a fine.

- Ombudsman office.

The CHARLATAN, Carleton University
Ottawa. December, 1971

ONCE UPON A TIME, NO. 77 WAS CN'S NO. 7700 ON THE WIRE TRAIN AT TURCOT CENTRE, Montreal, June 20, 1947. Photo courtesy C.R.H.A., E.A. Toohy Collection.

UNDERCAR EQUIPMENT ARRANGEMENT - BART VEHICLE





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