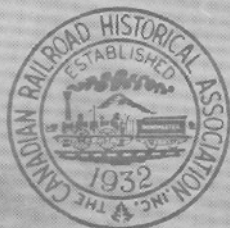


Canadian Rail



NO. 255
MARCH 1973







L' H I V E R



S A I S O N D U M A L



A. d'Astous.



Malgré tous les efforts de l'être humain, malgré toutes les précautions prises pour éviter les imprévus, les chemins de fer du Canada sont obligés d'en subir un certain nombre chaque hiver. C'est une saison dure. Jetons, d'abord, un coup-d'oeil sur quelques-uns de ces avatars.....



Les Chemins de fer Nationaux (CN) ont connu, dans l'est du Québec, un rude mois de mars, 1972, au chapitre des déraillements. Le bal a débuté dans la soirée du 1er mars, pendant une violente tempête de neige. Six wagons de marchandises qui transitaient entre Limoilou (Québec) et Charny ont quitté les rails dans une tranchée emplie de neige, près de Cap-Rouge, à quelques centaines de pieds de chez moi!

Deux RS18 remorquaient ce convoi, les CN 3703 et CN 3712. Après le déraillement, cinq wagons ont été vite remis sur les rails à l'aide des "crapauds" (car re-railers). L'autre wagon, dont les bogies s'étaient retournés, a été traîné juste derrière ma maison et culbuté hors de la voie. On chuchotait que j'avais acheté ce wagon pour mon musée ferroviaire personnel.....un ami du chemin de fer est vite repéré!

Le lendemain matin, le 2 mars, le RAPIDO (CN) Montréal - Québec quittait complètement la voie à quelque 2 000 pieds à l'est de Joly (comté de Lotbinière), provoquant la mort de l'aide-mécanicien. C'était un méchant coup de la saison du Mal. Les deux locomotives, Nos. 6767 et 6764, se sont retrouvées à plusieurs pieds de la voie et la 6764 a même fait trois tours sur elle-même.

Aucun des voitures de voyageurs (304, 5479, 1345 et 302) ne s'est renversé, mais ils ont fait un bon bout de chemin sur les traverses. Deux grues de Montréal, Nos. 50028 et 50107, ont travaillé jusqu'à six heures le lendemain soir afin de rétablir la circulation. La grue de Joffre n'a pu intervenir parcequ'elle était encore sur les lieux d'un autre déraillement survenu un semaine avant à Senneterre (Abitibi), sur l'ancienne ligne du "National Transcontinental" (NTR).

↪ CHARGING THROUGH A FEBRUARY SNOWSTORM IN 1952, CANADIAN PACIFIC RAILWAY unit Number 8455 - an RS3 - leads a pair of unidentified P-2 mikados over the CP-CN crossing at grade just west of Lennoxville, Québec. The photograph was taken 12 February 1956 by Jim Shaughnessy, author of that well-known book DELAWARE & HUDSON.

↪ "..... près de Cap-Rouge, à quelques centaines de pieds de chez moi!" A few hundred feet from my home, the boxcar was tipped off the right-of-way of the CNR. M. d'Astous took this picture through the window of his house. Ce cliché a été prise par la fenêtre de la maison de M. d'Astous.

La cause du déraillement du RAPIDO à Joly fut attribuée à l'épaisse couche de neige et de verglas qui recouvrait la voie.

Le 5 mars au matin, sur le grand pont enjambant la rivière Saint-Maurice, non loin de Grand'Mère, ville au nord du Saint-Laurent, dix-sept wagons de marchandises décidaient soudainement de se reposer un peu, quelques-uns sont restés en équilibre au bord du gouffre, alors que d'autres allaient choir sur les bords de la rivière. Une autre grue de Montréal, No. 50024, tirée par la CN No. 3128, commençait le déblaiement et celle de Joffre venait quelques heures plus tard l'aider dans son délicat travail.

Mais le pire de tous les malheurs de la saison du Mal était encore à venir. Le 7 mars au petit matin, le plus gros déraillement - à ma connaissance - se produisit sur le pont de la Rivière-du-Loup à Eatonville, à quelques trois milles à l'est de Bretagne, sur la division d'Edmundston des chemins de fer Nationaux. Cette ligne, qui fut jadis celle du "N.T.R." - National Transcontinental - est fort utilisée par les trains de marchandises qui, de Québec, vont vers Moncton, Halifax et les autres villes des provinces maritimes du Canada.

Le train, roulant vers Edmundston, a déraillé presque sur le pont et, tout d'un coup, 49 wagons dégringolent avec un des trois travées du pont dans le lit de la rivière, quelques cinquante pieds plus bas. Plusieurs de ces wagons-isothermes étaient chargés de denrées périssables. Les épaves prirent rapidement feu et 43 wagons ont été détruits. Six wagons seulement obstruaient la voie, mais le pont était coupé.

La grue d'Edmundston, No. 50013, tirée par un M-636, No. 2324, se chargeait du côté est tandis qu'on était forcé d'emprunter la grue du CP RAIL de Québec, No. 414471, pour le côté ouest du pont d'Eatonville. Ce fut la SD40 No. 5029 qui l'a remorquée sur les lieux du grand déraillement.

Le lendemain matin, la grue CP RAIL était remplacée par la grue CN de Campbellton, No. 50100, qui avait été amenée par les subdivisions de Mont-Joli (188.8 milles) et de Montmagny (122.9 milles) du CN et ainsi renvoyée à Eatonville (98 milles), subdivision de Monk, soit une distance totale de 409.7 milles.

À Eatonville, on a rapidement construit une passerelle temporaire pour remplacer la travée qui avait cédé. La circulation a repris le 18 mars, après onze jours de dur labeur. On prétendait que le ravin, enjambé par le pont du type "deck-plate-girder", à plusieurs travées, serait rempli à l'été et que le pont pourrait ainsi disparaître. Cependant, le lit de la rivière a été nettoyé par des "bulldozers" géants, empruntés aux constructeurs de la route "Trans-Canadienne". Tout la ferraille des wagons brûlés a été ramassée en un immense tas et la voie nivellée et alignée. Ainsi s'en est allé un autre événement de la saison du Mal.

Dans les semaines suivantes, le pont d'Eatonville a été reconstruit par la Compagnie Dominion Bridge de Montréal. Les poutres d'acier ont été mises en place à la fin du mois d'août 1972. L'immense tas de ferraille, ce qu'il reste des wagons et de la travée du pont, gisent toujours au fond du ravin.

Durant cette période du 5 au 18 mars, la plupart des trains fréquents qui empruntent normalement cette voie fut déviée sur la ligne du CP RAIL entre Saint John, Nouveau Brunswick, via l'Etat de Maine, E.U.A. Dans le magnifique article de Monsieur G.A. Matheson, "An Otherwise Ordinary Winter", paru dans l'édition d'octobre 1972 de CANADIAN RAIL, celui-ci décrit très bien les perturbations qu'ont

causées ces longs convois dans la coquette petite ville de Lennoxville, Québec.

Cinq milles à l'est de Saint-Leonard, Nouveau Brunswick, dans la vallée de la rivière St-Jean, sur la ligne du CN reliant Edmundston et Campbellton, quatre locomotives diesel et 12 wagons de marchandises ont quitté la voie le 9 mars, pendant que le pont d'Eatonville, sur le même trajet, était en réparation. Il semblait encore que la neige soit la cause de cet accident. La grue d'Edmundston a été obligée de quitter alors le pont d'Eatonville pour se rendre sur les lieux du déraillement.

Le dernier de cette série d'événements de la saison du Mal 1972 s'est produit le 25 mars. A Kiskissink - nom curieux - mille 116.9 de la subdivision du Lac Saint-Jean, à quelque 133 milles de Québec, deux machines diesel et 26 wagons de marchandises d'un convoi ont déraillé. D'aucuns ont dit que cet accident a été causé par la neige et le verglas, soit par suite d'un raidissement de la voie dû aux températures anormalement basses.

En cet âge électronique, certains s'imaginent que les rigueurs de l'hiver sont choses du passé. Il n'en est malheureusement rien.. . . . Ami lecteur, toi qui aimes regarder passer les trains, dis-toi bien que pendant toute la "Saison du Mal" le cheminot canadien doit faire preuve d'autant de vigilance que les pionniers du rail du siècle dernier.

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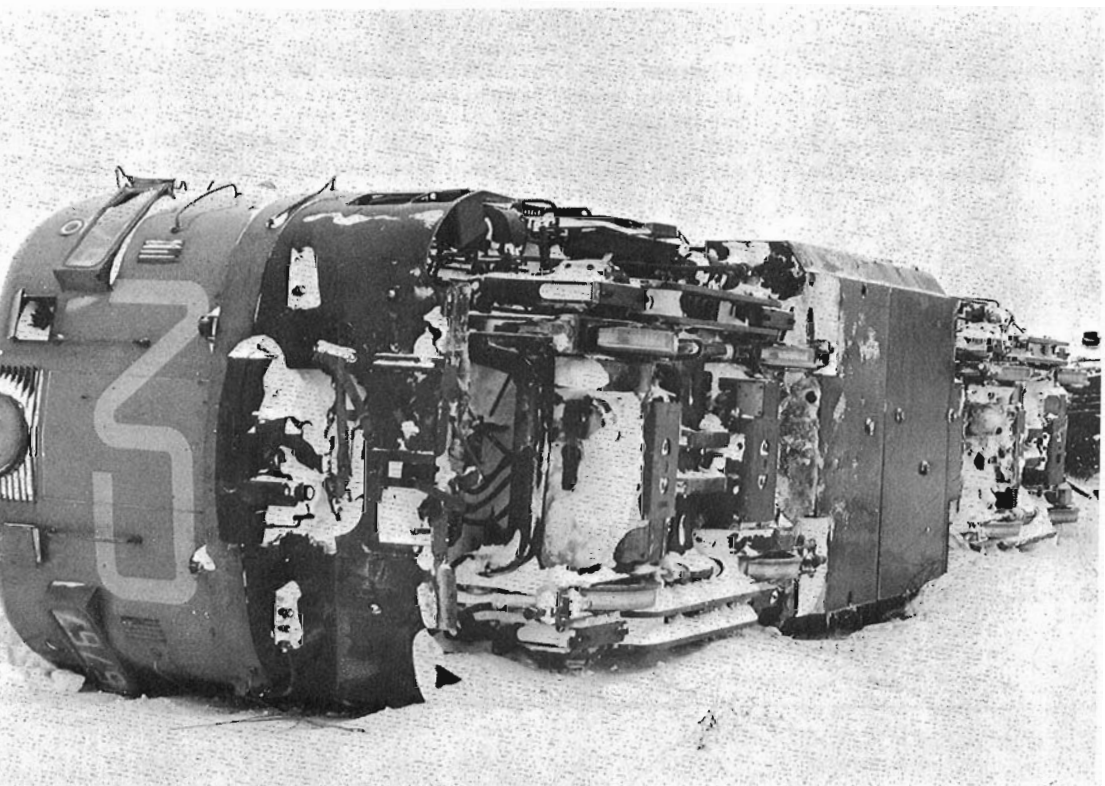
Winter is truly an "Evil Season" and, in spite of all the precautions taken by the railways of Canada to anticipate the unexpected, there are always unforeseen and unpredictable events. Let us look at a few of these manifestations.....

In March 1972, in the eastern part of the Province of Québec, Canadian National Railways had more than its share of derailments. On the evening of March 1, during a violent blizzard, six freight cars of a transfer train from Limoilou (Québec) to Charny left the rails near Cap-Rouge, only about a hundred feet from my front door! Two RS18s, Nos. 3703 and 3712, headed the freight. Five cars of the train were rapidly re-railed. The sixth was dragged to a point just behind my house and overturned off the track. The rumor was that I had bought the car for my personal railway museum..... a railway enthusiast is easily discovered!

The next morning (2 March), CN's RAPIDO (Montréal-Québec) left the rails about 2,000 feet east of Joly (Lotbinière county), causing the death of the engineer-helper. This was a serious misfortune of the "Season of Evil". The two units, Numbers 6767 and 6764, ended up some distance from the right-of-way. Number 6764 turned over three times. The passenger cars (304, 5479, 1345 and 302) stayed upright, but travelled quite a distance on the ties before coming to a stop. Two "big hooks" from Montréal, Numbers 50028 and 50107, worked until six o'clock the next evening to clear the line. The auxiliary from Joffe could not help because it was at Senneterre (Abitibi) clearing the NTR (National Transcontinental) of a wreck which had taken place the week before.



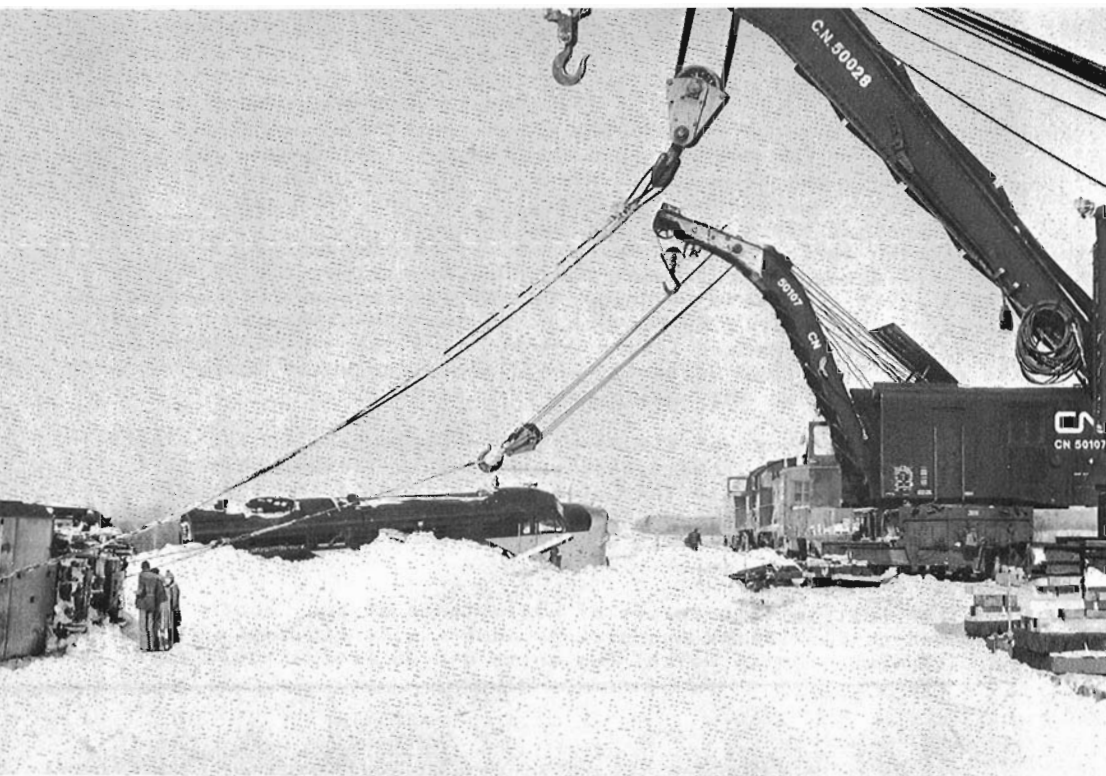
THE SCENE AT JOLY, QUE., ON 2 MARCH 1972, WITH CN 6764 OFF THE RAILS but right-side up. Le 6764 du CN, debout à Joly, mais à quelques pieds de la voie. Cependant, le 6767 repose dans la neige. The 6767, however was on its side in the snowbank.





LES VOITURES INOX DU RAPIDO ONT MEME RESTES SUR LA VOIE. PERSONNE A été blessée. Fortunately, the coaches of the RAPIDO stayed on the right-of-way and no one in them was hurt.

Les grues du CN ont travaillé longtemps en ramenant les diesels sur les rails. The two CN auxiliaries worked long and hard to get the units back on the rails.



The cause of the derailment at Joly was said to have been the heavy fall of snow and accumulated ice which had built up on the right-of-way.

On the morning of 5 March, seventeen freight cars of a train which was crossing the big bridge over the St-Maurice River at Grand 'Mère, Québec, north of the St-Lawrence River, decided to run off the track. Some of them fell off the bridge, crashing on the banks of the river below, while others remained balanced precariously on the bridge. Another Montréal auxiliary, Number 50024, hauled by CN unit Number 3128, came to start the clean-up and was joined by the Joffre auxiliary later on.

The worst of all the "bad luck" events of the "Season of Evil" was yet to happen. Early in the morning of 7 March, the biggest derailment - that I know of - occurred on the bridge over the Rivière du Loup at Eatonville, about 3 miles east of Bretagne, on the Edmundston Division of CN. This line, formerly known as the NTR - National Transcontinental Railway - is heavily used by freights from Québec to Moncton, Halifax and other cities in Canada's maritime provinces.

The freight, on its way to Edmundston and Moncton, derailed almost on the bridge and 49 cars and one span of the bridge plunged about 50 feet into the bed of the river. The debris of the wreck, many of the cars being "reefers" and containing perishables, caught fire and 43 cars were completely destroyed. Only six cars were left wrecked on the track, but the bridge had been put out of service completely.

The Edmundston auxiliary, Number 50013, headed by an M-636, Number 2324, was brought to work the east side of the wreck. CN had to borrow CP RAIL auxiliary Number 414471 from Québec for the west side. Unit Number 5029, an SD40, hauled the auxiliary.

Next morning, the CP RAIL auxiliary was replaced by CN Number 50100, the Campbellton auxiliary, which had been brought 409.7 miles to the scene of the wreck. A temporary crossing to the undamaged span was constructed and the line was back in service on 18 March, after 11 days of very hard work. It was rumored that the ravine would be filled in during the summer, but in the weeks following, the bridge was rebuilt by the Dominion Bridge Company of Montréal. The huge pile of scrap was cleaned out of the river bed and heaped up in an immense pile; the roadbed was levelled and the rails aligned. Thus passed another event of the "Season of Evil".

In the period 5 to 18 March, CN freights normally using this line were detoured from Saint John, New Brunswick, via CP RAIL's line through the State of Maine, U.S.A., to Lennoxville, Québec. In the excellent article by Mr. G.A. Matheson, "An Otherwise Ordinary Winter", which appeared in the October 1972 issue of CANADIAN RAIL, the author described perfectly the dislocation which these long freights caused in the small town of Lennoxville.

Five miles east of St-Leonard, New Brunswick, in the valley of the St. John River, four diesel units and 12 freight cars left the rails on 9 March, while the Eatonville bridge on the same line was being repaired. The Edmundston auxiliary was thus obliged to leave Eatonville to clear up this wreck. Snow and ice accumulation were judged to be its cause.

The last in this series of misfortunes of the "Season of Evil" happened at Kiskissink - a strange name - mile 116.9 of CN's Lake St. John Sub., on 25 March. Two units and 26 freight cars were de-



LE VIADUC A GRAND 'MERE LE 12 MARS 1972. LES WAGONS MARCHADISES SE sont reposées dans les arbres au fond. Some freight cars decided to leap off the CN's trestle at Grand 'Mère on 5 March, and Mr. d'Astous photographed the scene on 12 March. Unit Number 3715 helped to clean up the wreck.





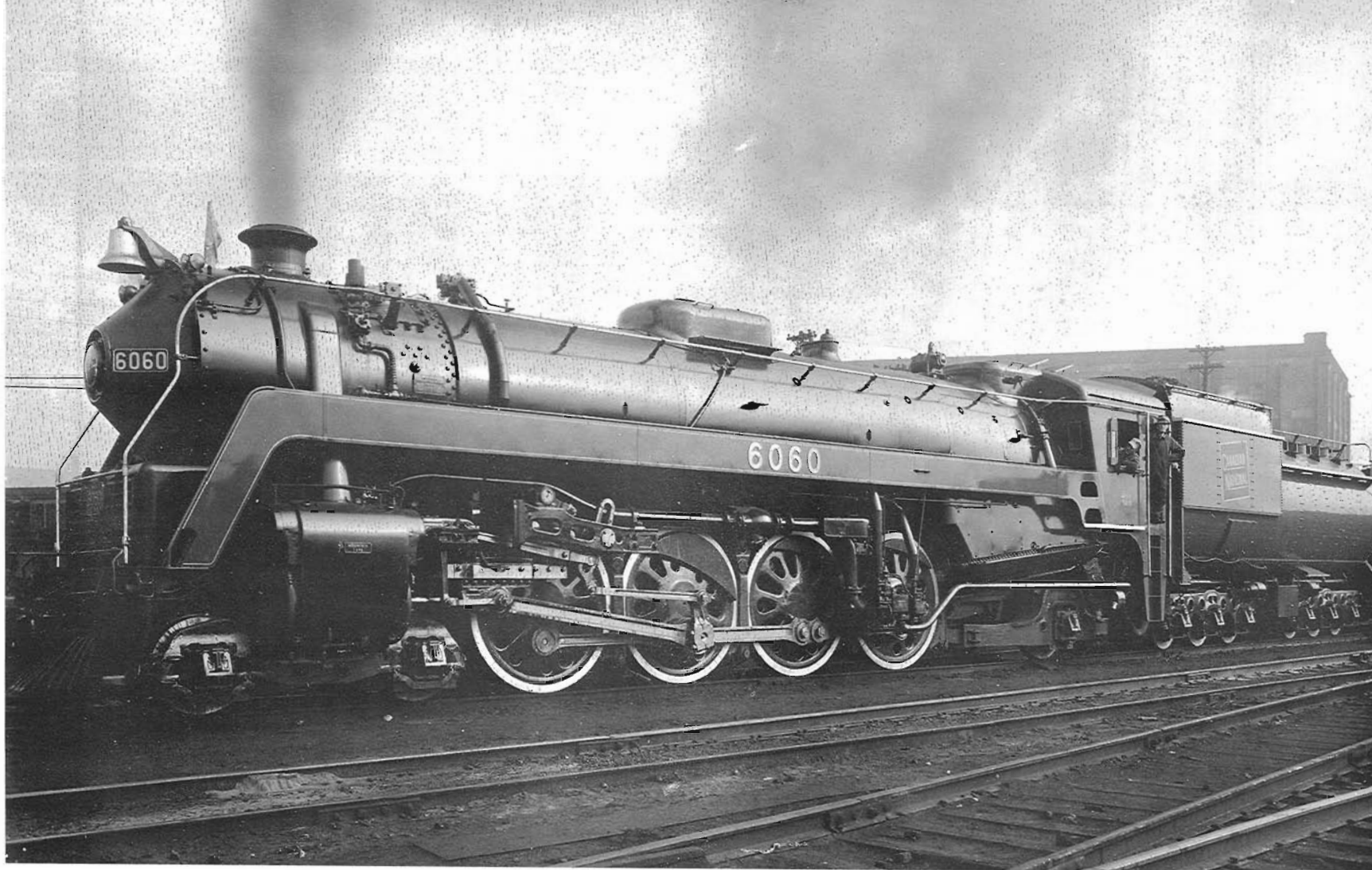
railed here. The cause was said to be the same, or perhaps as a result of spreading of the rails, due to abnormally cold temperatures.

In this electronic age, we all imagine that the rigors of winter are a thing of the past. Alas, it is not so at all. Dear Reader, you who like to watch the trains go by, remind yourself now and then that, throughout the "Season of Evil", the Canadian railwayman must be just as vigilant - and more - as those pioneer railwaymen of the last century.



↑ A EATONVILLE, LE 7 MARS, 1972,....." 49 WAGONS DEGRIGOLENT AVEC UN
← des trois travées du pont dans le lit de la rivière... le pont était
↓ coupé". Early on the morning of 7 March 1972, 49 boxcars jumped the
to the bed of the river with them.....the line was definitely cut.







6060 -

CLEAR TRACK AHEAD!

N.F.Corness

In one of his famous plays, William Shakespeare says that each man, in his life, plays many parts. Besides being a railway enthusiast, I am a machinist with Canadian National Railways and, on 27 July 1972, a most happy and fortunate coincidence occurred.

Two machinists from CN's Edmonton, Alberta operation, with experience on steam locomotives, were selected to make a trip over the road to Jasper, Alberta, there to set up for display Canadian National Railways' mountain-type steam engine, Number 6015, and to prepare northern-type Number 6060 for her journey back to Montréal. I was one of the two machinists chosen.

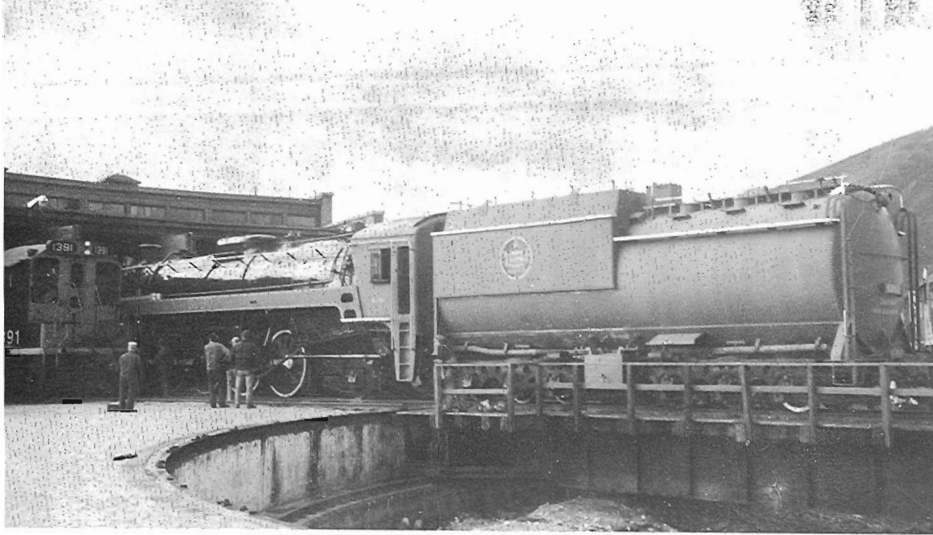
As the President of our Association's Rocky Mountain Branch and the Alberta Pioneer Railroad Association, this was an unexpected and pleasant combination of work and hobby.

As we stepped off Train 3 at Jasper at 1800 hours 27 July 1972, engine Number 6015 was being spotted on the stub-end siding inside the chain-link fence, close by CN's Jasper station, with her main rods already in place. Next day, my friend and I had to replace the eccentric rods and cranks and the union links. Then we cleaned up the area, emptied the special metal box containing the grease-cakes, grease-gun, oil, rags and so on, located on the tender behind the coal bunker. We had brought hand-operated grease-guns, belonging to our club, but they were not needed. Finally, the opening in the chain-link fence was securely closed, but it was not permanently shut until after the official presentation of Number 6015 by CN's Area Manager J.D.Pitts on Tuesday, 1 August 1972.

Early Friday morning, we began work on Number 6060. The main rods were removed, placed on the running-boards and secured, while waiting for a diesel unit to arrive to haul her to the roundhouse. Unit Number 1391 cabled Number 6060 into the roundhouse, until only a portion of her tender remained outside. The next morning, the same unit pulled and pushed Number 6060 out of her stall, using heavy beams and a cable.

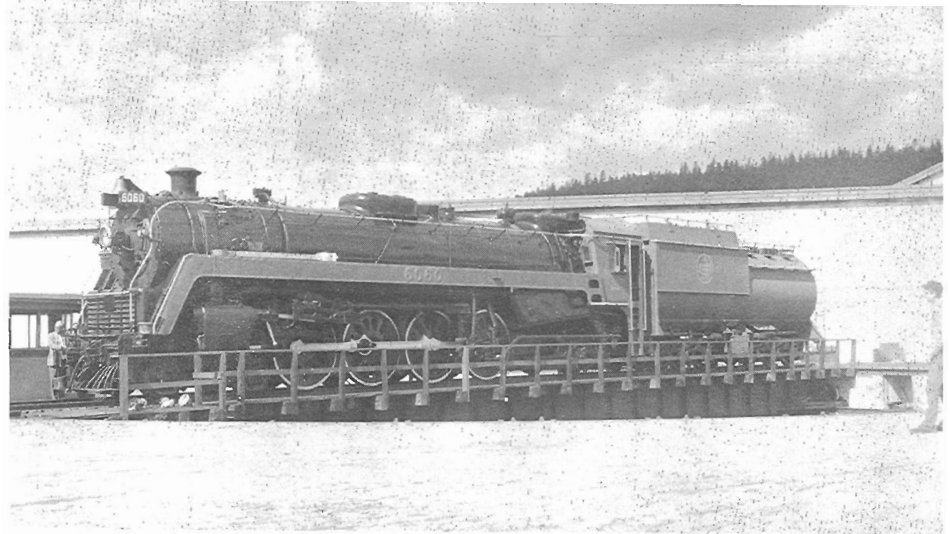
After Number 6060 was moved over the inspection pit, we found her running gear to be in excellent shape, a credit to engineman Mr. Harry Holmes, who had been her custodian for the past ten years. Rods, hub liners and box liners were greased, five grease-cakes were renewed and the wedges were let down to the binders. This latter process required a heating torch and a 36-inch pipewrench. The pony-truck journals showed signs of pitting and this was a reason for some concern on the trip east, later on.

← CANADIAN NATIONAL RAILWAYS 4-8-2 NUMBER 6060, ON THE READY TRACK AT Turcot Roundhouse, Montréal, Québec, in the 1950s. Photo CNR.



WHEN NUMBER 6060 LEFT THE EXHIBITION stand at Jasper, she was taken to the roundhouse, where she stayed overnight. Next morning, she was winched and pushed out of her stall.

ON THE TURNTABLE AT THE JASPER SHOPS, Number 6060 was a splendid sight. She was then turned and headed towards the east yard, for her running trials, which were necessary before she could be approved for her eastern run.





COUPLED TO UNIT NUMBER 4353 FOR A FEW trial runs, up and down the yard track, Number 6060 was found to be in perfect condition, although her pony trucks were inclined to run a little warm.

FOR HER EASTWARD TRIP TO CALDER YARD, Edmonton, Number 6060 was coupled into a 100-car freight, right behind unit Number 5006. The freight had to wait 2 hours at Entwhistle, Alberta, for Trains 2, 3 and a drag freight west from Calder. All photos by N.J.Corness.



By early Saturday morning, both links had been secured, the tender oiled and Number 6060 was ready for a trial run in the yard with the diesel. Five or six trips up and down the yard track, towed and pushed by the diesel, verified that there were no problems. The engine rode like a queen. At 1700 hours, 29 July, she was spotted to await departure, all final jobs complete, tender number-plate removed, smokestack covered, new airhoses installed and welding on the whistle, bell and marker-lights checked.

Number 6060's departure from Jasper was a sad event for many. She had become a landmark in the town. Units Numbers 5192 and 5006, with Number 6060 coupled in right behind the second unit, led a 100-car freight east out of Jasper at 25 mph., with engineman Harry Holmes at the throttle of the leading unit. The long train - apparently powered by both steam and diesels - was an impressive sight rounding a curve at Brule, west of Hinton, beside the Athabasca River.

Near Entrance, Alberta, Extra 5192 east took the siding for CN's Train 1 - the "Super Continental" - but was soon on the move again. The first stop at Henry House, 8 miles east of Jasper, provided an opportunity to inspect Number 6060. Everything was normal. A second inspection at Snaring, 7 miles further east, found everything quite all right. Number 6060 was behaving beautifully. At Swan Landing, 36.3 miles east of Jasper and junction with the Alberta Resources Railway (otherwise CN's Grande Cache Subdivision), everything about the mile-long freight and Number 6060 was satisfactory, although the latter's pony-trucks were running warm. At 0130 hours, 8½ hours and 106.1 miles east of Jasper, we arrived at Edson, Alberta, midpoint on CN's Edson Subdivision.

Here, a lay-over had to be taken, since no crew for the next stage east was immediately available. I and my fellow-mechanic booked rest. Number 6060's journey began again on Sunday, 30 July, at 0900 hours. Inspection of the locomotive prior to departure showed that the right main hub was still warm from the trip of the day before. The pony-truck bearings were running warm and required frequent oiling.

Sunday, normally a day of rest in Edson, Entwhistle, Stony Plain and Spruce Grove, became something a little different when Number 6060 passed through. In the daytime, along the stretches where Highway 16 parallels the tracks, motorists had an excellent opportunity to observe the extraordinary spectacle of a freight train being hauled by two diesel units and one steam locomotive. Many photographers raced down the highway to new positions from which to photograph this unique display of motive power on Canadian National Railways.

At Entwhistle, mile 66.3 from Edmonton and 169.4 from Jasper, our freight extra went into the clear on the siding for about two hours. First, Train 2 - the "Super Continental" - went through east-bound. Then Train 3 westbound roared through. Just when it seemed as though we were ready to go, a long freight drag from Calder Yard, Edmonton, rumbled past. It looked like our extra east at 25 mph. was the low train on the list.

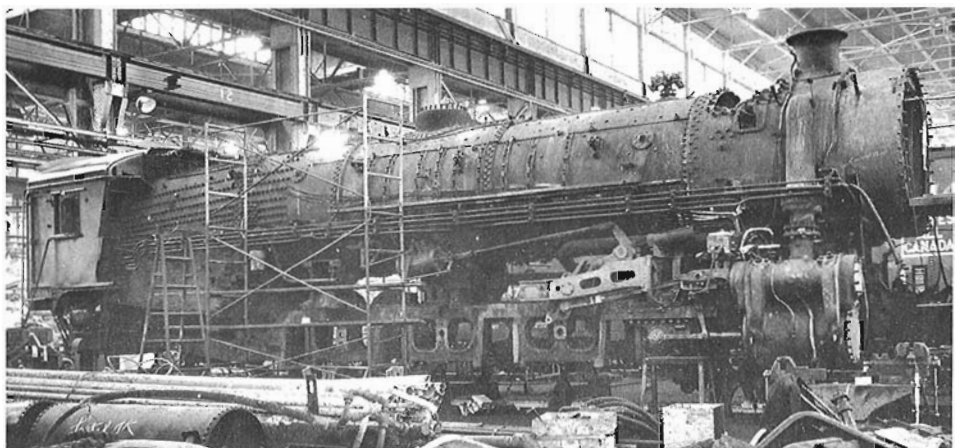
But soon we were back on the main line again, rolling through Seba Beach, Wabamun, Stony Plain and Spruce Grove. Number 6060 arrived at Calder at 1630 hours Sunday afternoon. I can tell you that her crew were positively starved, having been unable to find anything to eat since Edson at 0900 that morning!

For the remainder of the trip from Calder Yard to Pointe-St-Charles, Montréal, Number 6060's cab doors, windows and roof-vents were welded closed, so that no one could have the opportunity that my chum

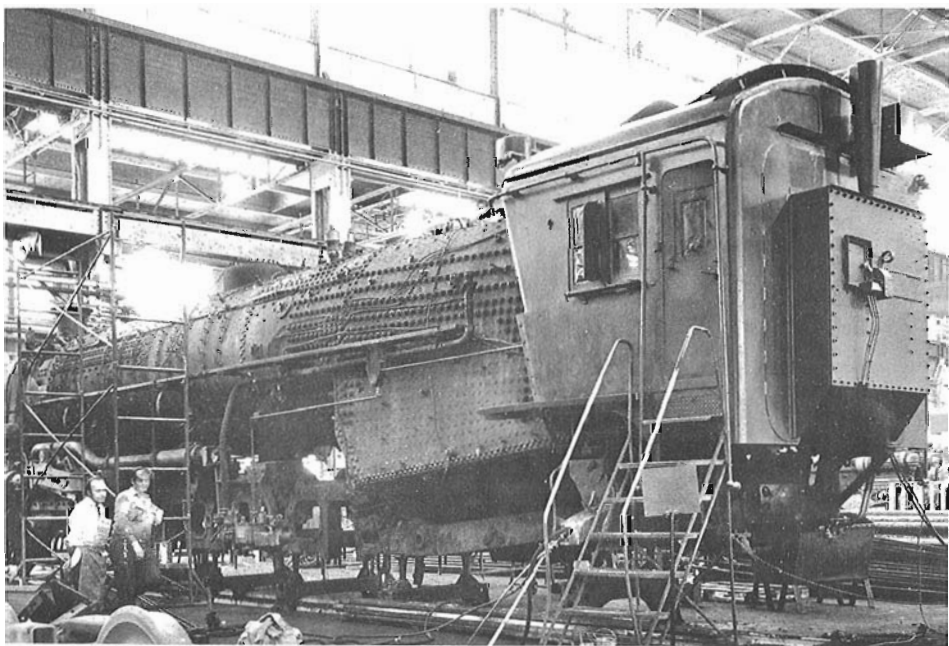
and I had had. The 242.5-mile trip from Jasper to Calder Yard in the cab of Number 6060 had been a memorable experience and it was a sad occasion when we said "Goodbye" to our old friend.

But not so much an occasion of "Goodbye" as a time to say "Until we meet again", hopefully on the occasion of an excursion from Edmonton over one of the scenic lines of Canadian National Railways, with Number 6060 on the "business" end.

So we say "Goodbye for now" to Number 6060, but remember, "We'll be seeing you", with a clear track ahead!



AT POINTE-ST-CHARLES SHOPS, MONTREAL, IN JANUARY 1973, NO. 6060 PRESENTED quite a different appearance. But with the hard work of the Pointe's crews and spare parts from Number 6218, just outside the shop, Hopefully she'll be ready by late 1973. Photos CNR.



HORATIO & THE "LION"

Jim Shaughnessy.

The Delaware and Hudson Canal Company, direct ancestor of today's Delaware and Hudson Railway Company, was founded on April 23, 1823 by an act of the Legislature of the State of New York, U.S.A., which authorized the Company to build a canal to Kingston, New York from Honesdale, Pennsylvania, to transport to the Hudson River the coal that its founders had discovered in northeastern Pennsylvania.

At first, the plan was to float the canal boats directly to the mines for loading, but a range of hills, called the Moosic Mountains, lying between Honesdale and the mines at Carbondale, prevented the construction of a canal between these two points. Thus it was that the proprietors were forced to consider the building of a railroad to bring the coal to the head of the canal at Honesdale.

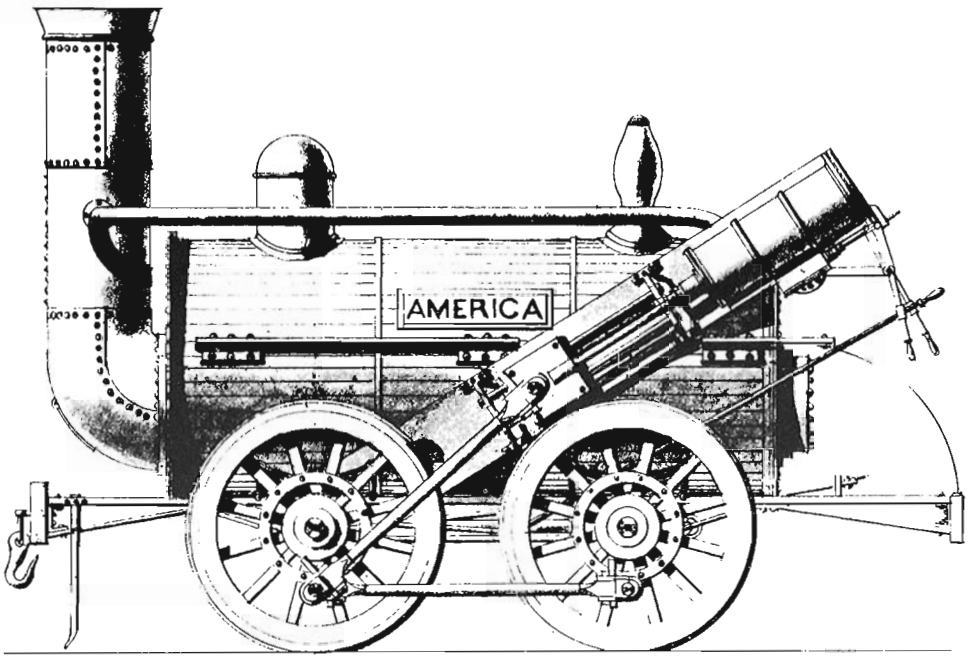
It was proposed that the projected railroad would take advantage of the hills themselves by locating the line so that strings of loaded coal cars would roll downgrade wherever possible, being hauled to the next summit by stationary steam engines and cables up what were described as "planes".

An engineer named John B. Jervis, for whom the city of Port Jervis, New York is now named, and who was one of the principle men involved in the building of the famous Erie Canal, proposed the entire system, to be built to a track gauge of 4 feet 3 inches. There would be several relatively level stretches between descending planes and Jervis proposed to use steam locomotives as the motive power on these sections. He calculated that four such machines could operate for \$ 41.30 per day, while enough horses to do the same work would cost \$ 71.87 per day to keep. Best of all, the locomotive engine could keep on working without rest.

A young associate of Jervis', 25-year-old Horatio Allen, was chosen to go to England, there to contract for the building of the locomotive engines and to purchase the strap-iron rails. Six days after his arrival in England on 15 February 1828, he met Mr. George Stephenson, builder of the first successful steam locomotive, the "Rocket" and victor in the contest at Rainhill in 1829.

By 19 July 1828, Allen wrote home to the Managers of the Company saying that he had contracted for one locomotive, to be built to the same design as the "Rocket" by Robert Stephenson and Company of Newcastle-on-Tyne and for three from Foster, Rastrick and Company of Stourbridge. These latter three would be built to a somewhat different design. In the meantime, Allen had arranged for a large quantity of strap-iron for the rails to be rolled by Messrs. W. and I. Sparrow of Wolverhampton and a quantity of it was already on its way to North America.

All this was quite a responsibility for a young man to assume, especially in those days when communications between the Managers in the United States and the young man in England were difficult. The design and evaluation of performance were left entirely to the judgment of young Horatio Allen. In order to reach sound conclusions on



↑ DRAWING OF THE STEPHENSON "AMERICA". NOTE THE CRANK RINGS AND THE steam exhaust into the funnel, instead of the smokebox.
Photo from EARLY RAILWAYS, J.B.Snell (1964).

the accuracy of the specifications, especially the boilers, he visited the Liverpool and Manchester Railway and the Stockton and Darlington Railway, to observe their equipment to see how well it was functioning.

The "America", which was to be built by Robert Stephenson and Company of Newcastle-on-Tyne, England, was an 0-4-0 type, with inclined cylinders, a sort of half-way stage mechanically between the "Locomotion" and the "Rocket", both Stephenson products. The other three engines, "Stourbridge Lion", "Delaware" and "Hudson", to be built by Foster, Rastrick and Company, were also 0-4-0 type locomotives, but of an earlier Stephenson design, with vertical cylinders, grasshopper-type connecting rods and a tall chimney.

It is said that a painter in the shops of Foster, Rastrick & Company noticed a resemblance to the lion (the king of the beasts) in the rounded boiler front of the locomotive and thereupon painted a brilliant likeness on the front of the iron monster! Whatever his motivation - true inspiration or a pint of ale at lunch - he painted a page of American history that day in 1828.

The "America" arrived at New York from Newcastle aboard the clipper ship "Columbia" on 15 January 1829 and cost \$ 3,663.30 delivered. The locomotive was assembled and placed on blocks in the yard of Abeel & Dunscomb's foundry at 375 Water Street. There, on 27 May, she was steamed up and her wheels slowly revolved to the consternation of the onlookers. There were a number of such demonstrations. Purchases of the Company's stock were lively.

The "Stourbridge Lion" arrived at New York from Liverpool on the ship "John Jay" on 13 May 1829, her net cost delivered being \$ 2,914.90. She was assembled and placed on blocks at a different location to that of the "America" and was demonstrated on 28 May, the day after the "America" had undergone her first trial. Both locomotives made a number of trial stationary runs, demonstrating



↑ REPLICA OF THE "STOURBRIDGE LION" AT THE NEW YORK WORLD'S FAIR, ON 20 May 1939. Photo courtesy Delaware & Hudson.

the wonders of the dawning age of steam locomotion to the awe and astonishment of hundreds of the citizens of New York, many of whom might be encouraged to purchase shares in the Company after witnessing such a marvel!

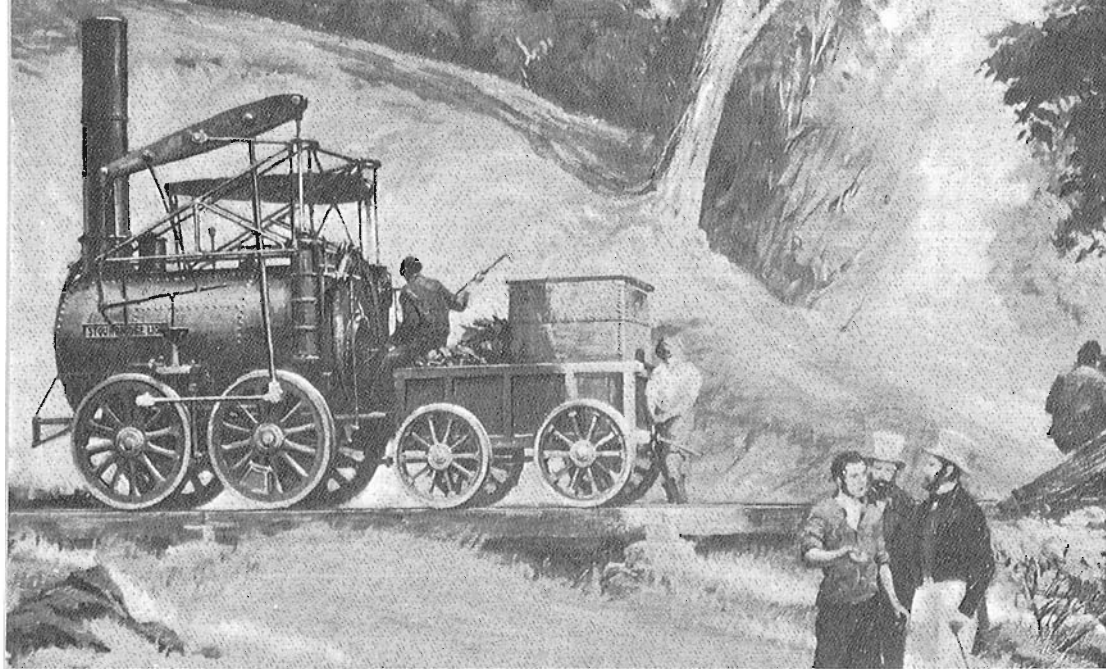
On 2 July, after a month in New York, both locomotives, loaded aboard the steamer "Congress", were transported up the Hudson River to Rondout, on the west bank, at the eastern terminus of the Company's canal, arriving there on 3 July. From here, the locomotives were to be transported by canal boat to the site of the railroad at Honesdale, Pennsylvania.

At this juncture, the "America" disappeared from the pages of history. No record can be found to show that she was ever used. It is thought that she may not have been used, due to the alleged failure of the "Stourbridge Lion" during her trials.

In 1888, the Delaware and Hudson Canal Company gave to the National Museum several locomotive parts, all thought to have been from the "Stourbridge Lion". However, it was later established that the three crank pins, received at that time, are actually relics of the "America". Apparently, the "America" was unloaded at Rondout and subsequently dismantled there or at Honesdale. From the fact that certain pieces were given by the Company to the National Museum, Washington, D.C., it can be concluded that she almost reached the railway for which she was intended.

The "Delaware" and the "Hudson" also disappeared from the pages of the Delaware & Hudson Canal Company's records. There is no evidence that they ever reached the United States.

When the "Stourbridge Lion" arrived at Honesdale on 24 July, 1829, Horatio Allen was there to greet the little engine that he had ordered in England. Several days later, on 8 August, after the "Lion" had been placed on the rails and all was in readiness, Horatio climbed onto the "foot-plate" and carefully opened the throttle. Then began the historic journey across the creek and into the Pennsylvania woods. The line led past the canal basin, across Lackawaxen Creek, on a 30-foot high, curving trestle and through the forest towards



↑ THE PAINTING OF THE "STOURBRIDGE LION" MAKING HER FAMOUS RUN, WHILE portraying an event not highly regarded by the Managers of the D&H, was commissioned by the D&H 100 years later from the artist, A. Sheldon Pennoyer. Photo courtesy Delaware & Hudson.

the town of Seeleyville, three miles away. All too soon, the "Stourbridge Lion" came to the end of the track and, reversing, returned to the point of departure.

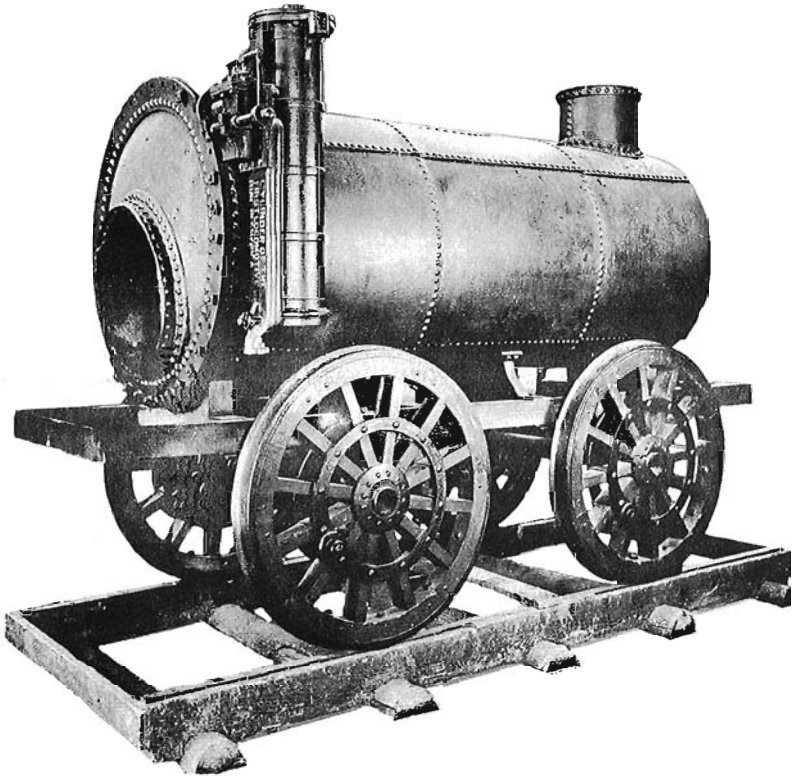
Fifty years later, Horatio Allen wrote of the momentous event as follows: " I took my position on the platform of the locomotive alone and, with my hand on the throttle-valve said, ' If there is any danger in this ride, it is not necessary that the life and limb of more than one be subjected to that danger'. The locomotive, having no train behind it, answered at once to the movement of the hand ; soon, the straight line was run over and the curve reached and passed before there was time to think.... Soon I was out of sight in the three miles ride alone in the woods of Pennsylvania. I had never run a locomotive or any other engine before; I have never run one since".

After this historic trip, Horatio Allen frankly admitted that he had had some concern as to whether or not the rails and the roadbed together would hold the seven-ton locomotive and if it would negotiate the curved stretch over the creek without plunging off the trestle into the water. But he had come too far with this important project to turn back. The run was made; it was indeed historic, as this was the very first steam locomotive to run on rails under its own power in North America.

A second trial with the "Stourbridge Lion" was made on 9 September following and its effect on the track and roadbed was closely observed. The track had been designed to sustain a load of about $1\frac{1}{4}$ tons per wheel, but as built, the locomotive exerted a weight of closer to two tons per wheel. The roadbed was too light and the track was inadequately braced to sustain both the weight and the thrust of the engine. The hemlock rails and trestle structure groaned and creaked under the weight and it seemed obvious to those who were present, including Horatio Allen, that the "Stourbridge Lion" could not be operated on this kind of track.

When the news got out, the Company's stock slumped, dropping from \$ 82 to \$ 74 per share in a single day. Fortunately, this depression was short-lived.

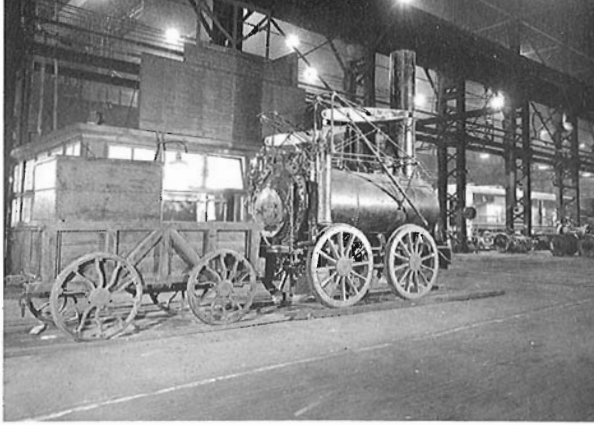
Allan's opinion was not shared by John B. Jervis, civil engineer to the Company. In his autobiographical writings, edited by Mr. Neal Fitzsimons and published in 1971 by the Syracuse University Press, he pointed out that the trestle fully met its specifications and subsequently carried many thousands of tons of coal in subsequent years. He also noted that the "Stourbridge Lion" was built considerably in excess of the specified weight, the result of either a misunderstanding or a calculated risk on the part of Allen.



↑ THE "STOURBRIDGE LION", PARTLY REASSEMBLED FROM ORIGINAL PARTS IN THE National Museum of the United States. Frame and wheels are not original and the crank rings are undoubtedly from the "America".
Photo courtesy Smithsonian Institution.

Amid disappointment and chagrin, the "Stourbridge Lion" was shunted off the "main line" of the embryo railroad at Honesdale and was stored on a makeshift siding, unprotected from the weather. The little black engine, with her vertical cylinders, grasshopper-type connecting rods and tall stack, for a time endured the indignities that are sometimes the lot of the discarded. As winter approached, a makeshift wooden enclosure was constructed to afford the engine rough protection. In this situation, the locomotive remained for about 20 years, after which it was taken over the Gravity Railroad to Carbondale, Pennsylvania, on the western side of the Moosic Mountains.

It is reasoned that the "Stourbridge Lion" was thereafter disassembled and the boiler was used in the Company's shops until about



↑ THE FULL-SIZE REPLICA OF THE "STOURBRIDGE LION" IN THE COLONIE SHOPS of the Delaware & Hudson Railway, in November 1972. The replica was built in Colonie in 1933 and later loaned to the Wayne County Historical Society. Photo courtesy Jim Shaughnessy.

1870. In 1888, the Delaware and Hudson Canal Company deposited some relics with the National Museum of the United States. Other relics came from Lindsay and Early (1890), G.T. Slade (1901) and Mrs. Townsend Poore of Scranton, Pennsylvania (1913). These included the original boiler, one of the two cylinders, the two 6-foot-long walking beams and the 48-inch-diameter flanged metal tyres of the four driving wheels. These parts, with the exception of the walking-beams, were assembled at the National Museum into a reconstructed version showing somewhat the original appearance of the locomotive.

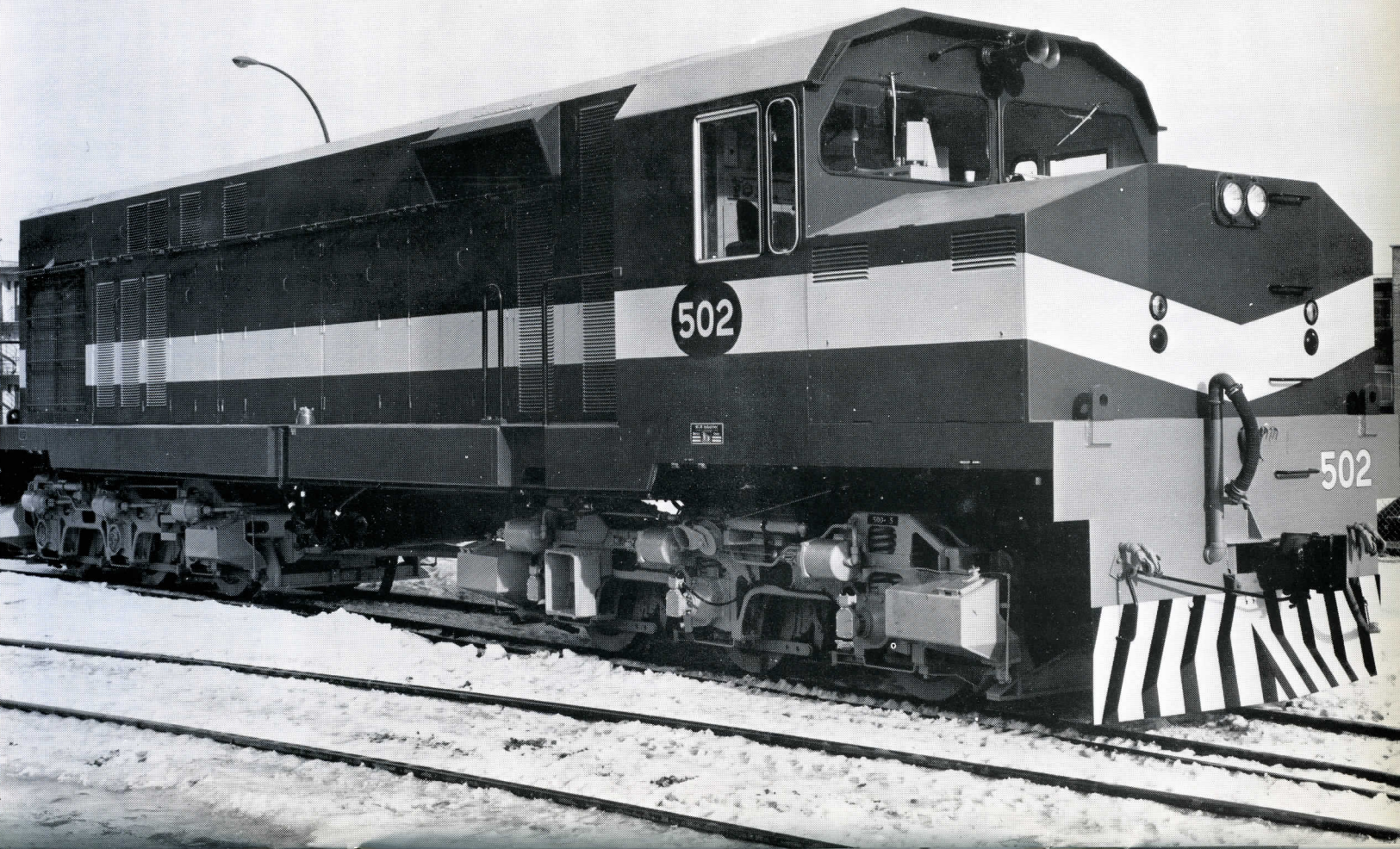
A full-sized, operating replica of the "Stourbridge Lion" was constructed in 1932 by the Delaware and Hudson Railroad Corporation to a 56½-inch gauge, rather than the original 51-inch gauge to which the locomotive had been built. This replica was subsequently lent to the Wayne County Historical Society at Honesdale, Pennsylvania. The cylinder bore of the replica is 8 7/16 inches, the stroke 36 inches. From time to time, this replica has appeared in various railroad pageants, including those at the Chicago World's Fair in 1933 and 1934, the New York World's Fair of 1939 and 1940 and the Chicago Railroad Fair in 1948. Since then, it has been on exhibition at Honesdale, Pennsylvania.

Plans for the celebration of the sesquicentennial of the Delaware and Hudson Canal Company in 1973 include the operation of an "Exhibition Train" which will have, as part of its display, this full-sized replica of the "Stourbridge Lion", mounted on a flat car. It is expected that the "Exhibition Train" will operate over all of the Company's lines in the summer of 1973, making an appearance in Montréal on 28-29 April 1973.

And once again, railway enthusiasts and the general public will be able to admire the spirit - if not the actual locomotive itself - of that courageous man and his marvellous engine that made railroad history almost one hundred and fifty years ago, among the wooded hills of eastern North America.

- - - - -
Postscript.

Much of the above information is taken from the book DELAWARE AND HUDSON, by the author of this article, published by Howell-North Books of Berkeley, California. This book gives the complete history of the Delaware and Hudson Canal Company from 1823 to 1966.





MARCH 1973

WAYBILLS

UNITED RAILWAY SUPPLY OF MONTREAL HAS RECEIVED FOR REPAIR

two more H-16-44s from the Ferrocarril Chihuahua al Pacifico of northern Mexico. Number 511 is a high-nose unit, while Number 522 is a non-standard chop-nose unit, not unlike the chop-nose units of the Chicago & Illinois Midland Railroad.

Number 520 has returned in a southerly direction from URS in a new coat of paint, while Number 602 is still in URS's shop, completely stripped from the cab to the rear.

URS still has four ex-D&H RS3s and a solitary QNS&L RS3, Number 103. C. De Jean.

MLW-WORTHINGTON LIMITED ANNOUNCED AT THE END OF JANUARY 1973

that new income for 1972 amounted to \$1.712 million, or \$2.14 per share of common stock, an increase of 76% over the 1971 net of \$ 1.21 per share. New Order bookings in 1972 of more than \$ 65 million produced a record year-end carry-over of \$ 5.969 million, compared to \$ 5.858 million at the beginning of 1972.

Of the \$ 6.403 million billed to customers in the year just past 79% was for diesel units, parts and components; 8% was for heat-transfer products and the remaining 13% was for pumps, compressors and control valves. Gross Research & Development expenditures for 1972 were \$ 1.052 million. W.R.James.

LATEST REPORTS FROM THE DELAWARE & HUDSON IN ALBANY, NEW YORK,

say that the steam-hauled special of April 28-29 was about sold out as of 1 February. The "Exhibition Train", prepared for the Sesquicentennial Celebrations is scheduled to be waiting in CP RAIL's Windsor Station, Montréal, when the steam hauled special arrives on 28 April. The "Exhibition Train" will be composed of two PAls on the head-end, followed by one of the new stainless-steel baggage cars, housing industrial exhibits; one old steel-sheathed baggage car with a railway-enthusiast type of exhibit, prepared by the Mohawk & Hudson Chapter, N.R.H.S., of Albany; a flat car with the replica of the historic 0-4-0 LION of the Delaware & Hudson Canal Company; a conventional van and the "Director's Car". It is not known how long the "Exhibition Train" will stay in Montréal but, in all probability, it will depart for Plattsburg, Whitehall, Glens Falls, Saratoga and southern points about 30 April. The train will spend a day or two in each of these cities. J.J.Shaughnessy.

← MLW-INDUSTRIES - AT THE END OF JANUARY - OUTSHIPPED

four MX 615, 1500 hp.(European rating) C-C units for the Republic of Malawi. These units are powered by a turbocharged V-8 251 prime-mover and are low-nosed with a front cowl (no footboards). The fuel tanks are in the frame and the colour scheme is green with a yellow stripe. Road numbers are 500-503.

The units for Malawi will be followed by sixteen MX 620s for the Tunisian Republic. These will be six-axled units rated at 2,000 hp.(European rating). K.R.Goslett.

ALCAN/DOFASCO/MLW-INDUSTRIES LRC POWER-CAR BEGAN TESTS

on 17 January 1973 on the loop test-track at Canadian National's Montréal Yard, back of R Tower.

It is reported that the power car and the coach have been run as a train but, to date, no trials on CN's main line have been made.

K. De Jean.

A FEW DAYS BEFORE THE END OF JANUARY, 1973, SHARP-EYED OBSERVERS

detected one of United Aircraft Company's reconstituted TURBO train-sets prowling along CN's main line on the Lakeshore, west of Montréal. The official announcement finally came on 25 January. The Montréal STAR reported that "after more than 100 modifications, the trains will be given more trial runs, starting today, between Montréal and Brockville, Ontario. The sleek train's major problem has been its inability to withstand tough winter conditions".

SINCE THE ARTICLE ON THE ESQUIMAULT & NANAIMO SUBDIVISION OF CP RAIL appeared in the July, 1972 issue of CANADIAN RAIL, Baldwin road-switcher Number 8004 returned to Vancouver Island on 16 January from an overhaul at Ogden Shops, Calgary. An obvious addition was a set of sealed-beam headlights, which give the unit a very modern and different appearance.

On the sub., the Courtenay turn has sometimes been so heavy recently that two Baldwins were required. For many years, this was the light run on the E&N, but increased inward and outward shipments required a 24-car train on one occasion. Since the station at Victoria, B.C. was moved to Catherine Street, just west of the Victoria yard, the only train service over Victoria's antique Johnson Street bridge is provided by the yard crew! Major reason for moving the station was a programme of revitalization of Victoria's downtown area.

John E. Hoffmeister.

CANADIAN RAILWAY HISTORIANS WILL BE GLAD TO LEARN

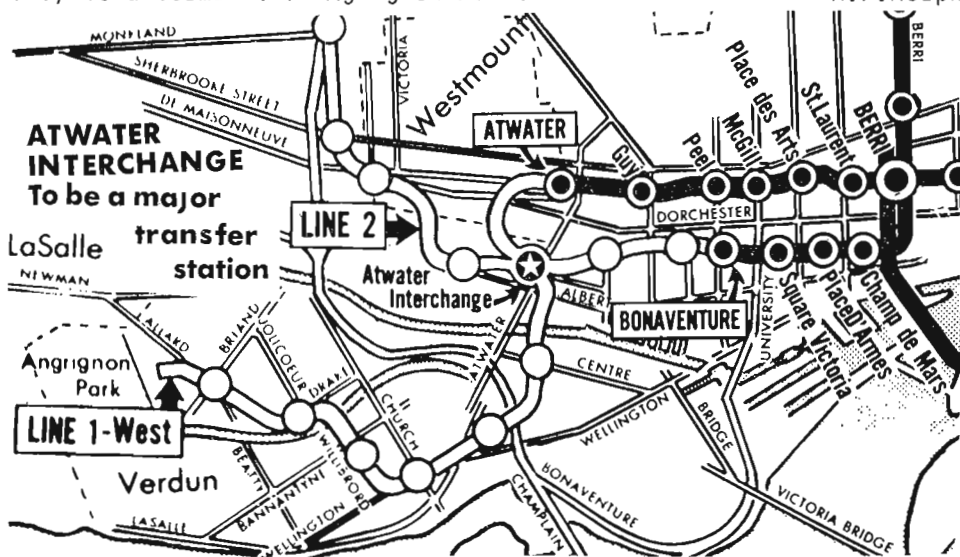
that the Railways Section, Surface Administration Branch, Department of Transport (Canada) is working on a revised, updated version of "A Statutory History of the Steam and Electric Railways of Canada 1836-1937", originally compiled in 1938 by Robert Dorman. John Welsh, who sends this information, says that the revised edition may be ready in 1974-75. The Railways Section is to be congratulated for undertaking this project. It is hoped that the new edition will include any necessary corrections to the first edition, as well as added information about the charters of subsequent steam and electric railways across our Country.

THE MONTREAL URBAN COMMUNITY TRANSIT COMMISSION (MUCTC)

announced on 23 January 1973 that work was expected to begin in February on the southwestern extension of Line 1 (Frontenac-Verdun). Apparently, this first stage will involve a prolongation of Line 2 (Henri-Bourassa/Bonaventure) to the major transfer station at Atwater Street.

The contract, worth \$ 8.57 million, covers the excavation of a two-mile-long tunnel from the present end of Line 2, under Mountain Street just west of CP RAIL's Windsor Station, to the proposed grand junction of Lines 1 & 2 at Atwater and Albert Streets.

From here, Line 1 will turn south parallel to Atwater Street, passing under the old Lachine Canal to stations at Centre and Charlevoix Streets, Church Avenue (Verdun), Willibrord, Jolicoeur and Allard-Briand, to a terminus at Agrignon Park. M.P. Murphy.



STRANGE BUT TRUE! CANADIAN NATIONAL RAILWAYS STILL PROVIDES

a skeleton service on Vancouver Island, British Columbia. A road switcher, usually either Number 991 or 992, class GR-12zb, - probably the only GR 12 units in Canada - formerly ran on the London and Port Stanley Railway in southwestern Ontario.

There are roughly two runs a week from Youbou to Deerholme and two to three runs weekly over the very short Tidewater Subdivision, from Deerholme to the barge slip at Cowichan Bay, exactly 7.3 miles!

Once in a great while, a run is made from Deerholme to Colwood, just outside Victoria, to retrieve poles. The entire line is operated on a manual block system, another marked peculiarity. Unit 7026, an SW model, patrols the Point Ellice Yard in Victoria on weekdays and switches Lakehill Spur - all that remains today of CN's former Patricia Bay line.

John E. Hoffmeister.

AN EDITORIAL IN THE MONTREAL "STAR" OF 26 JANUARY 1973

expressed relief and satisfaction at the action of Canada's Federal government in providing the financial support essential to the continuing growth and success of the Montréal Museum of Fine Arts. The recognition of the Museum as an integral part of the whole cultural milieu Canada-wide will stimulate industry and individuals to support and sustain this important national undertaking.

The editorial closed with the following definition, which is worthy of record:

"A museum's fundamental business is to collect, preserve, exhibit and teach, the essential concomitant of which is to provide recreation, in the fullest sense of the word, for the mind and for the eye".

At the risk of being repetitive and pedantic, we encourage our

readers to apply these criteria to the various undertakings in Canada where railway memorabilia are preserved and (sometimes) exhibited. Thereafter, they may draw their own conclusions as to which really are railway museums, and which are not! S.S.Worthen.

IT'S ALL OVER AT CHEMAINUS! ON WEDNESDAY, 1 NOVEMBER 1972, the famed Baldwin 2-8-2 saddle-tank steam engine Number 1055, for the last three years, the regular mill switcher at the Chemainus Mill of MacMillan Bloedel, dropped her fires for the last time. On her last two spirited "charges" up the famous Chemainus switchback to the Esquimalt & Nanaimo interchange, she hauled (pushed) a load of lumber and an empty tank car.

Previous to her assignment on Chemainus hill, Number 1055 was known internationally as the regular engine on the last steam-powered logging railway in western North America. This was the Nanaimo River Railway, which ran from Ladysmith Diamond (on the E&N) to an inland logging camp.

Now, for the first time in 73 years, the sound of a steam locomotive whistle is missing from the many noises around Chemainus Mill. Presently stored with Number 1055 in the drying shed at Chemainus Mill is Baldwin sidetank 2-8-2 Number 1066, while the Porter 2-6-2T Number 1044, together with a load of logs and a diminutive caboose, are on display at the mill entrance.

At the Nanaimo River Camp, the little Montréal-built 2-6-2, Number 1077, awaits an unknown fate, since the interchange to the still-in-use Crown Zellerbach line is lifted at the switch. All three locomotives are reportedly for sale, but not for scrap. Now MacMillan Bloedel's Chemainus Mill is without a logging railroad of any kind and E&N Baldwin diesels switch the Chemainus Mill.

John E. Hoffmeister

THE NOTE ON THE POSSIBILITY OF SIDE-BY-SIDE RUNNING

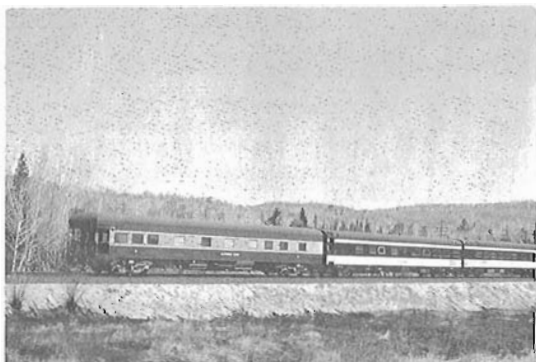
of Canadian National Railway's "Super Continental" and CP RAIL's "Canadian" in the October, 1972 (Number 249) issue of CANADIAN RAIL set Mr. Carl Sturner of AUDIO VISUAL DESIGNS (you know, those scrumptious coloured postcards of railway subjects) to thinking.

He remembered that in April 1972, he and a group of friends who were railroading in Canada, decided to take CP RAIL's "Canadian" between Sudbury and North Bay, Ontario.

The "Canadian" was about 15 minutes west of North Bay, running along the shores of Lake Nipissing, when what to the wondering eyes of the passengers should appear but Canadian National's "Super-Continental", pulling up alongside on CN's parallel main line. There was quite a sensation! The two trains ran parallel for five to ten minutes, Carl remembers, before arriving North Bay. The speeds of the two eastbound transcontinentals was not excessive, inasmuch as they were nearing North Bay, and no "race" occurred. To put the frosting on the cake, the rear of the "Super Continental" was graced by business/observation car IMPERIAL LEAF, in the best tradition of graceful travel by railway!

Upon arrival at North Bay, Carl and another enthusiast descended in haste from the "Canadian", ran a few blocks to the CN station and watched the "Super Continental" pull away to Ottawa and Montréal.

It was, Carl recalls, a memorable occasion. The experience was, indeed, one to thrill the most dyed-in-the-wool electric traction enthusiast!



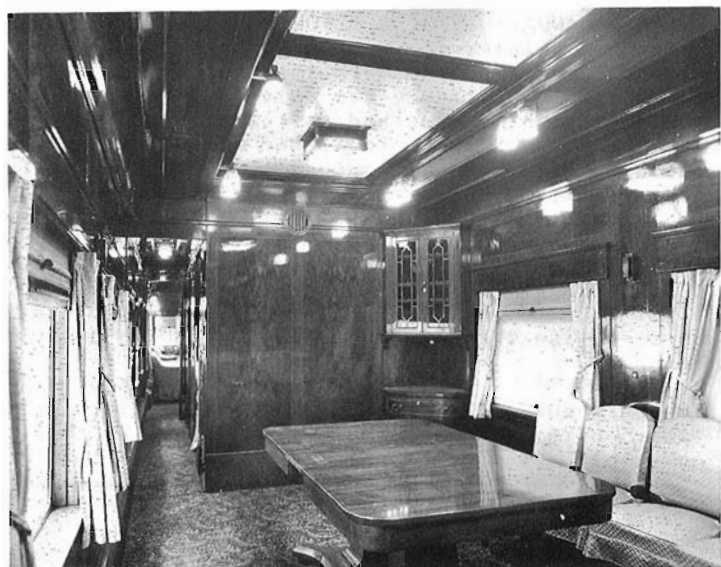
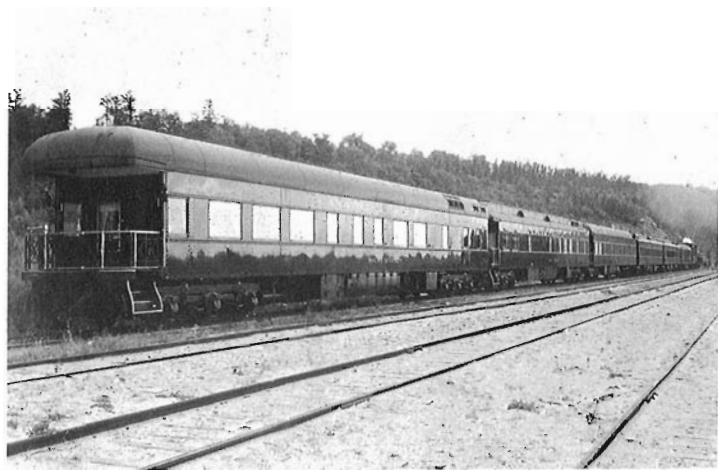
IN LATE JANUARY 1973, A REPORTER FROM THE MONTREAL "STAR" had an interview with the Historical Projects Officer, Canadian National Railways. In the interview, the latter said that CN was the first to undertake the sale in Canada of railway memorabilia and that Canadian Pacific had followed.

CP BYGONES was established as a separate department by the Canadian Pacific Railway Company on 1 September 1970. The public announcement of the new function was made in May, 1971.

The position of Historical Projects Officer, Canadian National Railways, was announced on 1 January 1972.

In June, 1971, the Northern Alberta Railways held a public auction of railway artifacts in Edmonton, Alberta. This was a single event and that Company did not establish any particular department to supervise the sale, nor was continuing activity in this field proposed.

CP BYGONES started marketing after May 1972 and, during the following summer, a special three-car marketing/collecting train went from Montréal to Vancouver and return. The train consisted of the observation-end private car MOUNT STEPHEN and two baggage cars.



Canadian National Railways' marketing activity began in May 1972 and a store was opened in Central Station, Montréal. Meanwhile, CP BYGONES processed accumulated mail-orders before opening a store in Windsor Station, Montréal, in July of the same year.

Thus, the Canadian National Railway Company was actually the third Canadian railway company to undertake the marketing of railway memorabilia in Canada. Wayne Hoagland.

A REPORT IN THE "GLOBE AND MAIL", TORONTO, DATED 26 JANUARY 1973

told how Canadian National Railways and newly-incorporated St. John's (Nfld.) Development Corporation have concluded a complicated land-swap deal that will enable construction of a major hotel-office-convention hall complex in downtown St. John's. As part of the transaction, CN will turn over to the developer the old Hotel Newfoundland in the city's east end. The developer will build a \$ 20 million structure on 48,500 square feet of land between Water Street and Broad Drive, on the north side of the harbour.

The new 20-storey building will include 300 hotel rooms, convention facilities for 1,000 people, indoor parking and office space for CN's Newfoundland Area staff, plus space for office and commercial lease. Completion is scheduled for 1975.

The transfer does not include the existing ex-Newfoundland Railway station, which will continue as a "rail terminal" (?).

QUEBEC, NORTH SHORE & LABRADOR RAILWAY'S TRACK RECORDER CAR,

Number 494, which has about the same configuration as CP RAIL's FORT SIMPSON, has had its instrumentation installed by Canadian National Railways at Pointe-St-Charles. CN also installed the instrumentation in CP RAIL's track recorder car last year. S.S.Worthen.

THE COMBINATION OF HOLIDAY TRAVEL, COLD WEATHER, FOG AND ICE

conditions also hit the railways of western Canada, reports C. W. Creighton of Calgary, Alberta. The normally nearly-empty coaches on CP RAIL's Calgary-Edmonton passenger run were filled by an unprecedented upsurge in traffic, which normally might have used the "Airbus" service to and from downtown Calgary and Edmonton airports.

Due to the fact that both the "Industrial" and "International" airports were fogged-in or iced-in, all flights normally landing in Edmonton were diverted to Calgary. CP RAIL was the only transportation facility operating, as Greyhound had also suspended operations, due to highway conditions.

Tuesday, 2 January 1973, saw a special 6-car train on CP RAIL's Calgary-Edmonton run. Both Train 303 northbound and Train 302 south, of 3 January, had the same consist:

Diesel units Numbers 1406 & 8510

Coaches 2297, 2256 & 2293

RDC "Dayliners" Numbers 9105, 9113 & 9107.

Two hostesses were on board to serve the passengers, the latter including 90 London, England - Edmonton AIR CANADA travellers.

If the often debated proposal to close the Edmonton "Industrial" airport were adopted, this unusual increase in rail passenger traffic would become a daily occurrence.

← INTERIOR AND EXTERIOR VIEWS OF CP BYGONES CAR "MOUNT STEPHEN".

Photo kindness C.P.Limited.

↻ CANADIAN NATIONAL'S EXPRESS FREIGHT, TRAIN 212, RUMBLES THROUGH Dorval, Qué., on 6 May 1972, headed by SD40s Nos. 5038 & 5032.

Photo by Pierre Patenaude.



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