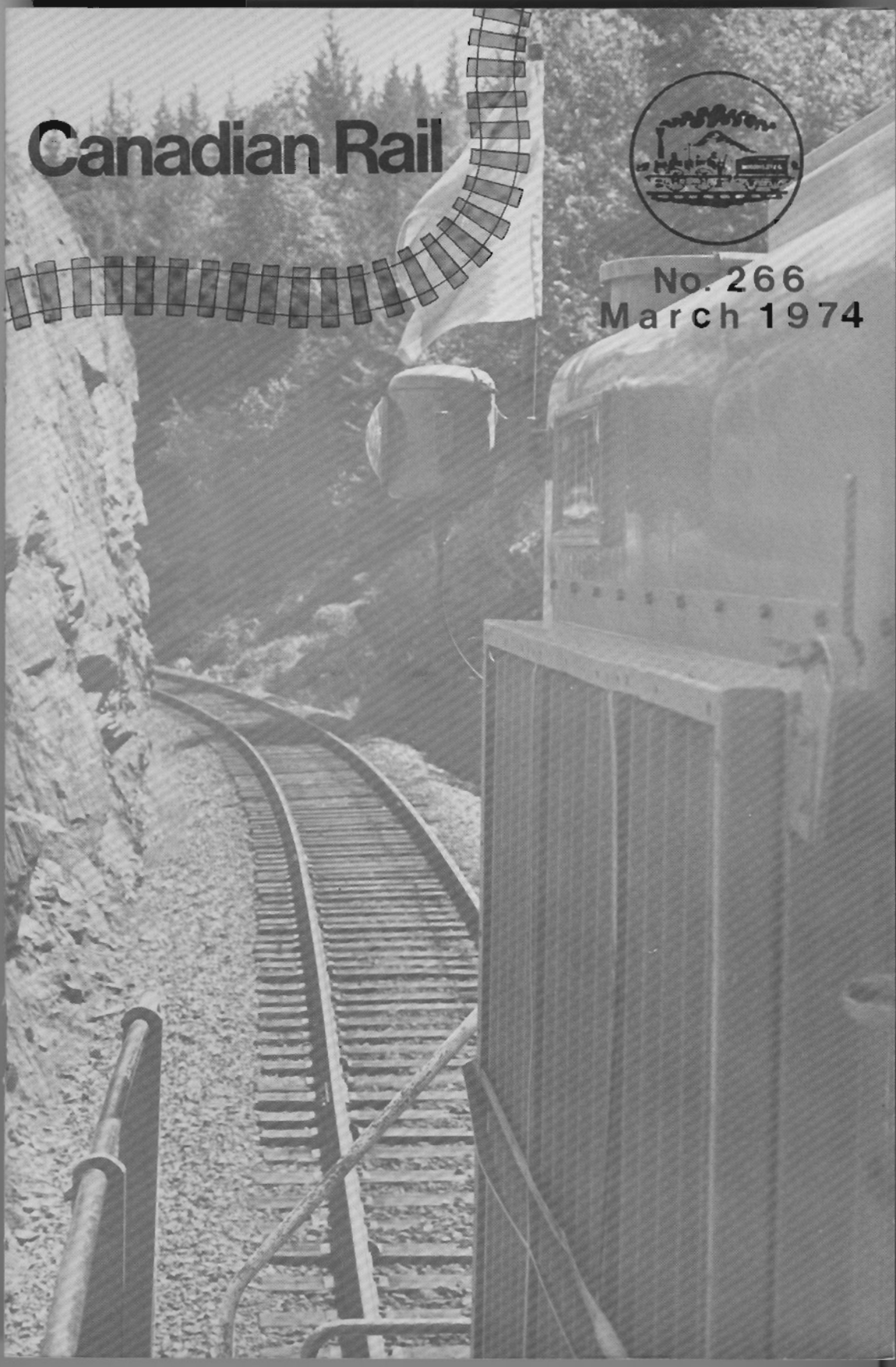
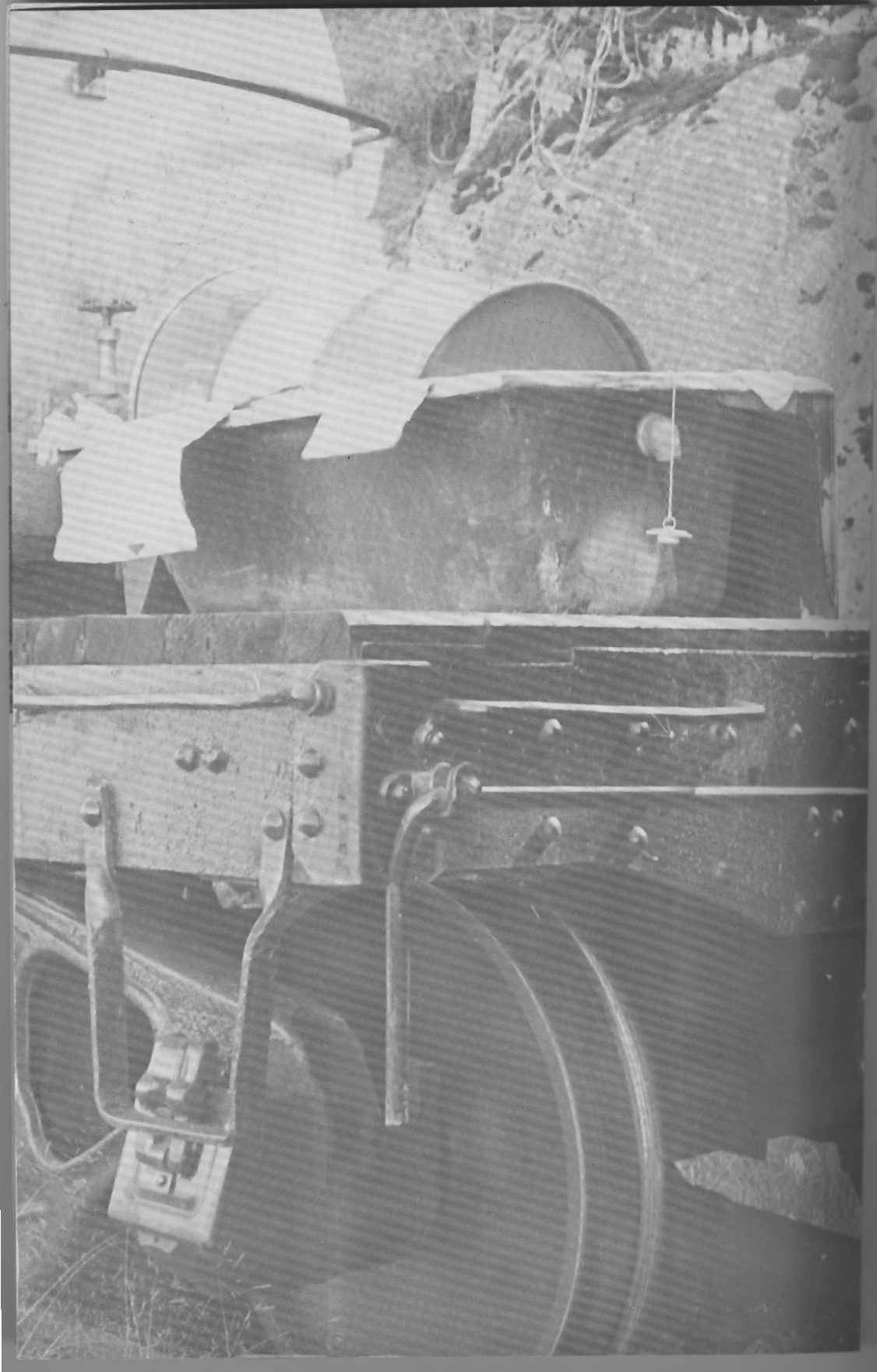


# Canadian Rail



No. 266  
March 1974





# WORK-TRAIN TO TYE

Hal Riegger

**A** forty-mile drive through south-eastern British Columbia brought me to my destination at the north end of CP RAIL's yard at Nelson where, I had been told, my "great expedition" would begin. The foot-notes to the directions given me said that I should look for a small diesel switcher, facing east. It was here that I was to meet Mel, an engineer on CP RAIL.

In my mind, I rapidly reviewed the incidents that culminated in today's rendezvous and the plan to take my first ride on a diesel locomotive. By 'phone, Mel had tendered me an invitation. After that, there was a seemingly unending series of obstacles, not the least of which was a strike. Happily, it did not last too long. There were also difficulties in keeping in touch with Mel, aggravated by the forty-mile intervening distance. Perhaps I was overly eager for this experience. Anyway, I was now at the appointed place and hopefully, in a short time, I would be riding up front, enjoying the exciting sensations that no paying passenger ever could.

Yes, I was here, but where was the action? The diesel switcher was grumbling softly, looking very much alone in the empty yard. Where was the activity in which I was hoping to participate? It seemed so quiet here! The steep mountains reached upward to the sky on either side of the narrow West Arm of Kootenay Lake.

After a few moments of conjecture, it suddenly dawned on me that, while I was living by daylight saving time, CP RAIL was working by the sun. My trip to Nelson had begun hurriedly before dawn and my arrival, therefore, was one hour too soon! Having about sixty minutes to wait for the action to begin, I remembered that there was one lone all-night restaurant on Nelson's main street. So I walked uptown for a cup or two of coffee, whiling away the time until the schedule caught up!

In less than an hour, I was back at the diesel switcher in the yard. A few minutes later, a man wearing a shirt, tie and suit approached, apparently a CP RAIL employee of some rank, probably from the divisional office in Nelson. He asked me what my reason was for

↪ ON THIS MONTH'S COVER, YOU ARE SITTING ON THE FIREMAN'S SIDE OF CP RAIL DS 10 Number 7115, rumbling through a rock-cut, eastbound to Tye Siding. Nearby is the white wooden cross commemorating the untimely death of the powder-man in 1928.

↪ ALL THE COMFORTS OF HOME! THE GENUINE PORCELAIN BATH-TUB ON ONE END of the flat car in the work-train. The 45-gallon drum, needless to say, is not the regular occupant, but has been placed in the bath temporarily - until the next regular occupant comes along!

being here. Wondering if it was the right thing to say, I replied that I was riding the work-train to Tye. On being assured that the necessary permission had been obtained and that I was meeting Mel, the gentleman's formality evaporated and he escorted me back to the office, genially remarking that, in that case, another chair would be necessary. For the cab of the diesel, I surmised.

Within a few minutes, Mel arrived. We had never met previously, but he was recognizable immediately from his description; a warm, outgoing, jovial, middle-aged Italo-Canadian. Knowing that I had to be the man who wanted to ride his engine, he introduced himself and several others in the crew, including the student-engineer who would be at the throttle for at least a part of the time. There were seven of us. The cab would be crowded!

My cab-ride, so long and so uncertain in its realization, now seemed to be assured and I relaxed in relief. But suddenly my assurance was shattered by the casual remark that the Divisional Superintendent would be on board today! Damn and Hell! Should I make myself scarce in the face of this awesome authority and forget about the whole thing? Or should I tough it out?

Mel's expression of chagrin and concern reflected his desire to avoid any complications or embarrassment. Abruptly, without any comment other than "Sit tight!", he took a straight line to the station and, in about ten minutes, returned with a form-letter in his hand, the document popularly called a "release". At his request, I signed the form, gladly, quickly and almost illegibly, thus relieving the Company of any responsibility in case of accident. Now I felt my long-anticipated ride was assured - definitely!

Mel half apologized for the work-train's slow schedule. No fast running like the passenger trains that used to be the pride of the subdivision. Extra 7115 east was a work-train and would be picking up old rails along the right-of-way. At some time during the previous year or two, CP RAIL maintenance-of-way crews had installed new rails on the Nelson Subdivision and the old ones had been left, scattered along 40 miles of the line. These were to be salvaged and returned to the Nelson yard.

The day's consist was headed by a DS 10 switcher, Number 7115, two flat cars, on one of which was installed an air-operated crane, plus the usual red "van". So many things about the entire train were new to me that it was hard not to overlook some of the details and events. To quench a summer's thirst, cans of sterilized water - fortified with Vitamin C - were loaded into the cab and nestled among the ice-cubes in plastic bags.

Of the many other things I saw, one quite fascinated me. I had to chuckle to myself about it. Work orders in octuplicate or more were issued in the flowing script of one of CP RAIL's female rail-roaders in the dispatcher's office. These orders stated the precise location - in terms of mileage and left or right-hand side of the track - where rails were to be picked up. I had been given a current employees' timetable and, from this, I noted that it was possible to determine distances between various stations and other operating points to a tenth-of-a-mile.

Our run was to take us from Nelson, mile 137.8, to Tye at mile 91.4. What puzzled me was how mile notations, let alone tenth-of-a-mile indications, would be of much practical use, when the diesel's speedometer was out of order! I concluded that Mel probably knew



↑ JUST INSIDE THE CITY LIMITS OF NELSON, BRITISH COLUMBIA, THE ALL-day job of loading rails onto the flat cars began.

every tenth-of-a-mile on the line and, anyway, how could anyone miss seeing the lengths of rail beside the track. But the latter was a wrong conclusion. We did miss some rails!

When I had first arrived at the yard in Nelson, it seemed to me that we might have some rain, but this was only early morning dampness, typical of the Kootenays. Four or five miles east of Nelson, the sun shone brightly over the tops of the mountains and glittered on the smooth surface of Kootenay Lake. The day grew warmer as our train rattled through magnificent scenery to Procter and beyond. The latter part of the run was made through territory seldom explored by man, even today. There are no roads between Procter and Creston.

The ridges and slopes of Ymir Mountain (7,920 feet) and Steeple Mountain (8,077 feet) fall precipitously to the waters of Kootenay Lake.

After several stops, each only a few tenths-of-a-mile apart, to load rails, the crew developed excellent coordination and timing, fastening the crane-hook to the rail at the exact point of balance, for easy, sure loading onto the flat car. Occasionally, the distance between stops was so short that the crew walked alongside the slow-moving train. There was plenty of time for me to photograph these activities. As I grew accustomed to the procedure, my movements in, out of and around the locomotive became less restricted. In fact, I felt free to explore the whole train, a privilege that took some time to enjoy fully.



↑ THE CP RAIL STATION AT PROCTER, BRITISH COLUMBIA, WAS STRAIGHT OUT of the past, almost Victorian in architectural style. Number 7115 switched the loaded flat cars up to the gondola, for trans-shipment.

Before long, we reached Troup, mile 132.3, the junction with a branch of the Burlington Northern from Ymir, Salmo and Montrose, British Columbia and Kettle Falls and Spokane, Washington. BN moves sparse weekly freights in and out of Nelson, but the track from Troup to Nelson is owned by the BN and leased and maintained by CP RAIL.

Model railroaders no longer need to dream up complex junction layouts for switching challenges. Troup is a really neat obstacle-course and apparently not unique in modern full-scale railroading.

We moved east leisurely through Atbara (mile 128.0) and Harrop (mile 122.2) to Procter (mile 117.5). By now, the flat car was almost completely loaded with rails. Our train pulled alongside an empty gondola, spotted on the siding, to transfer the rails. It was almost noontime, so the crew took a lunch-break. Having anticipated this event, I had brought along a few sandwiches and a thermos of coffee. It was, indeed, a pleasant pause in the day's activities.

Around Procter, there were many interesting things to discover and to photograph. The station was out of the past, almost Victorian in architectural style. There was a car-barge apron at the shore, used infrequently for loading and unloading cars of lumber from up Kootenay Lake. There were many switch and track details and, last but not least, the DS 10 and red van. The car-barge apron was under

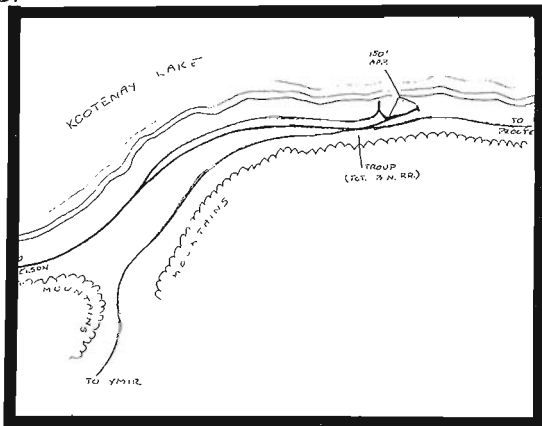
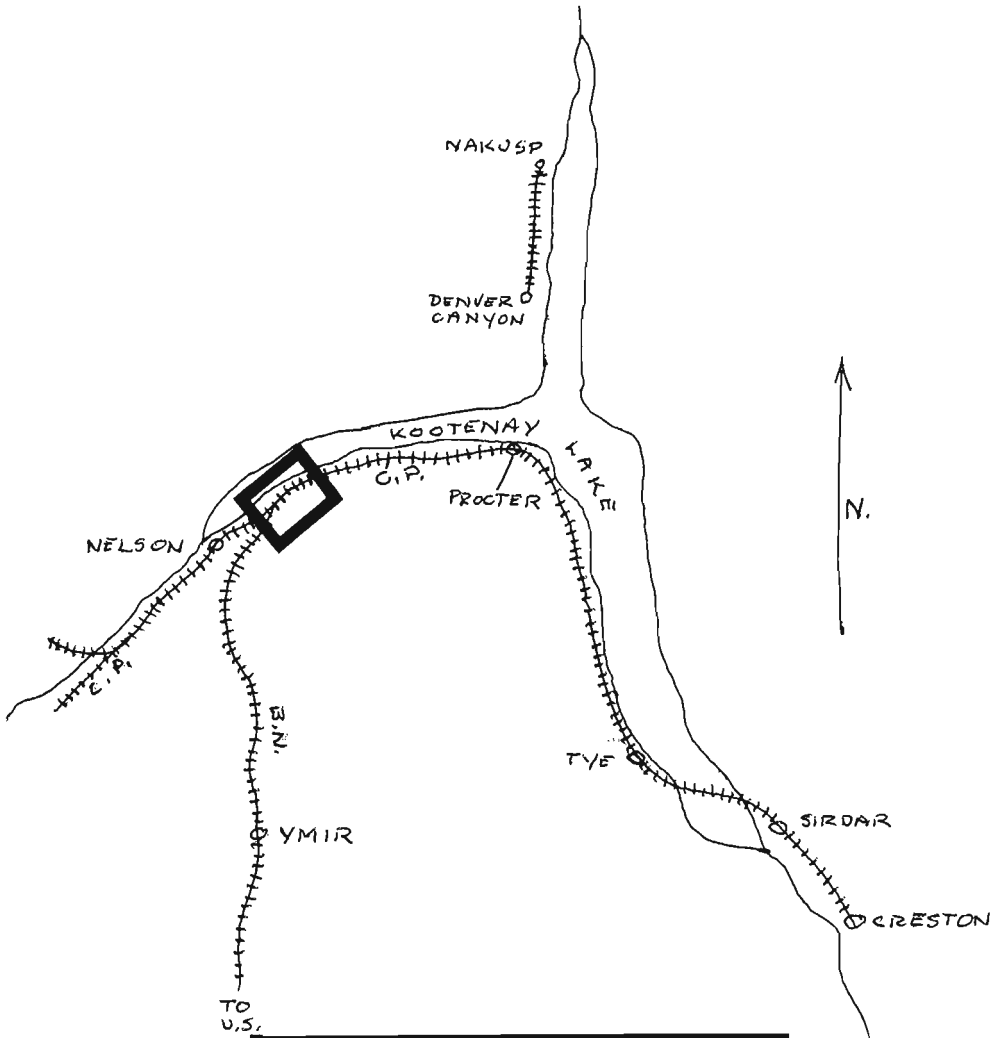


about a foot of water. Later, I consulted the timetable for instructions about loading the barge under this and other operating conditions. The train movements involved would also be of interest to a model railroader.

About 45 minutes later, the 7115 was cut off the train and Mel backed her into the siding to couple up to the loaded gondola, to add it to our consist. We then left Procter, continuing east toward Tye. The country became more and more rugged, until we were running through wild and beautiful scenery. Intrusions by man into this area are rare and it came as no surprise when a bear and two cubs were sighted on the track ahead. Mel sounded a warning blast on the air-horn, but Mother Bear made up her mind that no diesel was going to intimidate her! Rising on her hind legs, she peered short-sightedly at the oncoming diesel, prepared to do battle with the approaching monster. Had she not caught sight of her two cubs bounding to safety in the underbrush, there might have been an incident of an unusual and fatal kind.

↓ THE FLAT CAR LOAD OF RAILS WAS MOVED UP OPPOSITE THE GONDOLA BY NUMBER 7115 and the rails were transferred to the gondola with the aid of the air-operated hoist. It was almost noontime, and the crew then took a lunch-break.







Stopping momentarily to pick up more rails, we passed the siding at Blake, mile 107.5. We clattered over trestles and around curves on the winding, lakeshore track. The ridges of the mountains crowded us closer to the water. A missed rail, there. Through rock-cuts, past a slide-detector fence, no longer in use. At a deep rock-cut, there is a carefully maintained white, wooden cross in a niche in the rock. Here, in 1928, a powder-man was blown to bits by dynamite, killed in the course of his work when the railway was being built from Kootenay Landing to Procter. His relatives in the United States seemed not to care, but his fellow-workers cared enough to erect this modest marker above the place of his death. They and their descendants have carefully maintained the white cross, as the years have passed.

Rails to be salvaged became less and less frequent. Our speed increased, until we were barrelling along at a good clip. Having chosen to ride under the headlight on the front platform of the locomotive, to me our speed seemed to be that of an express, instead of the 30 mph. permitted by the timetable. What an experience! Wind blowing in my face. Clear track ahead. Completely alone on a marvellous observation point, isolated by the wind from even the engine's noise and exhaust!

After Drewry, mile 99.0, we passed four men working along the track who were part of the crew of the work-train that we were to bring back to Procter. Around a sharp curve and through the only tunnel we encountered, we saw the Tye work-train on the siding. Mel reduced the speed of the 7115 to a very slow pace, pulled alongside the work-train and stopped. Everyone got off, including me!

Probably I should have stayed in the cab of the diesel, for hardly had I turned around when I met the Divisional Superintendent face to face. I was still scared, but nevertheless I approached him as courageously as I could. He was standing on the steps of the work-train's mess-car, completely blocking any entry.

"Want a cup of coffee?", he asked.

"Sure", I replied - with some relief. "I'd like one very much".

Up the steps and into the mess-car we went. Coffee-filled mugs were dispensed to us all by a motherly sort of woman in her fifties, who seemed to be in charge. Pleasant and relaxed, she seemed to be an old hand at this job. There was ample opportunity to become acquainted with her and with several of the crew. I hoped that the questions I asked were intelligent. I was glad to have the straightforward answers and explanations that I received.

Next to the mess-car, itself a converted combination passenger-baggage car, was a converted boxcar, newly reconstructed into a somewhat sterile looking, if efficient, mess-car. The superintendent was very proud of this new car and obviously hoped that our matron would be pleased with what he was providing as her new domain. But she would have none of it! She preferred her homey old car with her radio, chintzy curtains, a cushion or two and magazines scattered all about. She did, though, look longingly at the new oil-burning cook-stove. Perhaps, in the end, she convinced the superintendent to move it into her old car, to replace the old coal-burning stove, because, as I overheard her say, "It don't bake bread the way I like it".

The conversation in the mess-car was enjoyable. The crew was interesting. And I had to admire the simplicity, honesty and kindness of the matron who was cook, companion and mother-away-from-



home. With an hour to spare before the four men could return from down the line, I was able to examine the Tye work-train at leisure. With satisfaction, I discovered one of those minor details that makes railroading so human and so close to our hearts. It was a flat car with a genuine porcelain bath-tub installed on one end! Experienced modellers know that anything can be - and often is - done in prototype. As proof of inventiveness to accommodate a necessity, here was a flat car mostly occupied by a several-thousand-gallon water tank, but with a bath-tub at one end, providing a useful and necessary facility. Privacy in bathing? Well, hardly. But would a railroader be embarrassed by the curious gaze of a bear or deer?

The four crewmen finally returned from down the line. They climbed on board the work-train, now a part of extra 7115 west, and we started on our way back to Nelson. The return was without special incident. The lake sparkled in the lowering light of the afternoon sun. The rail-collecting job had been completed, except for those few lengths that we had overlooked. At another time in the future, a crew would pick them up.

At Procter, we set off the Tye work-train on a siding. It was interesting to watch the engineer and brakeman making the switching moves. Number 7115, which had run cab-forward from Tye, was turned on the Procter wye, to run hood-forward back to Nelson. Other cars were set out and some were picked up. There were no wasted moves; everyone understood what he had to do. But time began to be important. We had been running late after leaving Tye and now we were almost on the time of the through freight from Creston.

It was a genuine relief to be running hood-forward again. For some 26 miles we had run cab-forward and had endured the exhaust fumes of the prime-mover, which seemed to be swept back into the cab, somehow. I asked why the exhaust stack could not be made a foot or so higher, to avoid this situation. The reason it could not be done, it was explained, was that all exhaust stacks on switching engines were of a standard height and could not be raised arbitrarily.

Curious marks along the track are not always easily explained. East of Procter, I noticed two rows of gouge-marks in the ties. They continued for some distance and I asked Mel what had caused them. He explained that, several years ago, a long freight was travelling over this stretch at just the right speed to produce a rhythmic, bouncing motion of the cars. This motion increased in intensity until a truck on one of the cars literally bounced off the rails. The engineer, several curves and some distance ahead, was unaware of the derailment and the train crossed two trestles in the course of three miles before the derailment was spotted and the train brought to a stop. Amazingly, the car remained upright.

Once again we passed Troup, the junction with the Burlington Northern. I had a last look at the track layout in the several seconds that it was in view. About 4.5 miles further west, we passed the yard limit board for Nelson and, slowing down, entered the city limits, with its many pedestrian and grade-crossings. Soon, we were heading into the east end of the main yard.

---

← AROUND A SHARP CURVE AND THROUGH A TUNNEL, WE CAME UPON THE WORK-train at Tye, on the siding. We were to bring the work-train back to Procter on our return trip.



↑ IN THE MESS-CAR, COFFEE-FILLED MUGS WERE DISPENSED TO US ALL BY A motherly sort of woman in her fifties who seemed to be in charge. The coffee was good and the atmosphere was pleasant and relaxed. In the picture are the author, the division foreman, a member of the train-crew and the "chatelaine" of the mess-car.

When Number 7115 and the train were safely put away, there were many "goodbyes" from the crew and "Thanks very much" from me. Mel asked me if I wanted to go up to the Slocan country on the freight the following day. What an opportunity! Mel also said that the scenery up there was much more magnificent - was that possible? - and the train speeds would be a little faster.

I really wanted to go! Even though I would have to face an 80-mile spell of driving, dead-tired now and sleepy tomorrow morning, I still wanted to go. But all the while I knew that the fabulous trip would just have to wait for another time, another year. I told Mel I would try to be there tomorrow, but not to be too surprised if I did not show up on time.

When the Slocan freight left Nelson the next day, Mel was at the throttle, but I wasn't aboard. Perhaps I will be, this summer, and that will be another story, with illustrations.

-----

Editor's note: Mr. Hal Riegger is a ceramist who lives in Rough and Ready, California and spends a portion of each summer at the Banff School of Fine Arts, Banff, Alberta. Between classes and courses, Mr. Reigger indulges in his favourite hobby, as described in the foregoing article.

# MONTREAL TO MEGANTIC!

S.S.Worthen

## Part II

(Part I of "Montréal to Megantic"  
appeared in the January 1974 issue  
Number 264 of CANADIAN RAIL.)

On reaching Sherbrooke, preparations were made for the next stage of the CPR's eastward progress to the Atlantic coast. To comprehend the problem with which it was now confronted, attention must be directed to two circumstances, one geographical, the other, geological. The CPR's new main line was straight and level across the bed of the ancient Champlain Sea from Caughnawaga to Brigham Junction. Beyond this point, the rolling hills of southeastern Québec predominated and the railway's profile changed slowly into that of a roller-coaster. From the valley of the Yamaska at West Shefford to Foster and the second summit near Eastray, there were long stretches of winding curves on 1% grades. Over the Missisquoi River valley at Eastman, two trestles, 390 and 525 feet in length, with an intervening earth fill, eliminated the downhill-uphill valley crossing.

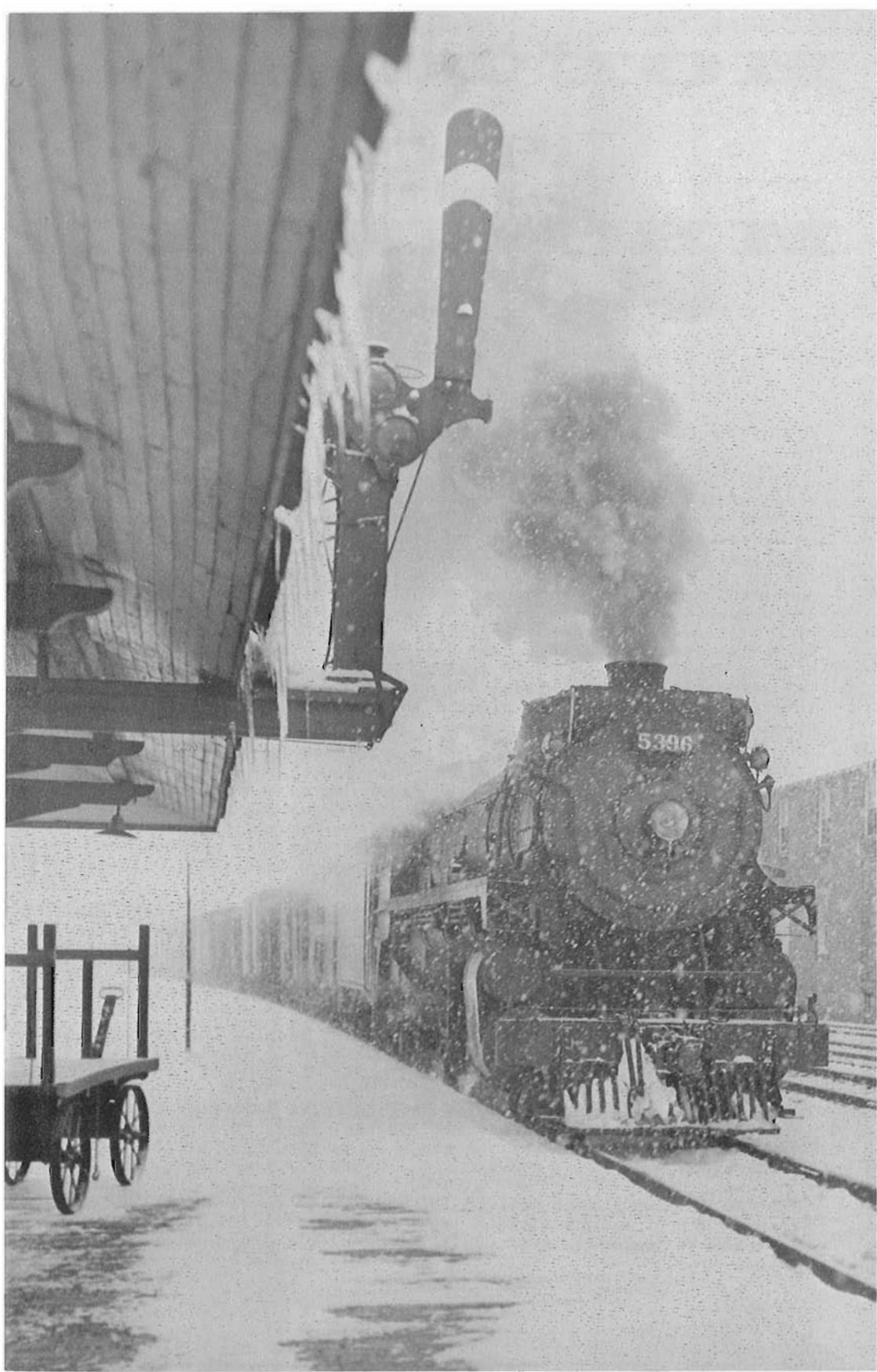
East of the trestles, the railway climbed to an altitude of just under 1,000 feet at Orford Pass and then descended on a traverse 250 feet to the crossing of the Cherry River bog on another wooden trestle about a mile-and-a-half long. East of Magog, the railway followed a comparatively easy location beside the Magog River and Little Lake Magog, to the outskirts of Sherbrooke. The last engineering work was a 210-foot twin-span through truss bridge at the west entrance to the yard.

But now the difficulties really began. Between Sherbrooke and Lake Megantic, there were three river valleys and three summits to negotiate. The CPR determined to cross all of these at right-angles. It was in a hurry and wanted the shortest possible line, with no detours or deviations. And the word was still "Lease if you can; buy when you can't; build when you must".

The geological component of the CPR's problem was the Pope family of Cookshire, Québec, a small town some 20 miles east of

**2** IN A WHIRLING SNOWSTORM, CANADIAN PACIFIC EXTRA 5396 EAST COASTS through the station at Lennoxville, Québec, ready to cross the Massawippi River and tackle the grade up to Birchton, at the top of the ridge. Photo J.J.Shaughnessy.

COASTING DOWNGRADE JUST WEST OF THE STATION AT BURY, QUEBEC, CP Extra 5410 west brings freight from the port of Saint John, New Brunswick to Montréal, over CPR's "Short Line". The date was 29 January 1954. Photo by Jim Shaughnessy.







Sherbrooke. This family rejoiced in a very perceptive and ambitious scion, John Henry Pope. From his earliest years, John Henry took a sincere and devoted interest in local and, later, federal politics. It has been noted by his biographer that John Henry, having made an intense study of the country to the east of Sherbrooke, determined at an early date to build a railway line to "open up the country to commerce".

And so, on May 12, 1870, John Henry Pope and friends secured a Dominion charter for the St. Francis and Megantic International Railway Company. Bucolic it might have been, but it had the power to build "a double or single track of iron railway, from Sherbrooke to the Province Line at a point near Lake Megantic". This charter was granted by Canada's first post-Confederation government in 1870, led by Sir John A. Macdonald, while the CPR's Atlantic and North-West power-package was legalized by Sir John A.'s second government, elected to power in 1878. The Honorable John Henry Pope, having been the Minister of Agriculture in the 1870 government, became Minister of Railways and Canals in 1885.

The CPR's terminus at Sherbrooke, Québec, in 1887 was in the upper part of the town, about 100 feet above the St. Francis River valley through which the Grand Trunk pursued its way. In order to cross the St. Francis, the first of the rivers encountered on the way to Megantic, the CPR had to descend to the valley floor. Out of the valley, there were several possible sorties.

Most of these natural exits had all been pre-empted long before. The northern and southern exits were historically occupied by the Grand Trunk, with the Massawippi Valley Railway entering from the southwest. The northeast approach was held by the Quebec Central Railway. While there was no natural exit to the east, the only possible route in this direction was the private preserve of the St. Francis & Megantic International Railway, owned by John Henry Pope and his friends.

Secure with their charter of 1870, Messrs. Pope (Member of Parliament), Sanborn (ex-MP), Alexander T. Galt (of the St. Lawrence & Atlantic), James Ross (Member of the Provincial Parliament), Brooks, Heneker, Morey, Pomeroy, Bailey, Pope (sr.), Noble and McIver were anxious to see the grading under way.

However, there was the little matter of money. Despite the Directors' drum-beating at county council meetings, additional money was slow in coming and, as a result, most of the Directors had to dig in their own pockets to keep the construction going. Clearing the land for the right-of-way began during the winter of 1870-71. In its infancy, the line's western terminus was at Lennoxville, Quebec, junction point between the Provincial Gauge Grand Trunk (5 ft. 6 in.) and the Stephenson Gauge Massawippi Valley Railway (4 ft. 8½ in.).

Shortly after its opening on July 1, 1870, the Massawippi Valley Railway, creature of the Connecticut & Passumpsic Rivers Railroad - President, Mr. Emmons Walker, previously described - secured running rights over the Grand Trunk through the installation of a third rail for the three miles from Lennoxville to Sherbrooke. It soon turned out that the St. Francis & Megantic International also used this facility to gain access to Sherbrooke. The GTR, MVR and StF&MIR shared a magnificent double-tracked train-shed and station in Sherbrooke, not far from the corner of King and Depot Streets, as well as a large, impressive circular domed roundhouse nearby, which housed engines of both gauges.



↑ ON A COLD DAY IN JANUARY 1954, A TRIPLE-HEADED EASTBOUND CANADIAN Pacific Railway freight hammers across the crossing-at-grade with the CN at Lennoxville, Québec, pouring on the power for the climb out of the St. Francis River valley. Photo by Jim Shaughnessy.

By July 1875, the GTR had been standard-gauged and the StF&MIR had built out of Lennoxville, up the hill past Tracy Siding, through Johnville and Bulwer to the summit at Birchton and thence downhill to Cookshire and onward to a point some two miles east of Bury, a total of 26 miles or so. Here, without doubt in an effort to re-enthusiase the local citizens, the Directors announced a "Grand Opening Celebration" and, amid gaily-waving flags, banners and bunting, on July 14, 1875, a special train left the GTR's station at Sherbrooke, entering on the new line at Lennoxville. Naturally, the Directors seized the opportunity to harrangue the celebrants at every village, hamlet and settlement for the entire 26 miles, not by any means overlooking Cookshire, ancestral home of their foremost patron and benefactor, the Honorable John Henry Pope. Regrettably, the results of this intensive evocation were not very encouraging.

The Canadian Pacific Railway, newly arrived at Sherbrooke, was eager to secure a route for its eastward extension. Lease or sale of the St. Francis & Megantic International was inevitable and, after a time, it was quite desirable to the latter's Board of Directors. In 1877, the Company had changed its name to the International Railway Company and had sold a bond issue, to replenish its lean treasury.

With the Canadian Pacific on the verge of becoming involved in the affairs of the International Railway Company, events proceeded rapidly. The IRC's line to Megantic was at last opened in 1879 and in 1883 the Government of Canada granted a subsidy on 49 miles of railway, probably the remainder of the line to Megantic. In a "do it yourself" move, the International Railway Company and the Government of Canada were empowered on November 19, 1885, by Privy Council Order 2168, to undertake jointly the construction of the "Short Line Railway", across the northern part of the State of Maine to Saint John, New Brunswick, on the Bay of Fundy. The timing of this agreement was exquisite. The Honorable John Henry Pope became Minister of Railways and Canals one month before this agreement was concluded. The drama, as far as the International Railway Company was concerned, was fast approaching its climax.

Two years later, the International Railway Company was sold to the CPR's Atlantic and North-West Railway Company. Included in the transaction was the contract to build the "Short Line Railway" with the Canadian Government. Finally, in 1889, the International Railway Company became part of the CPR when the latter leased the Atlantic and North-West, officially.

Although the sale of the International Railway Company had taken place in 1887, the first locomotive used on the three-times-a-week mixed train in late 1888, from Megantic to Greenville, Maine, was International Railway's 4-4-0 Number 1.

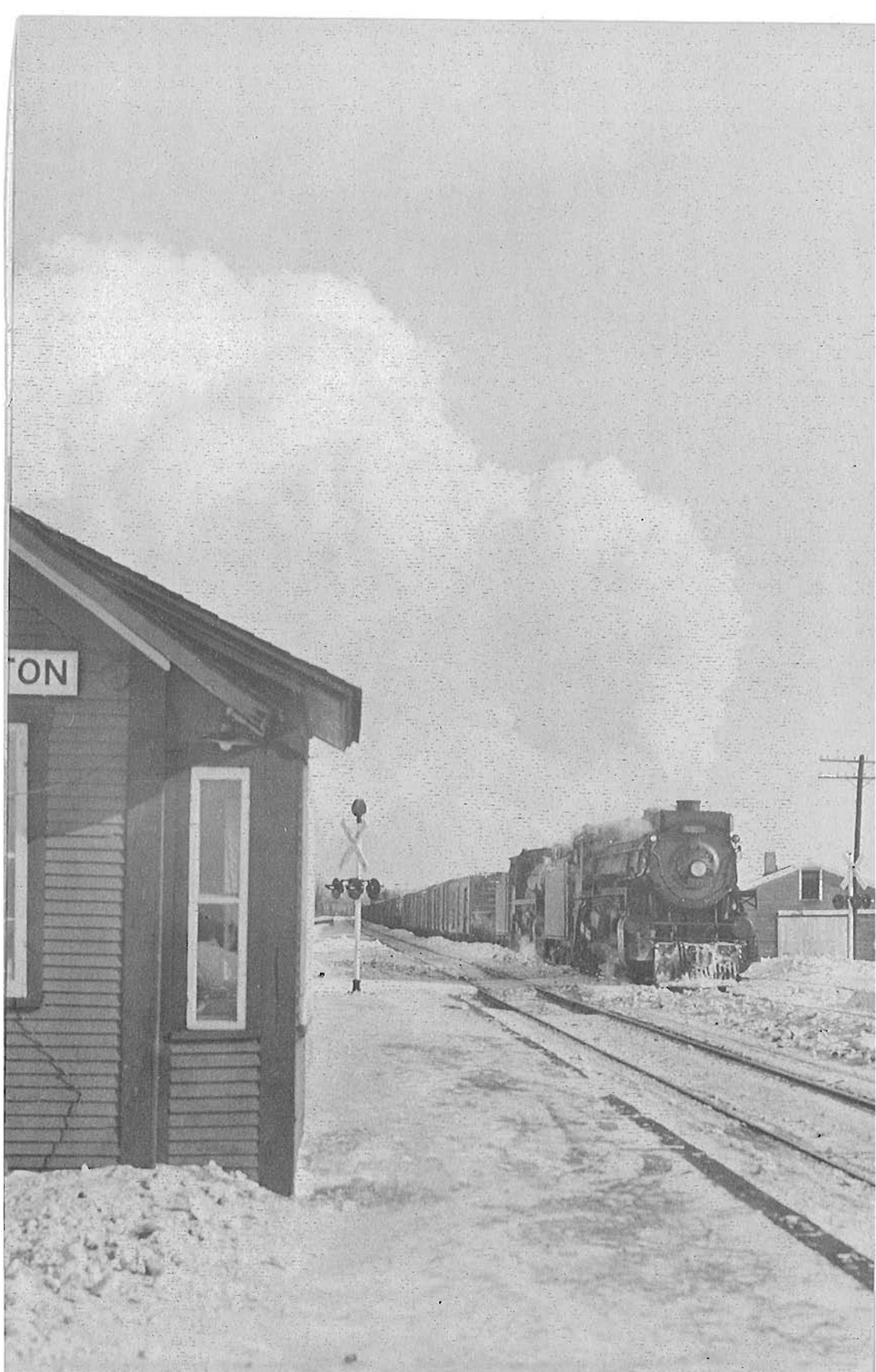
Soon after acquiring the International Railway Company, the CPR built a connection from its upper-town station in Sherbrooke south down the west side of the St. Francis River valley three miles, to a crossing-at-grade with the GTR at Lennoxville and an end-on connection with its new acquisition. There were some minor troubles with the local farmers, who endeavoured by petition and injunction to block this construction. They claimed that their horses could not stand the terror inspired by the noisy, smoke-belching iron monsters on both the GTR and CPR which, unfortunately, ran on either side of the main carriage road from Lennoxville to Sherbrooke, with a level crossing mid-way.

From Lennoxville eastward, the 14 miles to the summit at Birchton were a steady climb on 1.4 to 1.7% grades. Down from the 974-foot height, the line descended to the valley of the Eaton River at Cookshire on a 1.3% slope. Through Cookshire, ancestral home of the Pope family and later a crossing at grade with the Hereford Railway - step-child of the Maine Central Railroad - the "Short Line"

➔ TWO MIKADOS PROVIDE THE POWER FOR CPR EXTRA 5323 WEST, WAITING IN the siding at Birchton, Québec, for an eastbound freight. The day was bright but the grease in the journals was cold and the train was hard to start. Photo by Jim Shaughnessy.

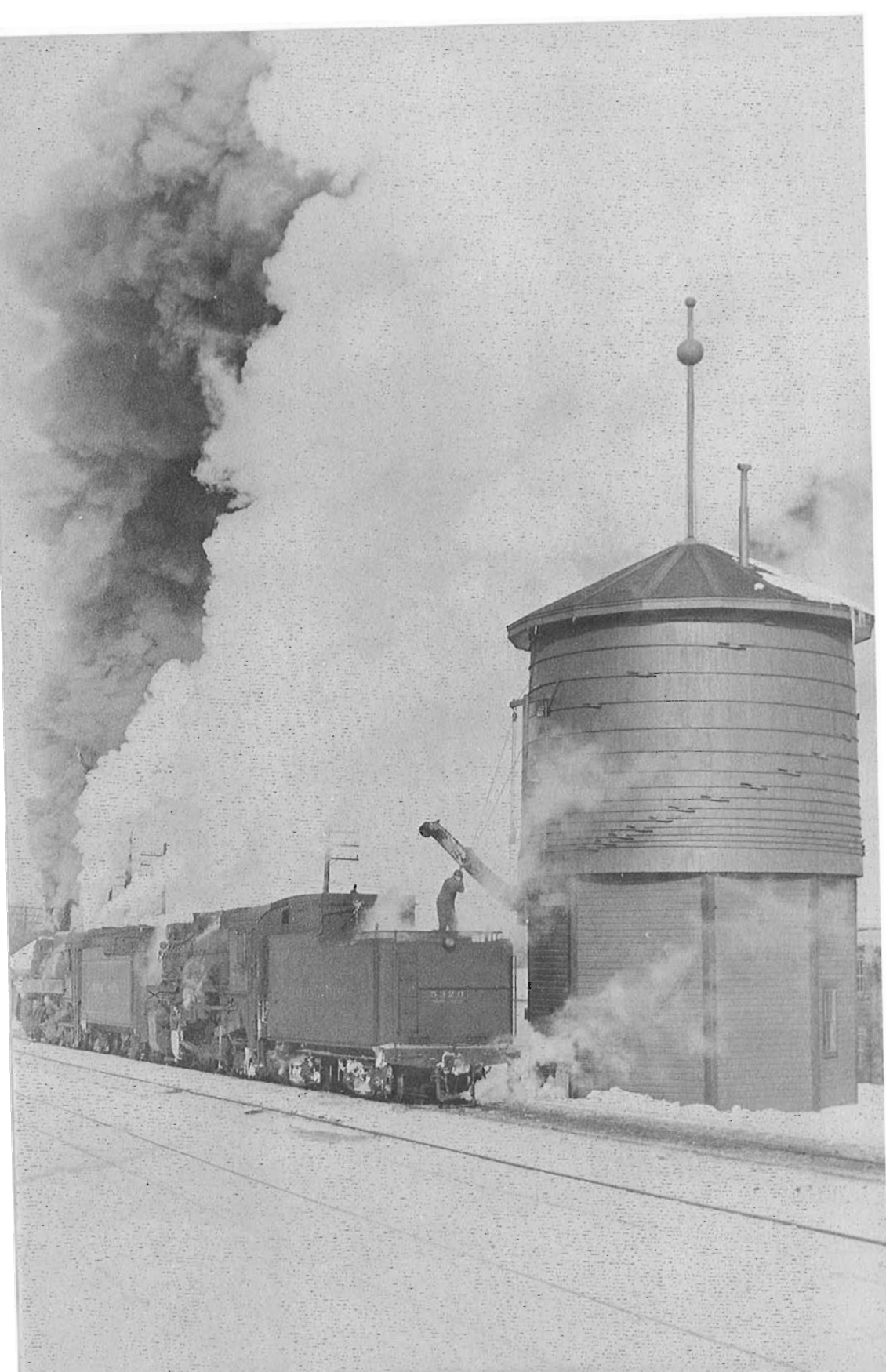
➔ A TYPICAL SCENE AT COOKSHIRE, QUEBEC, IN THE FIFTIES. CPR ENGINE Number 5329, the second engine of a double-headed eastbound freight, takes water from the tank, while the fireman on the first engine raises the steam pressure. Photo by J.J. Shaughnessy.

IN WINTER, RAILS MOVE THE RIVER! EXTRA 2511 EAST, HAVING TAKEN WATER at Cookshire, rumbles past the station with quickening exhaust, to cross the bridge over the Eaton River and begin the climb to Bury. Photo by Jim Shaughnessy.



ON









crossed the Eaton River on a 210-foot deck-plate girder bridge and tackled the 9-mile climb at 1% or better to Bury. Beyond Bury, it was uphill to Gould over 4 miles to reach 1,300 feet. Over this crest, the line slid down through the woods to the Salmon River at Scotstown where, at the east end of the yard, the 1% began again.

For seven miles to Milan and Spring Hill the railway continued, to the height of land between the St. Francis and Chaudière Rivers. Spring Hill, elevation 1,690 feet, was the highest point on this subdivision. There followed eight miles of descent on 0.9 to 1.1% grades to the shore of Lake Megantic and Agnes, the original terminus of the railway and the beginning of the next short 16-mile stage to the International Boundary and the State of Maine.

Construction of the railway from Sherbrooke to Megantic ended, as previously noted, in March 1879 and, at the time of completion, the International Railway Company owned two locomotives, a couple of passenger cars and a score or more of freight and flat cars. After all, what more in the line of equipment was needed for the traffic originating in five towns, four villages, two settlements and five localities on or near the line. Major commodities shipped were lumber, potash and dry-goods. It was, indeed, a pioneer railway.

The IRC's two locomotives were products of the Portland Company and the Baldwin Locomotive Works, built in 1875 and 1878. Curiously enough, the infant line seemed to make money, for the June 1881 year-end statement reported profits of \$ 4,269 on a gross revenue of \$ 36,775.

Engine Number 1 of the IRC was a Baldwin-built 4-4-0 of 1878, B/N 3976, with 16x24-inch cylinders and 62-inch drivers. Mr. Charles Small was the engineer when she was used on the thrice-weekly mixed train from Megantic to Greenville, Maine, late in 1888. Number 1 became CPR second Number 160 in January 1889, when the IRC was absorbed by the CPR.

It is probable that, while the 16 miles to the International Boundary east of Megantic were built under the authority of the IRC charter, the line in fact was constructed by the Atlantic and North-West Railway. Today, the highest point on CP RAIL's "Short Line" to Saint John, New Brunswick (1,849 feet above sea level) is located approximately one-quarter of the way down the siding at Boundary, Québec, from the east end. The International Boundary is 300 feet east of this summit. With the line completed to Greenville, Maine, in December 1888, through service to Saint John was inaugurated on June 3, 1889.

That day, the Canadian Pacific Railway Company could truthfully boast that it had a genuine transcontinental railway, unbroken from the Atlantic Ocean (Bay of Fundy) to the Pacific Ocean (Burrard Inlet). But was this proud boast quite, quite true? Well, almost!

While the Canadian Pacific could then and CP RAIL can today run its trains over a continuous line of railway from the Bay of Fundy to Burrard Inlet, there was and still is a small 56-mile stretch of the 3,350 miles which it never purchased and therefore does not own. This is the segment of the "Short Line" from Mattawamkeag to Vance-

→ FROM THE CUPOLA OF THE CABOSE ON THE BROWNVILLE JUNCTION, MAINE - Megantic, Québec freight turn, Boarstone Mountain makes a perfect back-drop for Ship Pond Viaduct, near the operating point of Onawa, Maine, 99.4 miles east of Megantic, Québec. Photo by Jim Shaughnessy.



boro, in the State of Maine, over which the Canadian Pacific acquired running rights from the Maine Central Railroad in 1888.

Running rights notwithstanding, the Maine Central can truthfully say that it owns 1.67% of the transcontinental route of CP RAIL. How it came to inherit these 56 miles, so vital to CP RAIL's connection to the eastern seaboard, is another, quite interesting story.

On January 24, 1974, CP RAIL completed its transcontinental railway when the Maine Central Railroad Company and Canadian Pacific Limited reached an agreement for the latter to purchase the 57-mile section of the former between Mattawamkeag and Vanceboro, Maine.

Under the terms of the agreement, the Maine Central Railroad will continue to have trackage rights over this section.

The purchase agreement was subject to ratification by the shareholders of both Companies and the regulatory agencies involved. The sale price was not disclosed.

#### LOCOMOTIVES OF THE INTERNATIONAL

No.	Builder	Type	B/N	Cyls.	Driv.	Built	CPR	
							1889	Scrap'd.
1	Baldwin Loco. Works	4-4-0	3976	16x24	62	1878	2-160	6/1898
2	Portland Company	4-4-0	326	16x24	62	1875	2-162	3/1898
3	Kingston Loco. Comp.	4-4-0	(?)	16x24	62	1882	2-163	9/1895

#### ACKNOWLEDGEMENTS

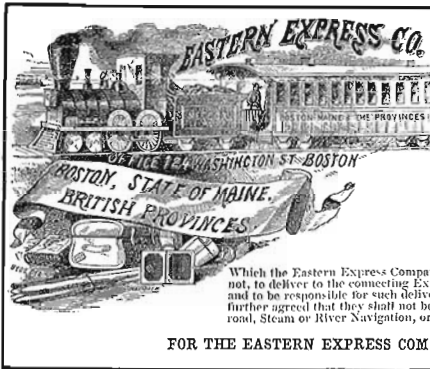
The Author would like to acknowledge the advice and assistance of Major C. Warren Anderson, O.S.A. Lavallée, Professor J.D. Booth and Mr. R.F. Corley, in the preparation of this article.

#### SOURCES

CANADIAN RAIL	various issues
THE ICE RAILWAY	Robert R. Brown
SKETCHES OF SOME EARLY SHEFFORD PIONEERS	Jno. P. Noyes
HON. JOHN HENRY POPE:	
EASTERN TOWNSHIPS POLITICIAN	Waymer S. Laberee
HISTORY OF COMPTON COUNTY	L. S. Channell
FOREST AND CLEARINGS:	
A HISTORY OF STANSTEAD COUNTY	John Lawrence
CRHA NEWS REPORT	various issues
WATERLOO "ADVERTISER", Waterloo, Québec	various issues

→ THE IMAGE OF CP RAIL IN 1973. NUMBER 1802 HEADS THE "ATLANTIC Limited" at Windsor Station, having arrived from Saint John, N. B. on this overnight run. Carl H. Sturmer took the photograph.





MARCH 1974

## WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass, or the loss of contents.

FOR THE EASTERN EXPRESS COMPANY,

*M. C. Mackway*

MR. R.M.BINNS, LONG-TIME MEMBER OF THE CANADIAN RAILROAD HISTORICAL Association and author of many interesting and informative articles on Montréal's streetcars, now resident in Victoria, British Columbia, writes to say that he enjoyed Peter Murphy's article on TERMINUS CRAIG, which appeared in the September 1973 issue Number 260 of CANADIAN RAIL.

Mr. Binns was for many years a member of the management team of the Montreal Tramways Company and later, the Montréal Transportation Commission. In his letter, he pointed out that intending passengers did not pay to enter the concourse of Craig Terminus, but deposited their fares in fare-boxes when they passed through the turnstiles to go out onto the departure platforms on the east and west sides of the building.

Track layouts in the immediate east and west entrances to the Terminus did not permit the diversion of cars coming from the east to the west platform, or vice versa. Cars normally arriving and departing from the west side could only reach the east side by being diverted to an "east-side" route at an intersection a considerable distance from the Terminus.

Aside from its primary purpose as a streetcar terminal and passenger transfer point, the Terminal's secondary function was to provide modern office facilities, on the second floor, for the Transportation Department of the company, the Superintendent's office, timetable staff, Personnel Department, Training School and a general office for the transaction of business with the public: the provision of information on chartered cars, school-passes and so on. The building was designed to support several additional storeys, if needed.

Mr. Binns notes that the Montreal Tramways Company did not build the present MUCTC headquarters building at 159 Craig Street West. This building was a private commercial venture, constructed shortly after Craig Terminus was built. It was called the "Terminal Building" and its construction was protracted because of the difficulty in finding a proper foundation in unsatisfactory sub-soil conditions. The Montreal Tramways Company purchased the building in 1929.

We are grateful to Mr. Binns for this additional information. His book on Montréal's streetcars, an assembly in one volume of much of the information published in the CRHA NEWS REPORT and CANADIAN RAIL in the '50s and '60s, is expected to appear early in 1974.

RETIRED RAILWAYMAN GEORGE A. WAITE OF WINNIPEG, MANITOBA, RECENTLY recalled in a letter the famous silk trains that ran on the Canadian Pacific Railway in the early 1900s. From Vancouver, British Columbia, where the 50-pound bales of raw silk were loaded into special box-baggage cars with passenger-car trucks, these block-trains (unit-trains) sped eastward to New York City, wh-



ere the silk thread was woven into fabric for the needle-trade.

Because the cargo was, in a sense, perishable and the associated insurance costs were high, speed was essential. A record time for a silk train for the 130 miles from Brandon to Winnipeg, says Mr. Waite, was 116 minutes in October 1924, with CPR pacific-type Number 2544 on the head-end. Mr. Waite remembers that engineer Robert Binney maintained an average speed of 90 mph., leaving Brandon at 14:35 hours and arriving at Winnipeg at 16:31.

Mr. Waite remarks that the death-knell for steam locomotives on the CPR sounded with the appearance of the diesel-electric locomotive, as exemplified by CPR Number 7000, which made her initial trip on 30 September 1933, hauling a passenger train out of Montréal. Number 7000 was sold to Marathon Corporation of Canada, Marathon, Ontario in 1944 and, according to Mr. Waite, "thus joined the ranks of the disappearing steam engines hauling logs!" Almost, but not quite. Number 7000 was donated to the Canadian Railroad Historical Association in November 1964 and is today exhibited at the Canadian Railway Museum, Saint Constant, Québec.

THE NUMBER OF PASSENGERS CARRIED THROUGH THE SIMPLON TUNNEL BETWEEN Switzerland and Italy increased by 8% in 1972 to reach a total of 3.83 million. Freight traffic declined by 5%. 138,000 automobiles with passengers were transported through the tunnel, an increase of 17% over 1971.

The Trans-Europe Expresses using the Simplon were fully developed. The "Cisalpine" - Paris/Milan/Paris - and the "Lemano" - Milan/Geneva/Milan - achieved an increase in passengers of 17% and 10% respectively. Luxury coaches of the type used on the French National Railways' "Le Mistral" will be in the consist of the "Cisalpine" in 1974.

The Technical report of the Simplon Tunnel Commission noted that the schedule of the "Direct Orient Express" from Paris to Istanbul, Turkey, and Athens, Greece, was much too long. To accelerate this service, a new station will be built at Belgrade, Yugoslavia. Also, it is planned to provide shortly a connection between Turkey, Iran and Southeast Asia, a prolongation of the international route using the Simplon Tunnel. A trans-Asiatic line between Istanbul and Singapore, a distance of 8,700 miles, is contemplated.

The Swiss Federal Railways have only 15 miles of single-track on the Geneva/Lausanne/Montreux/Simplon Tunnel route, between Loèche and Viège, which is under construction, and the Salquenen-Loèche line, which is planned for doubling by 1974.

The whole route from Lausanne to Brigue, ay the northern entrance to the Simplon Tunnel, and from Iselle to Domodosolla on the southern slope of the Alps will be upgraded to permit raising speeds from the present 42 mph. average to 84 mph., over most of the line.

Sebastien Jacobi.

READERS OF "TRAINS - THE MAGAZINE OF RAILROADING" ARE FAMILIAR WITH the monthly column "The Professional Iconoclast", written by John G. Kneiling, P.E., Consulting Engineer. In his articles, Mr. Kneiling frequently recites the shortcomings of the railway industry in the United States and Canada and offers his advice as to what should be done.

It may come as a mild surprise to some to learn that Mr. Kneiling - without his spectacles - also analyses monthly the various problems of the shipping industry in a column entitled "The

Angle", which appears in SEAPORTS AND THE SHIPPING WORLD, published in Montréal, Canada.

By the same token, CONTAINER ROUTE NEWS, the house-organ of the White Pass and Yukon Route is edited by the able journalist Mr. Les Rimes. Conversely, Mr. Rimes also contributes a column called "Pacific Soundings" to the same magazine.

Editorial Staff.

NOTRE CORRESPONDANT A GRENOBLE, FRANCE, M. FRANÇOIS REBILLARD, NOUS a informé que le 21 octobre 1973, la locomotive à vapeur SNCF 141 R 1244, construite par Montréal Locomotive Works, Montréal dans les années quarante, a amené un groupe d'amis du chemin de fer sur la ligne des Alpes de la SNCF, entre Grenoble et Veynes, les transportant jusqu'à une altitude de 1178 mètres. Selon M. Rebillard, cette journée a été un franc succès.

M. Rebillard nous a également envoyé une photo de la locomotive électrique N° CC-7107, détentrice du record du monde de la vitesse sur rail. Aussi étonnant que ce soit, ce record de 331 km/h a été établi le 28 mars 1955 - il y a 18 ans - sur la ligne droite des Landes, au sud de Mordeaux. M. Rebillard nous rappelle que cette locomotive électrique est toujours en service. Le photo ci-joint a été pris au Dépôt de Narbonne (Aude) en août 1973.



Our correspondent in Grenoble, France, M. François Rebillard, reports that one of the surviving 2-8-2 steam locomotives on the French National Railways, No. 141 R 1244, built by Montréal Locomotive Works in the 1940s, hauled a special train on 21 October 1973 from Grenoble to Veynes. This line reaches an altitude of about 3500 feet above sea-level. The trip, says M. Rebillard, was a real success.

Mr. Rebillard sends the accompanying photo of SNCF electric locomotive No. CC-7107, the very same engine which, on 28 March 1955, established the world's speed record for a vehicle on a railway. Eighteen years ago, No. CC-7107 attained 198 mph during a test run on the Landes tangent, south of Bordeaux. Number CC-7107 is still in service and was photographed at the depot at Narbonne (Aude) by M. Rebillard.

WHAT APPEARED TO THE WONDERING EYES OF THE RESIDENTS OF MONTREAL'S Lakeshore on 7 December 1973 was not Santa Clause and Rudolph the Red-Nosed Reindeer but United Aircraft of Canada's orange-nosed TURBO in its new 9-car configuration, with Canadian National Railways identification. Simultaneously, the other 9-car TURBO was zipping along through Scarborough, east of Toronto. Identified in the supplementary operating timetable as Trains 67 & 66, the two trainsets departed Montréal and Toronto at 16:30 hours, initially for non-revenue test runs, carrying CN pass-holders and others.

On 17 December 1973, TURBO service was available to the public, in what was described as "revenue test service". Loading was only about 30% of capacity, since the afternoon RAPIDO service was maintained.

Business skyrocketed however when snow, sleet and rain brought air and road transport to a halt during the Christmas rush.

It was understood that Canadian National was testing the reliability of the modified TURBO trainsets and that, if reliability could be demonstrated conclusively, TURBO service would be officially re-introduced - with appropriate fanfare - sometime in January 1974.

The first untoward incident occurred on 19 December when Train 66 arrived at Montréal about 30 minutes late, with one of the turbines in the rear power-car not operating.

S.S.Worthen.

THE DELAWARE & HUDSON RAILWAY HAS SOLD ITS TWO RS 2 UNITS FROM THE Napierville Junction Railway, Numbers 4050 & 4051, to MLW Industries of Montréal. It is reported that the trucks from these two units will be used on the two M 420 units to be built for the Providence & Worcester Railroad, re-scheduled for January 1974 production, but as yet not on the erecting floor.

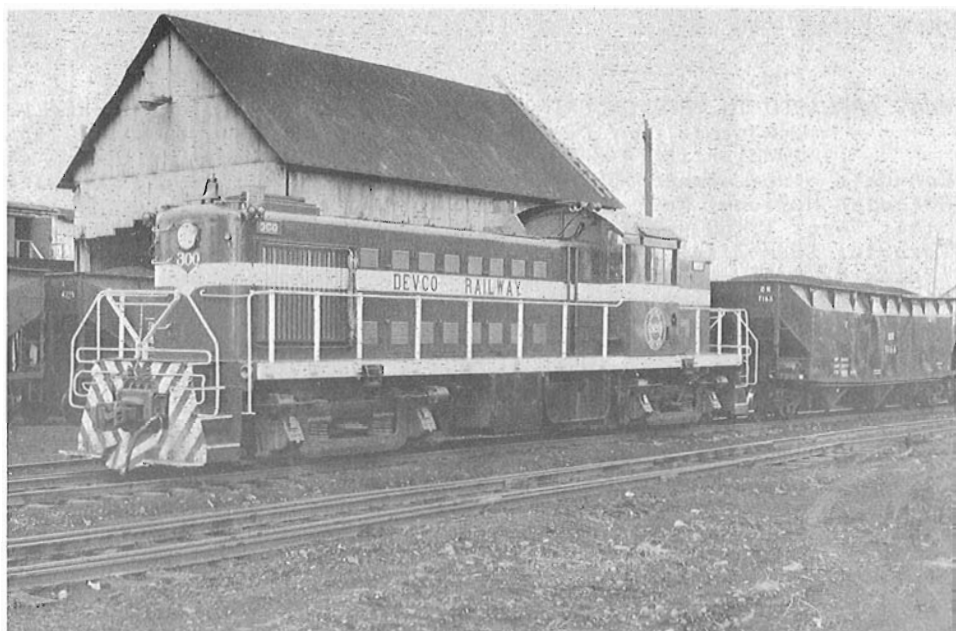
The disposition of the bodies of the two units is presently unknown, but there are rumors that they may be disposed of locally.

K. de Jean.

DEVCO RAILWAY UNIT NUMBER 300 HAS BEEN OUTSHOPPED IN A NEW PAINT scheme, writes Mr. Barrie MacLeod of Sydney, N.S. The hood is all medium green, with yellow stripes midway all around the unit. The running-board edges and the hand-rails and supports are also yellow. The name "DEVCO RAILWAY" is spelled out in the yellow band, with the Company lozenge on the cab-sides under the windows. Yellow warning stripes are painted on both ends of the unit.

Mr. MacLeod sends two pictures, in the first of which is Number 300 in the new paint scheme switching loaded coal hoppers at Princess Colliery wash-plant, Sydney Mines, N.S.

In the second picture, Number 300 double-heads with Number 202 in the old paint scheme on a loaded coal unit-train east-bound from Sydney Mines to Sydney on the Canadian National main line with a CN crew. The picture was taken at Leitches' Creek, 10.3 miles east of Sydney. Both pictures were taken in November 1973.





EARLY IN NOVEMBER, 1973, UNITED RAILWAY SUPPLY LIMITED OF MONTREAL purchased five RS 3 units from the Reading Railroad. The numbers were 468 (steam generator), 485, 488, 492 and 493. Pierre Patenaude photographed them on the turn-around track at Canadian National Railways' Montréal Yard on 11 November 1973.

IN JANUARY 1973, DIESEL DIVISION OF GENERAL MOTORS OF CANADA LIMITED was the successful bidder on a contract for 105 fifty-three passenger buses for the Toronto Transit Commission. Last November, the TTC announced that a further order for 88 of the same model had been placed with DD GMC.

Other cities and municipalities ordering this model included the Corporation of the Town of Mississauga, Ontario (12), St. Catharines (Ontario) Transit Commission (4), the Cité de Laval (Québec) Transit Commission (10 units added to an order for 20).

The London (Ontario) Transportation Commission placed an order for 15 of the 45-passenger coaches, similar to those previously ordered by the City of Welland, Ontario.

GMC DIESELINES.

CANADIAN NATIONAL RAILWAYS' NEW M-420 UNITS FROM MLW INDUSTRIES OF Montréal are apparently experiencing some running-in difficulties, centered around the new Zero Weight Transfer trucks, according to the NARRAGANSETT NEWSLETTER. The new units are alleged to ride rough and wheel-to-truck-to-frame contact has been reported. Some main windshields have cracked.

CN has returned two of the units to MLW Industries for a reported 135 different repairs, most of them minor and associated with running-in experience. Late in 1973, the new M-420s were restricted from operation on the Lac St-Jean Subdivision of CN's Québec Area.

DOMINION ATLANTIC RAILWAY'S "DAYLINER" NUMBER 9059 CONNECTS WITH Canadian National Railways' Train 11, "Scotian", Montréal-bound, at Windsor Junction, N.S., on a day in April 1973. Carl H. Sturner of AUDIO VISUAL DESIGNS, Earlton, NY 12058 took the picture.



**"CANADIAN RAIL"**

published by the

**CANADIAN RAILROAD HISTORICAL ASSOCIATION** P.O.Box 22, Station "B"  
Montreal, Que.

Associate Membership including 12 issues

"Canadian Rail" \$0.00 annually

**EDITOR S.S. Worthen      LAYOUT & PRODUCTION P. Murphy**

VISIT THE  
Canadian Railway Museum  
OPEN MAY - SEPT.



VISITEZ LE  
Musée Ferroviaire Canadien  
OUVERT MAI - SEPT.

**ASSOCIATION BRANCHES**

CALGARY & SOUTH WESTERN	L.M.Unwin, Secretary, 1727 23rd.Ave.N.W., Calgary, Alta.
OTTAWA	W.R.Linley, Secretary, P.O.Box 141, Terminal A, Ottawa, Canada.
PACIFIC COAST	R.H.Meyer, Secretary, P.O.Box 1006, Station A, Vancouver, B.C.
ROCKY MOUNTAIN	D.W.Scafe, Secretary, 11220 73 Ave., Edmonton, Alta. T6G 0C6
TORONTO & YORK DIVISION	P.Shergold, Secretary, P.O.Box 5849, Terminal A, Toronto, Ont. M5W 1P3

**ASSOCIATION REPRESENTATIVES**

AUSTRALIA	L.S.Lounitz-Schurer, Dept. History, National Univ. Canberra, Aust.
FAR EAST	W.D.McKeown, 6-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan.
MANITOBA	K.G.Younger, 267 Vernon Road, Winnipeg, Manitoba R3J 2W1
SASKATCHEWAN	J.S.Nicholson, 2306 Arnold Street, Saskatoon, Sask.
SOUTH AMERICA	D.J.Howard, Price, Waterhouse & Peate, Caixa 1978, Sao Paulo, Brazil.
SOUTHERN ALBERTA	E.W.Johnson, 4019 Verdell Road N.W., Calgary, Alberta T3A 0C3
SOUTHERN ONTARIO	W.J.Bedbrook, 50 Cedarbroe Boulevard, Scarborough, Ont.
UNITED KINGDOM	J.H.Sanders, 67 Willow Way, Amptill, Bedfordshire, England.