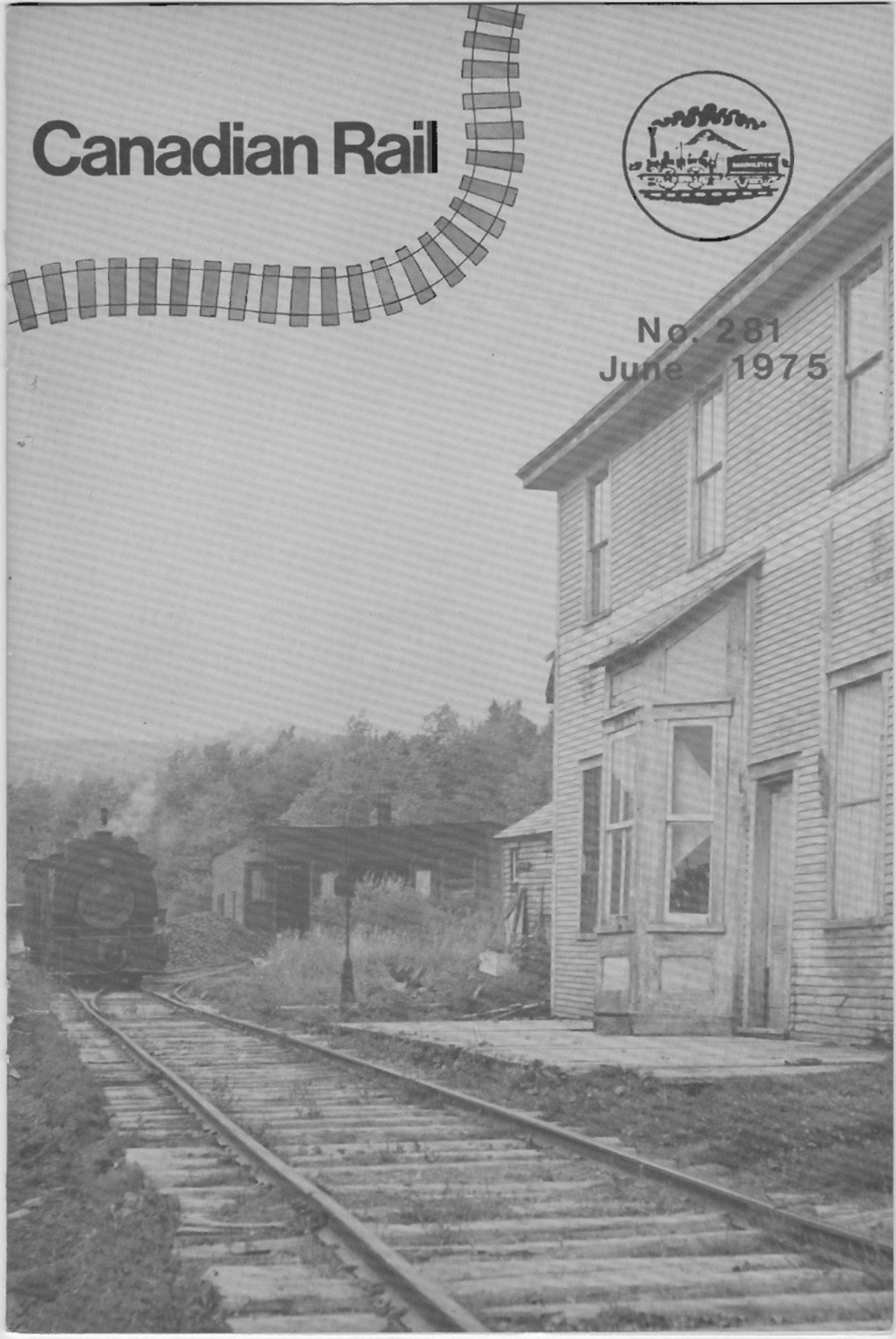


Canadian Rail



No. 281
June 1975





Cultivating the Raspberry Branch !

S.S.Worthen

and

P.R.Hastings, M.D.

Photographs by P.R.Hastings, M.D.

During the bloom and full flower of its youth and middle age, the "Raspberry Branch" of the Maine Central Railroad emerged from the stem of its erstwhile parent at Quebec Junction, New Hampshire and spread north 109 miles through the upper valley of the Connecticut River, over the height of land between the Connecticut and St. Lawrence, across the International Boundary, to terminate in a tiny twiglet at Lime Ridge, Province of Québec. As it flourished, the sap which nourished its growth was, in the main, traffic from forest products of the region, but included some through freight and passenger traffic from the Quebec Central Railway to and from Portland, Maine.

But Like many another of its contemporaries, the "Raspberry Branch" eventually withered and died, being superfluous as a bridge-route and having fulfilled its destiny as a development railway for those sections of Québec's "Eastern Townships" through which it ran. Unlike some of these contemporaries, however, the "Raspberry Branch" was carefully husbanded by judicious pruning from time to time, as it wilted, so that even today viable segments are still in operation,

↪ THE END OF THE "RASPBERRY BRANCH" AT LIME RIDGE, QUEBEC, IN 1946: THE old Maine Central Railroad depot and engine house are still in use by the Dominion Lime Company and its ancient 0-4-OST Number 2. The quarry is behind and to the right of the engine house; the kilns are behind and to the right of the photographer.

← A 1937 ESSAY BY THE PHOTOGRAPHER (PRH) WITH A 120 KODAK BOX-CAMERA. The subjects are the photographer's brother, John, and an ex-Quebec Central 4-4-0, in the cab of which the two boys had ridden a couple of years earlier, while she switched around and took a couple of loads of lime to Dudswell Junction. The 4-4-0 was superceded by the ugly 0-4-OST.

or are about to be re-placed in operation. Granted, some of the original shoots have been isolated from the parent stem and are, as of this writing, virtually lifeless and the subjects of proposals for discontinuance. The portions still attached to the parent plant are also withered and practically leafless, hardly justifying the sometimes-weekly freight service advertised.

The story of the Coos Railroad Company, the Upper Coos Railway Companies of Vermont and New Hampshire and the pendant stem in the Province of Québec, the Hereford Railway Company, might be considered as a classic example of the potentiation of maximum service in conditions of submarginal operation. Born in the 1880 whirlwind of burgeoning railroad operations in the northeastern United States, it perished in the whirlwind which anticipated the financial dust-storms of the 1930s.

A first glimpse of the "Raspberry Branch" in the '20s could only aggravate the questions posed by the presence of a senile Quebec Central Railway 4-4-0, puttering around the lime-kilns near the dilapidated terminal at Lime Ridge, Québec. In addition, there was one of the prettiest little ten-wheelers to be found, switching cars around the yards of the Canadian Pacific Railway at Sawyerville, Québec, on the branch from Cookshire, junction with the main line of the CPR from Montréal to Saint John, New Brunswick.

No; the observer could hardly be aware that there was a relationship between these two isolated pieces of trackage. But a few years later, a conversation with the engineer of a runty 0-4-0 saddle-tanker which, in the interval, had replaced the QCR 4-4-0 at Lime Ridge, elicited the information that this cachectic quarry spur had once been a part of the "Raspberry Branch".

"I started work here for the Maine Central back in 1918."

How could such a thing be? Responding to a barrage of questions, the engineer explained that, at one time, Lime Ridge was the northern terminus of the Maine Central's branch-line from Lancaster and Colebrook, New Hampshire, via Coos Junction on the Boston and Maine, and North Stratford, on the Grand Trunk's line to Portland.

Incredible, indeed! But looking around the decaying yard at Lime Ridge, evidences of former glories were apparent. A ramshackle, three-stall enginehouse, a turntable and a two-storey weatherbeaten frame depot testified that this place was once something more than the end of a 4-mile quarry branch line. The engineer-friend further elaborated that he was once night-hostler for a 190-class Maine Central passenger engine, which came in on the daily passenger train from Lancaster, New Hampshire, as well as the 240-class freight engine of the daily turn-around wayfreight from Beecher Falls, Vermont.

This information was more than sufficient to arouse the latent explorer instinct of the most luke-warm railroad enthusiast and, forthwith, the search was on. Gradually, the history of the "Raspberry Branch" unfolded, part of the drama of turn-of-the-century railroading which hitherto had been relatively undiscovered and unrecorded.

But before proceeding further, it is necessary to explain the origin of the name "Raspberry Branch". The line was so baptised by a white-haired engineer on the Boston and Maine's "Mountain Road", who in his day had piloted hundreds of passenger trains, in whose consists were baggage-car loads of fresh raspberries, product of the burned-over stretches of woods in the upper Connecticut River area.

gions. Some shipments of the succulent fruit, destined for the markets in the cities of the eastern seaboard, originated in the Province of Québec. All of this traffic was handed over to the B&M at Coos Junction, just north of Lancaster, New Hampshire. And so was established the nickname and floral analogy which thereafter provided a lively and unique description of the curious branch line/main line railroad.

The search was on. In Channell's "History of Compton County", the planting, cultivation and growth of the "Raspberry Branch" - or at least the northern portion of it - was recorded. Settlement of this portion of the Province of Québec began in the early 1800s, when pioneers from New England came north across the yet-unlocated International Boundary. In the 1830s, new settlers from Scotland arrived to take up homesteads and, after the completion of the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroad in 1853, French-speaking settlers from parishes to the north and west came to the region.

But the greatest impulse for the building of a north-south railway in this developing area came with the completion of the St. Francis and Megantic International Railway from Sherbrooke to Megantic on the lake of the same name in 1887. This was the pioneer railway which, in the same year, would be purchased by the Canadian Pacific Railway Company and opened, in 1889, to Saint John, New Brunswick, the famous CPR "Short Line".

There was another and equally important impulse from the south. The immense tracts of forest around the headwaters of the Connecticut River had long been in the eye of lumbermen like George Van Dyke, who had sawmills on the Connecticut at several locations and who, in fact, was the last if not the first man to supervise log-drives on this famous New England river.

But regardless of the origins of the impulse, its result was the incorporation of the Hereford Branch Railway Company in 1887, to build from a point on the Atlantic and North West Railway Company, successor to the St. Francis & Megantic International, the International Railway Company and the Canadian Pacific, in the Township of Eaton (Cookshire, Québec) to the International Boundary in the Township of Hereford. Perhaps the term "Branch" was too ignominious; the following year, the corporate title was changed to the Hereford Railway Company and powers were granted to the new corporation to purchase the 4-mile railway of the Dominion Lime Company from its connection with the Quebec Central Railway at Dudswell Junction to Lime Ridge and the limestone quarry where, as previously described, our investigation began.

According to Channell's history, clearing of the right-of-way south from Cookshire Junction through the "Thirty-Mile Woods" was completed the same winter. Construction was not without drama reminiscent of earlier and wilder days in the "Great West". To lay the iron, a gang of some 1,200 labourers, mostly recent immigrants from Italy, was brought to the Eastern Townships in 1888. Construction progressed at a lively pace all summer, until one day in September, the construction crews discovered that the contractors, Messrs. Shirley, Corbett and Brennan, had decamped with \$ 25,000 cash and \$30,000 in unpaid accounts, leaving the workers without their pay, the local merchants with unpaid bills, the local farmers and labourers without monies due and the local investors without their investment.

Two days later, when the Italian construction workers came to the realization that their wages were lost, violence erupted, as

Channel's history records:

"Then a tumult arose. Those hot-tempered men from sunny Italy, strangers in this country who knew nothing of the laws and could not understand the language of the people, worked themselves up into a terrible state of excitement. They finally went so far as to commence destroying property, throwing away quantities of small tools and pulling up a piece of track. Their actions and threats became so alarming that the people called on the Warden of the County for protection."

There were rumors of atrocities and dreadful tales were told of train-crews savaged and murdered. The apprehension became so great that ten companies of Her Majesty's Militia were brought from the 58th. Battalion barracks at nearby Bury, to reinforce the troop of cavalry at Cookshire. The troops patrolled the line to the south for ten days and the threat of further violence finally subsided.

The Hereford Railway Company was obliged to come to the rescue. It paid the bill of \$ 4,600 for the services of the military, re-hired - and, it may be assumed, paid - the Italian construction workers and the construction was pushed on despite an unusually rainy autumn. On January 6, 1889, the last rail was spiked in place to complete the iron way between the Junction with the Atlantic & North West Railway at Cookshire, Québec and the brand-new Upper Coos Railroad of Vermont at Beecher Falls, on the United States side of the International Boundary, which latter railroad optimistically also afforded "connections to all points in the Eastern States".

Less than a fortnight later, the first freight shipment, consisting of several carloads of lumber, was dispatched to a southern destination and the "Raspberry Branch" was in business.

By the summer of '89, the ambitious little line had built two bridges and laid 13 more miles of track north from Cookshire Junction through the swamp to Dudswell Junction on the QCR and had reconditioned the four-mile branch to Lime Ridge. It could be presumed that the Quebec Central Railway, a thrifty undertaking and the only railway in Canada and the United States to continue paying dividends to its shareholders during the depression of 1895, was quite incensed at this invasion of its freight-revenue territory. But this seems not to have been the case, since the lime from the quarries and kilns was consigned principally to the QC's on-line pulp and paper mills, or to railways to which it provided advantageous connection. The most that the Hereford/Upper Coos partnership could hope for was the occasional car of lime to the paper mills of Groveton or Berlin, New Hampshire, in which case the revenue was shared with the Grand Trunk or the Boston and Maine.

Before the snow came in the winter of '89-'90, the telegraph line along the "Raspberry Branch" had been strung and regular passenger trains were scheduled, although they were operated by the Upper Coos Railroad combination. It was now possible to ship freight and transport passengers between Portland, Maine and Québec City, by a route other than those provided by the established companies like the Grand Trunk and the Boston and Maine. The new route over the Hereford and QCR was somewhat more direct and a little shorter than that via Sherbrooke, or via Richmond and the GTR.

As a fitting climax to the completion of the Hereford Railway,



the Company was entitled to "large sums in subsidies" from the Government of Québec, less about \$ 45,000 which was withheld to pay the claims against the contractors who the year before had absconded with the money. All in all, the "Raspberry Branch" had done right well in putting in operation some 53 miles of railway in a little over a year and, unlike so many similar undertakings, had fulfilled the terms of its charter to the letter! Things looked so encouraging that in 1890 the Maine Central gingerly essayed a "short-term" gamble and leased the Hereford Railway and its connections, the Coos Railroad, the Upper Coos Railroad of New Hampshire and the Upper Coos Railroad of Vermont for the usual term of 999 years.

Incidents in the early days of the Hereford Railway are strange and fascinating. A grandfather of one of the authors (PRH) of this review assembled the whole family in the farmyard near Sawyerville, Québec, to watch the first train coming north through the woods on the east side of the Eaton River.

"It was a wood-birner, of course," he related, "and the wood, cut the previous winter, was piled high along the track, so that when the engine got low on fuel, they just stopped and loaded what the tender could carry and then went merrily on their way."

There were other incidents. The same uncle remembers a freight wreck "somewhere south of Sawyerville, in which one or two cars of western corn were broken open, with corn all over the place; so much so that the engine could hardly get started, as the corn on the rails made the drivers spin as though the rails had been greased. We kids

thought it a great joke to see the train stuck on western corn. This happened when there was plenty of snow on the ground and, after the railroad people had salvaged all they could, we were told to help ourselves, so we took home all we could, snow and all, for poultry feed. All we had to do was to pound up the frozen snow and the chickens did the rest!"

Similar hiatuses in operation were occurring in the early '20s when, on a late-autumn evening, a fierce westerly wind pushed a lone freight car over the wood trig and out of the siding at St-Isidore-d'Aukland (mile 27.27 from Dudswell Junction, altitude 1,538 feet). The boxcar trundled slowly out of the siding and on to the main line, gathering speed down the descending grade through Doncaster and Clifton. Clattering over the curves, it just negotiated those at the approaches to the bridge over the Clifton River and then rapidly lost its speed on the climb up to Sawyerville (Mile 19.67 altitude 885 feet). It is said that, fortunately, the agent at St-Isidore the next day reported the missing car to the dispatcher at Dudswell Junction before the northbound passenger train surprised the maverick, stopped dead on the main line in the woods on the eastern approach to the bridge over the river near Clifton.

It is a matter of fact that the "Raspberry Branch" was largely dependent on its three southern connections: the Upper Coos Railroad of Vermont, from Beecher Falls, Vermont to just north of West Stewartstown, New Hampshire and from the State line in Brunswick to the State line in Maidstone; the Upper Coos Railroad of New Hampshire, from the State line in West Stewartstown to the State line in Strat-

← ON A DAY IN 1946, THE QUEBEC CENTRAL FREIGHT, HEADED BY ONE OF THE ubiquitous CPR D 10 4-6-0 steam locomotives, held the main line. The branch to Lime Ridge swings away to the left.



ford, and the Coos County Railroad, from the Vermont-New Hampshire State line in Maidstone to Coos Junction, where the Boston & Maine's Whitefield-Gorham, New Hampshire subdivision crossed and connected with the Maine Central and the Coos Railroads. This multiplicity of charters was a legal requirement to permit construction in the two states. The swing across the Connecticut River into the State of Vermont was necessitated because the Boston & Maine had already located on the east bank as far as Gorham and, beyond that place, to North Stratford, the Grand Trunk Railroad was the occupant.

The dates of completion of the line between North Stratford, New Hampshire and Coos Junction are not clear. Poor's "Manual of Railroads" for 1908 states that the Upper Coos Railroad was chartered in 1884 and completed over the 55 miles from Quebec Junction and Beecher Falls in 1891. The Report of the Vermont Railroad Commissioners for 1890 states that the Maine Central was still working on the 33-mile portion between Quebec Junction and North Stratford and was operating trains to and from Lime Ridge, Québec, with trackage rights over the Grand Trunk Railroad from North Stratford to Gorham and the Boston and Maine thence to Coos Junction.

The construction of these various railroads by the Maine Central effectively stopped the northward expansion of the Boston and Maine up the Connecticut River valley. By constructing the line north of North Stratford first, extension of the B&M north of Groveton was effectively forestalled. The Maine Central then built the connecting portions at its leisure. The Vermont Railroad Commissioners thereafter reported that the line was "well-built and in excellent condition with best quality ballast and well-worked".

During the three decades following the completion of this hyphenated route, the "Raspberry Branch" was in the prime of its life. It was a healthy organism, in a rather prim New England way, but it did not aspire to the uncouth effulgency of some of its competitors. The aforementioned uncle's reminiscences are illustrative:

"Every fall, for some years, double-engined trains came east hauling double-deck cars of lambs and we were told they were headed for Portland and ships for transport to the English market. It always seemed to me that they sent thousands of them. I well remember in my school-days that, besides all the other activities on the railway - and there were plenty - just one outfit alone loaded 20 cars of wood daily, so that two and four-horse sleds were going from early morning to late at night, some with squared birch to be shipped abroad and others with saw-logs and telegraph poles. The excursion trains were a great joy to us kids, when we had money enough to make the trip to Sherbrooke Fair. Most who could assembled at the station to see the trains come and go, most of the year 'round; no wonder most of us got 'trainitis'."

← COOKSHIRE, QUEBEC, WAS A WONDERFUL PLACE TO PHOTOGRAPH STEAM POWER in 1948. A double-headed freight with engines Numbers 5396 and 5332 and a string of reefers are in the passing track. The Sawyerville Sub, once the Hereford Railway, runs alongside the CPR main line and then follows the Eaton River, while the CPR climbs the hill to the summit at Birchton.



Reports on the Statistics of Steam Railways of Canada, a copy of which is in the Billings Library of the University of Vermont at Burlington, provide a picture of the condition of the "Raspberry Branch" in 1905. The rail was still the original 56-pound steel, which incidentally can be found even today on the Lime Ridge spur of the Quebec Central. The heaviest grade was a moderate 66 feet to the mile and the sharpest curve had a tight 955-foot radius. The lion's share of the freight traffic, 40,954 train-miles, was handled by mixed trains, with but 4,615 freight-only train-miles recorded. Passenger trains totalled 22,411 miles at a sedate average speed of 26 miles per hour. But the passenger train load averaged barely a fraction over 1 per train-mile, so it is not surprising that the Hereford Railway earned only 70% of its expenses for the year. Products of the lumber industry accounted for almost 80% of the freight tonnage.

To comply with Canadian Customs and Excise Department requirements, the Maine Central leased three locomotives to the Hereford Railway, together with two sleeping cars for use on the Portland-Québec passenger trains in the summer only, one first-class coach and two combination baggage-passenger cars. The "Baley Pathfinder Railway Guide" for 1905 said that there was one through passenger train daily from Portland to Lime Ridge, plus a daily mixed train from Beecher Falls, Vermont to Lime Ridge. The mixed train was given a generous five hours and fifteen minutes for the 54-mile trip and, from this, it might be concluded that there was a good deal of local work.

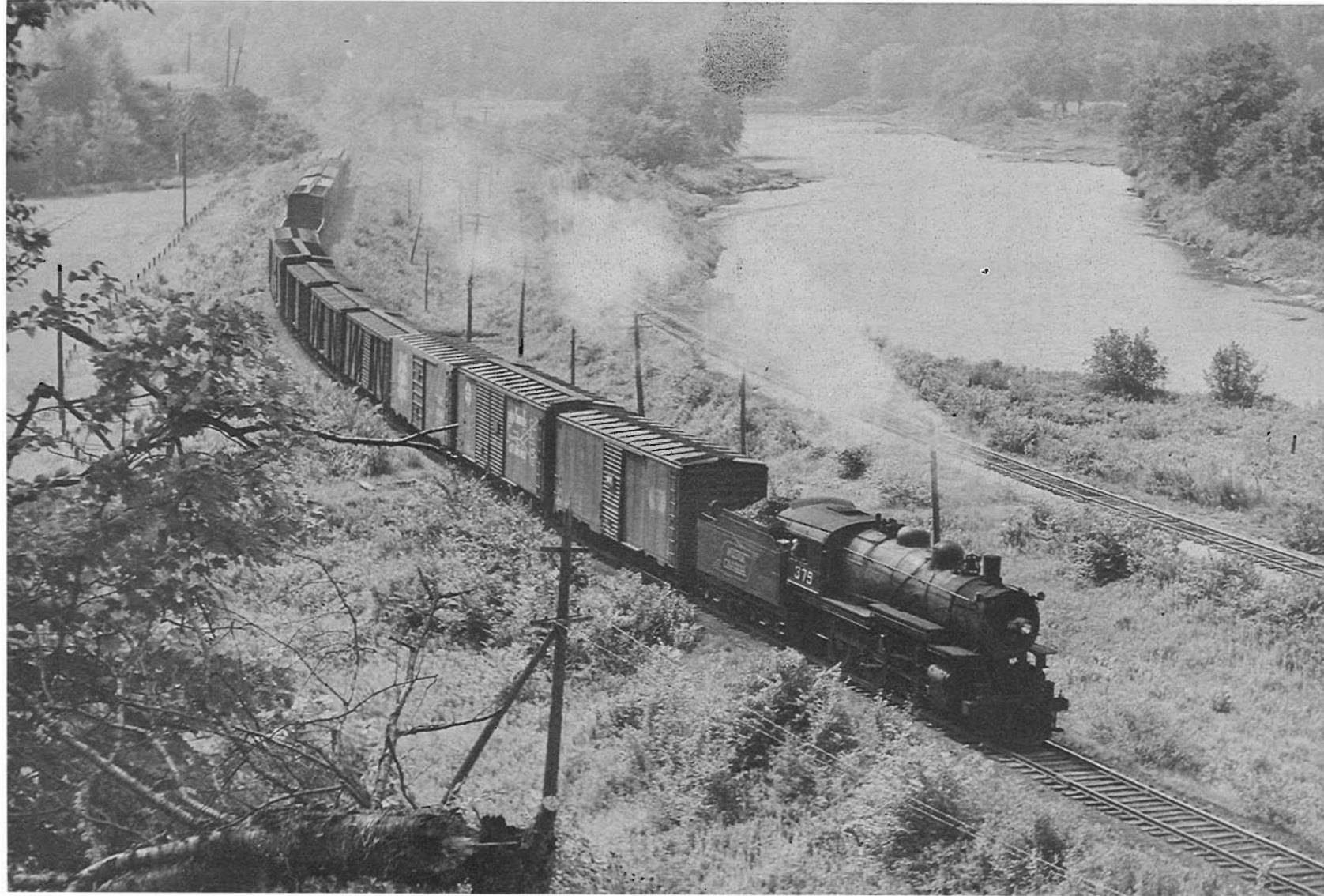
South of Beecher Falls, only the passenger, Train 224, was shown in the guide, suggesting that freight trains on the Upper Coos Railroads were not hampered in their runs by the presence of a combination or passenger car on the rear-end!

In the first years of the Twentieth Century, the summer season inevitably produced a parade of passenger extras from the south to Beecher Falls, according to a retired Maine Central "Mountain Subdivision" telegraph operator, consulted in the late 1940s. That portion of the State of New Hampshire's White Mountains traversed by the connections of the "Raspberry Branch" became an intensely popular summer vacation area with the advent of rapid rail transportation from the urban centres of New England. Within a few years, the Balsams Hotel at Dixville Notch, above Colebrook, New Hampshire, had achieved all the fame and exclusivity of the renowned Crawford Notch Hotel in Crawford Notch, New Hampshire.

After World War I, a sort of blight set in on the "Raspberry Branch". It was not, as one might suppose, a direct result of the burgeoning popularity of Henry Ford's machine. There were other, more important economic deterrents. The handwriting on the wall appeared in a 1923 report of the Joint New England Railroad Commission:

"The Maine Central Railroad has many branches, the longest of which extends from Portland through the

← THE END OF STEEL AT BEECHER FALLS, VERMONT, AFTER THE LINE NORTH TO Cookshire was abandoned in 1927. Maine Central 4-6-0 Number 379 was switching the yard, after arriving from the south with mixed Train M-378. The turntable was located just in front of the engine house which once had eight stalls. September 4, 1948.



White Mountains to Lime Ridge. Traffic, both freight and passenger, over most of these branches, is light. In fact, a characteristic feature and great handicap of the Maine Central is its high percentage of unprofitable branch lines."

This was, alas, a true statement. From Lancaster all the way north to Lime Ridge, there was not a single town or city of significant size. After the northern positions of the Connecticut River valley had been lumbered off, that traffic disappeared. There were few on-line industries. There were, for a time, a good many sawmills along the line, but as saw-logs became scarcer and the stands of timber more remote, the sawmills picked themselves up and went where the trees were, generally in locations well away from the railway.

The "Official Guide" continued to advertise "through connections at Dudswell Junction for the White Mountains and Portland" on a schedule practically identical with that of 1905, but the "Statistics of Steam Railways in Canada" told quite another story, noting that mixed-train mileage and lumber tonnage had declined by nearly one-half on the Hereford Railway and the operating deficit had more than doubled. Other remaining twigs and leaves on the "Raspberry Branch" had long since withered.

The Maine Central sawed off the "Raspberry Branch" in 1925, when on September 11, it publicly proclaimed that the heretofore existing lease of the Hereford Railway Company would be cancelled as of the following November 1 and that, after midnight on October 31, the Maine Central Railroad Company would discontinue all services that it was providing on the Hereford Railway. Presumably, the motive power and rolling stock formerly leased from the Maine Central by the Hereford Railway had long since been returned to the former company.

On October 31, service on the Hereford Railway was discontinued. There was an immediate public outcry. The citizens of this part of the Province of Québec, who had come to depend on the railway for transportation, especially during the winter months, made an appeal to the authorities to have the service reinstated.

But it was not until March of the following year that the Minister of Railways and Canals of Canada petitioned the Board of Railway Commissioners to order the Hereford Railway Company to re-establish service over the line. The Hereford Railway Company, through its solicitor, respectfully advised the Board that it could not obey the order, being financially unable. It had neither rolling stock, motive power - or money.

Protracted legal proceedings ensued. The Minister entered suit with the Exchequer Court of Canada to sell the Hereford Railway Company by tender, with the intent of re-establishing the service to the International Boundary at Beecher Falls, Vermont.

There could not have been very many tenders. It is probable, although not recorded in books on Canadian railway history, that the only tender was that of the newly-formed Canadian National Railway

← MAINE CENTRAL RAILROAD MIXED TRAIN M-378, POWERED BY ENGINE NUMBER 379, rattles north along the Connecticut River, just south of North Stratford, New Hampshire. The parallel line is that of the Grand Trunk. Later in 1949, when this photograph was taken, the Maine Central obtained trackage rights over the Grand Trunk and tore up its track.

UPPER COÖS & HEREFORD ROADS.

TIME TABLE No. 7.

WINTER ARRANGEMENT.

IN EFFECT 12.01 A. M., MONDAY, FEBRUARY 24th, 1890.

SUBJECT TO CHANGE WITHOUT NOTICE.

Trains North.—Read down.					Eastern Standard Time.		Trains South.—Read up.				
No. 10	No. 8	No. 6	No. 4	No. 2	STATIONS.		No. 1	No. 3	No. 5	No. 7	No. 9
Miles							Miles				
U. S. & C. MAIL							U. S. & C. MAIL				
FREIGHT EXPRESS MIXED AN. MAIL							FREIGHT EXPRESS MIXED CAN. MAIL				
P. M. P. M. P. M. A. M. A. M.							A. M. A. M. P. M. P. M. P. M.				
7 45	1 50	9 00		0	No. Stratford Junction, N. H.	77	6 45		1 30	5 45	
7 55	2 00	9 14		3	* Eaton's.	74	6 35		1 21	5 30	
7 57	2 04	9 20		5	* Columbia House.	72	6 31		1 17	5 22	
8 10	2 15	9 35		9	* Columbia Bridge.	68	6 20		1 05	5 04	
8 15	2 22	9 45		11	* Columbia Valley.	66	6 14		12 58	4 52	
8 20	2 25	9 50		13	Colebrook.	64	6 10		12 55	4 45	
8 34	2 40	10 14		19	* Piper Hill.	58	5 56		12 39	4 19	
8 40	2 47	10 22		21	W. Stewartstown.	56	5 50		12 33	4 09	
8 45	2 52	10 30		23	Arrive Beecher Falls.	54	5 45		12 28	4 00	
8 50		6 00		25	Leave Beecher Falls.	54	5 40				7 25
9 05		6 17	25	25	Arrive * East Hereford.	49	5 27				7 05
9 07		6 21	20	20	* Gravel Pit Siding.	48	5 25				7 02
9 18		6 40	33	33	Paquetteville.	44	5 12				6 45
9 22		6 45	34	34	* Terrell's Cut Siding.	43	5 09				6 40
9 31		6 58	37	37	* Melvina.	40	5 02				6 27
9 37		7 05	39	39	* Auckland.	38	4 56				6 20
9 42		7 15	41	41	Saint Mafo	36	4 50				6 10
9 54		7 32	45	45	* Doncaster Siding.	32	4 37				5 45
9 57		7 40	47	47	* Clifton.	30	4 32				5 35
10 12		8 00	52	52	Sawyerville.	25	4 18				5 05
10 22		8 12	54	54	* Eaton Corner.	23	4 10				4 55
10 35		8 30		58	Arrive Cookshire Junction.	19	4 00				4 40
10 40	5 00			58	Leave Cookshire Junction.	19	3 55	8 00			
11 04	5 52			67	* Brookbury.	10	3 31	7 10			
11 12	6 12			69	* St. Francis.	8	3 22	6 50			
11 17	6 25			72	Dudswell Junction.	5	3 17	6 35			
11 25	6 45			74	* Dominion.	3	3 07	6 20			
11 35	7 00			77	Lime Ridge and Marbleton.	0	3 00	6 00			
P. M. P. M. P. M. A. M. A. M.					A. M. A. M. P. M. P. M. P. M.						

Connections at North Stratford Junction with Grand Trunk Railway for all points East, West and South.

At Cookshire Junction with Canadian Pacific Railway for all points East and West and Maritime Provinces.

At Dudswell Junction with Quebec Central Railway for Quebec and Way Stations.

Stage connections at Colebrook for Diamond Pond, Dixville Notch and Errol Dam.

At West Stewartstown for Canaan and Averill Pond.

At Beecher Falls for Clarksville, Pittsburg and Connecticut Lake.

° Flag Stations. Stops for passengers only on signal.

° Siding, not a station.

J. TWOHEY, Supt.

E. G. SWEATT, Gen'l Manager.

Company, acting on the instruction of the Minister of Railways and Canals of Canada. In any event, the tender of the Canadian National Railway Company was accepted and the CNR became the new owner of the Hereford Railway.

What could have been more ridiculous? The nearest CN line was at North Stratford, Vermont or Lennoxville, Québec, 23 and 15 miles respectively from the Hereford Railway. A connection from Beecher Falls could be made via the Upper Coos Railroads of Vermont and New Hampshire, but that between Cookshire and Lennoxville was possible only over the rails of the Canadian Pacific Railway. Of course, there was the possibility of trackage rights over the Quebec Central from Sherbrooke to Dudswell Junction.

Necessarily, this dilemma was resolved when the Canadian National was allowed to withdraw its tender and the offer of the Canadian Pacific Railway Company, likely a considerably lower figure, was accepted on May 25, 1927.

One of the conditions of the Canadian Pacific's tender was that the line of the Hereford Railway would be abandoned, except the part from Malvina, Mile 34.42, to Cookshire, Mile 12.45. The Quebec Central Railway was permitted to purchase the 4.2-mile spur to the limekilns and quarry of the Dominion Lime Company at Lime Ridge, Québec.

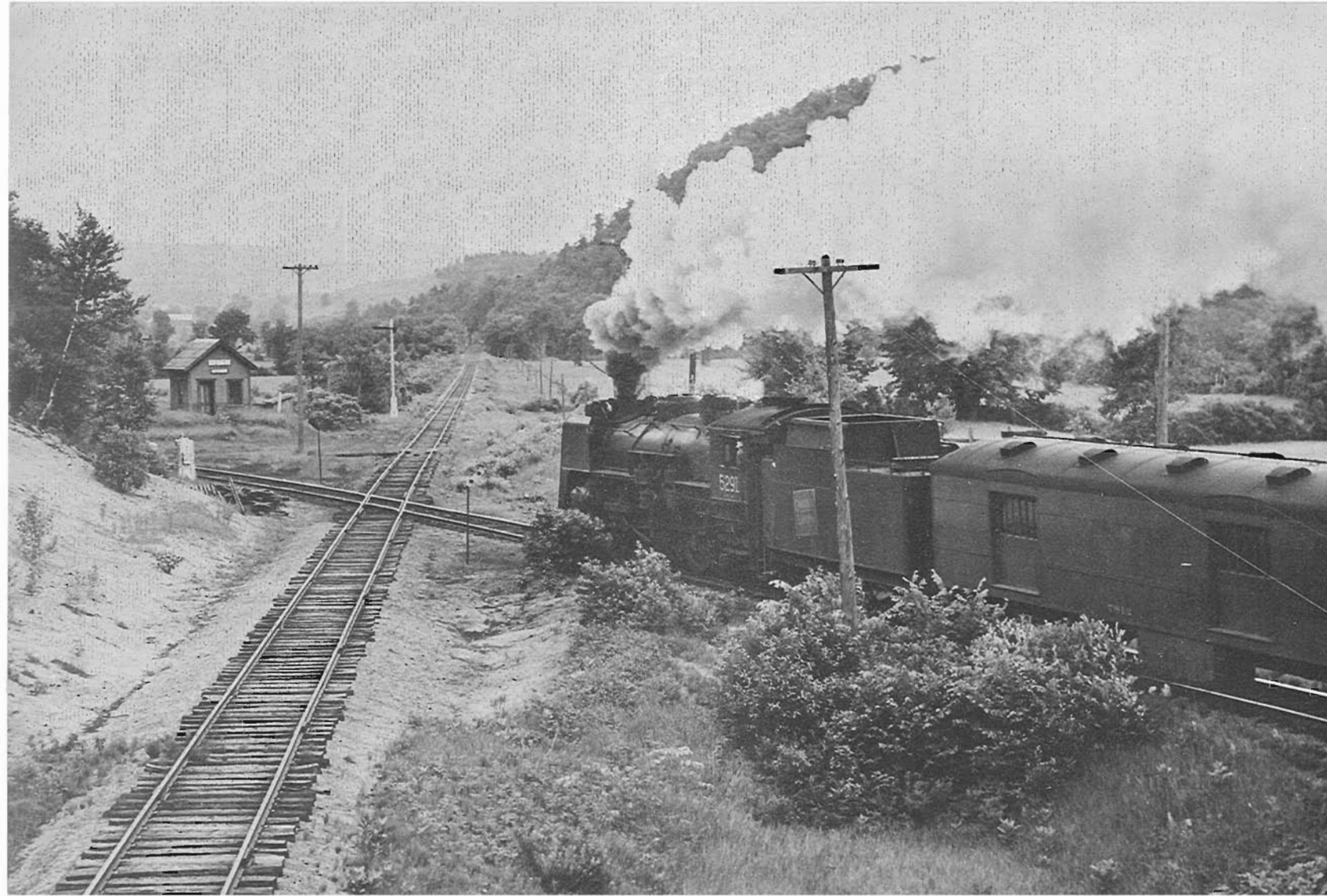
The Canadian Pacific pruned the "Raspberry Branch with a vengeance. In 1927-28, the 14 miles from Malvina to Hereford, Québec, on the International Boundary, were taken up. Simultaneously, the 13.05 miles from Cookshire through Brookbury to Dudswell Junction were removed, together with the three-span, through-truss bridge over the St. Francis River and the two-span facsimile over the Eaton River at Cookshire. Dudswell and Cookshire ceased to be junctions, except in the sense of main line/branch line connections.

Canadian Pacific continued to offer mixed-train service, daily except Sunday, from Cookshire to Malvina, three hours southbound over the summit and 2 hours 55 minutes northbound downgrade, in the April 29, 1928 timetable. Three years later, the service had been reduced to thrice-weekly. In June 1932, the mixed train ran once a week. By April 1940, once a week mixed-train service was offered in the winter only.

From December 1942, gas rationing during World War II obliged the Canadian Pacific to resume twice a week mixed-train service, but by November 28, 1943, traffic had dwindled to the point where no regular service at all was offered.

The pruning continued. By April 19, 1945, the track had been removed from the 15.8 miles from Malvina north to Sawyerville. And the May 1 1973 employees' timetable of CP RAIL stated that freight service only was provided, as required, between Dudswell Junction and Lime Ridge, 4.20 miles, and between Cookshire and Sawyerville, 6.7 miles. An inspection of the once-wonderful "Raspberry Branch" makes one marvel as to how this service is maintained.

As the twig is pruned, so is the tree inclined. Through the years, the southern connections of the "Raspberry Branch" fared not much better. In an unexpected move, the Maine Central acquired trackage rights over the Grand Trunk and the Boston and Maine and reverted to the 1890 arrangement whereby MEC trains used the GTR from North Stratford south to Gorham and the B&M from Gorham to Coos Junction, just north of the county town of Lancaster, New Hampshire, where it regained its own rails. This permitted the abandonment and removal



of some 25 miles of the Upper Coos Railroads of Vermont and New Hampshire and the Coos Railroad, after an interval of almost 60 years. The weight of steel so salvaged was augmented by two two-span, through-truss bridges over the Connecticut River in the Towns of Stratford and Lancaster, New Hampshire.

For a period in the late '40s and early '50s, mixed-train operation was advertised for the Beecher Falls-Lancaster-Quebec Junction branch of the MEC but, as freight and passenger traffic abandoned the rail for the rubber tyre, this service was deleted. Soon thereafter, diesel units replaced the 370-class ten-wheel steam engines on this occasional service.

In the '50s and early '60s, a daily freight made the trip from Beecher Falls to Quebec Junction on the MEC's main line from Portland to St. Johnsbury, Vermont. In the late '60s, service was pruned to a tri-weekly event and in the early '70s, the "as required" qualification appeared in the timetable. The service on the northern and southern remnants of the "Raspberry Branch" was again the same.

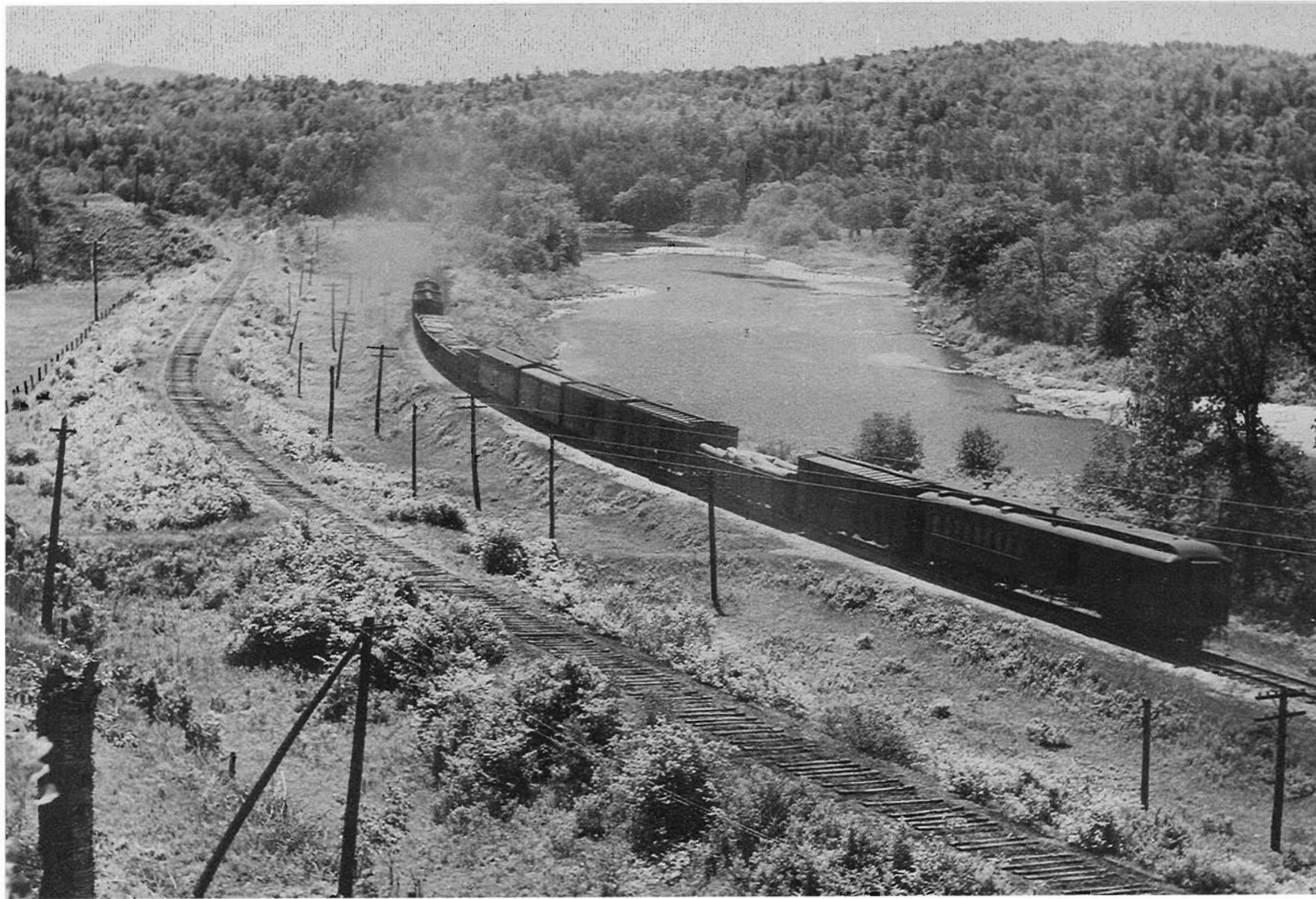
Should your perigrinations in the pursuit of railway archeology ever take you through the southeastern part of Canada's Province of Québec, you might make a detour to Lime Ridge to see what you can discover. While the fabulous 4-4-0 of the Quebec Central has long disappeared, you may be more than a little intrigued by the terminal facilities which still exist at the rather remote location of Lime Ridge and you will be more than a little surprised at the motive power which is used today to move cars of lime over the 4.2 miles to the Quebec Central at Dudswell. If your curiosity persists, you can follow the right-of-way from Dudswell to Cookshire, through the woods and swamps on dirt roads.

South of Cookshire to Sawyerville, the 6.7 miles of CP RAIL's Sawyerville Subdivision are still in situ, but only just, as it is rumored that an application has been made to abandon this portion of the former Hereford Railway. Beyond Sawyerville, the road-bed is still evidenced by bridge abutments, embankments and second growth, through Clifton, St-Isidore and St-Malo, to the remote and well-hidden location of Malvina, at the end of a very rough dirt road.

South of Malvina, the dedicated investigator can walk on the grade down Hall Stream to Hereford and the International Boundary, remarking en route the two places where, for reasons of grade location, the "Raspberry Branch" nimbly jumped the river into the United States for distances of 0.59 and 0.75 miles. And you may wonder whether or not passengers on Trains 224 and 225 were subjected to yet another customs and immigration examination at these two back-woods locations.

Reflecting on this and other suppositions, you will be carried back more than half-a-century in the history of the Hereford Railway, the "Raspberry Branch" that once grew and changed and spread, in the halcyon days when the railways and their accessories were things of

← TRAIN 16, GRAND TRUNK RAILROAD'S MONTREAL-PORTLAND, MAINE DAY TRAIN, hauled by Canadian National Railways pacific-type engine Number 5291 is about to cross the Maine Central Railroad's Coos Junction-Beecher Falls line at Masons, New Hampshire, on August 5, 1948. The MEC's line, with its single-arm semaphore signal protecting the crossing, was taken up the following year.



HEREFORD RAILWAYMileages and Altitudes

1909

<u>Miles from Portland, Me.</u>		<u>Feet above sea-level</u>
154.5	BEECHER FALLS, VERMONT	1,085.0
154.7	International Boundary	1,089.0
154.8	Hereford, Québec (formerly Comins Mills)	1,085.0
157.7	East Hereford (formerly Gravel Pit Siding)	1,118.0
157.9	(Cross Hall's Stream from Canada to the United States for 0.75 miles.)	
158.6	(Cross Hall's Stream from the United States to Canada.)	
159.0	Hall's Stream	1,164.0
163.0	Paquetteville	1,238.0
163.08	(Cross Hall's Stream from Canada to the United States for 0.59 miles.)	
163.67	(Cross Hall's Stream from the United States to Canada.)	
166.5	Upper Dam	-
168.8	Malvina (formerly Melvina)	1,437.0
170.4	Auckland (later Popeville; later St-Isidore d'Auckland.)	1,538.0
171.2	Summit	1,585.0
172.6	Saint Malo	1,506.0
174.2	Camp Four	-
176.0	Doncaster Siding (later abandoned; not in 1909 timetable.)	1,260.0
176.7	Popeville (established between 1900 & 1909)	
178.4	Clifton	1,136.0
183.6	Sawyer ville	885.0
186.4	Eaton Corner	807.0
190.3	Cookshire Junction (later Cookshire) (Crossing at grade with Canadian Pacific Railway: interlocked.)	679.0
193.4	Pope's	-
197.0	Stoketon	-
198.4	Brookbury	720.1
201.3	Beckwith's	-
203.4	Dudswell Junction (later Dudswell) (Crossing at grade with Quebec Central Railway: ball-signal.)	699.3
204.4	Lathrop's	-
205.7	Dominion	-
207.6	LIME RIDGE, QUEBEC	684.0

← ON JUNE 17, 1949, MAINE CENTRAL'S MIXED TRAIN M-377 SOUTHBOUND, WITH engine Number 371, a 4-6-0, for power, ran extra on the Grand Trunk's main line between North Stratford and Groveton, New Hampshire, after its own track had been taken up. The location is near North Stratford and this view may be compared with a picture taken at about the same location which also is presented with this article.

beauty and a joy to behold, an indication of progress in any community and a servant of the people, for the people.

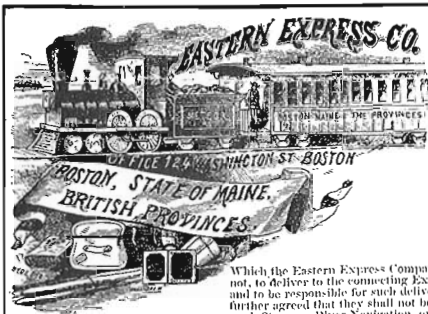
- - - - -

In the preparation of this article, the Authors are particularly indebted to the following railway historians:

Mr. J. Emmons Lancaster, Portland, Maine
Mr. Douglas M. Rice, Granville, Massachusetts
Mr. H. Arnold Wilder, Westford, Massachusetts
The late Mr. William Shapleigh, Portland, Maine
Professor J. Derek Booth, Lennoxville, Québec
Mr. J.A.Beatty, Montréal, Québec

↓ AFTER THE "RASPBERRY BRANCH" WAS PRUNED BACK FROM MALVINA, THE END of track was just south of Sawyerville, Québec. This is the way it looked in the summer of 1949. Beyond the team and wagon, the line began to descend to the crossing of the Clifton River. In 1974, the end-of-track is much more prosaic, being a pile of weed-grown earth at the south end of the yard at Sawyerville.





June 1975

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 other fragile goods.

FOR THE EASTERN EXPRESS COMPANY,

McKenney

THE THANKSGIVING DAY 1974 "STEAM SPECTACULAR", SPONSORED BY THE CAPE Breton Steam Railway, Sydney, Nova Scotia, was a "complete success" reported Mr. Barrie MacLeod. The day was all that anyone could ask for, being bright, clear, crisp and cool. The sun shone all day and the blue sky was accented by a few wispy clouds.

At the head of the train was ex-GWR(England) 4-4-0 "Repton" Number 926, with CBSR Number 42 adding tractive effort. Behind Number 42 was a CNR steam-generator car, three green CBSR passenger cars, the ex-GWR(England) composite carriage and three more green CBSR passenger cars.

The train was packed, all tickets having been completely sold about two weeks before the event.

The special departed from CN's station at Sydney at 09:30 hours, headed west towards Leitches Creek and its first stop at North Sydney, where the locomotives took on water with the help of a vintage fire-engine. There were hundreds of people at the Sydney station to see the special leave and the crowds persisted at every road crossing and station along the way. The media were all at the station as the train pulled out: reporters, radio people and TV cameras.

As the train left, it seemed as though everybody jumped into cars to follow it all the way to Iona at Grand Narrows. Four or five miles west at Keltic Drive crossing, there must have been 30 or 40 cars jammed around the crossing to see the train go through. The same thing happened at every road crossing and location where the railway came close to the road.

It was a beautiful sight to see the double-header steaming along the Bras d'Or Lakes. The leaves on the trees were a beautiful flaming red, orange and gold.

The two engines had a real work-out, as they could make much better speed on the CN's roadbed than on their own. The English locomotive made the trip with ease, being designed for high-speed passenger service. Number 42 was really straining, with her smaller drivers.

A CN speeder followed the special all the way to Iona at a distance of about one mile. It was a safety measure to make sure that nothing had fallen from the special and that no fires had been started by hot cinders from the two steam locomotives.

The special arrived at Iona right on time at 12:15 hours. There has been no station here since late August 1974, when the station shown on page 369 of the December 1972 issue Number 251 of CANADIAN RAIL was demolished. The train backed into the siding which runs onto a wharf and the passengers were greeted by a pipe-band. Buses took the passengers to different locations for dinner, depending on which dinner they had selected.

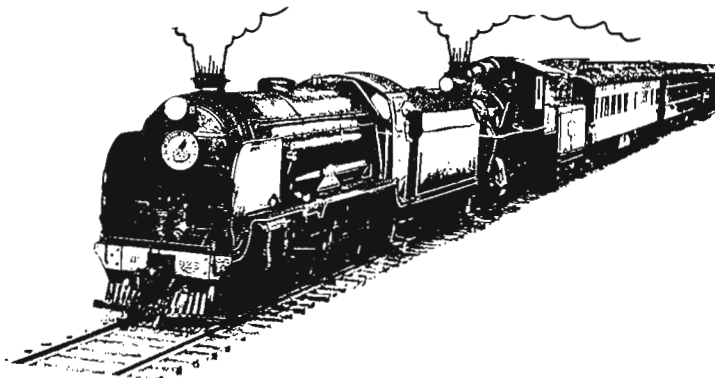
The engines were detached and run tender-first over the Grand Narrows bridge to Grand Narrows, where they took the siding to clear the main line for the CN's westbound passenger Train 19. While they were waiting for the passenger train, the engines took on water.

This was around 13:00 hours.

On the return trip, Number 42 led, running tender-first, as there was no wye at Grand Narrows. At Gannon, the special had a meet with CN freight Train 341, which took the siding for the special.

There wasn't a person on the special who was dissatisfied with the day's trip. Nearly everyone said they would make the trip again next year, if it operated.

The Cape Breton Steam Railway people thought that if this trip was such a success, they might do it again in 1975. A word to the wise: buy your tickets early!



→ PIERRE PATENAUDE SENDS US A SAMPLING OF MOTIVE POWER FROM THREE OF Canada's railways, large, medium and small! The first picture shows Canadian National Railways' MLW model S-13 Number 8516 in the new "red cab" paint scheme, following an overhaul at the Pointe-St-Charles Shops in Montréal. The picture was taken at Montréal Yard on September 22 1974.

Second in the series is GO TRANSIT GP 40-TC Number 9806 in green and white, just out of Pointe-St-Charles Shops of the CNR, where the unit was fitted with several noise-abatement modifications. The unit was photographed at Montréal Yard on November 23 1974.

Last in the selection is Canadian Industries Limited (CIL) ALCO S-2 unit Number 144, S/N 73697, B/D 12-46, sent from Sudbury, Ontario to CP RAIL's St-Luc Yards, Montréal, for wheel-turning. This unit was photographed on November 2 1974.

PIERRE ALSO SENDS US THE FOLLOWING DELIVERY DATES FOR THE GENERAL MOTORS of Canada Limited GP 40-2 units supplied to Canadian National Railways:

<u>Road Number</u>	<u>Serial Number</u>	<u>Delivery date</u>
9481	A-3059	21 August 1974
9482	A-3060	21 August 1974
9483	A-3061	23 August 1974
9484	A-3062	23 August 1974
9485	A-3063	27 August 1974
9486	A-3064	27 August 1974
9487	A-3065	03 September 1974
9488	A-3066	03 September 1974



9489	A-3067	03 September 1974
9490	A-3068	03 September 1974
9491	A-3069	20 September 1974
9492	A-3070	20 September 1974
9493	A-3071	24 September 1974
9494	A-3072	24 September 1974
9495	A-3073	24 September 1974
9496	A-3074	26 September 1974
9497	A-3075	26 September 1974
9498	A-3076	26 September 1974
9499	A-3077	27 September 1974
9500	A-3078	28 September 1974
9501	A-3079	28 September 1974
9502	A-3080	28 September 1974
9503	A-3081	30 September 1974
9504	A-3082	30 September 1974
9505	A-3083	07 October 1974
9506	A-3084	07 October 1974
9507	A-3085	09 October 1974
9508	A-3086	09 October 1974
9509	A-3087	11 October 1974
9510	A-3088	11 October 1974
9511	A-3089	18 October 1974
9512	A-3090	18 October 1974
9513	A-3091	21 October 1974
9514	A-3092	21 October 1974
9515	A-3093	24 October 1974
9516	A-3094	24 October 1974
9517	A-3095	29 October 1974
9518	A-3096	29 October 1974
9519	A-3097	29 October 1974
9520	A-3098	29 October 1974
9521	A-3099	01 November 1974
9522	A-3100	01 November 1974
9523	A-3101	06 November 1974
9524	A-3102	06 November 1974
9525	A-3103	12 November 1974
9526	A-3104	12 November 1974
9527	A-3105	13 November 1974
9528	A-3106	20 November 1974
9529	A-3107	20 November 1974
9530	A-3108	22 November 1974

Units Numbers 9481 through 9509, reports Pierre, are based at Symington Yard, Prairie Region, Winnipeg, while units Numbers 9510 through 9530 are based at Calder Yard, Mountain Region, Edmonton, Alberta.

→ Pierre sent two illustrations of these new units. In the first picture, Number 9511 is shown at Montréal Yard, Montréal, on November 3, 1974. In the second picture, units Numbers 9494, 9413 and 9509 are shown at Montréal Yard on October 26, 1974.

MR. R.F.HARTNEY, AUTHOR OF "THE GOLDEN DAYS OF RAILROADING" WHICH appeared in the January 1975 issue Number 276 of CAN-ADIAN RAIL, noted in a subsequent communication to the Editor that travel in western Canada, even as late as 1946, could be a complicated and arduous process. For example, an apparently simple journey from Regina, Saskatchewan to Edmonton, Alberta, via the "Diagonal Route" of the Canadian Pacific Railway, would have required this routing:

<u>Train</u>	<u>Place</u>	<u>Time</u>	<u>Frequency</u>	<u>Day</u>	<u>Miles</u>
303	Regina, Sask.	LV 11.55 p.m.	daily	1	0.0
	Prince Albert	AR 8.25 a.m.		2	219.0
453(Mxd)	Prince Albert	LV 9.00 a.m.	Mondays only	2	219.0
	Leoville	AR 3.50 p.m.		2	314.0
456(Mxd)	Leoville	LV 11.20 a.m.	Tuesdays only	3	314.0
	North Battleford	AR 6.30 p.m.		3	403.0
463(Mxd)	North Battleford	LV 3.20 p.m.	Mon.,Wed.,Fri.	4	403.0
	Cutknife	AR 6.30 p.m.		4	451.0
435(Mxd)	Cutknife	LV 11.25 a.m.	Mon.,Wed.,Fri.	5	451.0
	Lloydminster	AR 5.05 p.m.		5	527.0
63	Lloydminster	LV 6.45 a.m.	Daily, ex.Sun.	6	527.0
	Edmonton, Alberta	AR 12.55 p.m.		6	704.0

There must have been an easier way, as Mr. Hartney says, and it may well have been by covered-wagon! He does not believe that too many tickets were sold via this route.

The trip in the reverse direction was no better, as the passenger left Edmonton Friday morning at 10.45 a.m. on CPR Train 64 and arrived at Regina at 5.20 a.m. seven days later, having spent one day at Cutknife and one day at North Battleford, waiting for mixed Trains 462 and 457.



THE ITEM ON PAGE 283 OF THE "WAYBILLS" SECTION OF THE SEPTEMBER 1974 issue Number 272 of CANADIAN RAIL, regarding the Sixtieth Anniversary celebration of the driving of the last spike on the Grand Trunk Pacific Railway at Finmore, British Columbia, has caused Director Emeritus Jack Beatty to do a little researching.

Jack points out that published information in his possession states that this last spike was driven on April 8, 1914 (instead of April 7) "at Nechako River Crossing, 371 miles east of Prince Rupert." This, Jack points out, would make the place at present mileage 96.1 on CN's Nechako Subdivision, about 2 miles west of the present Fort Fraser station. Of course, Jack notes, one must bear in mind that, over the years, there have been changes in railway mileages and station locations.

After further searching, Jack found that POOR'S MANUAL OF RAILWAYS for 1915 states that "the G.T.P. was completed April 7, 1914, 375 miles east of Prince Rupert". This therefore makes it two miles east of Fort Fraser, as stated in the item first reported.

Since the Nechako River Crossing was mentioned in one of his sources, Jack tried to check the location of this river crossing, and found to his consternation that his Rand-McNally atlas shows not one but two Nechako Rivers, flowing into Lake Fraser. Not a North Branch and a South Branch, just Nechako River, in each case!

Jack says that this should make us all wonder how accurate some of the records and references are that we use in our research.

Incidentally, an inquiry of the Royal Canadian Geographical Society brought the response that the official Gazetteer of Canada, published by the Canadian Permanent Committee on Geographical Names, lists only one Nechako River. Moreover, said the Society, only one Nechako River appears on other maps issued in Ottawa and Victoria, and this is the river flowing from Cheslatta Lake to Fraser Lake. This river crosses the Canadian National Railways' line from Prince Rupert at, or very near, Fort Fraser.

Concluding that the last spike on the Grand Trunk Pacific Railway was driven on April 7, 1914, perhaps another reader can present reliable data to show where it was driven, 2 miles east or west of Fort Fraser, British Columbia.

GOSSIP IN PUBLISHING CIRCLES HAS IT THAT CANADIAN NATIONAL RAILWAYS is looking for an able writer/author to do a biography on Donald Gordon, President of Canadian National Railways between 1949 and 1966. The author's honorarium is said to be in the region of \$ 50,000 for writing, together with \$ 25,000 for research expenses. Mr. Richard Wright, who was the late Mr. Gordon's assistant, is making the search.

Two writers on the short list of authors approached are Mr. Alexander Ross, formerly a columnist with the Toronto STAR and presently editor of TORONTO LIFE and Mr. Joseph Schull, well-known playwright and biographer of Sir Wilfred Laurier.

THERE WERE A FEW HOWLS OF PAIN FROM TRAVELLERS IN AND OUT OF Montréal's International Airport and Toronto's Malton last November, when airlines began collecting a 10% (maximum \$ 5.00) airport tax. CP SHIPS announced late in March 1975 that this year, there would be a levy on every adult and child arriving and disembarking from a cruise liner at its Vancouver piers. The fee will be \$ 2.50 per adult and \$ 1.25 per child.

A total of 92 cruise liners are scheduled to use Canadian Pa-

cific piers at Vancouver between June 1 and October 1.

These fees are required to offset the 24.8% increase by the Pacific Pilotage Authority which is effective June 1, 1975. Last year, Peninsular and Oriental Steam Navigation Company of London, England, operating to Alaska, averaged about \$ 4,000 a voyage. This year, the cost will be about \$ 6,000 and P&O has 31 sailings scheduled.

John D. Welsh.

IN A MID-MARCH 1975 COMMUNICATION, JOHN HOFFMEISTER OF VICTORIA, B.

C., reported that what was apparently the "last trip" for CP RAIL's Vancouver Island Baldwin units took place on March 11, when units Numbers 8010, 8000 and 8003 brought Train 51 into Wellcox Yard at Nanaimo. The following day, the Baldwins were replaced by alternate power, except for Number 8000, which was sent to switch the yard at Victoria.

It is said that CP RAIL will take the Baldwins to the mainland by car-berge and move them from Vancouver to Calgary over the next few months. The Baldwins, together with the FM "C-Liners" will be grouped at Ogden Shops for subsequent sale.

John also reported that Crown Zellerbach of Chemainus, on Vancouver Island, was interested in acquiring CP RAIL Number 8010; it and Number 8000 are in the best condition of all of the remaining Baldwin units.

If John's predictions are accurate, this marks the end of the remarkable Baldwins of CP RAIL on Vancouver Island, British Columbia.

In a communication dated 4 April 1975, John advised that the last run of a Baldwin on the Island was made by CP RAIL Number 8010 on 18 March, Wellcox to Crofton. The remainder of the Baldwins had left for CP RAIL's Ogden Shops (Alyth Yard), Calgary, Alberta,

THE KNELL HAS APPARENTLY TOLLED FOR THE 118-MILE BRANCH OF THE PENN

Central, which is all that remains of the former New York Central Railroad's Mohawk and Malone line from Remsen, on the former 4-track main line of the Water Level Route, through the western ramparts of the Adirondack Mountains to Malone, New York. The State of New York's Department of Transport recently issued a study which confirmed that at least \$ 7.5 million would be required to purchase and rehabilitate the Remsen-Lake Placid, NY, line and, after this was done, freight service revenue would result in an annual deficit of nearly \$ 300,000. Passenger service could lose an additional \$ 500,000 annually. The NY DOT report was referred to a Citizens' Advisory Committee, which is studying the possible uses of the property. The NY DOT made no recommendation.

J.J. Shaughnessy.

CANADIAN PACIFIC LIMITED'S DIVISION, CP RAIL, ACQUIRED THE "MISSING Link" in its transcontinental rail system on December 17, 1974, when purchase of 56.1 miles of the Maine Central Railroad, between Mattawamkeag and Vanceboro, Maine, was consummated. Sale price of the railway and facilities was given as \$ 5 million in cash and \$ 1 million in bonds. The Maine Central will be granted running rights over this segment of its former main line, which suggests that the MEC will continue to serve on-line customers between the 'Keag and Vanceboro.

CP RAIL said that employment had been offered to all full-time, non-management Maine Central staff along the line and that 29 former MEC employees had accepted the offer, bringing CP RAIL's workforce in the State of Maine, U.S.A., to 225.

CP RAIL NEWS.

FROM TIME TO TIME, WELL-INTENTIONED BUT UNSUSPECTING READERS WRITE to the Editor of CANADIAN RAIL, asking what certain officers of the Association look like. The Editor, being a rather cautious type, generally avoids providing a verbal description of his colleagues and, having no pictures of the Directors of the Association on file, is not therefore obliged to publish them.

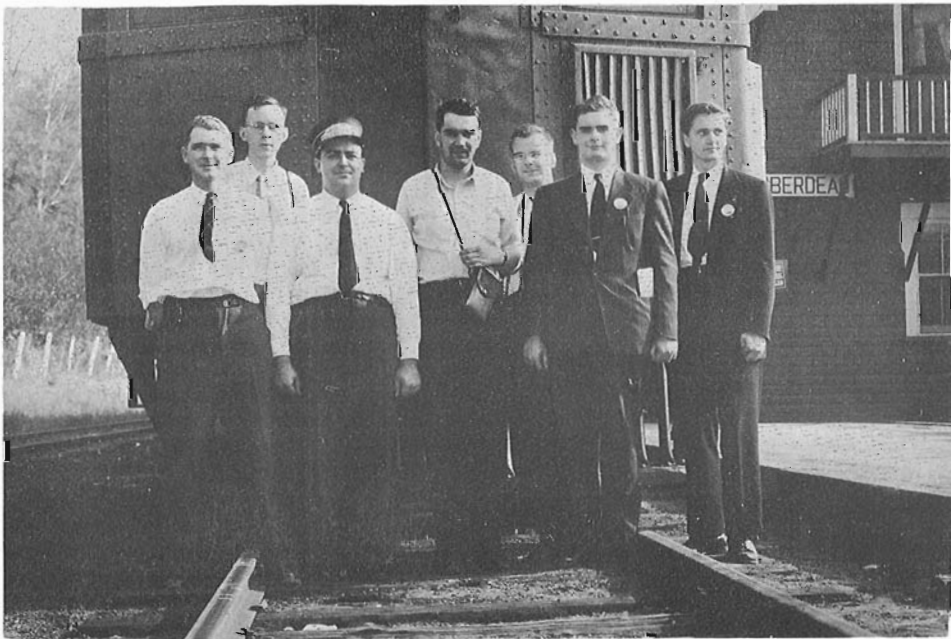
However, since the Association is the custodian of the E. Allan Toohey Collection of black-and-white negatives, it is appropriate to publish a picture of the late Mr. Toohey. The picture accompanying this item was taken at Huberdeau, Québec, 81 miles north of Montréal on the Canadian National Railways' Lac Remi S/D, on October 1, 1950.

This excursion was sponsored by the Association to commemorate the 25th. Anniversary of the record-breaking run of Canadian National's diesel-electric rail-car Number 15820, from Montréal to Vancouver, British Columbia, in 67 hours, in 1925.

On the 1950 occasion, CNR diesel-electric rail-car Number 15837 and a coach, Number 3409, made up the consist.

In the photograph, which was taken by the late Mr. W.G.Cole, the gentleman on the left in the back row, wearing glasses, is the late E. Allan Toohey, first Editor of the CRHA NEWS REPORT, which, in July-August 1962, became CANADIAN RAIL.

The identity of the other personages in the photograph, some of whom are still members of the Association, must be discovered for themselves by our clever readers!



CP RAIL HAS PLACED AN ORDER FOR 40 SIX-AXLE 3000 HP MODEL SD 40-2 diesel units with the Diesel Division, General Motors of Canada Limited, London, Ontario. These units are scheduled for delivery in late 1975. The Diesel Division has just completed delivery of an order of 40 of the same model to CP RAIL.

On the production line at present are GP 40-2 units for Canadian National Railways. These are four-axle, 3000 hp. locomotives.

Northern Alberta Railways has ordered four SD 38-2 units from the Diesel Division, GMCL, for delivery late in 1975. These will be the first SD 38-2 units to be built by the Diesel Division, GMCL, although the British Columbia Hydro Railway has four of this model, built by the Electromotive Division of General Motors in the United States.

The SD 38-2 is a 2000 hp., six-axle unit designed specifically to provide high tractive effort at low speeds.

Northern Alberta Railways presently operates 17 diesel units, 10 GP 9s and 7 GMD 1s, all built by Diesel Division, London.

GM DieselLines.

ON FEBRUARY 28, 1975, THE CANADIAN TRANSPORT COMMISSION APPROVED THE abandonment of 15.3 miles of Canadian National's Penetang Subdivision, from Mile 18.3, Elmvalle to Mile 33.6, Penetang (Penetanguishine), Ontario. The Commission agreed with the CNR that the line was not economical to operate. Recently, service to Penetanguishine from Colwell, Ontario, junction with the Meaford Subdivision, had been provided by Trains 519-520 from Barrie, Ontario, as required.

J.D. Welsh.

AN ORDER FOR 30 OF THE 53-PASSENGER MODEL COACHES HAS BEEN RECEIVED by the Diesel Division, General Motors of Canada Limited, from the Outaouais Regional Community Transit Commission of Hull, Québec.

The City of Halifax, Nova Scotia, has ordered eight of the same model, while the City of Lethbridge, Alberta, will be taking delivery of two.

The Calgary Transit System has increased to 82 coaches its earlier order for 72 of the 53-passenger model. The other 10 had been ordered originally from Western Flyer Industries of Winnipeg, Manitoba, but labour problems there resulted in delays in projected delivery dates.

The City of North Bay, Ontario, has placed an order for 13 more of the 45-passenger model bus, while the Moncton (New Brunswick) Transit system has increased an earlier order for one to three.

Travelways of Canada Limited, Prince George (British Columbia) Transit and the City of Chatham, Ontario, have each ordered two of the 45-passenger model coaches.

GM DieselLines.

CANADIAN NATIONAL RAILWAYS ARE STUDYING A PROPOSAL FOR A \$ 150 MILLION development on the site of downtown freight yards in Winnipeg, Manitoba. The site is at the junction of the Red and Assiniboine Rivers, considered historically important as the original site of the City of Winnipeg in 1738 (?). This from the FINANCIAL POST, Toronto, of March 8, 1975, via John D. Welsh.

EX-ROBERVAL SAGUENAY WHITCOMB NUMBER 18 AT UNITED RAILWAY SUPPLY LIMITED, Montréal, where it is presently working as a shop switcher. Behind Number 18 and coupled to it is primer-painted S-4, ex-Canadian National Railways Number 1, ex-Number 8482. Photo courtesy K.R.Goslett.



Canadian Rail

is published monthly by the
Canadian Railroad Historical Association
 P.O. Box 22, Station B, Montreal, Quebec, Canada/H3B 3J5

Editor; S.S. Worthen

Production; P. Murphy

Association Branches

CALGARY & SOUTH WESTERN

L.M. Unwin, Secretary 1727 23rd. Avenue N.W. Calgary, Alta, T2M 1V6
 OTTAWA

W.R. Linley, Secretary P.O. Box 141, Station A Ottawa, Canada K1N 8V1

PACIFIC COAST

R.H. Meyer, Secretary P.O. Box 1006, Station A Vancouver, B.C. V6C 2P1

ROCKY MOUNTAIN

J.M. Meikle, Secretary, P.O. Box 6102, Station C, Edmonton, Alta. T5B 4K5

TORONTO & YORK DIVISION

P. Shergold, Secretary P.O. Box 5849, Terminal A Toronto, Ont. M5W 1P3

Association Representatives

AUSTRALIA	G.L. Coop	68 Mount Pleasant Road	Eltham 3095	Victoria
EUROPE	J.-M. Leclercq	Résidence Bellevue de Plan,	01220 Divonne	France
FAR EAST	W.D. McKeown	6-7, 4-chome, Yamate-cho,	Suite City, Osaka	Japan
MANITOBA	K.G. Younger	267 Vernon Road,	Winnipeg, Manitoba	R3J 2W1
SASKATCHEWAN	C. Barrett	P.O. Box 238,	Longham, Saskatchewan	S0K 2L0
SOUTH AMERICA	D.J. Howard	Price, Matehouse & Peate,	Caixa 1978, Sao Paulo,	Brazil
SOUTHERN ALBERTA	E.W. Johnson	4019 Vardell Road N.W.,	Calgary, Alberta	T3A 0C3
UNITED KINGDOM	J.H. Sanders	67 Willow Way,	Amphill, Beds. MK45 2SL	England
WEST AFRICA	R.E. Leggett	Inst. of Applied Science,	Univ. Ibadan, Ibadan,	Nigeria

visit the **Canadian Railway Museum** St. Constant, Quebec, Canada.

- More than 100 pieces of equipment on display -