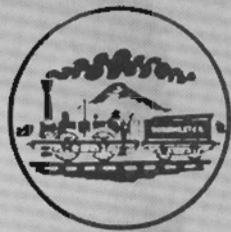
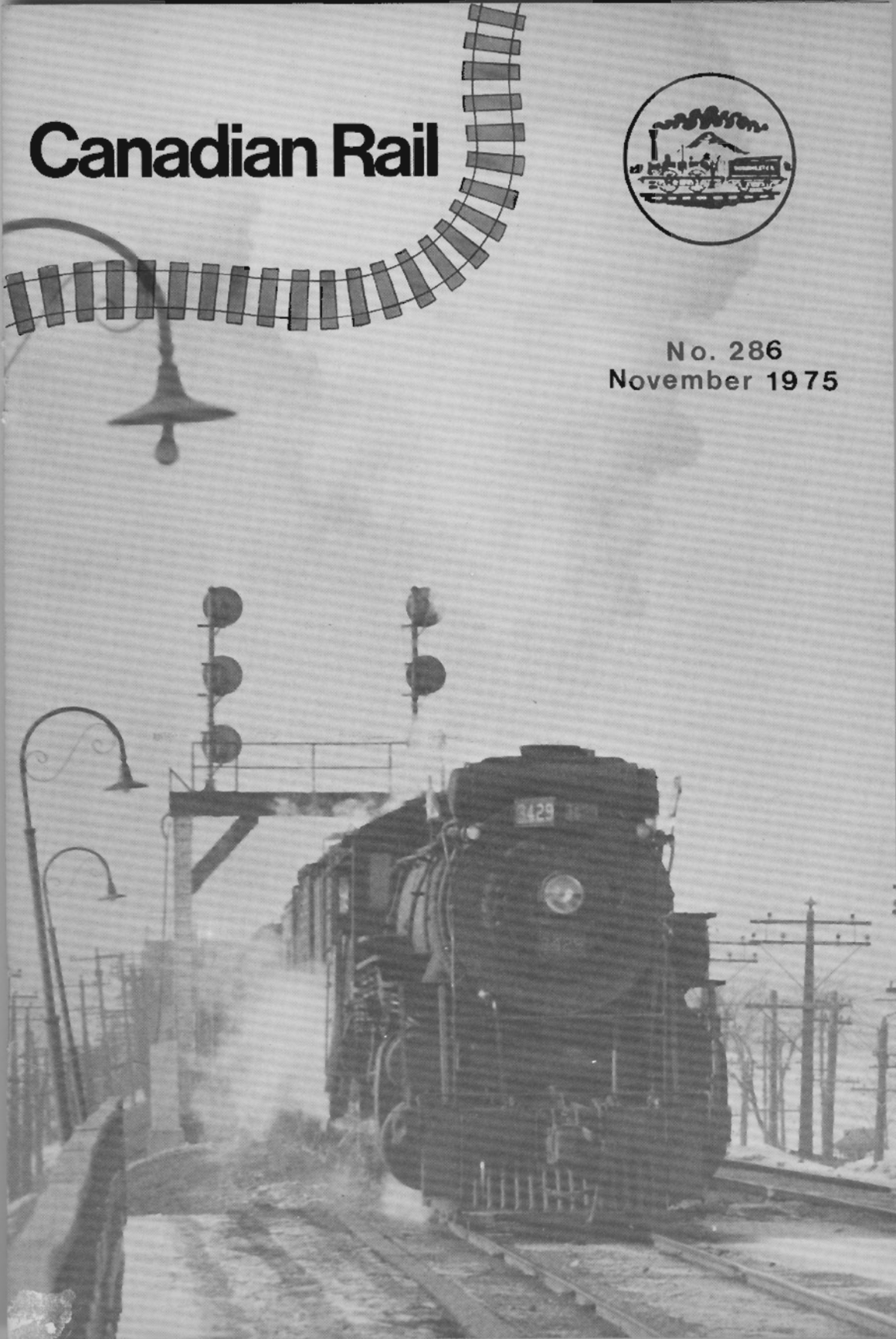


Canadian Rail



No. 286
November 1975





One Hundred Years of Service

*"The
D&H"*

Albany, NY to Montreal, Que.

During the afternoon of 17 November 1875, a very long and very impressive train of shiny new passenger cars and "palace" coaches rolled majestically into the train shed of the Grand Trunk Railway's Bonaventure Station on Chaboillez Square in Montréal. It was the first through train over the Delaware & Hudson Canal Company's railroad, from Albany, capital of the state of New York to Rouses Point, on the International Boundary, some 22 miles south of the historic city of St. Johns, Québec. It was at Rouses Point that a connection with the Grand Trunk, the Vermont Central and the Ogdensburg & Lake Champlain Railways was made, enabling the onward journey to Montréal, Boston or Ogdensburg.

↪ ONCE UPON A TIME, CANADIAN NATIONAL RAILWAYS' TRAINS SHARED VICTORIA Bridge with the Montreal & Southern Counties Railway's electric cars and the St. Lawrence Seaway had not been invented, and there was no "shoo-fly" on the east end. On 24 February 1951, Mr. A.W.Leggett was standing on the north end of the station platform at St. Lambert and took this picture of Extra 3429 East clanking off the bridge, through the station at St. Lambert.

← WHEN THE LATE S.R.STODDARD WENT OUT ON THE D&H'S LINE IN 1885, EVERY-body was on their toes, especially when the decor was as pleasing as the stretch of the line along the Red Rocks above Willsboro Bay on Lake Champlain. 4-4-0 Number 130 and a combination car, probably fitted up as a photographic dark-room, were an essential part of the scene. The photograph is from Jim Shaughnessy's collection.

Text by Harvey Elson

Pictures by Jim Shaughnessy

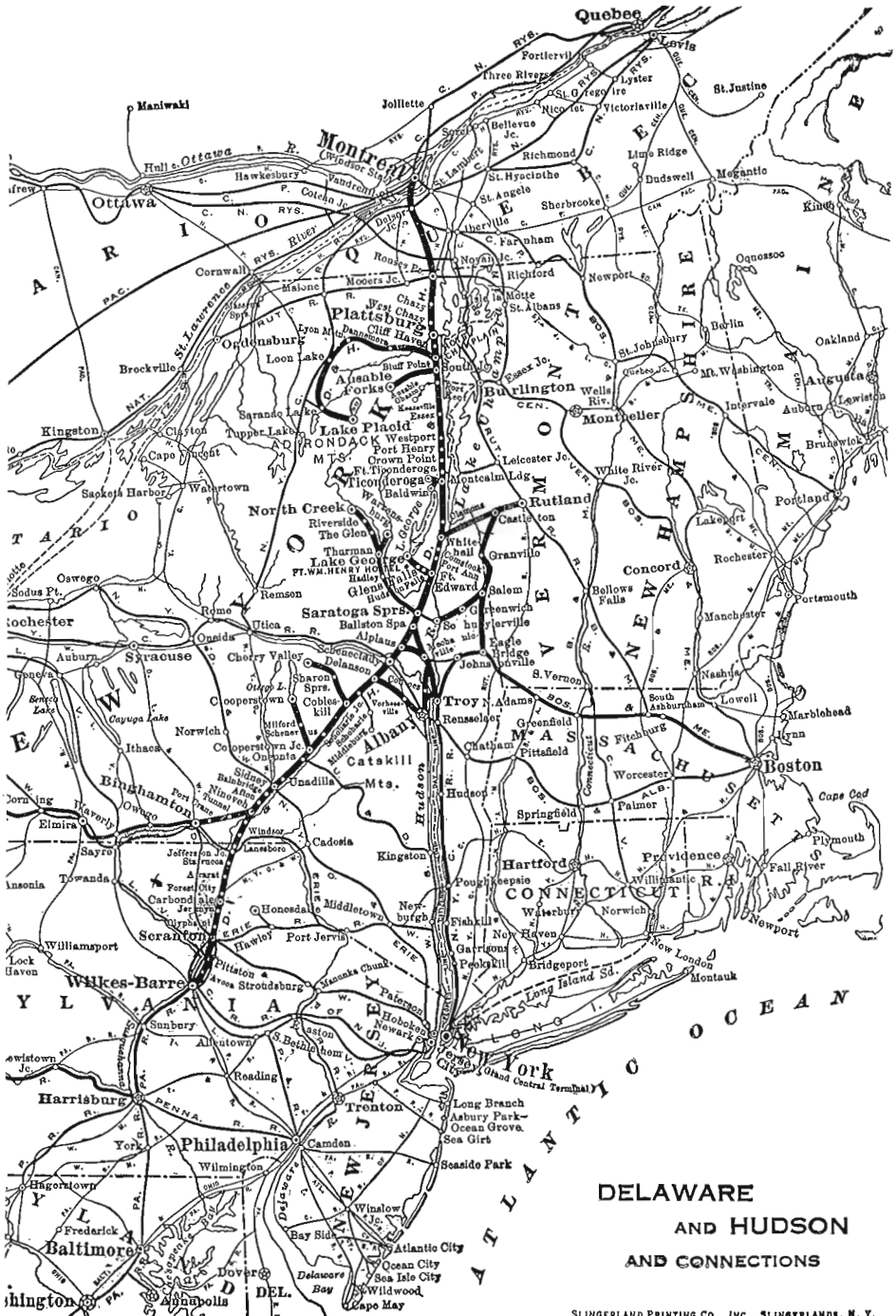
The completion of the portion of the D&H between Whitehall and Plattsburgh was the realization of the vision entertained as early as April 1832, then the Saratoga and Fort Edward Railroad Company was incorporated. It is true that nothing was done tangibly thereafter, but another company was organized in 1869 to build the link between Whitehall and the Au Sable River, south of Plattsburgh, with Isaac V. Baker as one of its directors and the Honorable Smith M. Weed of Plattsburgh as its principle proponent. Alas! The difficulties were so great that the project was abandoned in June 1870.

A fresh attempt at the construction of this difficult line was crowned with success when, on 30 November 1874, the 39.75-mile stretch from Whitehall to Port Henry was opened for business, the 24 miles from Whitehall to Fort Ticonderoga being entirely new construction. From Ticonderoga, formerly Addison Junction and the site of the connection with the Rutland & Burlington Railroad, to Port Henry, the rails of the Whitehall & Plattsburgh of 1869-70 were used. North of Plattsburgh, the existing line of the Plattsburgh and Montreal to Mooers was available. But since the continuation of this line to Hemmingford, St-Isidore Junction and St. Lambert, Québec had been taken out of service in favour of the route via Rouses Point NY and St. Johns, Québec, traffic from the D&H had to use the rails of the Ogdensburg and Lake Champlain for 12 miles to the east to Rouses Point and the connection with the Grand Trunk Railway for St. Johns, Brosseau, St. Lambert and Montréal, referred to above.

The new railroad between Whitehall and Plattsburgh would probably have been opened in the spring of 1874 if the ice in Lake Champlain had not destroyed the trestle carrying the line across Bulwagga Bay on April 18. This led inevitably to the decision to relocate and reconstruct five miles of main line.

Much of the new construction between Port Henry and Plattsburgh necessitated the overcoming of insuperable difficulties. North of Whitehall, the railway was carried across South Bay on a long wooden trestle, which was afterwards filled in with earth and rocks, as previously described. The marsh on the north side of the bay seemed to be bottomless in many places. Old canal boats, miscellaneous timbers, trees and great quantities of rock and earth were dumped in the shallow, muddy water to form a solid causeway on which a road-bed could be placed.

North of Whitehall and Port Henry, five ranges of the Adirondack Mountains were encountered. These ranges terminated abruptly at the west shore of Lake Champlain in rocky headlands or in mountains falling steeply to the lake, thus presenting serious obstacles. Skirting the almost perpendicular face of Mount Defiance at the end of the first of these ranges, the Black Mountain, the railway crossed the river flowing out of Lake George and immediately plunged into the tunnel which pierced the headland upon which Fort Ticonderoga is located.



**DELAWARE
AND HUDSON
AND CONNECTIONS**

The second range, the Kaderosseras, terminated in Bulwagga Mountain, which overlooked the bay of the same name north of Crown Point. The railway was carried through a deep rock cutting and along a ledge of the continuous rocky bluff above the lake. The irregularities of the bluff face required the construction of a tunnel and a series of curves, following the general contour of the shore below.

The third mountain range, a continuation of the Schroon Range, ended in Split Rock Mountain, north of Westport. By locating the railway back from the lake, a route was found which avoided heavy rock work until the shore of Willsboro Bay was reached. At this point, the fourth range, the Boquet, ended in high bluffs extending along the shore of Lake Champlain for seven miles. It was here that the most difficult construction was encountered. The railway was located high up on the face of the bluffs and the work involved the construction of one tunnel and many rock cuts.

Just south of Port Kent, the fifth range, the Clinton, formed a natural barrier ending in the high promontory of Trembleau Point, around which the railway had to be located.

For a considerable portion of the construction between Port Henry and Port Kent, ties, rails and other construction materials were transported down the lake by boat and barge and unloaded at locations convenient to the railway being built.

On November 8, 1875, President Dickson of the Delaware and Hudson Canal Company sent cards of invitation to most of the most prominent individuals in the northeastern United States, requesting them to join the Company Managers in a commemorative excursion to precede the opening of the new railway for public use. Arrangements were made to go from Albany to Plattsburgh on 16 November and onward to Montréal on 17 November, returning to Albany on the 18th.

You might wonder why the special train should stop at Plattsburgh, in particular. It stopped here because this city was the home of the Honorable Smith M. Weed, a prominent business man who had worked very hard to maintain local enthusiasm for the connection between Whitehall and Plattsburgh.

The special train left Albany at nine o'clock in the morning, and consisted of a baggage car, a "hotel" car, seven Wagner "palace" coaches, a Director's coach and, at the rear, an open-platformed Baldwin coach. The locomotive used was 4-4-0 Number 213 "Saratoga", a "first-class coal-burning engine". On its northward journey, the special stopped at points along the line to pick up some guests who had not been able to join the train at Albany.

The guests on the special train could not have failed to be impressed by the scenery between Westport and Plattsburgh. The train rumbled into the latter town at half past four on Tuesday afternoon, 16 November, having made the run from Albany in 7½ hours, the shortest trip on record to that date. It is interesting to note that the 1975 schedule of the AMTRAK/NYDOT/D&H "Adirondack" allows 4½ hours for the 175 miles from Albany-Renssaler to Plattsburgh.

The passengers on the special train were greeted by the Plattsburgh Cornet Band, which was already playing at the Foquet House, just across the street from the D&H station. That evening, a gala banquet was held in the hotel, with speeches by many dignitaries, not the least of whom were the Honorable Smith M. Weed of Plattsburgh, one of the most active proponents of the new railway. President Dickson of the D&H Canal Company also addressed the guests.



GRAND CENTRAL TERMINAL (N. Y. C. R. R.) NEW YORK

WINDSOR STATION (C. P. R.) MONTREAL

SERVICE BETWEEN TWO OF THE FINEST TERMINALS IN AMERICA

NEW YORK AND MONTREAL

THE POPULAR SHORT WAY



Lv. New York City from Grand Central Terminal

Lv. Montreal from Windsor Station

READ DOWN

READ UP

Daily	Montreal Limited Daily	Except Sunday	The Laurentian Daily	Except Sunday	D. & H. TRAIN NOS.	Except Sunday	The Laurentian Daily	Except Sunday	Daily	Montreal Limited Daily	Sunday Only
7	9	5	35	1		2	34	18-4-	8	10	18-38
NEW YORK											
7 45 PM	10 30 PM	12 30 PM	9 00 AM	11 55 PM	Lv. Grand Central Term. (N. Y. C.) Ar.	3 30 PM	7 40 PM	9 10 PM	6 57 AM	6 42 AM	9 30 PM
7 55 PM	10 40 PM	12 40 PM	9 11 AM	12 05 AM	" " 125th Street " " "	4 19 PM	7 28 PM	8 58 PM	6 57 AM	6 31 AM	9 13 PM
8 12 PM	"	12 57 PM	"	"	" " Yonkers " " "	"	"	"	6 57 AM	6 13 AM	9 13 PM
8 33 PM	11 18 PM	1 23 PM	9 52 AM	12 48 AM	" " Harmon " " "	2 33 PM	6 44 PM	8 16 PM	6 01 AM	5 45 AM	8 35 PM
8 53 PM	"	1 37 PM	"	1 13 AM	" " Poughkeepsie " " "	"	6 55 PM	"	5 13 AM	"	"
9 43 PM	"	2 15 PM	n10 39 AM	1 55 AM	" " Hudson " " "	1 44 PM	"	"	5 13 AM	"	"
10 44 PM	"	3 03 PM	"	2 39 AM	Ar. ALBANY " " Lv.	12 30 PM	"	6 22 PM	"	3 46 AM	6 35 PM
11 15 PM	1 31 AM	3 42 PM	"	3 10 AM	" " Troy " " "	"	4 25 PM	"	"	3 31 AM	"
12 25 AM	"	4 15 PM	12 10 PM	6 30 AM	Lv. ALBANY (D. & H.) Ar.	12 05 PM	"	6 00 PM	3 55 AM	6 20 PM	"
1 33 AM	1 35 AM	"	12 10 PM	6 35 AM	" " Troy " " "	1 10 PM	4 10 PM	5 30 PM	3 05 AM	3 26 AM	6 10 AM
1 38 AM	"	6 30 PM	1 01 PM	7 50 AM	Ar. Saratoga Springs " " "	10 50 AM	3 12 PM	4 45 PM	2 08 AM	"	6 10 AM
2 09 AM	Air Con-	6 35 PM	1 11 PM	7 58 AM	Lv. Saratoga Springs " " Ar.	10 43 AM	3 12 PM	4 38 PM	2 02 AM	Air Con-	4 56 PM
2 09 AM	ditioned	6 53 PM	1 33 PM	8 23 AM	Ar. Port Edward " " Ar.	10 15 AM	2 48 PM	4 13 PM	3 35 AM	ditioned	4 28 PM
2 05 AM	Pullman	6 05 PM	1 35 PM	8 33 AM	Lv. Port Edward " " Ar.	10 10 AM	2 48 PM	4 07 PM	3 30 AM	Pullman	4 26 PM
2 35 AM	Cars only	6 40 PM	2 01 PM	9 15 AM	Ar. Whitehall " " Lv.	9 35 AM	2 20 PM	3 30 PM	10 00 AM	Cars only	3 60 PM
3 15 AM	between	7 25 PM	2 41 PM	10 07 AM	" " Fort Ticonderoga " " "	8 42 AM	1 40 PM	1 15 PM	12 11 AM	between	1 16 PM
3 42 AM	New York	7 53 PM	3 05 PM	10 45 AM	" " Fort Henry " " "	8 05 AM	1 15 PM	12 00 PM	11 35 PM	Montreal	12 00 PM
4 04 AM	and	8 14 PM	3 25 PM	11 08 AM	" " Westport " " "	7 42 AM	12 57 PM	11 22 AM	11 15 PM	and	11 22 AM
4 55 AM	Montreal	8 06 PM	4 10 PM	12 12 PM	" " Port Kent " " "	6 50 AM	12 12 PM	10 00 AM	10 26 PM	New York	10 00 AM
5 17 AM	No coach	8 24 PM	4 34 PM	1 07 AM	" " Champlain (Bluff Point) " " "	6 50 AM	1 15 PM	9 38 AM	10 05 PM	No coach	9 38 AM
6 25 AM	passengers	8 30 PM	4 34 PM	12 45 PM	" " Plattsburgh " " "	6 25 AM	11 46 AM	9 33 AM	9 07 PM	passengers	9 33 AM
6 25 AM	carried	"	6 03 PM	1 40 PM	" " Rouses Point " " "	"	11 14 AM	8 35 AM	8 07 PM	carried	8 35 AM
7 45 AM	7 15 AM	"	6 15 PM	"	" " Montreal West " " "	"	10 12 AM	"	7 36 PM	"	"
7 52 AM	7 22 AM	"	6 22 PM	"	" " Westmount " " "	"	10 06 AM	"	7 36 PM	"	"
8 00 AM	7 30 AM	"	6 30 PM	"	" " Montreal Windsor Sta. " " Lv.	"	10 00 AM	"	7 30 PM	"	8 30 PM
Via Can. Pac. Ry.											
9 10	7 50	12 50	10 55	Lv. Montreal Windsor Sta. " " Ar.	6 30	8 05	5 40 PM	8 00	8 00	8 40	
9 22	8 02	1 02	11 09	Ar. Montreal West " " "	6 25	8 05	6 25 PM	8 25	8 45	8 30	
1 10	1 10	10 00	5 25	Ar. Quebec, Palais St. " " Lv.	10 25	6 50	2 30 PM	8 50	8 50		
		12 00		" " OTTAWA, Union Sta. " " "		6 50			2 30 PM	4 50	
				" " Murray Bay (C.P.R. Lines) " " "		7 20					

For Explanation of Reference Marks, see Page 8. # Sundays one hour later.

PRIVATE BEDROOM CARS ON THE "MONTREAL LIMITED" TRAINS 9 AND 10.

Sleep in a real bed in a private room while traveling to or from New York and Montreal. The charge for single occupancy is only one adult rail ticket at a fare of \$12.05 plus \$4.50 Pullman charge - the charge for double occupancy is two regular fares plus \$5.00 Pullman charge. Canadian revenue tax charged on all Pullman tickets sold in Canada.

At half past eight the following morning, the guests were aboard the special train, which left shortly thereafter for Mooer's (Junction) on the Ogdensburg and Lake Champlain Railroad, on the line through Hemmingford to Montréal. But because service over this line beyond Mooer's had been suspended, the D&H special turned east for 12 miles to Rouses Point, NY, and a connection with the Grand Trunk Railway for St. Johns and Montréal.

From Plattsburgh to Rouses Point, the special was drawn by the 4-4-0 locomotive Number 126, "I.V. Baker". The Grand Trunk locomotive which replaced the "I.V. Baker" for the onward journey was decorated with the "Stars and Stripes" and the "Union Jack".

At St. Johns, Québec, a brief halt was made, during which a short address of welcome was read by the Mayor and the President of the Board of Trade. After this preface to the day's celebrations, the special train ran onward to Montréal, crossing the St. Lawrence River via the Grand Trunk's Victoria Tubular Bridge to Bonaventure Station on Chaboillez Square, arriving at one o'clock in the afternoon.

At three o'clock, the United States' visitors were tendered a "déjeuner" reception at the Corn Exchange, where covers were laid for three hundred guests. Dr. Hingston, the Mayor of Montréal, presided and toasts were drunk to Her Majesty Queen Victoria and the President of the United States, the Honorable Ulysses S. Grant.

On the following day, the guests of the D&H left Montréal in the morning, to arrive at Albany at twenty minutes after five, that afternoon. The Pennsylvania delegation rested at the Delevan House overnight before taking the train over the Albany and Susquehanna Railroad for Oneonta and Binghamton, New York and Scranton and Wilkes-Barre, Pennsylvania.

Shortly after this inaugural run, the D&H completed the construction of a "short cut" from Canada Junction, north of Plattsburgh, to Rouses Point. The old line, via the Ogdensburgh and Lake Champlain, was used only for a year after the opening of the line along the west shore of Lake Champlain. The new line was opened for use on November 27, 1876.

From 1875 to 1907, the D&H connection to Montréal was assured by the Grand Trunk Railway. In April of that latter year, the D&H bought the Napierville Junction Railway, which provided a connection between their main line at Rouses Point and the Grand Trunk/Canadian Pacific at Delson, Québec.

Delaware & Hudson passenger trains continued to appear in Bonaventure Station and freights ran to Turcot Yard until late in 1917, when, for reasons which are not clear, the D&H switched termini in Montréal and from then on used Windsor Station and Outremont/Hochelaga freight yards of the Canadian Pacific. Today, the "Adirondack" terminates at Windsor Station of CP RAIL and Napierville Junction Railway freight trains run to CP RAIL's St-Luc Yard.

To commemorate the advent of the first through D&H train one hundred years ago, when service was inaugurated on 29 November 1875, we are proud to present a photographic cross-section, illustrating the extraordinary engineering features of this portion of the line and the various types of equipment which have graced these locations.

Details respecting the picture on the inside front cover have been given. Looking south from the position from which this photo was taken, the late Mr. S.R. Stoddard positioned Number 130 and combination car just north of the northern entrance to the 606-foot curving Red Rocks Tunnel, through a shoulder of the Boquet Range.

In the next picture, Mr. Stoddard's photographic special, headed by 4-4-0 Number 130, posed on the trestle over Higby Gulf, above Willsboro Bay, Lake Champlain, in 1885.

Moving forward in time to the Roaring Twenties, about 1925, in fact, a northbound local, probably Train 3, rattled along high above Willsboro Bay, with a 500-class 4-6-0 camelback for power, just north of Willsboro station.

The picture of D&H 4-8-4 Number 305, hauling the southbound "Laurentian" above Willsboro Bay, was taken on 13 August 1947, while

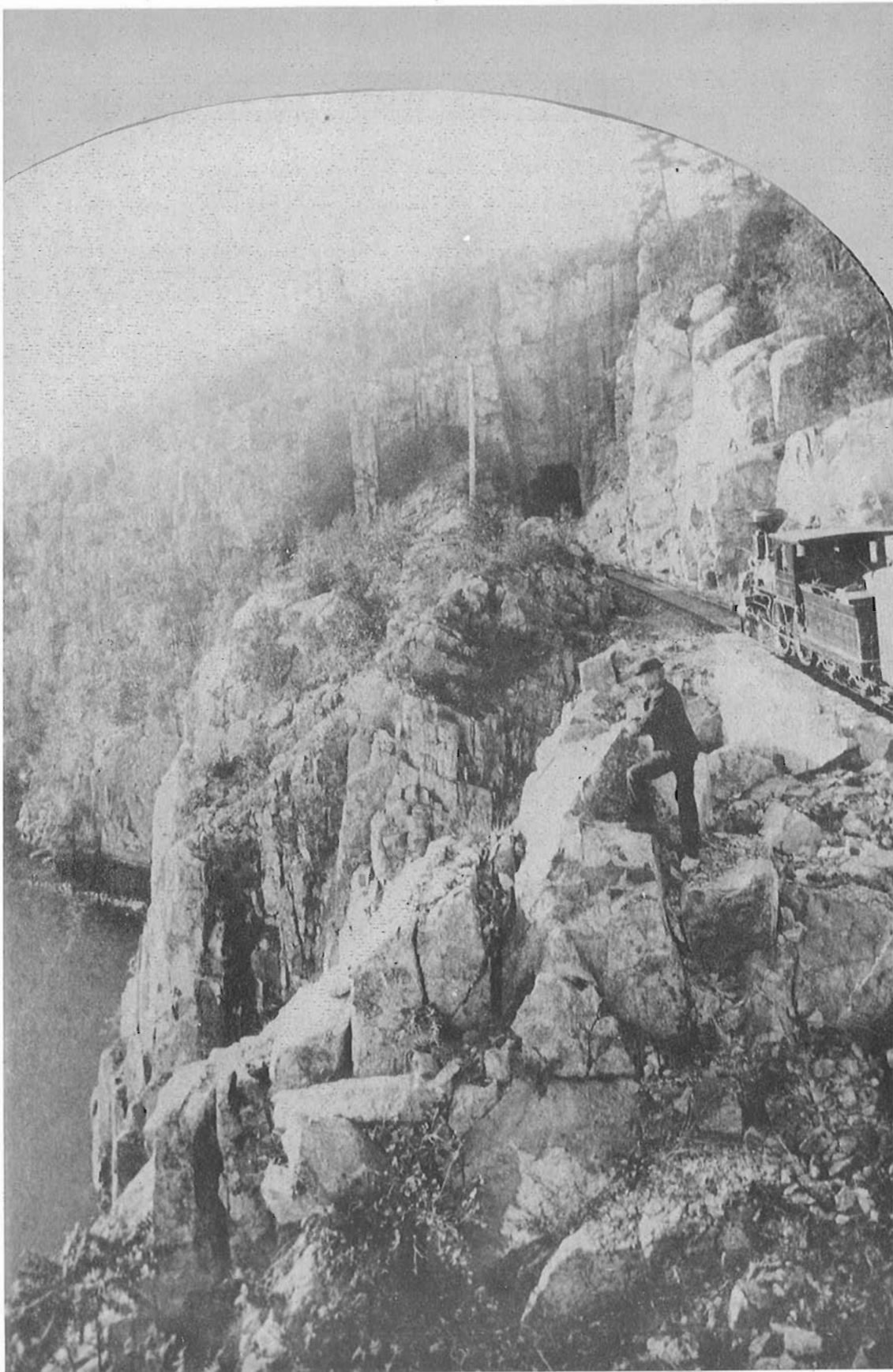
the same train, hauled by PA 1 Number 16, was photographed a few miles further north on 10 June 1969. This photo is followed by a picture of Train 34 southbound at Shermans, one mile south of Port Henry, NY, in May 1968, with PA 1 Number 19 on the point.

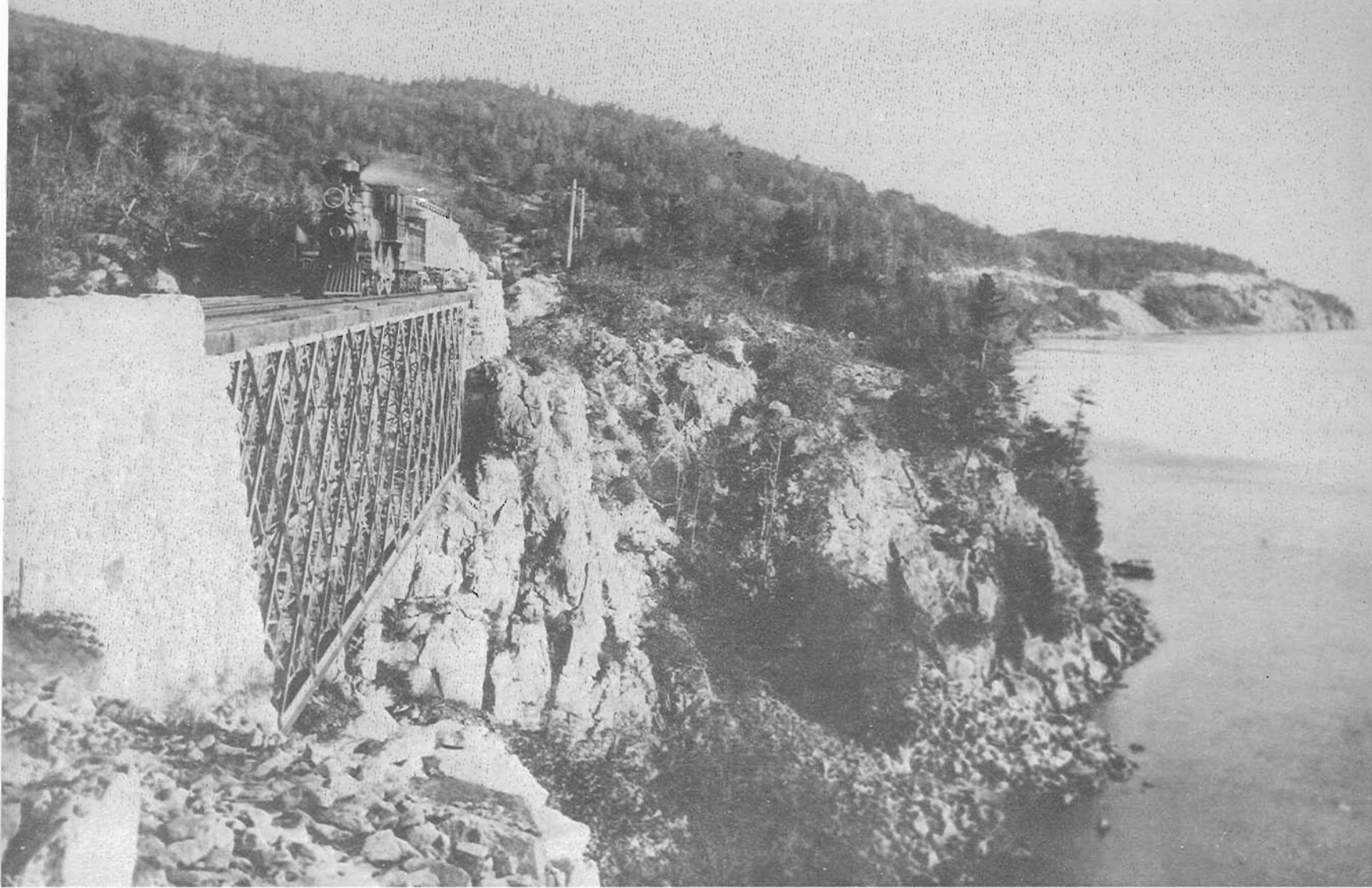
The final picture of passenger equipment is another shot of the "Laurentian", running on the rock shelf high above Willsboro Bay, approaching the north portal of Red Rocks Tunnel, with an unidentified PA 1 on the head-end.

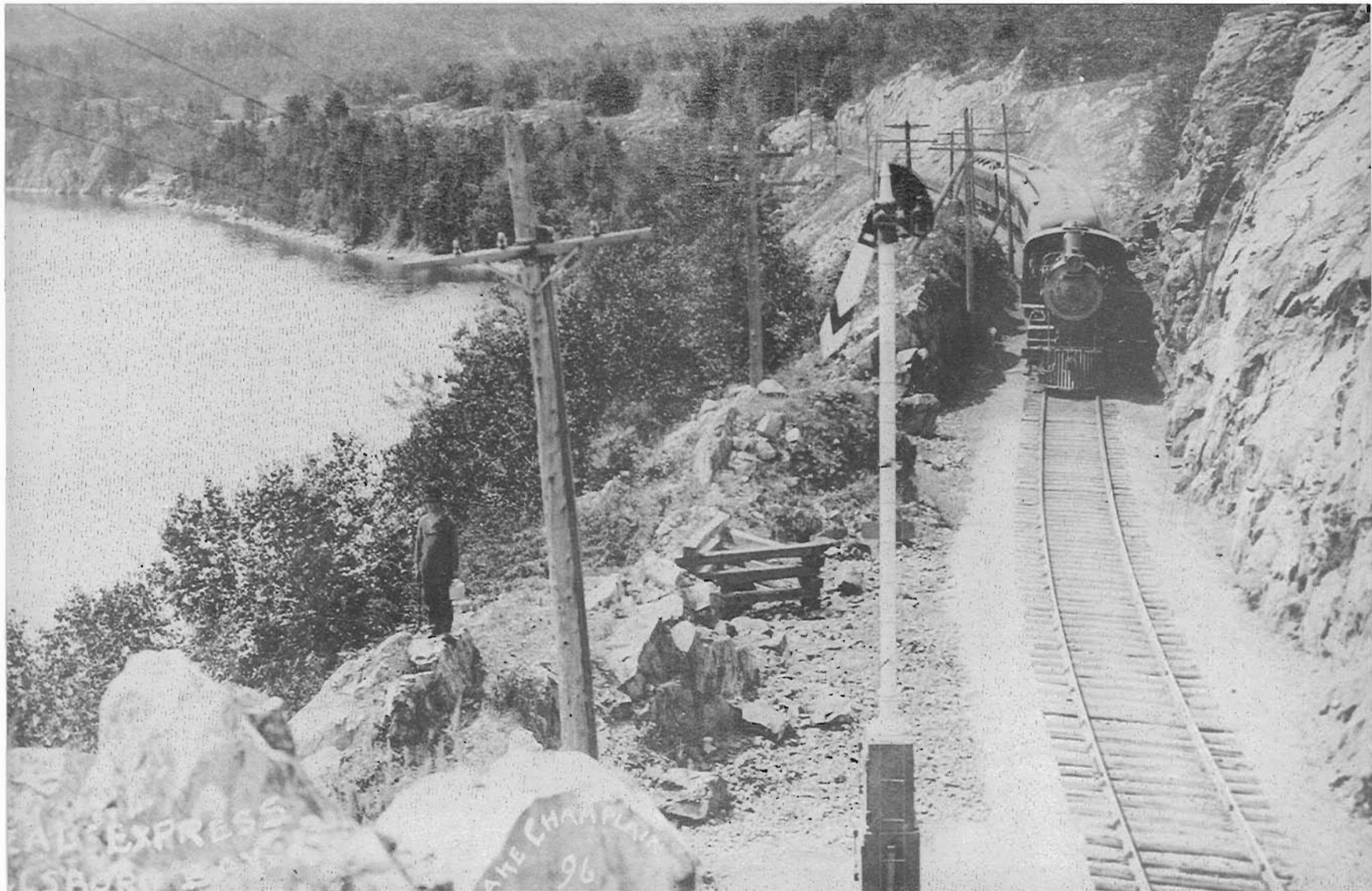
But by far the most important part of the D&H's business is freight and in the succeeding pictures are shown a southbound merchandiser, powered by four RS 3s, making its way along Willsboro Bay south of Red Rocks Tunnel on 10 June 1969, and freight Train WP-1, with the D&H's remarkable Baldwin "Sharknoses" Numbers 1205 and 1216 going north at Dresden station in June 1975.

There's no doubt that the D&H has had its share of hard knocks since the Depression Years and World War II, not the least of which was the collapse of the coal market. But in the last half of the Twentieth Century, under the able direction of President Bruce Sterzing, the D&H has retained the good-will of its customers and, indeed, the public in general, wherever its dove-grey, sunshine yellow and bird's-egg blue colours appear. May the D&H continue to prosper.

MONTREAL — NEW YORK — WASHINGTON				
<small>Grand Chemin de Fer du Québec — Grand Central Terminal — Potomac, District of Columbia</small> <small>Grand Chemin de Fer du Québec — Grand Central Terminal — Potomac, District of Columbia</small>				
The Montrealer				
Chemins de Fer du Québec				
A	N	Days of Service	Time	B
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10:30	10:30
1000	1000	THU	10:30	10:30
1000	1000	FRI	10:30	10:30
1000	1000	SAT	10:30	10:30
1000	1000	SUN	10:30	10:30
1000	1000	MON	10:30	10:30
1000	1000	TUE	10:30	10:30
1000	1000	WED	10	



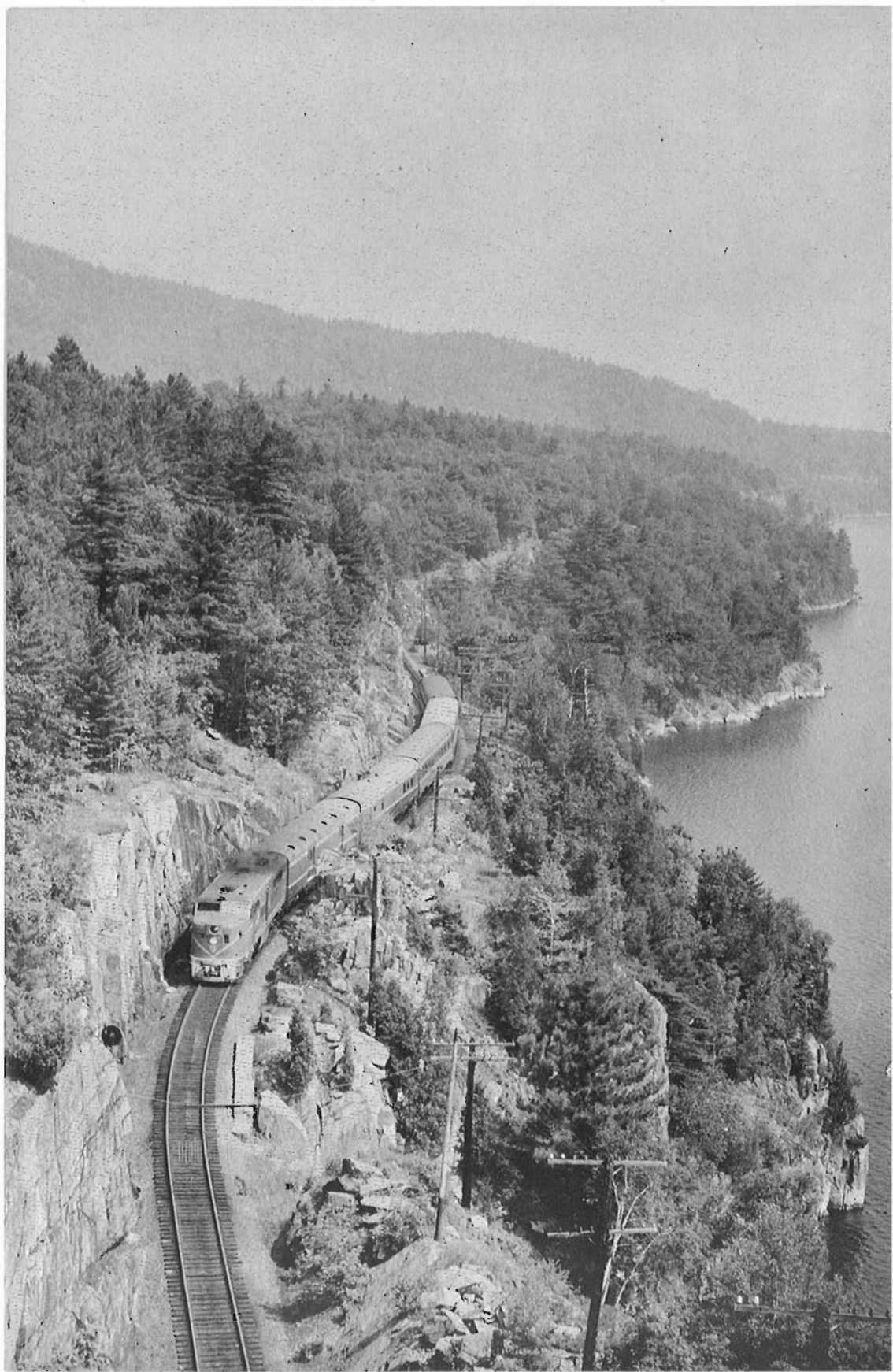




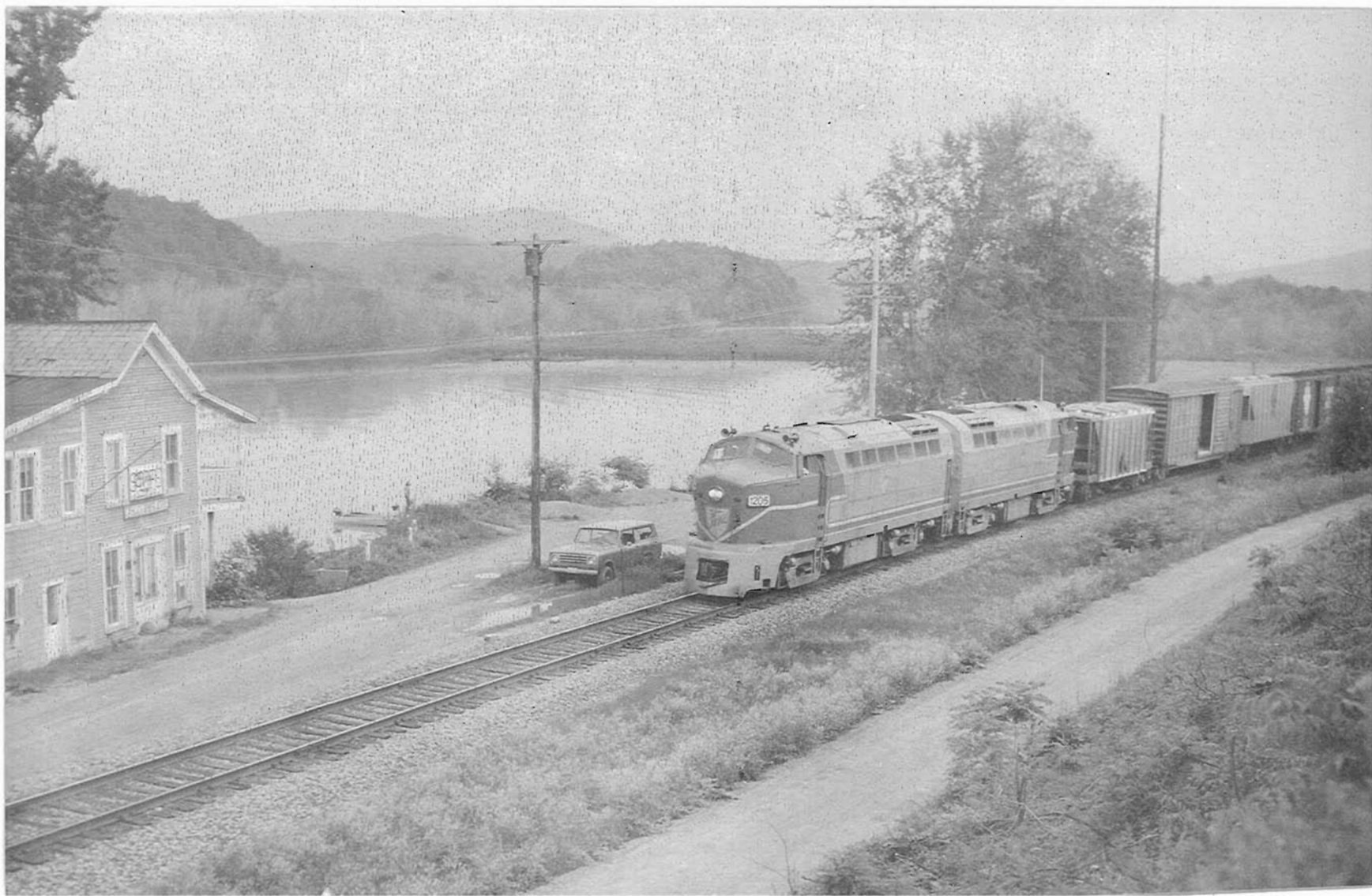












The End of Jumbo

by

Allan Bernfeld

As all the world and Pierre Berton fans are well aware, November 1885 was transcendental in Canadian railroading history because it was in that month that the Canadian Pacific Railway spanned the country (well, anyway, the most important parts) and the dignitaries who could afford the train fare pounded down a spike made out of a metal that cost considerably less than it does now.

But there were millions of people in the world, especially in the United Kingdom and in North America, who had little love at that moment for the top-hatted or cloth-capped colossi of capital who built and operated railways. The colossi were, after all, constantly being portrayed as sinister plotters in corporate board-rooms, who cared precious little for the common folk. It was an era of plain choices, when people believed in simple virtues.

Two months before the epoch-making event in the wild interior of British Columbia, at St. Thomas, Ontario on the evening of September 15, one of the biggest symbols of simple virtue that ever walked the earth was killed by the engine of a Grand Trunk Railway freight train.

His name was co-opted into the English language forever: JUMBO, n. Big, clumsy person, animal or thing, esp. (Jumbo) famous elephant in London Zool. Gardens; notably successful person (?). But in 1975 we have great difficulty in trying to understand Jumbo's fame and the affection which millions of people felt for him, and therefore why his death became the most widely publicized and best remembered accident in Canadian railway history.

Jumbo's exact age was never determined. When captured in Africa around 1861, he was a baby pachyderm, standing about four feet high. He was first exhibited at the Jardin des Plantes zoo in Paris. In 1865 when he was still under six feet in height, he was traded to the Royal Zoological Society in London for a rhinoceros!

Harvey A. Ardman gave an excellent account of Jumbo's life in London in an article in NATURAL HISTORY magazine of February 1973, and we now borrow freely from that source.

Jumbo arrived in London in June 1865, the first African elephant to reach England alive. His advent created tremendous excitement in the mid-Victorian population. The earliest photographs show a gangling, almost misshapen animal, with tremendous length of leg even as a youngster. The most recent photographs which accompany this article confirm that, in body proportions, Jumbo was definitely not

your average African elephant. When he reached full growth, while in London, children who rode on his back were more than 12 feet off the ground in the swaying howdah.

He was not the biggest African elephant ever known. The Smithsonian Institution in Washington, DC, has a stuffed specimen that was shot in Africa in 1955 and measured thirteen feet two inches at the shoulder and weighed 12 tons. Mr. Ardman says that it is very, very difficult to measure a living elephant's height, not to mention his weight, particularly, one supposes, if the elephant is somewhat uncooperative and does not want to be measured or weighed. The London Zoo did not really care that much and later, P.T. Barnum preferred his own statistics to the correct ones. But estimates made after his death placed Jumbo's height at 11 feet and his weight at $6\frac{1}{2}$ tons.

Barnum claimed that, with trunk outstretched, Jumbo was more than 26 feet long - over couplers, as it were. Even today, Jumbo is generally considered to have been the biggest animal that ever lived in captivity.

More important than his size were his simple virtues: gentleness and loyalty. When Jumbo reached London in 1865, he met an animal handler named Matthew Scott and a friendship was formed which lasted for 20 years until the untimely death of the great beast in Canada.

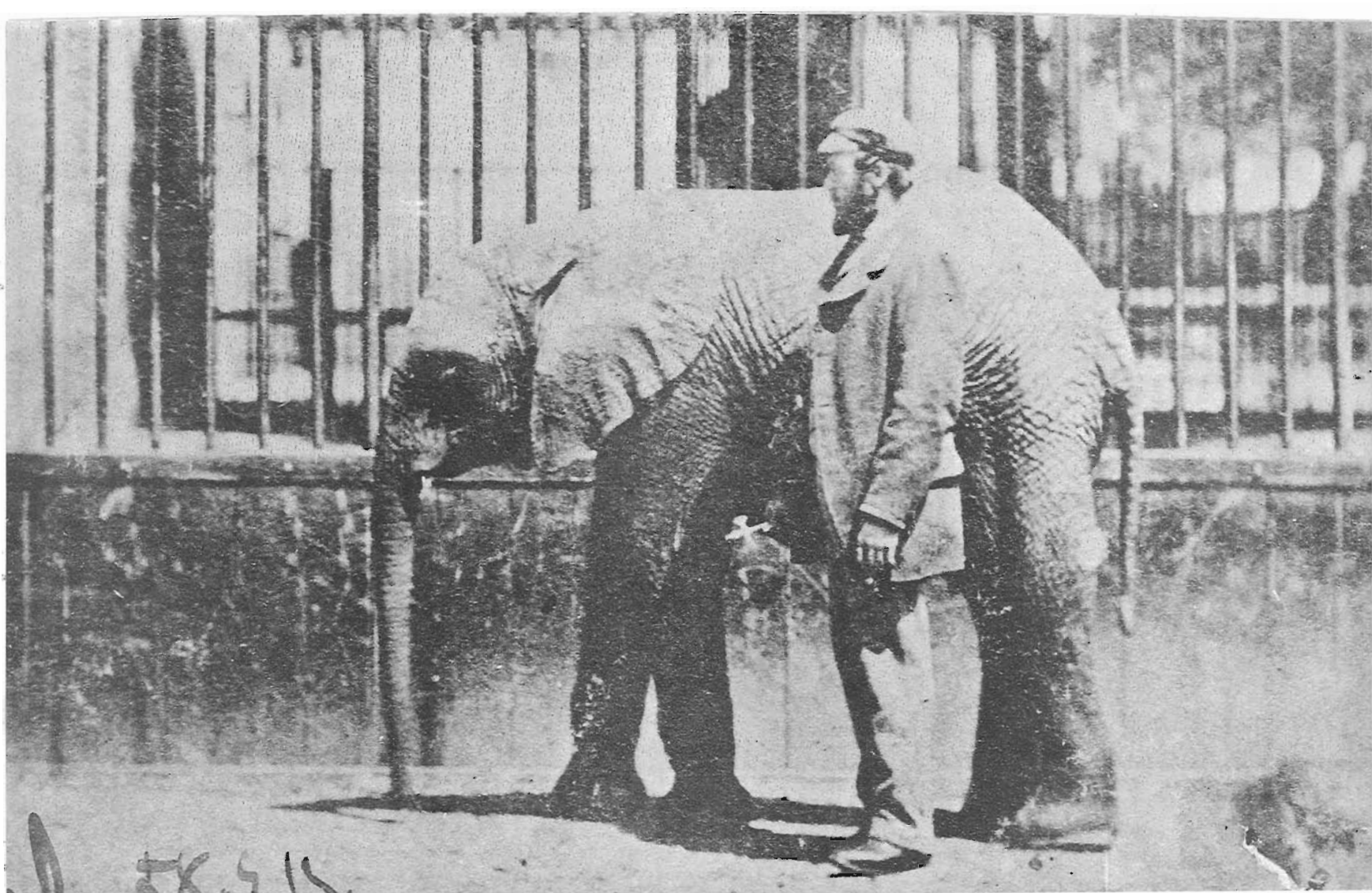
With "Scotty" tucked comfortably behind his huge ears and eight or ten shrieking children in the box on his back, Jumbo ambled contentedly around a circular track at the London Zoo, day after day. It is estimated that about a million and a quarter children took this thrilling ride, including the offspring of most of the crowned heads of Europe and including the young Winston Churchill. The reigning monarch of the British Empire and the Victorian population of Great Britain were very definitely amused!

As it must to all male elephants, the season of "musth" came to Jumbo in his maturity and the Royal Zoological Society, contemplating a new and different situation, began to be worried. Mr. Ardman says that the musth still is not fully understood by naturalists, but it is apparently related to sexual development and lasts from one to five months. A gland between the eyes of the animal exudes a bitter, tar-like substance, said to be a mating signal as well as a medium for delineating the male elephant's territory. In any event, the male becomes aggressive and, if in captivity, can start tearing the house down. Obviously, the Zoo did not want this to happen when there were children involved and, at that most opportune psychological moment, the London agent of world-famous showman P.T. Barnum came forward with an offer of £ 2,000 - then \$ 10,000 - for Jumbo.

The Royal Zoological Society accepted the offer; Barnum sent his cheque and all hell broke loose! Letters from heartbroken Victorians, young and old, poured into newspaper offices. Editorialists thundered. Children all over England sent their pennies to a fund which had been established to buy Jumbo back. Meanwhile, Jumbo made it very clear to Scotty that he had no intention of walking through London to dockside and the ship, and the agents had to use great

→ IN 1865, JUMBO WAS A MERE CHILD AMONG ELEPHANTS, STANDING LESS THAN six feet tall. Here is a picture of "Baby" Jumbo and his keeper, Matthew Scott, about 1865.

Photo courtesy American Museum of Natural History Archives.



ingenuity to persuade him to enter a cage. The Zoo belatedly and unsuccessfully tried to implement legal action.

Then, there came the sad day on which 40 horses drew Jumbo in his cage - a combined weight of 12 tons - through the crowd-lined streets of the metropolis and a crane swung the cargo aboard the steamship ASSYRIAN MONARCH, which was also carrying some 400 human immigrants to the "Land of the Free and the Home of the Brave".

On Easter Sunday, April 9, 1882, awestruck New Yorkers lined Broadway as Jumbo came ashore and was hauled to Madison Square Garden. The extra business done by the circus in the ensuing two weeks, Barnum later wrote, more than covered the \$ 30,000 which the purchase and movement of the animal had cost. In Jumbo's first 31-week season, Americans paid more than \$ 1,750,000 to see him - along with such other attractions as Tom Thumb, the miniature "clown" elephant, an eight-foot Chinese giant, the Wild Men of Borneo (who were really Hiram and Barney Davis of Long Island) and Chang and Eng, the original Siamese twins, who between them fathered 21 children.

And so it went for the next three years, with Barnum's talented artists designing ever more and gaudier posters and his press agents spreading incredible stories of the great beast throughout the land. Nobody in that era doubted that the then Barnum and London Shows was indeed "The Greatest Show on Earth".

In the Elegant Eighties, of course, circuses travelled by train; in fact, an article in WEEKEND Magazine this past summer said that Ringling Brothers and Barnum & Bailey is the last circus in North America which is still doing so. Between 1882 and 1885, "Jumbo's Palace Car", portrayed on the circus posters as an ornate, high-roofed boxcar with centre doors and a depressed floor, became a familiar sight wherever the circus toured.

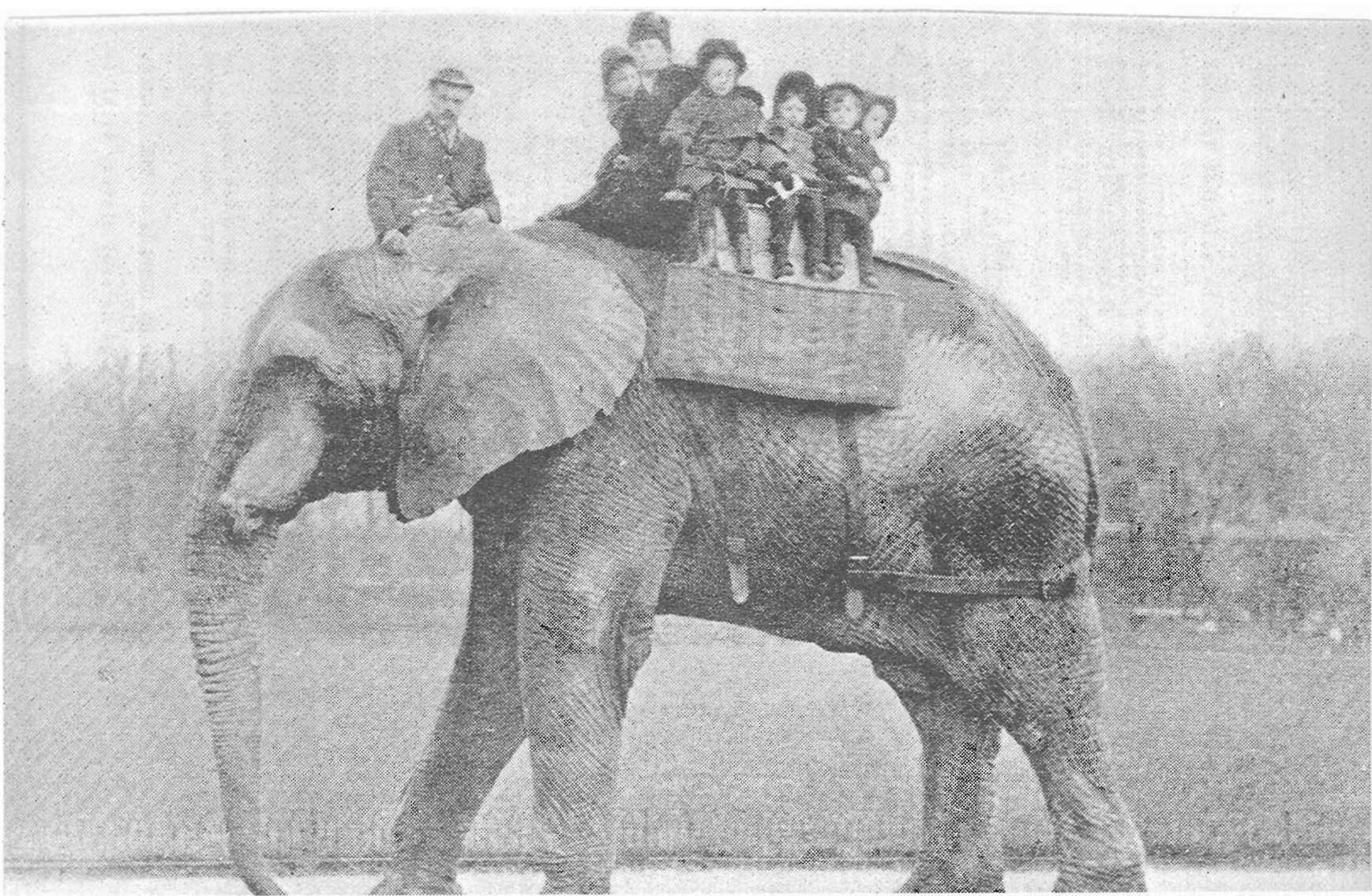
Halfway up one end-wall of the car was Scotty's bunk and one anecdote tells of the time when Scotty forgot to share his evening pint with his large friend. Jumbo waited until Scotty was asleep and then reached up with his trunk, gently removing his keeper from his berth and depositing him on the floor of the car, where Scotty presumably passed an uncomfortable night. After that, Jumbo always got his beer.

On the fateful autumn day in 1885, the circus train stood on a passing track beside the Grand Trunk main line at St. Thomas. The tents had been pitched in a field belonging to a farmer named Mann, adjoining the tracks. The circus personnel, who were as superstitious as they come, became very apprehensive when a bareback rider named Nicolls slipped when his horse was jumping a hurdle during the afternoon performance. The show went on, according to tradition, but Nicolls died of his injuries.

The grand finalé of each performance was the elephants' "Military Drill". As the evening performance continued, animals and performers who had finished their "turns", came back to the train on the siding. When the elephants' "Military Drill" was finished, the elephants, 31 in all, were led back to the circus cars while the

➔ WITH SCOTTY SAFELY SEATED BEHIND HIS RIGHT EAR, JUMBO MAJESTICALLY paced the paths of the London Zoo for 16 years, with happy children - and the occasional worried adult - riding high on his back.

Photo courtesy American Museum of Natural History Archives.



show continued. Jumbo came last with Tom Thumb because they finished the elephants' turn in the ring.

At this point, we must digress. There are a good many accounts of the fatal accident, but they differ in some essential details of the track layout at St. Thomas, the sequence of events and the areas of responsibility. The author and the Editor of CANADIAN RAIL concur in the opinion that what is hereafter described is an accurate reconstruction, but more detailed explanations of some of the events would be welcome.

As mentioned, the circus train had been shunted onto the passing track, presumably at some distance from the station at St. Thomas, because at that point there was a fence on the other side of the main line, opposite the cars of the circus train, with an embankment below it. There is also evidence that the accident occurred because of misunderstanding between the circus people and the Grand Trunk's night operator, suggesting that the circus train was some distance from the station. Our reconstruction concludes that the GTR station was on the south side of the main line - assuming that the tracks ran east and west - with the passing track immediately on the north side of the main line.

The elephants were being led back to their train from its rear, walking along the main line with the fence and embankment to their left and the train on their right. The Grand Trunk later claimed that the circus people had been warned not to encumber the main line and not to start loading before 9.55 p.m., and then only if a yard crew was on hand. But, as mentioned, loading while the performance was still in progress was standard procedure for the circus people and there was no yard crew handy when the tragedy occurred at about 8.15 in the evening.

Engineer William Burnip was at the throttle of Number 88, a diamond-stacked locomotive on the head-end of Extra 151, a fast west-bound freight. Clattering down the grade, Engineer Burnip was on the alert, even though his orders specified no eastbound movements. But as he approached the passing siding at St. Thomas, he saw some dim shapes on the track ahead. His first action was to attempt to reduce his train's speed with the engine brake; next, he blew three short blasts on the whistle which ordered the front and rear-end brakemen to start applying the hand-brakes, while he notched the Johnson reverse lever past centre to reverse the engine's drivers; the Westinghouse air-brake had not yet been applied to freight cars.

With 29 other elephants safe in their cars, Jumbo and Tom Thumb trumpeted in terror at the approach of the noisy apparition. Quite literally, they began to run for their lives along the main line. Scotty tried to make them jump down the embankment to safety; some accounts say he was looking for a hole in the fence. But darkness had fallen and the elephants were panic-stricken, so Scotty decided that their only chance was to beat the freight to the end of the circus train, where they could get off the main line.

A story later assiduously spread by Barnum and which crops up even today in anniversary press stories, alleges that Jumbo picked

➔ JUMBO'S MOUNTED SKELETON CAN TODAY BE SEEN ON DISPLAY AT THE AMERICAN Museum of Natural History in New York City.

Photo courtesy American Museum of Natural History Archives.



JUMBO
JUMBO MAJESTIC COLOSSAL JUMBO
THE GIANT AFRICAN ELEPHANT

...and Jumbo's ...



up Tom Thumb and pitched him over the embankment to safety. It is more likely that Jumbo simply outran the smaller elephant in his terror and that it was engine Number 88's cowcatcher which threw Tom Thumb over the embankment. Tom Thumb, in any event, sustained only a broken leg, was later sent to London for treatment and lived for many more years.

We are also told that Jumbo met the freight locomotive head-on in a mighty crash, but this account seems to be based on an evaluation of the head injuries of Jumbo. In fact, Jumbo did not reach the comparative safety of the end of the circus train. Engine Number 88 ran him down, "inflicting terrible injuries to his back and flanks", and was itself derailed, together with two freight cars.

The Montreal STAR of September 17 reported that "the shock was as if two trains had rammed together". The cowcatcher, headlight and bell were ripped off the locomotive and its sides were damaged. It was later shopped for repairs and for the rest of its days, carried on its big box-headlight the sheet-metal silhouette of an elephant.

One account says that Engineer Burnip died in the collision, but most reporters have said that he and the fireman just plain "joined the birds" and saved themselves.

Following the collision, Jumbo lived for a few minutes, his head jammed into a circus train car and his tusks impacted from the blow. As he lay dying, he drew Scotty to him with his trunk in a last embrace and the hard-boiled circus roustabouts "wept unashamedly".

It took a hundred men, straining with ropes, to slide the huge carcass down the embankment to clear the main line and, the following day, the famous photograph was taken, later to be published in many countries.

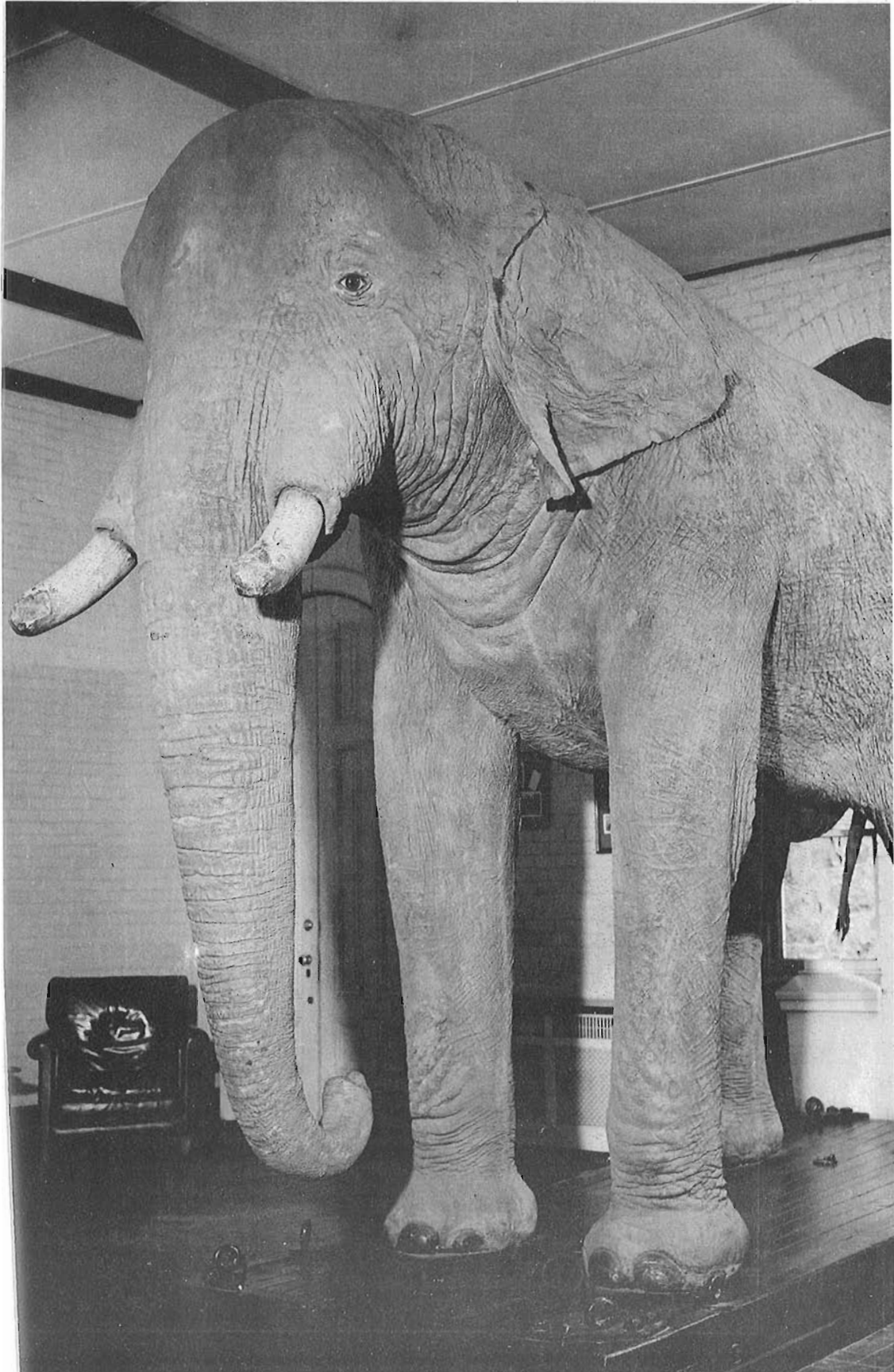
Barnum had the carcass transported to Rochester, NY, where two famous taxidermists went to work on it. They mounted the skin on a hardwood frame and it came back to Barnum's circus. Meanwhile, Barnum had purchased Alice, a female elephant which the London Zoo had tried unsuccessfully to mate with Jumbo. Barnum exhibited Alice with the skin of the late behemoth, billing her as "Jumbo's weeping widow", but the erstwhile gullible public did not respond by ticket purchases and Alice died in a fire in the circus' winter quarters in 1887.

In due course, the various permanent portions of Jumbo reached their final resting places. The mounted skeleton was donated to the American Museum of Natural History in New York, where it is on display today. Barnum was a trustee of Tufts College in Medford, Massachusetts, where he endowed the Barnum Museum of circus memorabilia and placed the mounted skin and tusks of his monster. As late as Christmas 1974, children in the United States continued to write to the Museum for information about Jumbo. He was that well-remembered.

But tragedy pursued even the inanimate remnants of Jumbo. On April 14, 1975, a three-alarm fire destroyed the four-storey Barnum Hall, built in 1882, and almost everything in it, including the remains of Jumbo. Professor Russell Carpenter, Curator of the Barnum

→ JUMBO'S HIDE AND TUSKS, ON THE OTHER HAND, WERE MOUNTED BY TAXIDERMISTS in Rochester, NY and P.T. Barnum later placed them in the Barnum Museum at Tufts University, Medford, Massachusetts. This famous exhibit stood for more than 85 years, until it was destroyed by fire in April 1975.

Photo courtesy Barnum Museum Archives, Tufts University.



Collection, advised the Editor of CANADIAN RAIL in a letter in June that all that now remains of the immortal Jumbo is a charred tusk.

As usual, there were a few items of interest post-mortem. Barnum sued the Grand Trunk Railway for \$ 100,000 for killing his huge attraction. For an account of this litigation and its consequences, reference is made to an article published in RAILROAD MAGAZINE in 1956, of which the author's name eludes me. In any event, the usual charges and countercharges were exchanged. The Grand Trunk's directors were not to be cowed by a loudmouth like Barnum, after all. However, Barnum had filed the suit for damages in the State of New York, where the publicity value was great but the Grand Trunk's assets were conspicuously nonexistent. During the following winter, however, a party from Canada was indiscreet enough to travel to New York City in a GTR private car, which Barnum promptly seized!

The Grand Trunk naturally wanted its private car back, but was not about to fork over the \$ 100,000 essential to its release. On the other hand, Barnum would tour Canada again the following summer, as he did every summer, and if he could not travel over the rails of the Grand Trunk, he could never reach the most lucrative market area. So, an agreement was reached. Barnum returned the private car; the GTR waived its \$ 4,400 fee for the 1886 tour. One account says that the Grand Trunk did in fact pay Barnum his \$ 100,000. On the face of the evidence available, that is rather unlikely.

And so the situation remained until Barnum's circus completed its last performance at Guelph, Ontario. Then the great showman decided to make an appearance at Brantford, which was not in the pre-season contract and therefore not prepaid. For this deviation from the schedule, the Grand Trunk Railway charged Mr. Barnum exactly \$ 4,400 for the approximately 30-mile run from Guelph to Brantford. Mr. Barnum hollered pretty loud and got quite a lot of publicity in the local papers. But he paid up.

The top-hats had won again!

Author's Epilogue.

It's a long time since I've been to the circus, so I don't know whether things are as bad as they've been described. MAD Magazine says that in today's circuses it's considered an achievement if the elephants can get into and out of the ring without killing themselves. Canadian Press reported from Ottawa in August 1975 that The greatest Show on Earth wouldn't make it to Canada this summer because the federal government wanted to levy a withholding tax on all income earned in Canada by foreign performers who stay briefly and then return whence they came.

The Shriners still bring a circus to the Montréal Forum each year, but it travels via the rubber tyre route.

The increasing scarcity of this once-popular diversion suggests that those readers who have circus memorabilia, particularly photos, posters or models of circus trains, should be careful not to sell their material to the first bidder.

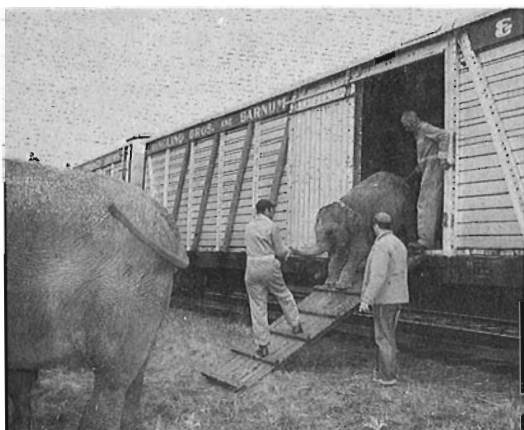
Biographical Postscript.

Allan Bernfeld is a Montréal technical writer and editor. He did a hitch with Canadian National Railways' Public Relations in the mid-1950s, during which he became a railway enthusiast, researched the death of Jumbo and was responsible for translating and publishing an authentic Canadian railway folk-song: "Chauffe Fort", anglice "Shovel Hard", with the assistance of the late Dr. Marius Barbeau of Ottawa.

Allan says that his remuneration for writing and contributing this story of Jumbo will be one minute at the throttle of a working locomotive at Delson, where he promises not to break anything.

↓ WHEN THE CIRCUS TRAIN CAME TO MONTREAL: RINGLING BROTHERS WAS TOO BIG to fit in the Montréal Forum. It used to pitch its big-top on vacant fields in the City's east end. Above: Circus roustabouts pull on a youngster's trunk and push on the other end to "help" him down the ramp. Below: Ma, Pa and the Kids pose for a family photo. The car markings indicate that the overall length is either 70 or 73 feet and that the journals were last inspected and packed in Florida.

Photos courtesy Canadian National Railways.





November 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 consignor by 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 articles of delicate construction.

FOR THE EASTERN EXPRESS COMPANY,

JOHN HOFFMEISTER SENDS THE FOLLOWING NEWS ABOUT THE E&N (CP RAIL) and the CNR on Vancouver Island. First, a resumé of E&N activities:

The 139.7 miles of the E&N, from Victoria to Courtenay, was completed just before the outbreak of World War I and the remaining 30 miles to Campbell River, the intended terminus, were never built by the E&N. Freight and passenger service were relatively profitable as the years went by. Passenger service was reduced to Budd RDC "Dayliner" equipment and in the spring of '75, the service was reversed: that is, it originated at Courtenay each morning (except Sunday) and returned from Victoria each evening. A Budd RDC 2 was used.

With the change of timetable in the spring of 1975, it was announced that the 44.5-mile segment between Parksville Junction and Courtenay were to be closed, because the bridges at French Creek (mile 98.6, 1,045 feet of structure) and Tsable Creek (mile 125.5, 589 feet of structure) are unsafe for further service, because the wooden approach spans have deteriorated.

On Monday, June 30 1975, the final clean-up train lifted all the on-line cars from Courtenay's small yard and thus terminated nearly 51 years of rail service into this important Island town.

As of 15 July 1975, passenger service operates from and to Parksville (mile 95.2), with the Port Alberni freight switching Parksville locally and spotting cars for highway transshipment.

Needless to say, much formal opposition to this closure has been exerted and, while there are apparently no plans to remove the rails this year, it is reasonably certain that the last train has departed Courtenay, Vancouver Island.

On the CN, until 6 May 1975, the Cowichan Subdivision had dispatched trains between Deerholme and Youbou only. There was also some operation over the short Tidewater Subdivision: Deerholme to Cowichan Bay. The last through service between Victoria and Deerholme, mile 58.2, occurred 27 September 1965, when a trestle bridge at mile 2.4, just outside Victoria, failed to meet safety standards.

Until 1973, trains ran sporadically between Colwood Siding, mile 8.2, from Deerholme, as business warranted. By this time, this segment, too, had also been declared unsafe, as other bridges showed signs of deterioration.

During early 1975, repairs to the Koksilah River bridge at mile 51.1 permitted resumption of the service to Leechtown, mile 33.6, where the R.C. Hughes Company had been stock-piling poles for rail shipment.

Presently, there are roughly two freights a week to Youbou and one or more a week to Leechtown through the operating point of Deerholme.

CN maintains three locomotives on Vancouver Island, assigned as follows:

Deerholme: Number 991, cl. G-12, for service to Youbou,
Leechtown & Cowichan Bay;
Victoria: Number 7210, cl. SW-900, for service in mill
(Point Ellice area and north to Lakehill on remainder
Yard) of Patricia Bay Sub.
Victoria: Number 7154, cl. SW-8, for service to Victoria
(Ogden Point) Grain Elevator and a fish-packing plant.

John sends the accompanying picture of CN G-12 Number 991 at Deerholme, BC, in April 1975, with the tank-car of diesel fuel which has to accompany the unit at all times.



N THE SOUTHBOUND AMTRAK/NYDOT/D&H "ADIRONDACK", COMPLETE WITH RENTED dome-coach on the rear end, was captured on film in January 1975 by Ken Goslett. Two PA 1s for four coaches! Some power-to-weight ratio!



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,	Suita City, Osaka	Japan
MANITOBA	K.G. Younger	267 Vernon Road,	Winnipeg, Manitoba	R3J 2W1
SASKATCHEWAN	C. Barrett	P.O. Box 288,	Langham, Saskatchewan	S0K 2L0
SOUTH AMERICA	D.J. Howard	Price, Waterhouse & Peate,	Caixa 1978, Sao Paulo, Brazil	T3A 0C3
SOUTHERN ALBERTA	E.W. Johnson	4019 Vardell Road N.W.,	Calgary, Alberta	England
UNITED KINGDOM	J.H. Sanders	67 Willow Way, Amptill,	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 -