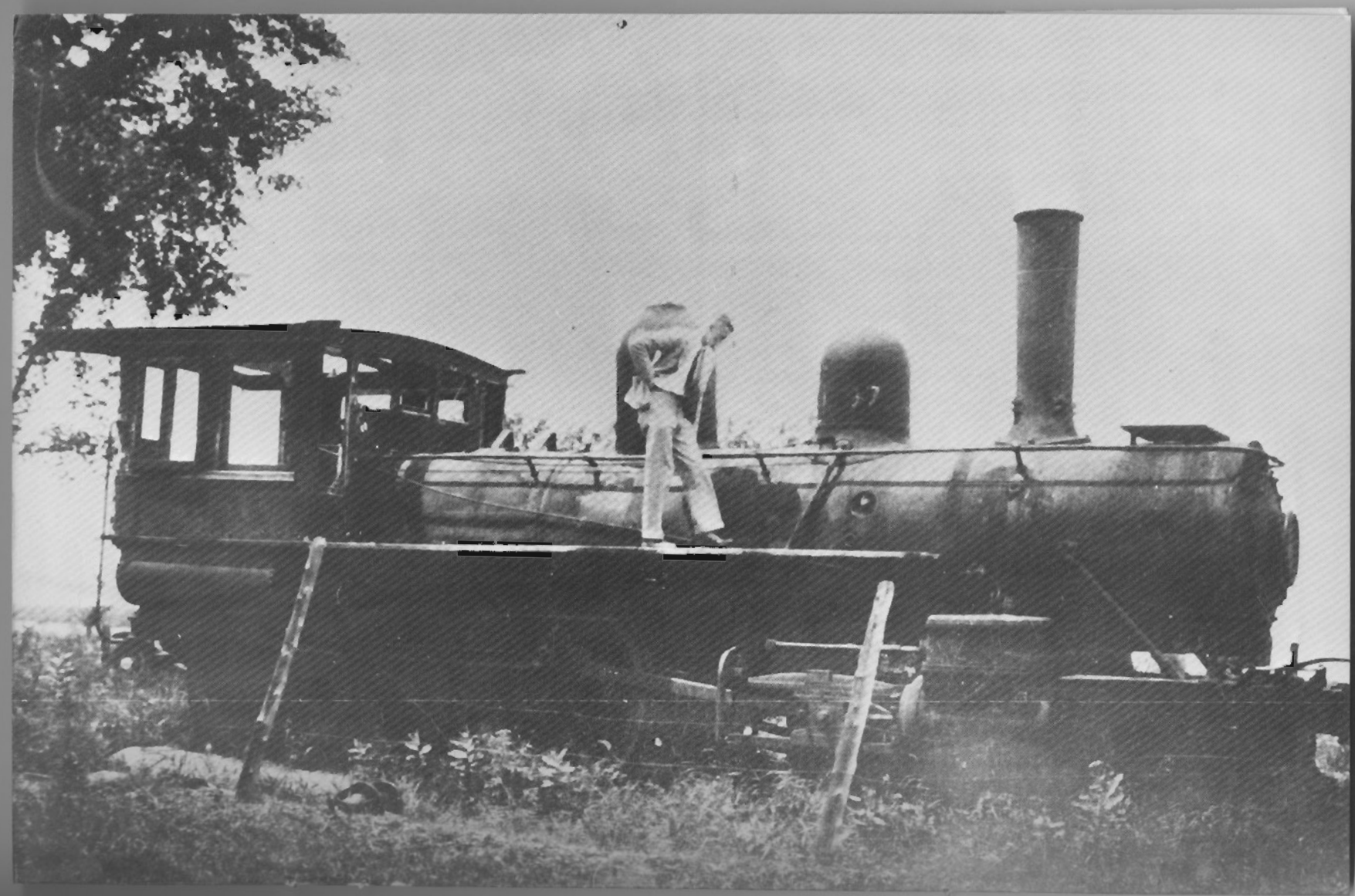


Canadian Rail



No.310
NOVEMBER 1977







CANADIAN RAIL

ISSN 0008-4875

Cover: After the discontinuance of passenger service as provided by the Philipsburg Junction Railway in 1920, Stanbridge Station continued to be served by CN, CV, and CPR passenger service much later.

We see here the Farnham local ready to depart the stub track of the Stanbridge 'Union' Station for the northbound journey through Bedford and Mystic P.Q. The train worked south in the morning and headed back after being turned on the way at this southern terminus.

419 was built by the CPR at Angus Shops in 1915 and was classed as a D4g. This 4-6-0 is a sister engine to 492 which is in the Canadian Railway Museum at St. Constant Québec and both engines spent the better part of their lives in the Bedford area. Photo courtesy CRHA Archives, S.S. Worthen collection

OPPOSITE: The second locomotive to serve the Philipsburg Junction Railway was this ex. Grand Trunk Railway No. 1997. The photo was taken in 1934 by Robert Nicholls and shows member Mr. Leonard Seton standing on the running board.

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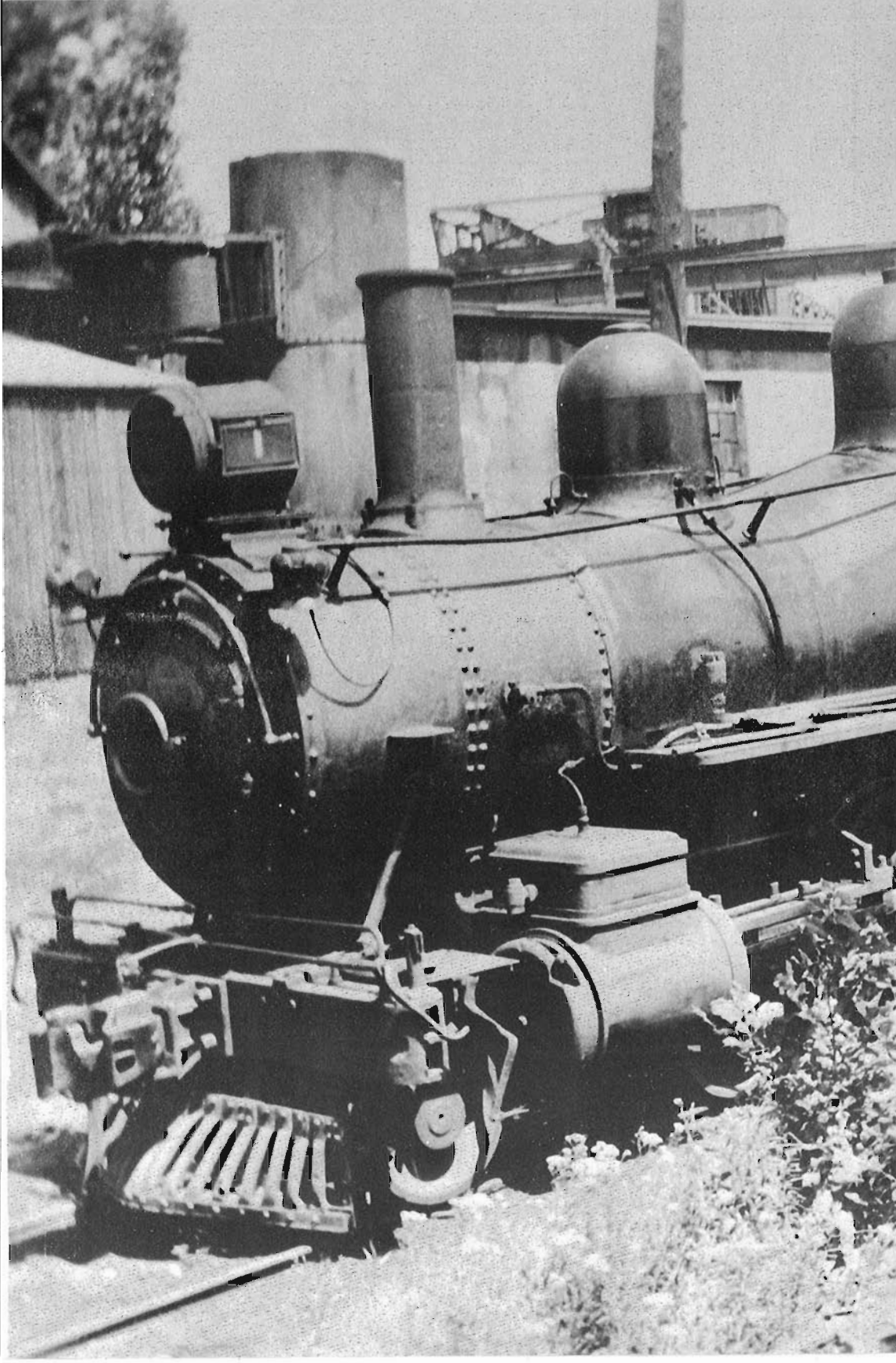
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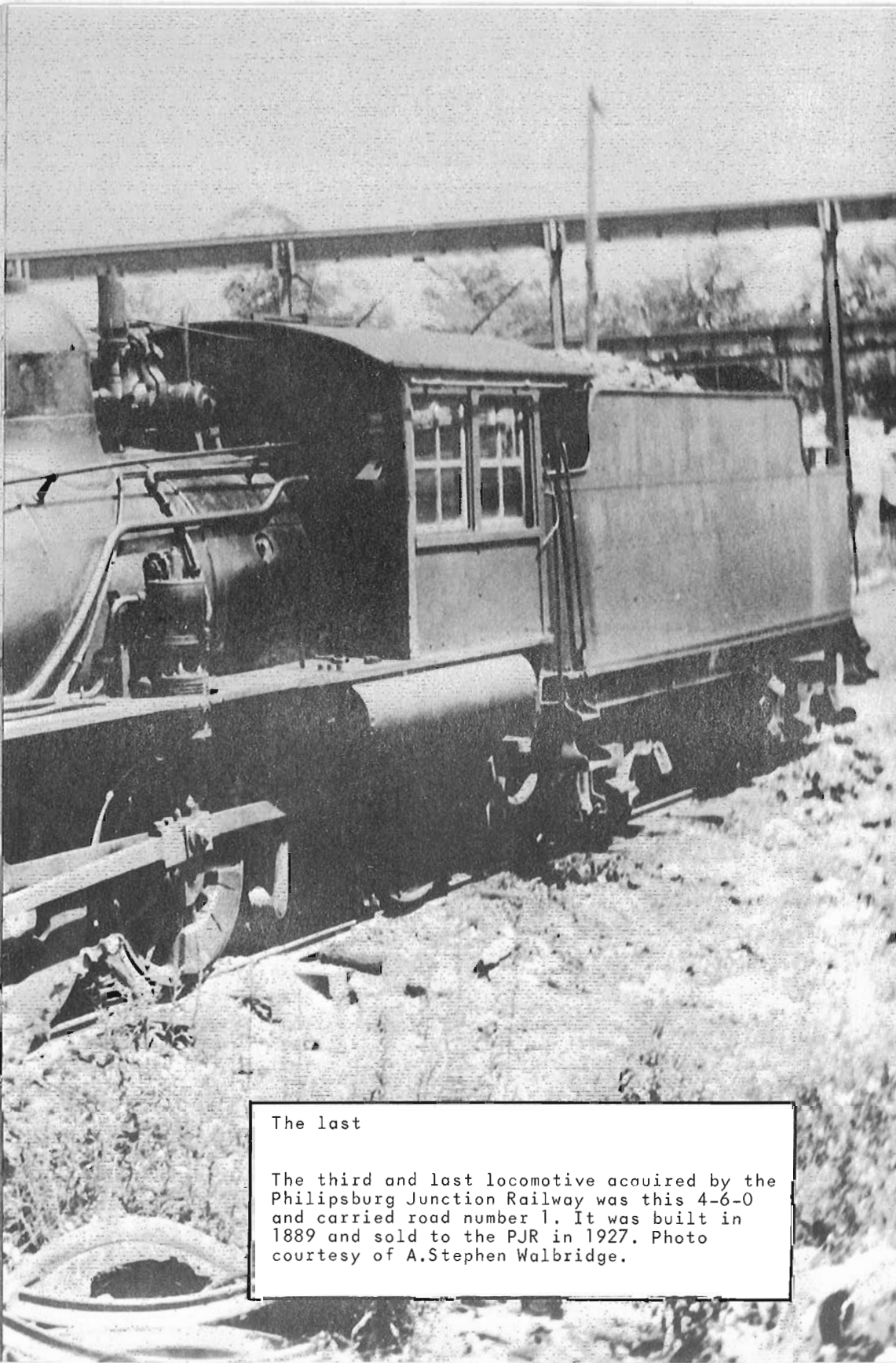
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The last

The third and last locomotive acquired by the Philipsburg Junction Railway was this 4-6-0 and carried road number 1. It was built in 1889 and sold to the PJR in 1927. Photo courtesy of A. Stephen Walbridge.

THE PHILIPSBURG JUNCTION RAILWAYSTEPHEN WALBRIDGE

Philipsburg, on the shore of Lake Champlain in Missisquoi County, Quebec is on the water gateway from Eastern Canada to New England. It was natural that, sooner or later, a railway would be built to Philipsburg to facilitate the flow of hay, and lumber to New York from south western Quebec by barge. Hay was needed in quantity in U.S. cities to feed the horses that provided city transportation of all kinds in the pre-gasoline engine era.

It was not surprising to see the Philipsburg, Farnham and Yamaska Ry. Co. incorporated in 1871 by Quebec charter. As was frequently the case, some years elapsed in obtaining of government and municipal subsidies and grants before any construction was undertaken. In 1875, the name of the railway became the Lake Champlain and St. Lawrence Junction Ry. Co. Construction under the new name commenced in 1876 - but from St. Rosalie Jct. on the Grand Trunk Railway, far removed from Philipsburg. Then about 1878, construction was commenced of the railway from Stanbridge, about 6 miles from Philipsburg, northeast to Bedford, Mystic, Farnham, L'Ange Gardien, Abbotsford to St. Pie de Bagot. Service from St. Rosalie to St. Pie had commenced in 1877.

In October 1879, the first train on the Stanbridge-St. Pie line operated on the 3'6" gauge.

No further effort was made toward building the Stanbridge to Philipsburg portion of the line (6.75 miles) until 1888, when the Philipsburg Junction Ry. and Quarry Co. was incorporated. Again, the arranging of financing took a few years. The map of the Philipsburg Junction Railway from Stanbridge Station to Philipsburg, dated 9th February, 1893 (attached) reveals a rather routine line with only one gradient of any consequence. The line crossed farm country from Stanbridge Station toward Philipsburg, where it climbed an escarpment to the marble quarry which it was designed to serve. The quarry overlooks the village and Lake Champlain. Construction, started in the autumn of 1893, was completed to the quarry, and a station in the village of Philipsburg about 1895.

The Official Guide mentions the Philipsburg Ry. Quarry Co. under date of June 15, 1896. Passenger trains were scheduled thus:

- No. 1 - Leaves Philipsburg for Stanbridge 7:00 A.M. to connect with Canadian Pacific train via Farnham to Montreal and New England points.
- No. 3 - Leaves Philipsburg for Stanbridge 6:00 P.M. to connect with the Central Vermont trains from Montreal for Boston and New York.
- No. 2 - Leaves Stanbridge for Philipsburg at 10:30 P.M. after arrival of CV train from Montreal and a mixed CV train from St. Albans, Vt. to St. Johns.
- No. 4 - Leaves Stanbridge for Philipsburg 8:30 P.M. connecting with the return trains mentioned above.

Referring to the map, Stanbridge Station was a union station for three railways - Canadian Pacific (successor to the P.F. & Ry., L.C.I. St. L J Ry. Co., Southeastern Ry.) the Central Vermont Ry. as well as the PJR&Q Co. The station building was divided between C.P. and CV ticket office and waiting rooms. Records don't detail how the PJR&Q used the station. The station has since been moved, and now serves as a storage for a local milk products plant.

A long-time resident of the area, one of a few to recall riding on the PR&Q, recounts as follows:

"I recall riding with my father in a horse and buggy from Mystic to Stanbridge Station. We tied the horse to a tree at Stanbridge Station and boarded the one-car passenger train to Philipsburg. This would have been about 1895. In Philipsburg, we boarded the Steamer "Majestic" (Captain Naylor was the Master), and took a cruise through Missiquoi Bay, down the Richelieu River to Isle Aux Noix to visit the Fort. Mr. Hastings was the station agent at Stanbridge".



The enginehouse and service facilities of the Philipsburg Junction Railway as photographed by the author after the discontinuance of service in 1939.

In 1897, a government subsidy was granted to build the branch to the pier in Philipsburg. Thus the vision of the originators of the railway in 1871 was completed about 1898. The total cost was recorded as \$65,570.69. Carloads of hay formed a large part of the trains to the pier, and long trains of pulp wood from Sorel and St. Hyacinthe passed along the PR&Q to be transhipped to steamers and steam-hauled barges on the water route south.

Passenger service continued until 1920. The branch to the wharf was abandoned at that time. In the early 1920's and into the 1930's, the writer recalls seeing CP #29, now preserved at the Canadian Railway Museum, haul flat cars carrying huge squares of coloured marble imported from Italy through the Port of Montreal on their way to Philipsburg for processing at the marble quarry. In 1939, the remaining line was closed and dismantled.

Three locomotives served the PR&Q. The first, named "Colonel Bond" was built by the Canadian Engine & Machinery Co., Kingston, Ontario in 1871 for the Toronto and Nipissing Railway to 3'6" gauge. It was bought by the Lake Champlain and St. Lawrence Junction Railway in 1879, and taken over by the South Eastern Railway in 1881. About this time, its gauge was changed to the standard of 4'8-1/2". Canadian Pacific took title to it in 1883, and sold it in 1893 to the PJR. No photograph of this locomotive has come to light, but it was known to have had a 4-4-0 wheel diagram, with 52" diameter drivers, and 13-1/2" x 20" cylinders.

The photograph of the former Grand Trunk Railway No. 1997, which was bought about 1915, shows the GTR number dimly on the sand dome. A 4-4-0 built in 1883 by the Grand Trunk (Class A 9 a), it was hand fired. The photo was taken in 1934 by Robert Nicholls and shows member Leonard Seton on the running board. It was cut up under mysterious circumstances shortly after the photo was taken.

The third and last locomotive owned by the PJR was the 4-6-0 shown in our photo taken at the quarry. It was built by Baldwin in 1889 (no. 10236) as a 2-6-0 and was operated by Central Vermont as CV201 before being converted to a 4-6-0 when sold to the PJR in June-1927. Its disposition is unknown.

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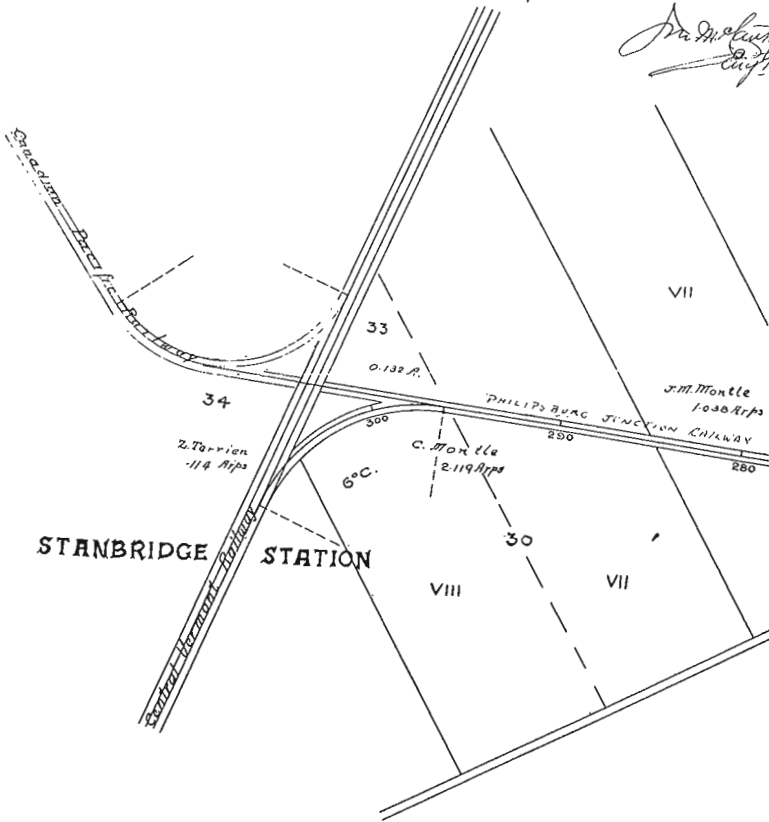
PHILIPSBURG JUNCTION RAILWAY

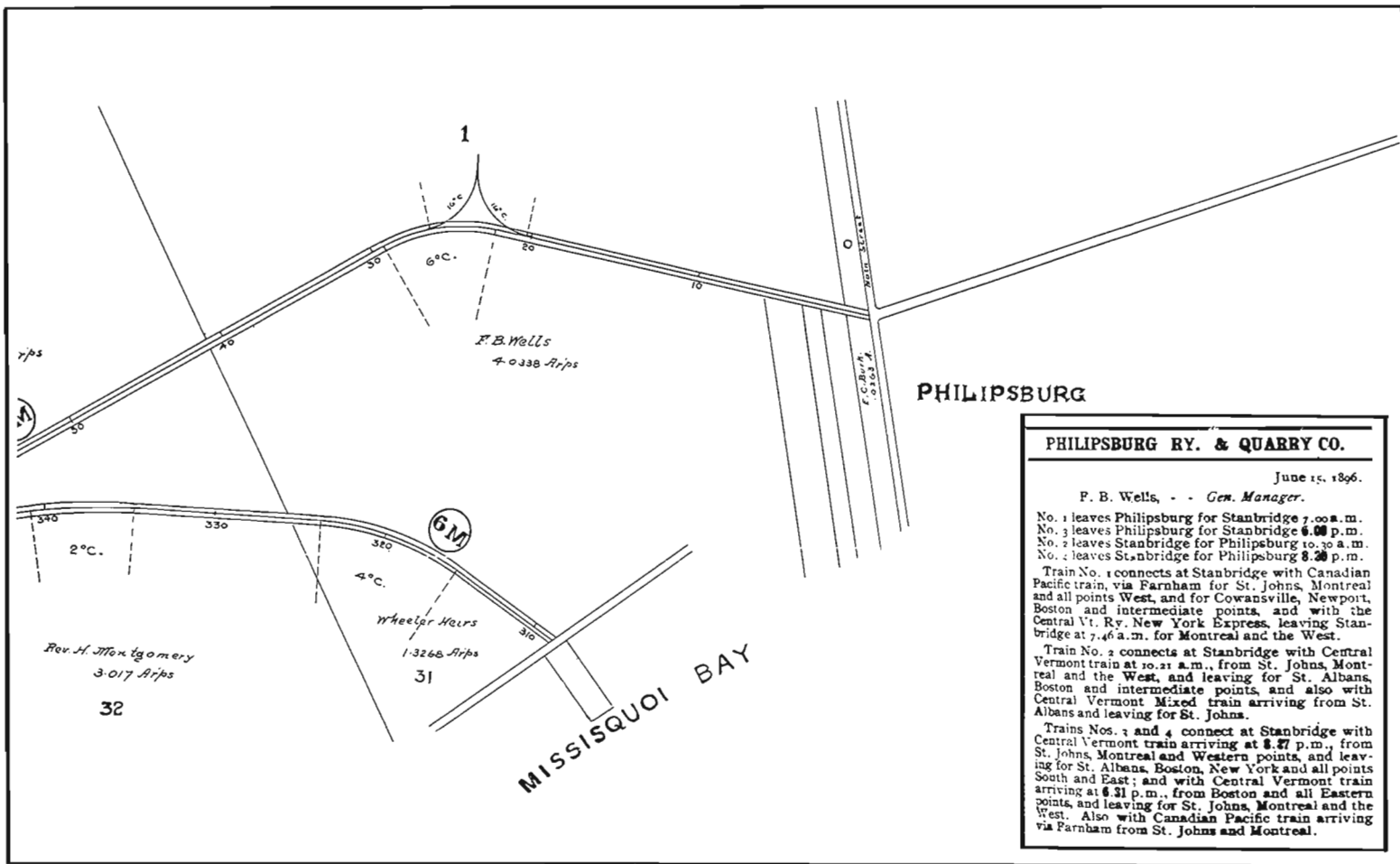
STANBRIDGE STATION TO PHILIPSBURG . P.Q.

Scale — 400 feet to 1 inch.

A-234,

*J. M. Montle
Engr.*





PHILIPSBURG RY. & QUARRY CO.

June 15, 1896.

F. B. Wells, - - Gen. Manager.

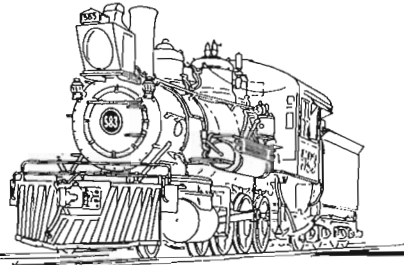
- No. 1 leaves Philipsburg for Stanbridge 7.00 a.m.
- No. 3 leaves Philipsburg for Stanbridge 6.00 p.m.
- No. 2 leaves Stanbridge for Philipsburg 10.30 a.m.
- No. 2 leaves Stanbridge for Philipsburg 8.20 p.m.

Train No. 1 connects at Stanbridge with Canadian Pacific train, via Farnham for St. Johns, Montreal and all points West, and for Cowansville, Newport, Boston and intermediate points, and with the Central Vt. Ry. New York Express, leaving Stanbridge at 7.46 a.m. for Montreal and the West.

Train No. 2 connects at Stanbridge with Central Vermont train at 10.21 a.m., from St. Johns, Montreal and the West, and leaving for St. Albans, Boston and intermediate points, and also with Central Vermont Mixed train arriving from St. Albans and leaving for St. Johns.

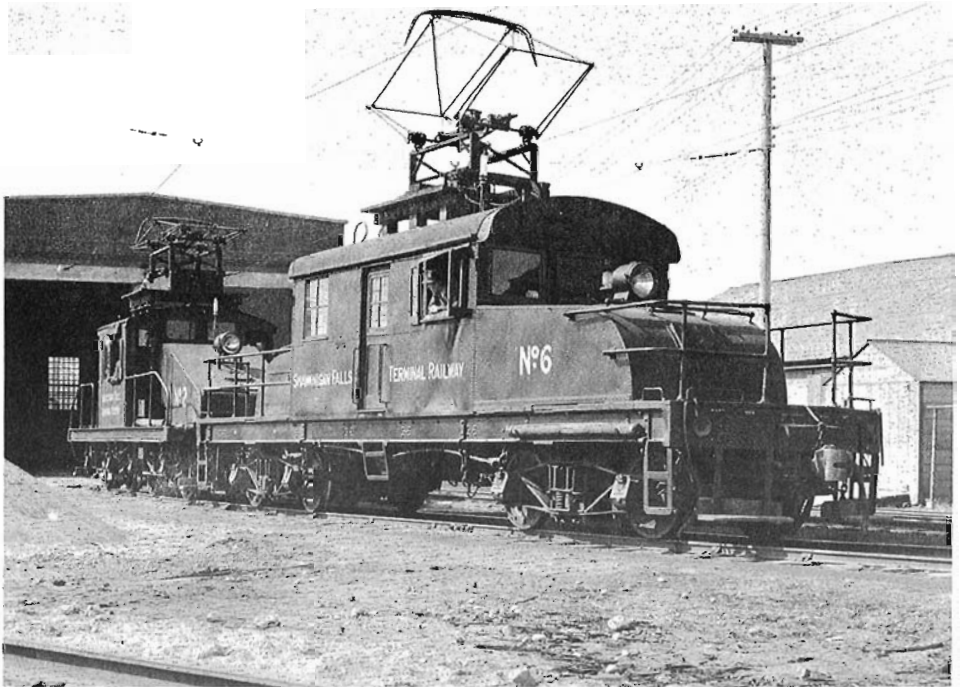
Trains Nos. 3 and 4 connect at Stanbridge with Central Vermont train arriving at 8.27 p.m., from St. Johns, Montreal and Western points, and leaving for St. Albans, Boston, New York and all points South and East; and with Central Vermont train arriving at 6.31 p.m., from Boston and all Eastern points, and leaving for St. Johns, Montreal and the West. Also with Canadian Pacific train arriving via Farnham from St. Johns and Montreal.

From Our Archives

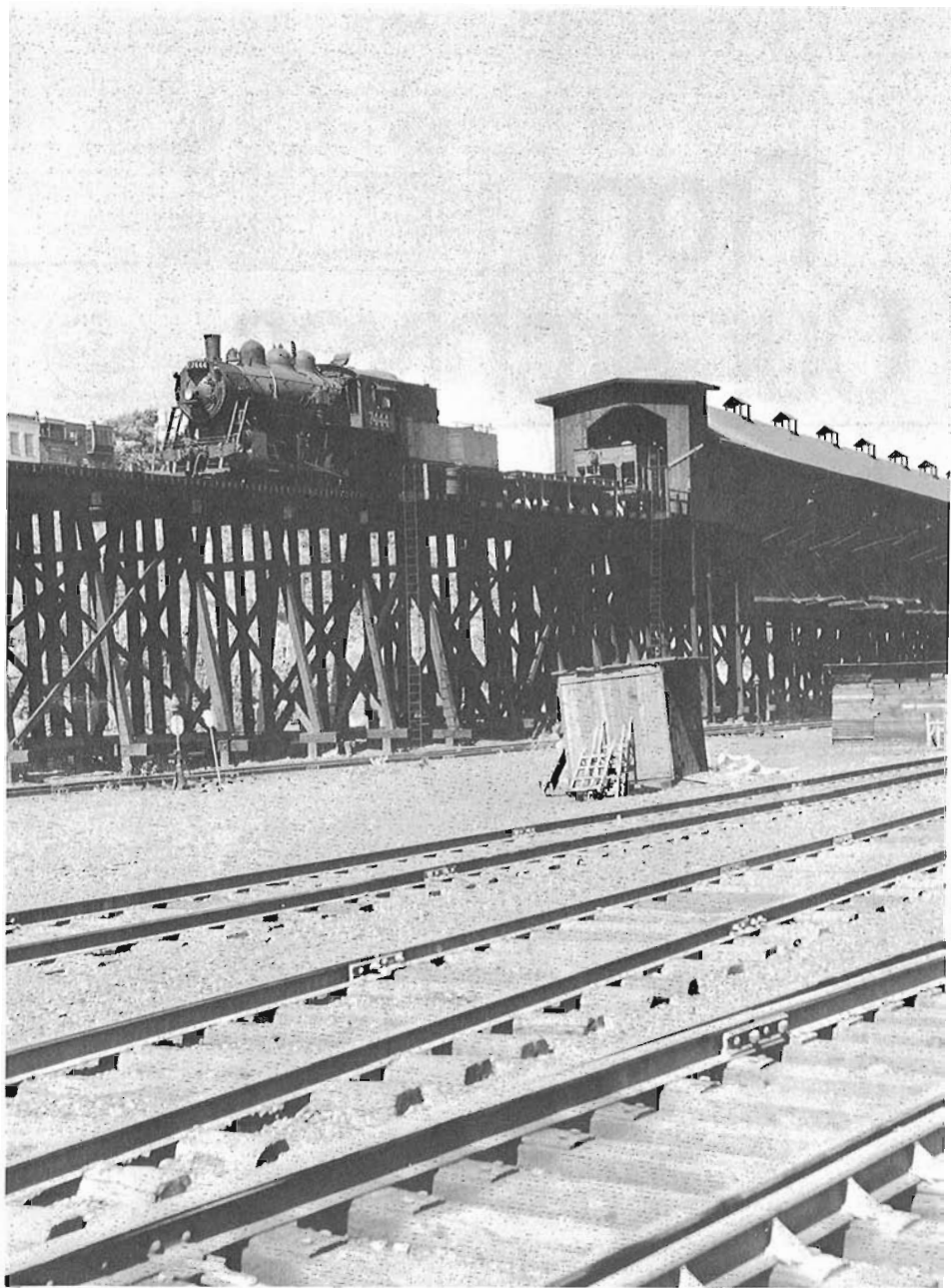


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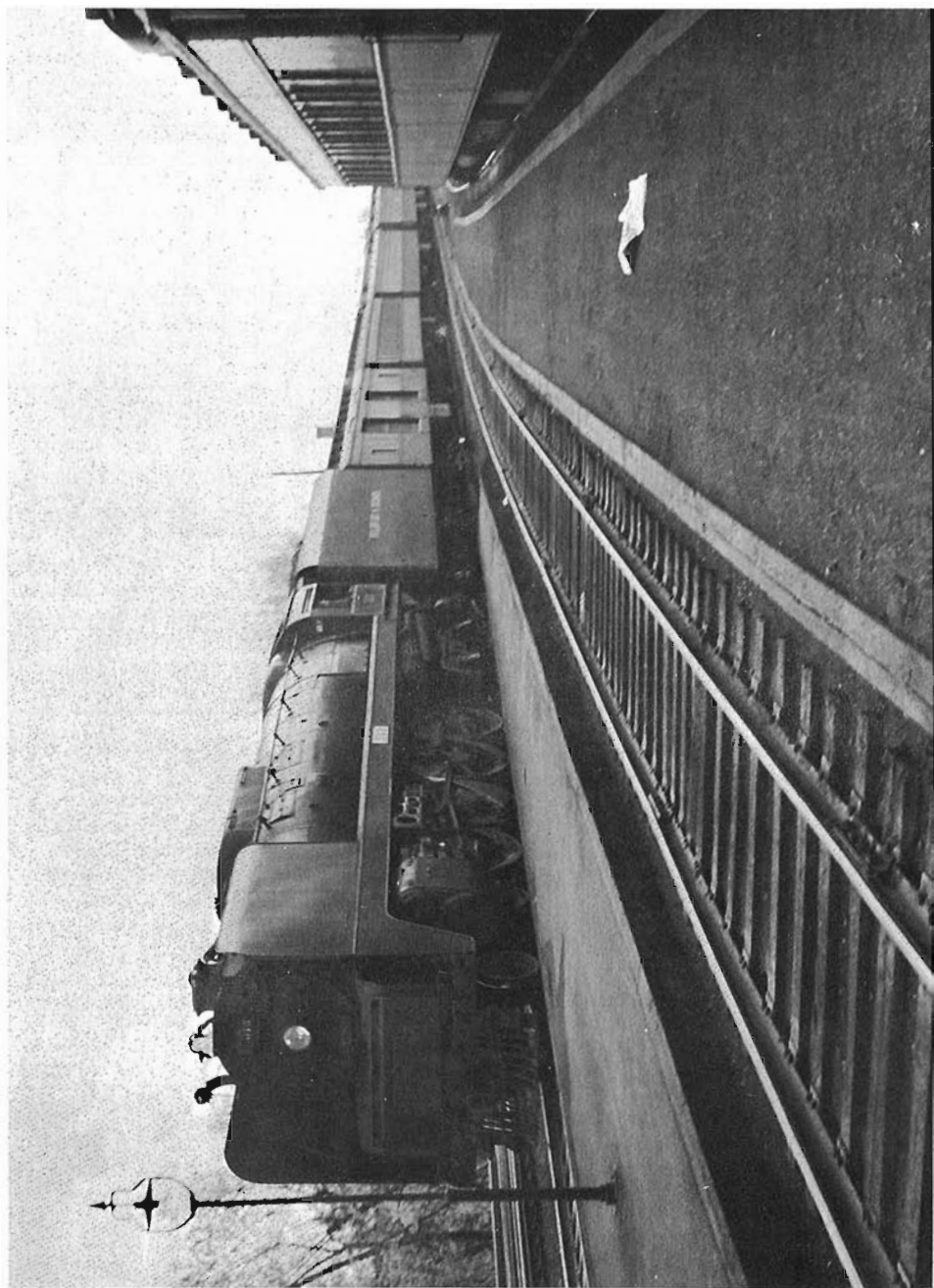
We are pleased to present another 'FROM OUR ARCHIVES' series of interesting historical photographs for your enjoyment. Once again the photos presented are from the S.S.Worthen Collection and reflect Sandy's wanderings back in the period of 1948 to 1950.



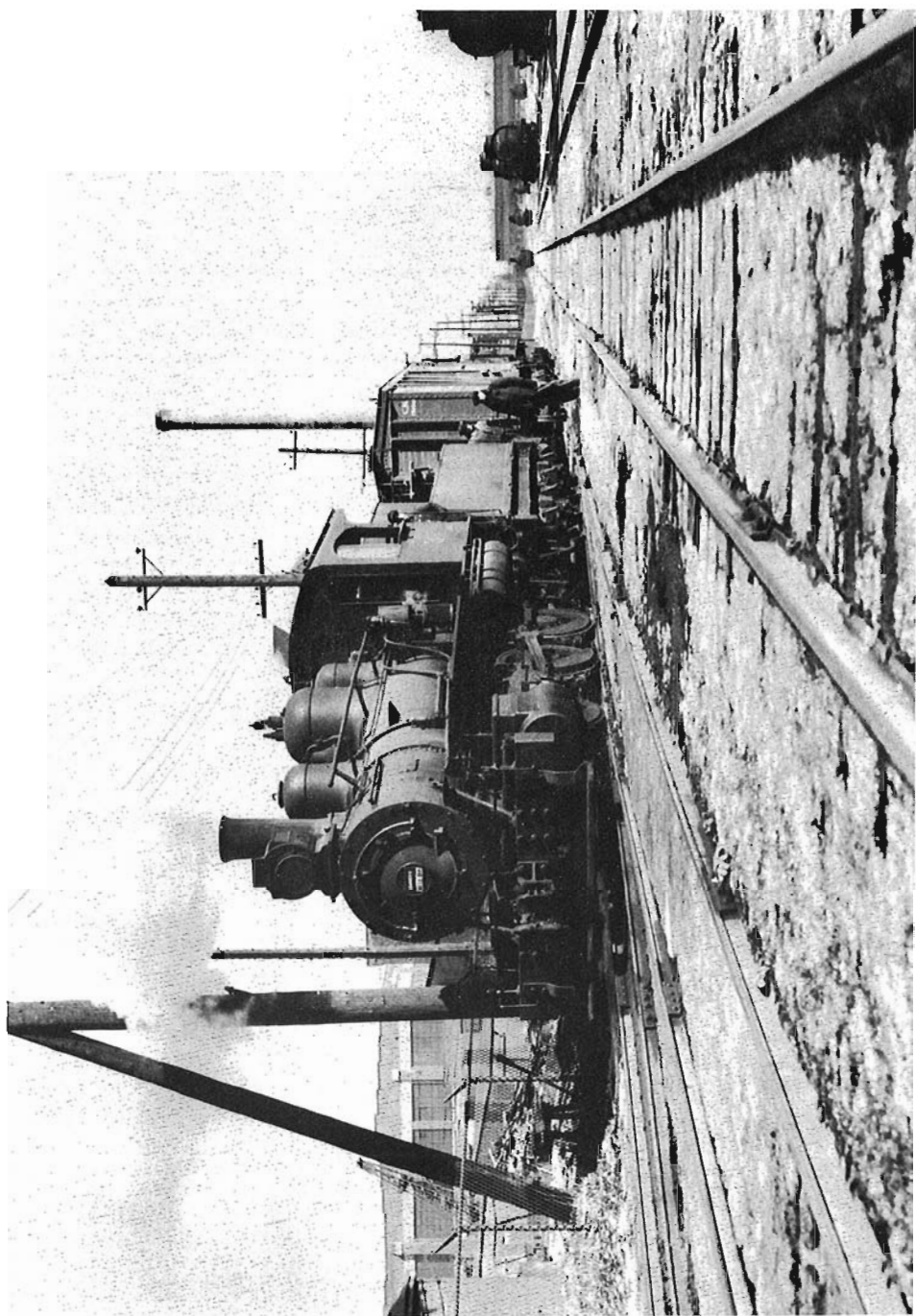
In the late forties a dedicated group of CRHA members visited the little known 'Shawinigan Falls Terminal Railway' (electric) at which time railway officials did their utmost to please the guests including the positioning of various locomotives for photographic purposes. This electric line is represented at the Canadian Railway Museum by the 'Cornwall No.7' which once served on the Shawinigan line and was later acquired by Cornwall before coming to us. All electric operations ceased shortly after the members visit at which time the equipment was disposed of and trolley torn down .



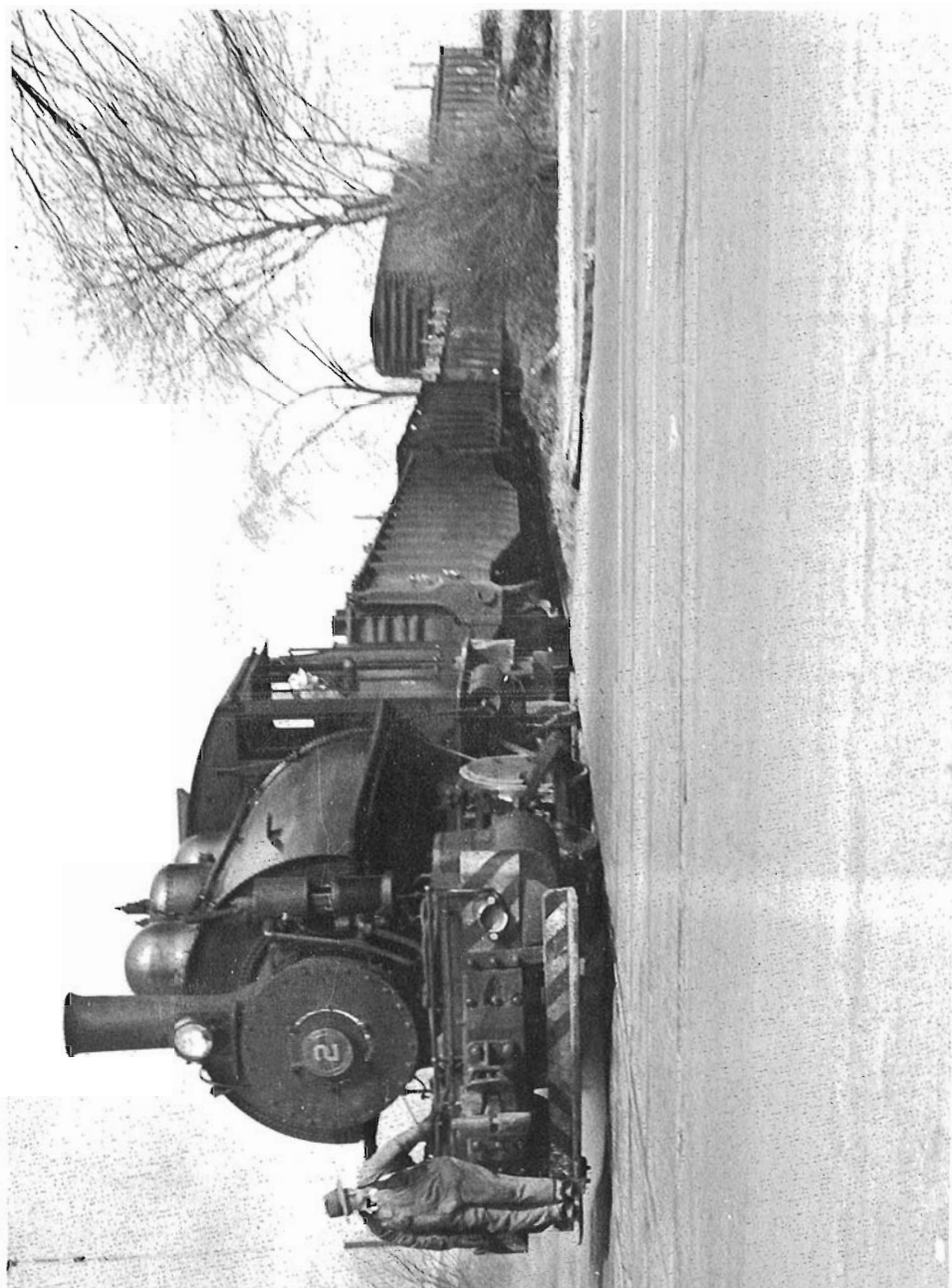
Canadian National 0-6-0 switcher class 0-18-a road number 7444 was built by the Kingston Locomotive Works in 1919 and caught shunting the coaling tower at Montreal's Turcot Yards. Always an interesting locale to visit in the 'hey-day' of steam but it was an even added bonus if you saw this mammoth coaling facility being switched by way of the inclined trestle which was almost half a mile long. Note the idler flat to prevent the necessity of the steamer from actually entering the structure. Old 7444 was scrapped at this same location in March of 1960.



Backtracking from Amtrak Turbo service, through the PA-1s and Sharks, through an era of no service at all, into the Alco era, and alas you arrive at the Delaware & Hudson's era of steam. Here we see D&H Northern 4-8-4 hauled Laurentian arriving at Montréal's Windsor Station back in the late nineteen forties.



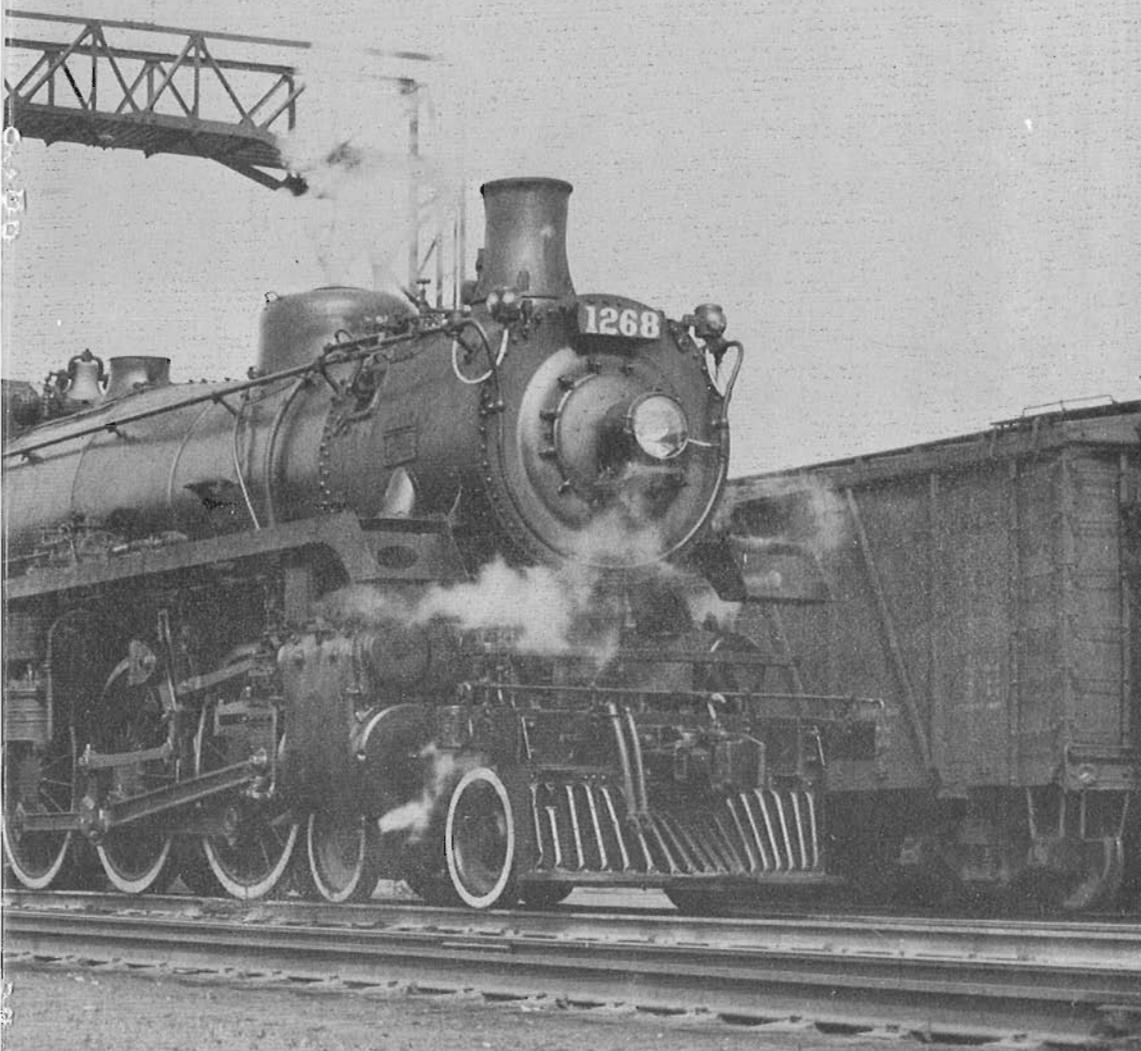
Now why would that guy want to take our picture? How many times has this question been asked of you, as we see the three crewmembers of the old Canada Car switcher gazing at the photographer. The classic 0-6-0 complete with ornate headlight was used to switch the Turcot Works of Can - Car for years.

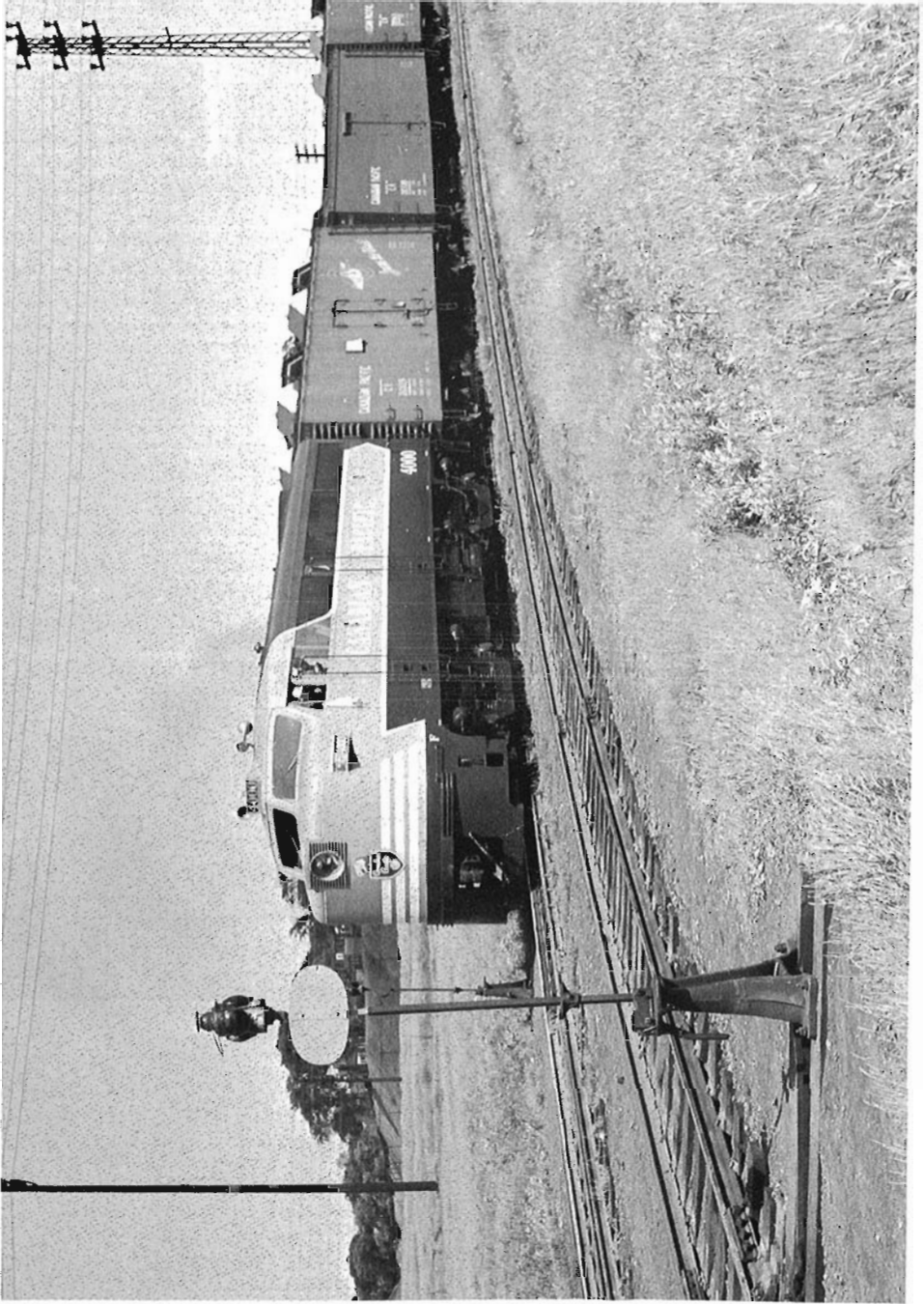


Meanwhile out at the other end of town Montreal Locomotive Works was being switched by this saddle tank 0-4-2 carrying road number 2. The train was pictured heading north from the harborfront area as it crossed Notre Dame Street and the double track of the Montréal Tramways Company en route to the MLW plant.

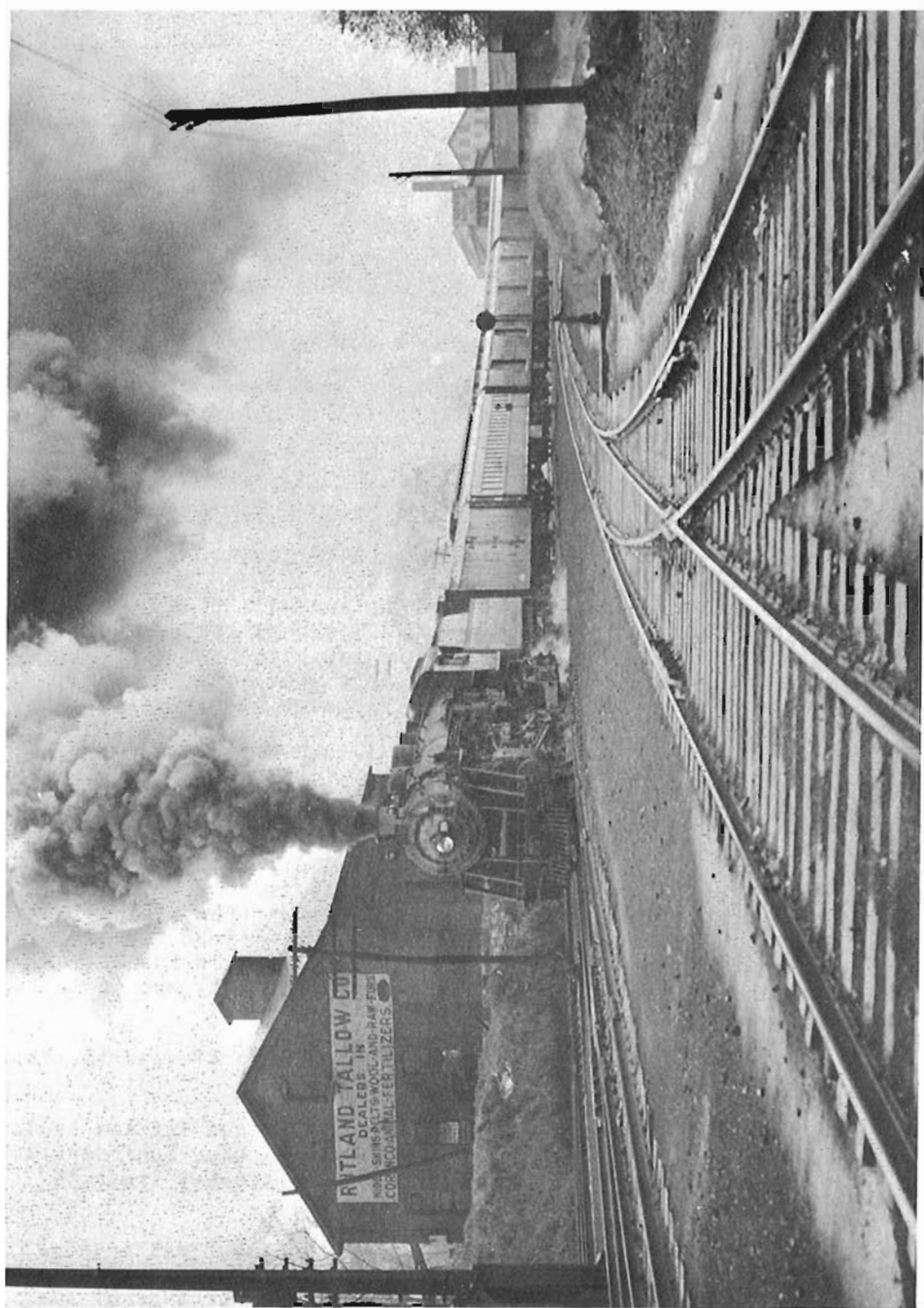


High stepping 1268 a 1946 product of Kingston Locomotive Works classed as a G5c, was snapped at an unknown location in 1948. The train is made up of an interesting mix of equipment from that era including a wooden baggage car followed by one of steel, two heavyweight steel coaches followed by what appears to be a modern 2200 series picture window car.





Diesel enthusiasts will recognize CPR's class DFA-15a Alco (MLW) No. 4000 built in 1949 and sporting the original CP color scheme complete with Beaver-crests. Sandy caught the then new-comer in the Sortin area of Montreal back in the infant days of the Diesel.



Wandering a little farther from home we present the hard working Rutland R.R. milk train as it pulls out of Rutland ,Vermont past the 'Rutland Tallow Co. Those were the days when you rode the train in order to take pictures of trains when you arrived at your destination. The luxury of automobile 'motorcading' was yet to come, what we wouldn't give today for a ride behind steam on the old Rutland.



The business car

U.S.A.'S FREEDOM TRAIN - CALLED "THE GREATEST PATRIOTIC PROMOTION of last year's Bicentennial" by a Chicago Tribune writer - has been bought by Canadians and will be used to promote Canadian unity. Nine provinces (all except Quebec) have chipped in to provide the \$575,000 purchase price for the rolling stock (locomotive not included); Ontario's share is \$200,000. Five of the original cars have reportedly been bought separately by B.C. for its historic museum service. National Museums of Canada is expected to pay the \$600,000-\$750,000 annual operating costs; Canadian foundations and private businesses will be asked for the necessary \$600,000 in construction costs. CN and CP Rail have agreed to haul the train "free of charge". It is hoped to start the train on its five-year tour next July 1st, visiting 83 communities including some in Quebec. Exhibits to tie together the past and the future of Canada will be drawn from the national and provincial museums. Staffing of displays will be furnished by National Museums in conjunction with the Unity Train Foundation, a group of students and staff of Carleton University who conceived the idea for a train.

The cars were stored at an army base in Alexandria, Va. until movement to Ottawa in late August.

To date, there appear to be as many names for the train as there are for July 1st (Dominion Day, Canada Day, Confederation Day). Ottawa bureaucrats reportedly prefer Discovery Train to Unity Train.

"Down in our valley, hear the train blow" was an eloquent editorial in the Toronto Globe and Mail (August 27, 1977) which said in part: "The idea is good, not just because of the stories of our past that it will carry, but because it will carry them by train. We don't need to pay Pierre Burton a consultant's fee to know that Canadians have a terrific thing about trains. Trains are to Canada what Conestoga wagons were to the United States - the means by which we populated the country. The railway gave us Confederation; it wasn't the other way around."



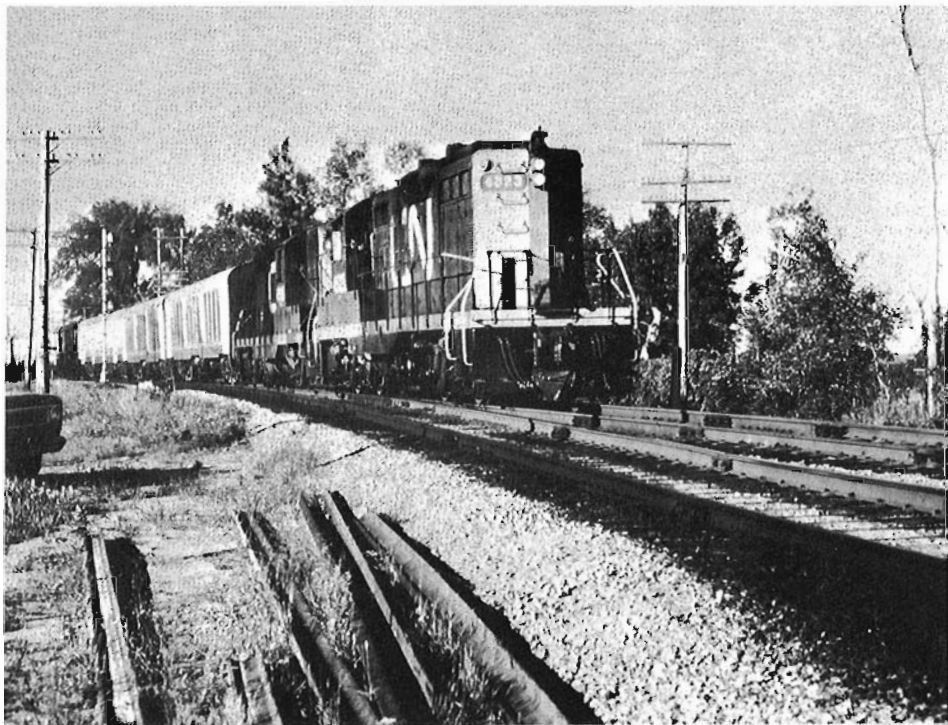
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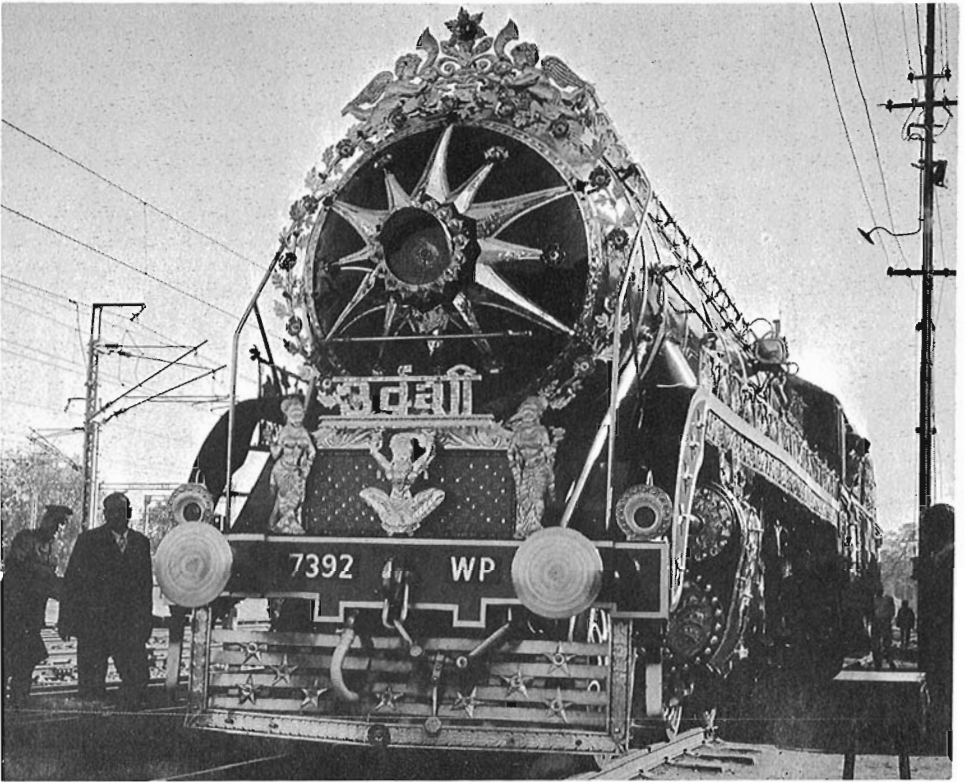
And probably the most exciting picture in our history books is The Driving of the Last Spike. Trains, there have always been trains. The harvest trains that took the stooking crews to prairie fields and brought the wheat out. The Royal trains, under which we flattened pennies to make souvenirs with which we'd never part. The rescue trains, whether the disaster was injury and death, flood or drought. The troop trains, carrying men to the Winnipeg general strike or ports of embarkation. The campaign trains, with political leaders in full voice from the compartment in the rear. The freight trains on which a generation of young men rode the rods to seek Depression's non-existent jobs. Trains. And their voice - Canada's voice - the long, sweet sorrow of the steam whistle. Not the cry of a loon, the howl of a wolf, the flap of a beaver's tail, but the sound of the steam whistle!!"

On August 25, 1977 Mr. Fred Clark member of Ottawa's Bytown Railway Society decided to take a day off work and set out to spend a day at his favorite hobby.....photographing trains. At 8:13 AM on the CN main west of Ottawa two GEEPS came into view hauling what appeared to be a work train of sorts. After disappearing behind a prominent tree what finally came before Fred's lens but the 'Freedom Train' fresh from US iron and rolling into Ottawa behind CN Nos. 4523 and 4515. As so often happens the pictures presented were obtained by accident but represent the only known photos of the overnight movement from Southern Ontario to Ottawa where the re-fit will take place. Our thanks to Fred Clark for making his 35mm slides available for presentation with this news item.



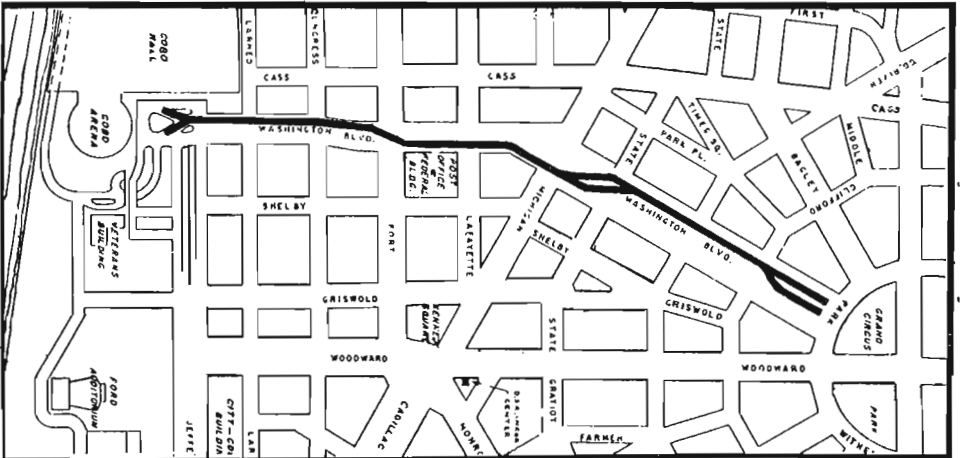


The enclosed photograph is presented from the CRHA Archives the Late E.A. Toohy Collection and shows a line up of MLW built standard gauge Pacific Type steam locomotive bound for India. The photo was taken on the Montreal Wharf on June 4, 1949. Canadian and especially MLW fans will be glad to learn that one of these locomotives was a candidate for a 'black beauty contest' held in New Delhi last February. The 4-6-2 of India's South Central Railways WP class No. 7392 nicknamed "Urvashi" had been especially decorated for the contest. The latter photo is presented through the courtesy of our European Representative, Mr. Jean - Michel Leclercq of France.



STREET CARS RETURN TO DETROIT - ALTHOUGH DETROIT'S MUNICIPAL STREET car system last operated 20 years ago, the city now is operating a line along Washington Blvd. between Cobo Hall Convention Centre and Grand Circus Park. Eight red-and-gold trimmed cars, some of which date from 1890, were bought for \$54,000 in Lisbon, Portugal.

-- "WHEEL CLICKS" (Pacific Railroad Society)



DETROIT - AMERICA'S NEWEST TRAMLINE



ABOUT METRIFICATION - THE METRIC COMMISSION'S PLAN FOR SECTOR 1.02, Rail Transport (approved May 1977) sets a target date of January 1983 for conversion. At that time, "the Rail Transport Industry will operate predominantly in metric terms.

- Measurement units will be in SI
- Essential legislation and standards will be based on SI units
- Transportation and handling operations will be predominantly in metric terms
- Rail operations, fixed plant design and engineering will be done in SI terms
- Existing equipment will be modified as necessary to accommodate metric operations and new equipment will be ordered to metric specifications
- Purchases of materials and supplies will be to metric specifications
- Business systems will operate in SI terms
- Marketing will have adopted to SI whereby services will be described in SI terms."

Many segments of the industry will be substantially converted to metric prior to January 1983. Conversely, other segments strained by existing equipment and business relationships with industries not yet converted will operate beyond this date either partly in imperial units or on the basis of soft metric conversion.

Under Policies, the Plan reads in part: "The rail transport industry accepts the principle of conversion to the metric system in unison with other Canadian industries to the extent possible within the constraints related to the United States. While there will be a minimum of economic advantages to this industry, it endorses the overall conversion program and the benefits that will subsequently accrue to Canadian industry as a whole."

Under Strategies, the Plan reads in part: "While dual dimensioning will be discouraged generally, it may be used for several years in some specific areas such as train operations to ensure safety during the learning period, and maintenance of adequate standards of service to all customers. This particular action would permit metric train operations to be implemented on a territory-by-territory basis."

The Plan notes that "Canadian railways, through membership in the Association of American Railroads and the American Railway Engineering Association, have participated equally with the United States railways in the planning and development of rolling stock, materials, standards, designs, operating methods, rules and systems, tariffs and business practices. This common

participation by the railways of both countries over a period of many decades has resulted in a high degree of integration and sharing of operating systems to the point where the Canadian rail transport industry cannot unilaterally convert its operations to metric.

(Ed. note - underlining as it appears in the Plan). Thus the conversion plan of Sector 1.02 must be compatible as to detailed activities and timing with that of the United States railways."

The Plan also says that "the rail transport industry will, over a prolonged period, gain some benefits from metric conversion through reduction in inventories, standardization of domestic and foreign packaging and the opportunity to review and update operating procedures and business systems. However, conversion will not result in increased business and, therefore, it is extremely doubtful if within the foreseeable future the aforementioned benefits will compensate for the high cost of conversion".

FROM OUR READERS:

Mr. William Clarke of Montreal writes;

Dear Sir:

The following information is the result of many inquiries that I have made regarding a certain photograph that appeared as the cover for the February issue (#289) of 'Canadian Rail'. That particular picture showed a locomotive engineer busy in the process of cleaning the headlight of engine 2554. In the text describing the photo on page 35 of the same issue, a request was contained therein from the editor at the time of publication as to the identity of the engineer. As a result of my inquiries, I have been able to get a positive identification of the engineer and also to almost pin-point the location where the picture was taken, although no request was made for this. This is something I tried to establish with the help of my friends, however no definite location could be positively decided on.

The breakthrough on identity finally came with the help of several Quebec Central Ry. friends of mine recently. They have positively identified the engineer as Ernest Davis of Sherbrooke, P.Q. Some of them even recall working with Mr. Davis on various assignments in both freight and passenger service at Sherbrooke and Vallée Jct. Mr. Davis, who passed away a couple of years ago, was handling passenger trains No. 1 and 6 between Sherbrooke and Quebec before he retired in the middle 1950's and the cover picture depicts Mr. Davis during the last few months of service prior to his retirement.



One might assume from the text on page 35 of issue #289 that the picture might have been taken in Sutton, instead it was more likely taken in Sherbrooke or Vallée Jct. It is quite possible of course that engine 2554 portrayed in the picture did eventually operate on train Nos. 213/214 between Montreal and Sutton, but only after February 17, 1957, which is the date on which RDC equipment took over between Sherbrooke and Quebec on the QCR. Taking into account what few details are available in the picture, my friends have come up with two probable location sites. It was taken either on the shop track at Sherbrooke prior to the early morning departure for Quebec as No. 1; or during the brief station stop at Vallée Jct. also as No. 1. It might be interesting to note that engine 2554, as well as sister engines 2556 and 2588 were all lettered 'Quebec Central', whereas in the case of engines 2536 and 2573, the situation is rather vague. This type of motive power handled the passenger trains on the QCR system until the RDC takeover.

I trust that you find the foregoing of interest enough since that was about all the information I could get regarding the cover.

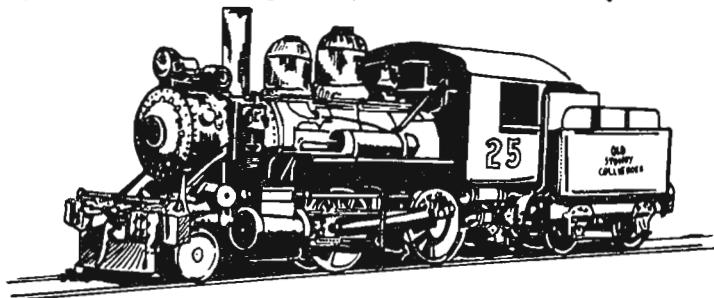
Miss M.B. Evans of Winnipeg writes in part;

Dear Sir:

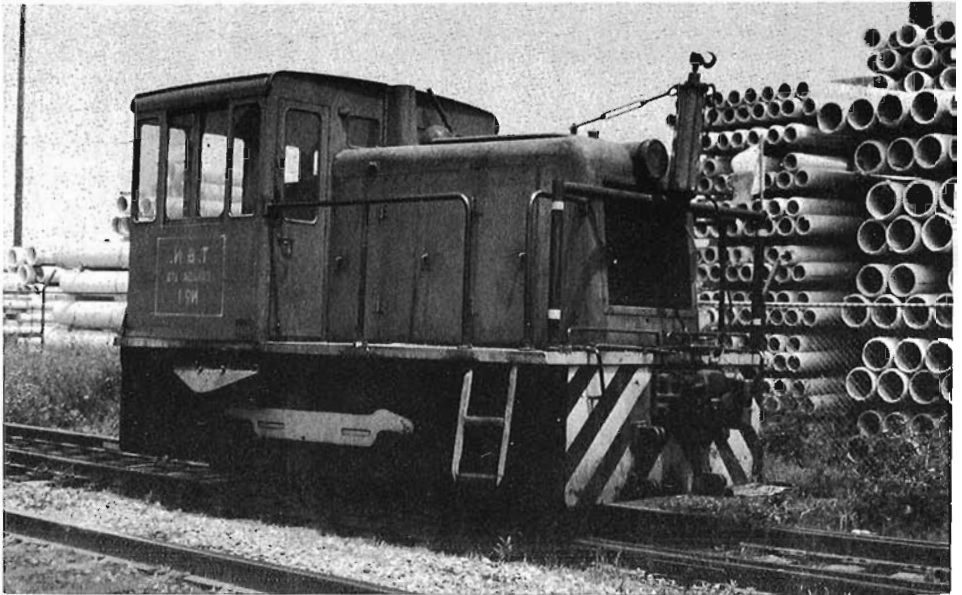
I read the article Mixed Train to Sioux Lookout with a great deal of interest because I have made so many trips to Eastern Canada in recent years that I know the route just about as well as do the engine crews.

His remarks about "surprising and confusing the Ticket Clerk" quite amused me. In March of this year I also caused surprise when I calmly announced that I wished to reserve a Roomette from Swastika to Toronto! (Train #98). There followed some hunting in books, telephoning, and the question: "How are you going to get to Swastika?" Judging by the expression on the Clerk's face, I am sure he was no wiser when I explained that I would be travelling on the private car of the Upper Canada Railway Society which was to be switched from train to train.

If railway employees were also railfans, they might do a better job of influencing the public to travel by train.



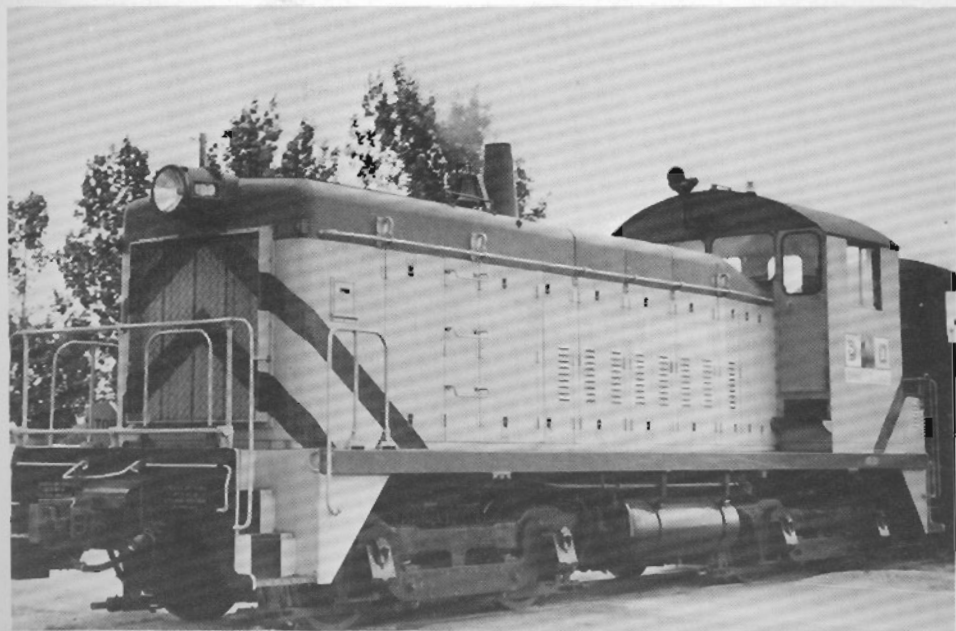
PIERRE PATENAUDE OF MONTREAL, AND BURT VAN REES OF BEACHVILLE ONT., are keeping us posted on developments on the industrial scene as we see in the following four photos: Atlas Asbestos on Hochelaga Street, Montreal are using this GE 25 tonner lettered 'Turner and Newall' No. 1. Built in August 1947 she carries serial No. 29042 and was pictured by Pierre on 16 June, 1977.



EX - Western Maryland now CIL No. 144 is used at that company's Copper Cliff, Ontario operation along with a GE 80 tonner. The 144 was shopped earlier this year at CP's St. Luc Yard for wheel turning operations.



Meanwhile over at CN's Pointe St.Charles Shops Stelco's GE 50 tons No. 3 was also in for wheel turning operations. Built in 1956 this unit works the yard and interchange traffic at Stelco's Notre Dame Works at the foot of Charlevoix St., Montréal.



General Motors Diesel Division at London, Ontario has a new yard switcher in the form of ex-Essex Terminal SW-8. Burt Van Rees caught the newcomer on the 18th. of August, 1977. Our thanks to Pierre and Burt for keeping us posted on the above units.

