

Canadian Rail



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FRONT COVER:

EX-CANADIAN PACIFIC LOCOMOTIVE 1201
waiting to pull up to the station
at North Bay Ontario on August 12
1982. During this wait the
Northlander is scheduled to come
in, load, and leave.

Photo by Gordon R. Taylor.

INSIDE FRONT COVER:

LOCOMOTIVE 1201 running as second
No. 121 southbound near Powassan
Ontario on August 13 1982.

Photo by Gordon R. Taylor.

INTERCOLONIAL RAILWAY.

St John STATION, *July 27* 188*9*
UNION LINE S. S. CO.

Received from _____
the following Goods or Merchandise, which are to be transported from this Station to
Luxen Station, and delivered as addressed, agreeably to the
"Conditions of Carriage," as set forth in the "General Freight Tariff" of this Railway.

When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or Convoynce, to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

This Railway will not be accountable for any articles unless the same are PLAINLY MARKED, signed for, as received, by a duly authorized agent. Persons sending Freight by this Railway should have duplicate receipts, in this form signed for Form No. 18.

QUANTITIES AND DESCRIPTION OF GOODS.

INTERCOLONIAL RAILWAY.

TRAFFIC DEPARTMENT

Head Office

Received from _____

St. John Station, Aug 31 188*7*
the following Goods or Merchandise, which are to be transported from this Station to _____ Station, and delivered as addressed, agreeably to the "Conditions of Carriage" as set forth in the GENERAL FREIGHT TARIFF of this Railway.



Printed by G. W. DAV, Cor. Prince Wm & Princess Sts

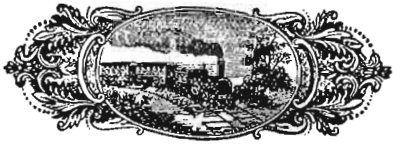
INTERCOLONIAL RAILWAY.

TRAFFIC DEPARTMENT.

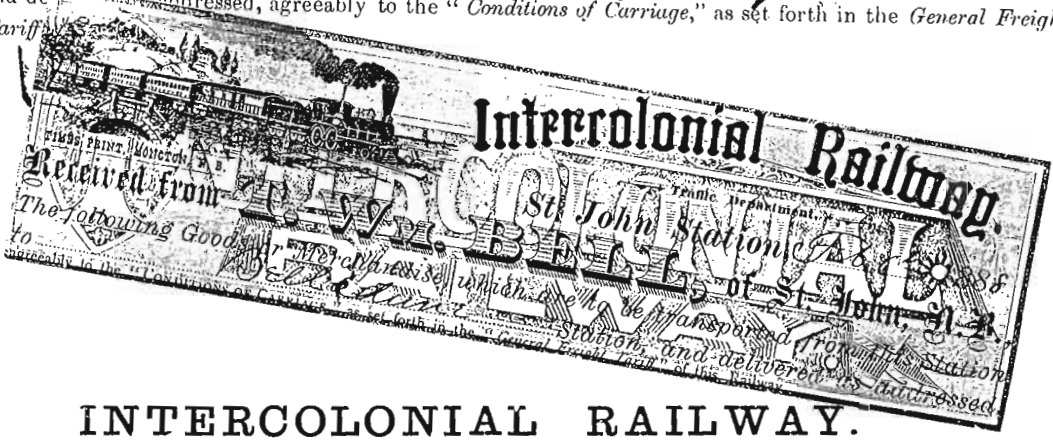
Form No. 18.

SAINT JOHN STATION, *17* *Jan* 188*8*

Received from **CHAS. L. NELSON**,
the following Goods or Merchandise, which are to be transported from this Station to *Penobscot* Station,
addressed, agreeably to the "Conditions of Carriage," as set forth in the General Freight



and delivered as addressed, agreeably to the "Conditions of Carriage," as set forth in the General Freight Tariff.



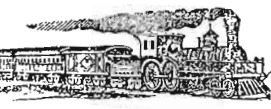
INTERCOLONIAL RAILWAY.

TRAFFIC DEPARTMENT.

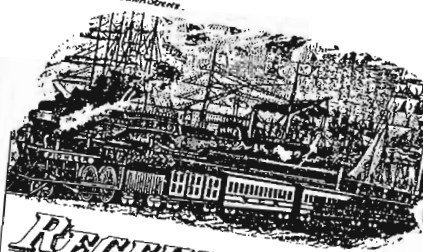
Saint John Station, *Jan 16* 188*8*

Received from **Manchester, Robertson & Allison**, of Saint John, N. B.

the following Goods or Merchandise, which are to be transported from this Station to _____ Station and delivered as addressed, agreeably to the CONDITIONS OF CARRIAGE as set forth in the General Freight Tariff of this Railway.



Sold by HATTON & CO. Stationers,
Ge. Charles & Tison, Sovery.



Intercolonial Railway

TRAFFIC DEPARTMENT

Received from Mr. S. Gainger St. John, Station Nov 17 1888
the following Goods or Merchandise, which are to be transported
to Lewis Jewell St. John, N.B.
agreeably to the "CONDITIONS OF CARRIAGE"

Form A. No. 197.

INTERCOLONIAL RAILWAY OF CANADA.

THROUGH BILL LADING.

Received from WM. PARKS & SON, Limited, the undermentioned property in apparent

good order addressed to John Macdonald & Co and which is to be forwarded via
(to) Montreal Ont. via C.P.R. G.T.R.

and Rules of Carriage as set forth in the "General Freight Tariff" of the INTERCOLONIAL RAILWAY OF CANADA, Queen's enemies, insufficiency of package, leakage, breakage, rust, decay, and other charges thereon, if any, or persons to whom they are consigned, as shown hereon, insufficiently or improperly marked, packed, described, or otherwise. Senders are to plainly describe upon the bill of lading the goods to be properly delivered to.

Received from IMPERIAL OIL CO., Lt'd. of St. John, N. B. April 24th 1888
TRAFFIC DEPARTMENT.
the following Goods or Merchandise, which are to be transported from this
Station to Maccan
Station, and delivered as addressed, agreeable to the "CONDITIONS OF CARRIAGE" as set forth in the General Tariff of this Railway.



INTERCOLONIAL RAILWAY.

TRAFFIC DEPARTMENT.

St. John Station Nov 5 1888
Received from Wm. Bostwick Lee
the following Goods or Merchandise, which are to be transported from this Station to Norton
Station, and delivered as addressed, agreeably to the "Conditions of Carriage" as set forth in the "General Freight Tariff" of this Railway.

Notice.—This Railway will not be accountable for any articles unless the same are PLAINLY MARKED—signed for, as received by a duly authorized agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled up, ready for signing on delivery of the Goods to the Freight Agent. When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or conveyance to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

AN EXAMPLE OF THE GREAT VARIETY of train pictures found on the I.C.R. bills of lading in the 1880's. Often the trains depicted were well behind the times, showing that old cuts were used, but sometimes they are quite up-to-date. A few did not even have illustrations!


BILLS OF LADING VINTAGE 1880's

By A.S. Walbridge

While walking along Charlotte Street in Saint John, New Brunswick, you arrive at the city Market building, an 1876 structure with high glass ceiling interior. One passes butcher shops, with sawdust on the floors, fish shops, fruit stands; and over in the front corner, quite unexpectedly - an antique shop. Nothing in it particularly attracted a person interested in Canadian railway history; but that foot-high pile of aged papers warranted a glance at least.

Here were hundreds of Bills of Lading for shipments on the Inter-colonial Railway over the period 1875 through 1894 - for sale at 15¢ each. What a treasure trove.

All of the Bills covered shipments from "St. John Station" to various points in New Brunswick, and as far away as Toronto. The contracts of transportation written thereon were worded rather quaintly by todays standars, e.g. "The following goods to be transported from this station to, and delivered as addressed, agreeably to the Conditions of Carriage, as set forth in the General Freight Tariff of this Railway".

Intercolonial Railway.		
[TRAFFIC DEPARTMENT.]		
 <p style="font-size: small;">Sold by J. & A. McMillan.</p>		
<p>Received from <i>St. John Station, N.B. April 6 1875</i></p> <p>the following Goods or Merchandize, which are to be transported from this Station to <i>Hampton</i> Station, and delivered as addressed, agreeably to the Conditions of Carriage, as set forth in the General Freight Tariff of this Railway.</p>		
<p>NOTICE.—This Railway will not be accountable for any articles, unless the same are PLAINLY MARKED,—signed for, as received, by a duly authorized Agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled up, ready for signing, on delivery of the Goods to the Freight Agent. When Goods are intended after being conveyed by this Railway, to be forwarded by some other Railway or conveyance, in their final destination, the consignee should specify the same and the articles be marked accordingly.—This Railway will not be responsible after they are so delivered.</p>		
MARKS	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
	<i>S. G. Barnes Hampton</i>	<i>1 Bale of Carpeting 80</i> <i>1 Roll of Oil Cloth 10</i>

60 The PENALTY IS EIGHTY DOLLARS, where Consignors send Aquaralis, Oil of Varial, Matches, or Gunpowder, without distinctly marking their nature upon the Package, or otherwise giving notice to the Agent to whom the same is delivered.

THE OLDEST BILL IN THE COLLECTION dated April 6 1875 beard a cut depicting a small 1840-vintage 4-2-0 locomotive hauling passenger cars almost as ancient. This train would be obsolete even in 1875.

Most were written by hand in black ink; while some were written in pencil. One wonders whether the additional copies that probably were required, before the days of carbon paper, were obtained by using a letter press, with which many stations were equipped, by pressing a damp cloth moistened in the rain barrel against a sheet of plain paper.

While the format varied according to the shipper who apparently had his own Bills printed for this own shipments, each included a warning about the shipment of dangerous materials - "The penalty is eighty dollars where consignors send Aquafortis, Oil of Vitriol, matches, or gunpowder, without distinctly marking their nature upon the Package". (Robert Nicholls would translated for us: aquafortis being Nitric Acid; and Oil of Vitriol being Sulphuric Acid).

A large number of printers seemed to find the printing of Bills of lading to be a profitable business - G.A. Knodell Barnes & Co., "Telegraph" Job Print Times Print, Watson & Co., even "E.J. Armstrong, Steam Printer". And each seemed to have this favourite engraving of a railway or marine scene. Some licence appears to have been taken by some of the engravers, especially in the matter what appears to be connecting rods between the wheels of the leading truck on some of the locomotives. Also, some of the cowcatchers depicted were somewhat unusual if factual. E.G. the one on the Bill of Lading dated April 6, 1875 The double-desked cars in the

INTERCOLONIAL RAILWAY

TRAFFIC DEPARTMENT.

Saint John Station *Quebec* 189

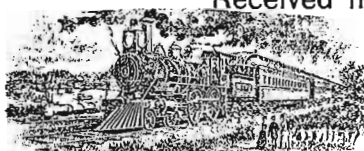
Received from A. L. GOODWIN, of St. John, N. B.,

the following Goods or Merchandise, which are to be transported from this

Station to *Sackville*

Station, and delivered as addressed, agreeable to the "Conditions of Carriage,"

as set forth in the General Freight Tariff of this Railway.



NOTICE—This Railway will not be accountable for any articles unless the same are PLAINLY MARKED—signed for, as received by a duly authorized Agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled, ready for signing on delivery of Goods to the Freight Agent. When Goods are intended after being conveyed by this Railway, to be forwarded by some other Railway or conveyance to their final destination, duplicate receipts must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

MARKS.	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
<i>A. L. Goodwin</i>	<i>Sackville</i>	Crates Bananas. Bbls. Apples. Oranges. Bx. Lemons. Onions. ✓ 1 Bbl. Nuts. <i>120</i> Bx. Dates. <i>27 lbs goods</i> " <i>10</i>

IN CONTRAST TO THE 1875 Bill, this one dated 1894 shows what was then almost the latest in passenger trains. The details of both the locomotive and cars are excellent and quite authentic for a train of the 1890's.

INTERCOLONIAL RAILWAY.
TRAFFIC DEPARTMENT.



Saint John Station, *April 23 1889*

Received from **BARRY & MACLAUCHLAN,**
of ST. JOHN, N. B. the following Goods or Merchandise, which are to be transported from this Station to *Chatham Junct.* Station and delivered as addressed, agreeably to the "Conditions of Carriage" as set forth in the *General Freight Tariff* of this Railway.

Notice.—This Railway will not be accountable for any articles unless the same are PLAINLY MARKED—signed for, as received by a duly authorised Agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled up, ready for signing on delivery of the Goods to the Freight Agent. When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or conveyance to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

MARKS.	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
<i>P. K.</i>	<i>X</i>	<i>✓ 1 Bdlr whips 20</i>
		<i>✓ 1 Bot Harness oil 50</i>
<i>P. Krogh.</i>		<i>✓ 1 Bot Scales 150</i>
<i>Blackville</i>		<i>✓ 4 Bdlrs Brooms 160</i>
		<i>✓ 2 Cases aplr grass. 140</i>
		<i>✓ 4 Bots Ink.</i>
<i>J. C. R.</i>	<i>N.S.W. Ry.</i>	<i>✓ 2 Bdlr washboards 100</i>
		<i>✓ 2 Btls Linseed 280 ✓</i>
		<i>1 Packed</i>

The PENALTY is EIGHTY DOLLARS where Consignors send *Aqua Vitæ, Oil of Vitriol, Matches, or GUNPOWDER,* without distinctly marking their nature upon the Package or otherwise giving notice to the Agent, to whom the same is to be delivered.

WHIPS, HARNESS OIL, AXLE GREASE, WASHBOARD. These commodities are seldom shipped these days, but in 1889 they were important products. This shipment was bound for Chatham N.B. via the 9-mile Chatham branch.

CANADIAN

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RAIL

Intercolonial Railway.

Freight Department,
St. John Station, *April 22 1889*

RECEIVED FROM **T. W. BELL**, of St. John, N. B.

The following Goods or Merchandise which are to be transported from this Station to *Moncton* Station, and delivered as addressed, agreeably to the "CONDITIONS OF CARRIAGE" as set forth in the "General Freight Tariff" of this Railway.

NOTICE.— This Railway will not be accountable for any articles unless the same are PLAINLY MARKED, signed for as received by a duly authorized Agent. Persons sending Freight by this Railway should have duplicate receipts in this form filled up ready for signing on delivery of the Goods to Freight Agent.

When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or Conveyance to their final destination the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

MARKS.	ADDRESS IN FULL	QUANTITIES AND DESCRIPTION OF GOODS.
	<p style="text-align: center;"><i>D W Cleave</i> <i>Moncton</i> <i>NS</i></p>	<p style="text-align: center;"><i>2 Kegs Pyro Tech</i> <i>50</i></p> <p style="text-align: right;"><i>[Signature]</i></p>

The PENALTY is EIGHTY DOLLARS where Consignors send *Aquafortis*, *Oil of Vitriol*, *Matches* or *GUNPOWDER*, without distinctly marking their nature upon the packages, or otherwise giving notice to the Agent to whom the same is to be delivered.

A DETAILED BROADSIDE VIEW OF A TRAIN OF THE LATE-1850's decorated the ornate head of this bill. This was the form in use on that day in April 1889 when T. Wm. Bell paid his fifty cents to ship two kegs of pigs feet from Saint John to Moncton.

same engraving are also worthy of note. All of the locomotives depicted are inside-connected; until we notice the evolution of outside valve gear in the engraving on the Bill of Lading dated December 1894.

A listing of the types of containers in common use in the 1880's, as well as the products being shipped would make an interesting comparison with a list of containers and products shipped nearly a hundred years later:

Roll of Oilcloth
 Bale of Carpeting
 Bundle of Whips
 Case of Axle Grease
 Bdle Washboards
 Brls Tinware
 Box Harness Oil
 Keg Cod Liver Oil
 Pcl Drygoods
 Sks Salt
 Bbls Oatmeal
 Parc Cigars
 Bdl Biscuit
 Legs Pigs Feet
 Plow Head

BARNES & Co., Printers.

INTERCOLONIAL RAILWAY.
 TRAFFIC DEPARTMENT.



St. John Station, Aug 13 1888
 Received from D. Patton.

the following Goods or Merchandise, which are to be transported from this Station to Moncton Station, and delivered as addressed, agreeably to the "Conditions of Carriage" as set forth in the "General Freight Tariff" of this Railway.

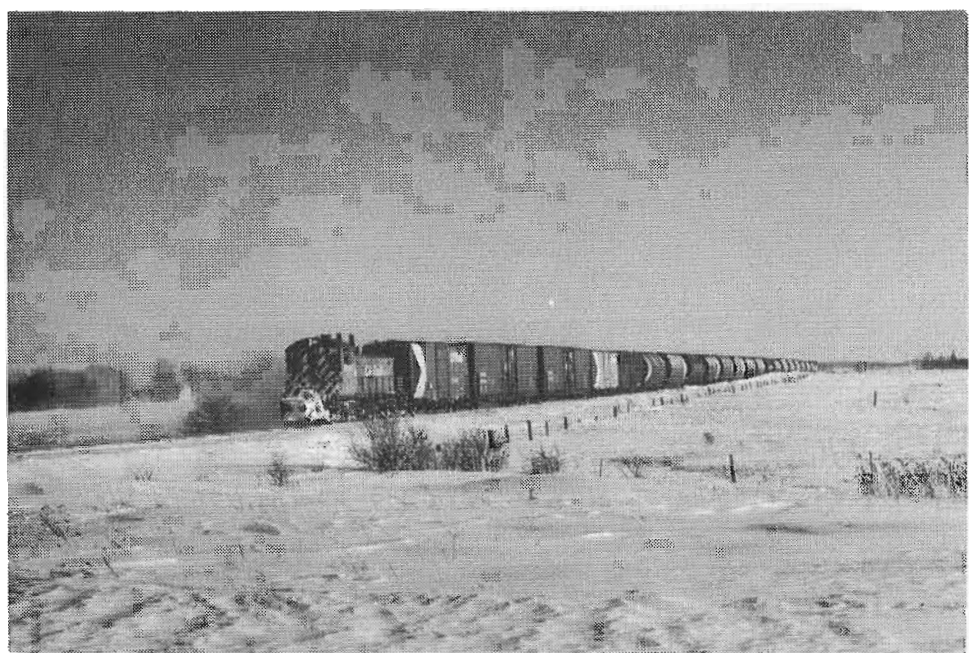
NOTE.—This Railway will not be accountable for any articles unless the same are PLAINLY MARKED—signed for, as received by a duly authorized Agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled up, ready for signing on delivery of the Goods to the Freight Agent. When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or conveyance to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

MARKS.	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
<u>C.P.N.</u> <u>M.</u>	<u>C.P. News</u> <u>Moncton</u>	<u>One Keg Cod Liver Oil</u> <u>50</u>

NOTE.—The PENALTY is EIGHT DOLLARS when Consignors send Aqueducts, Oil of Vitriol Matches, or GUSPOWDER, without distinctly marking their nature upon the Package, or otherwise giving notice to the Agent to whom the same is to be delivered.

ANOTHER SHIPMENT TO MONCTON was a keg of cod liver oil which also cost fifty cents to ship. The train on the bill-head is decidedly out of date for 1888.

"ONTARIO 1982"



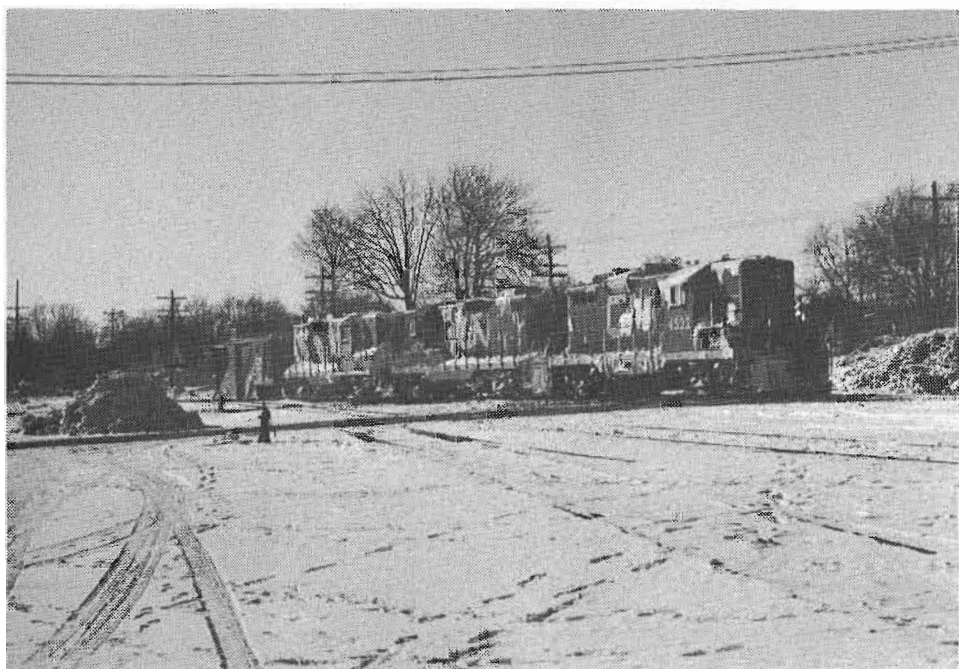
C.P. RAIL LOCAL with engine 8156 south of St. Mary's Ont. on February 10 1982.

The year 1982 was an eventful one for rail operation in Ontario. Events ranged from delivery of new locomotives to an unfortunate wreck. This was also the first full year after the service cuts of November 1981, and it was also the year that the new LRC trains went into service on several lines in Ontario and Quebec. Our members Gordon Taylor and John Russell were active recording some of the happenings on the railways of Ontario this year, and it is our great pleasure to present some of their fine photos to the readers of Canadian Rail. Unless otherwise noted the photos are by Gordon Taylor. So enjoy the photos of 1982 railroading from the snows of January to the sunny days of mid summer.



ON FEBRUARY 21 1982 C.N. plow extra 4599, consisting of plow 55370, pushed by locomotives 4599, 9195, 4536 is pictured at Stratford.



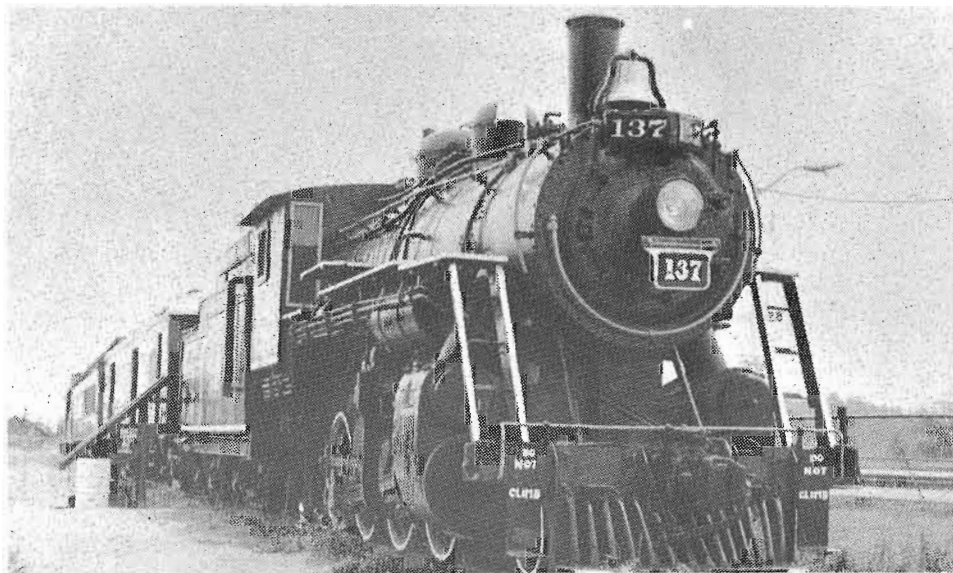


TWO VIEWS OF C.N. PLOW EXTRA 4563 west (units 4563, 4571, 4522, plow 55614) at Stratford heading for London after a 10-to-11 hour duty clearing the branch lines north of the London and Stratford areas. March 3 1987



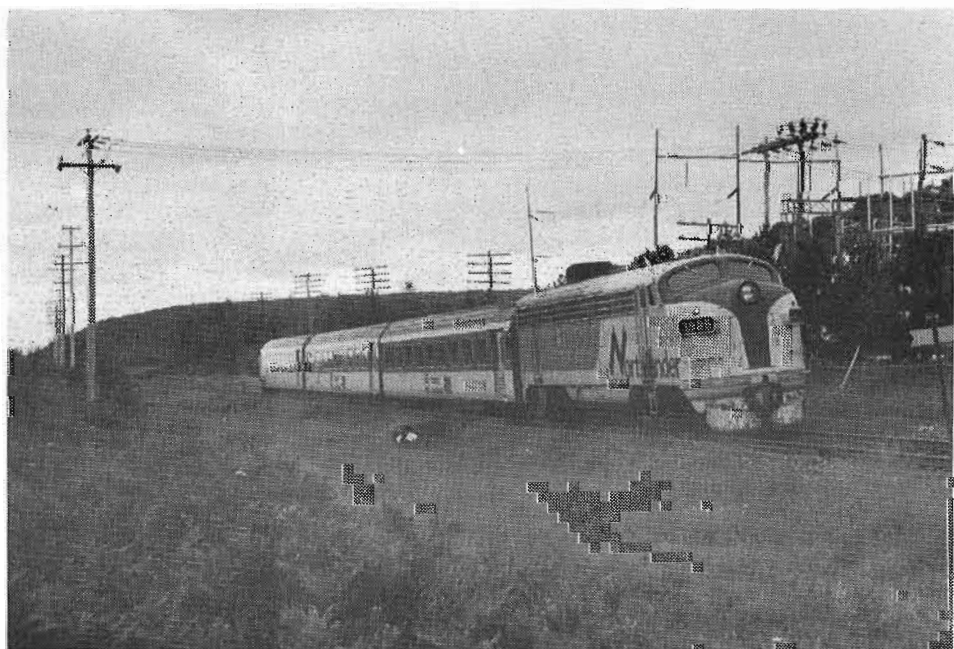
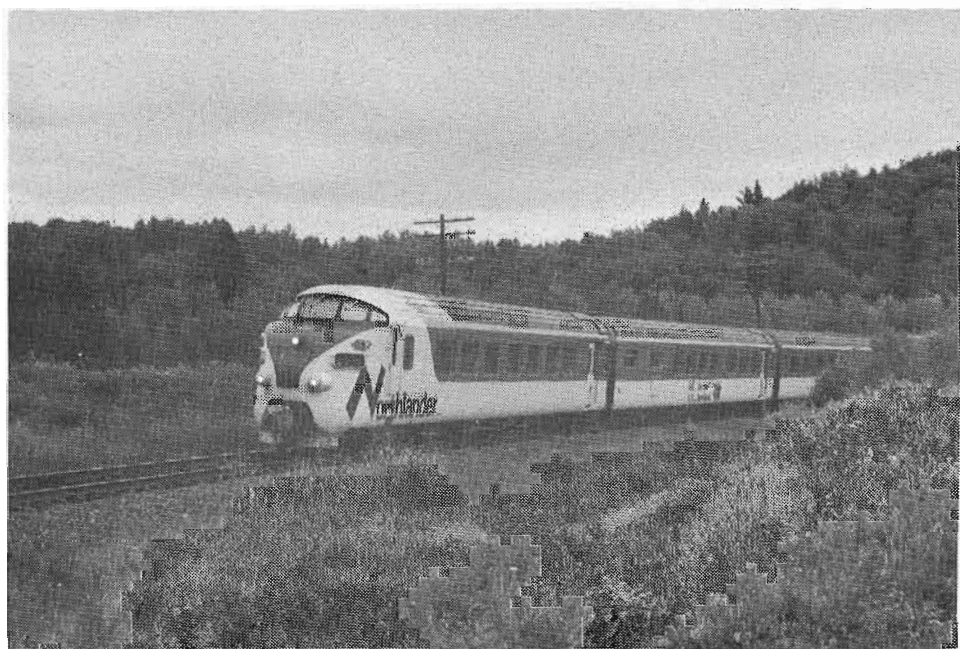
ALL READY TO PULL OUT of the station at Moosonee Ontario is the O. N. R. tourist train "Polar Bear Express". This train runs from June 26 to September 6 and makes the run north from Cochrane in about four hours.

John Russell.



ENGINE 137 of the Temiskaming & Northern Ontario (now O.N.R.) is now part of the Cochrane railway and pioneer museum display in Cochrane Ontario. This well kept locomotive sits to the east of the railway station in town.

John Russell.



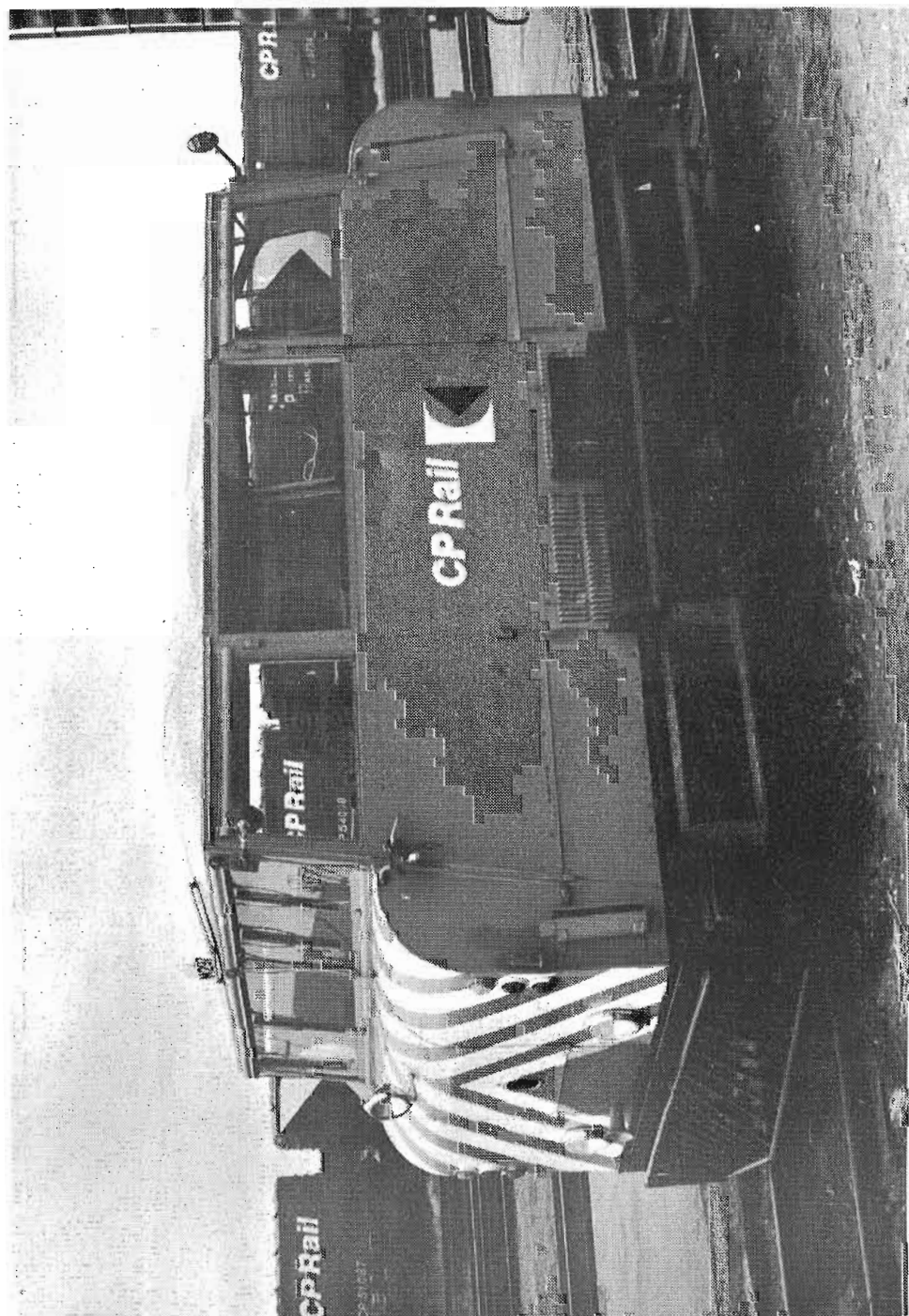
TWO VIEWS OF O.N.R. NORTHLANDER just north of North Bay Ontario on August 12 1982. The train is running as a passenger extra from Feronia, and is operating in a push position. These special trips were run by O.N.R. in connection with the steam trip.



THE REGULAR NORTHLANDER, train #121, just south of Powassan on August 13 1982. The steam special followed as second #121.



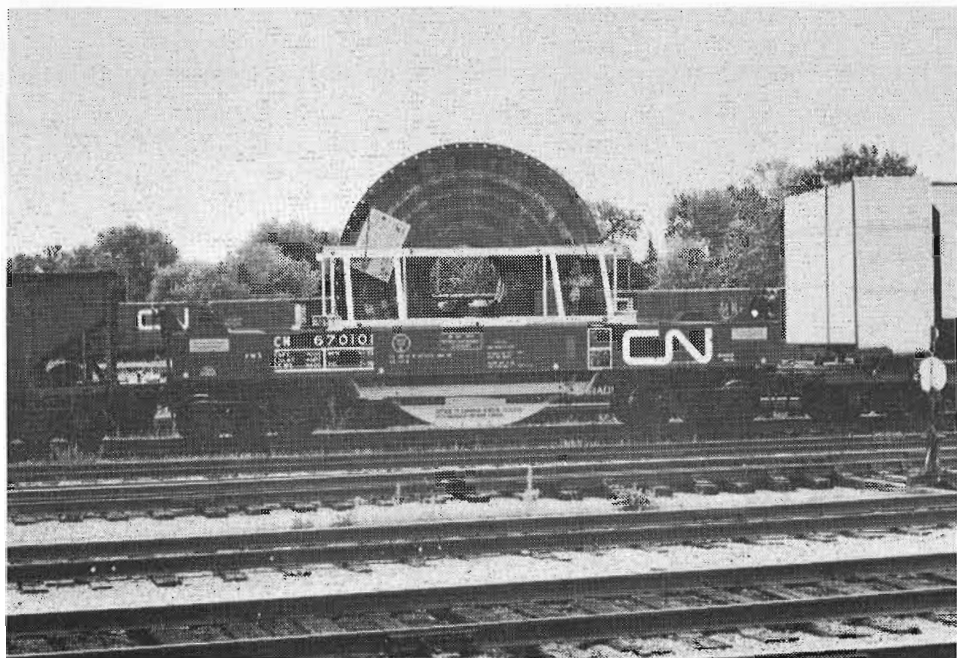
C.P. RAIL EXTRA 5974 Westbound passes the Ontario Northland shops at North Bay on August 13 1982.



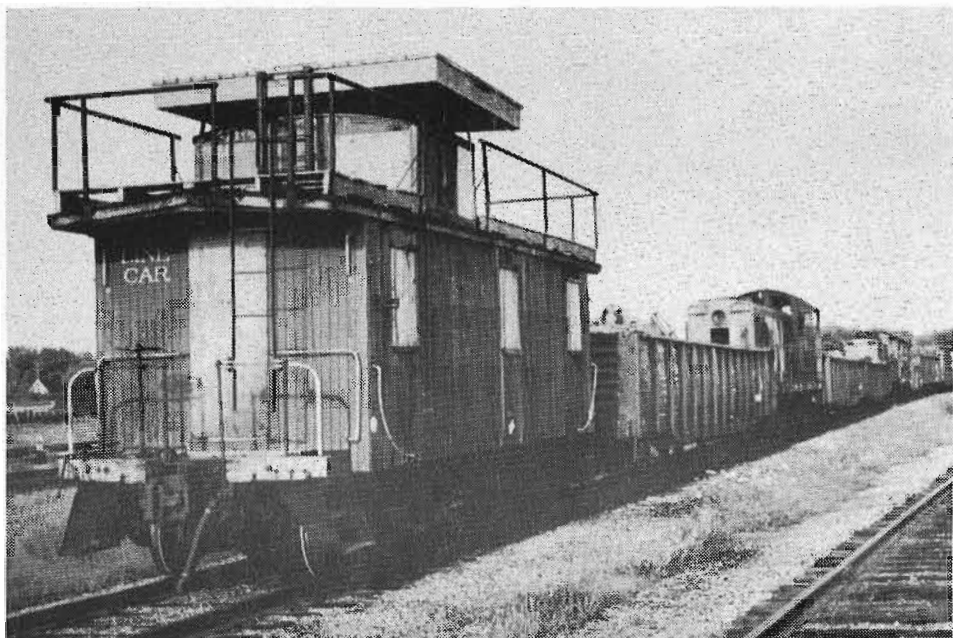
A DIFFERENT KIND OF RAIL CAR: C.P. Rail inspection car M297 on display during North Bay's 100th anniversary rail days.



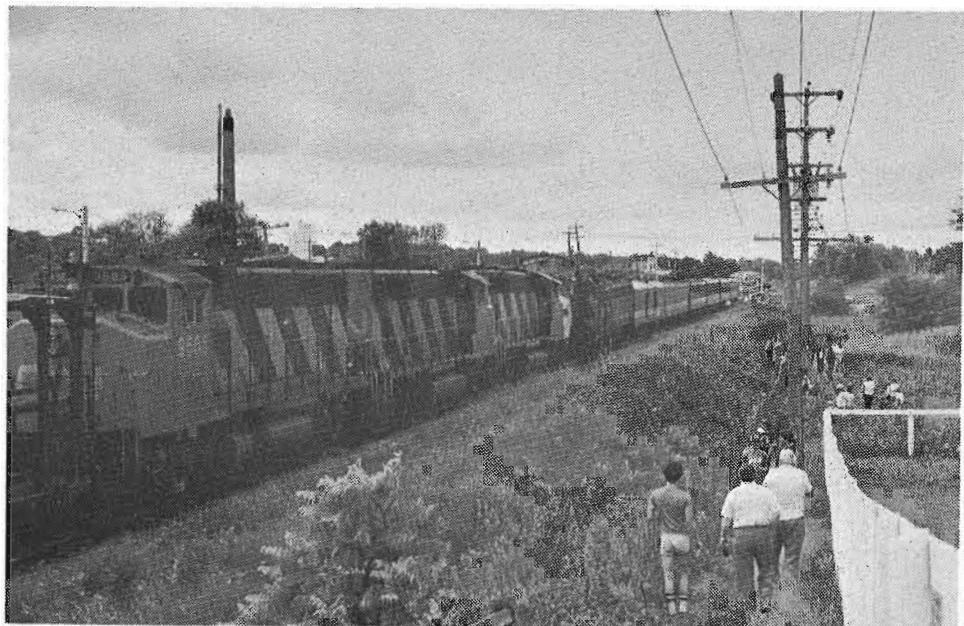
TWO NEW GP-38-2's for the Cape Breton Development Corporation (Devco) are waiting at the G.M. Diesel Division plant in London Ontario on July 4 1982. Soon they were shipped by C.N. to Nova Scotia.



A SPECIAL CAR USED BY C.N. FOR AWKWARD LOADS is being used for a large plate being shipped from the General Electric plant to the new hydro plant at Douglas Point Ontario on July 22 1982.

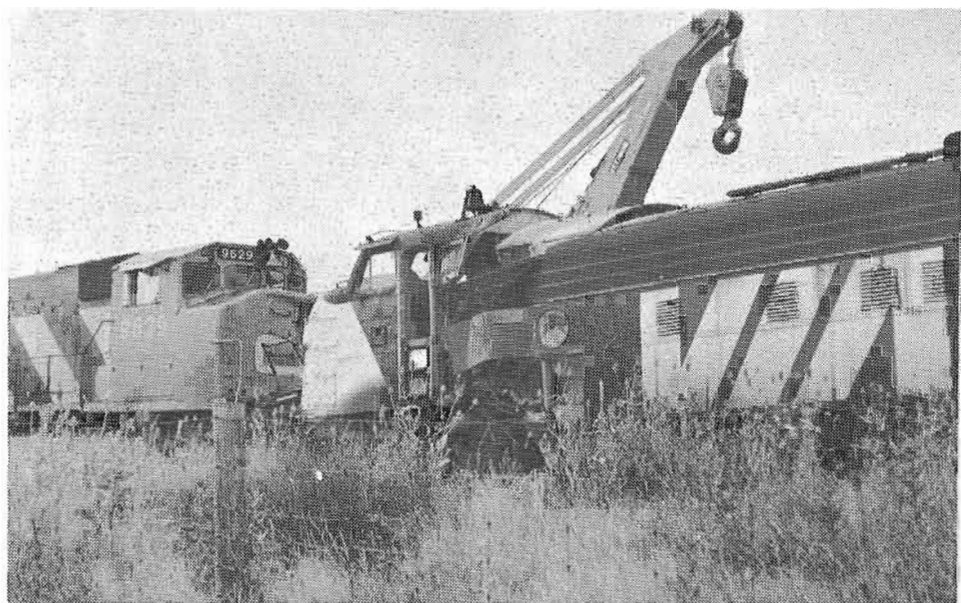


AN OLD L. & P.S. LINE CAR with three old M.L.W. yard units are seen in a train of scrap cars at London on July 22 1982.



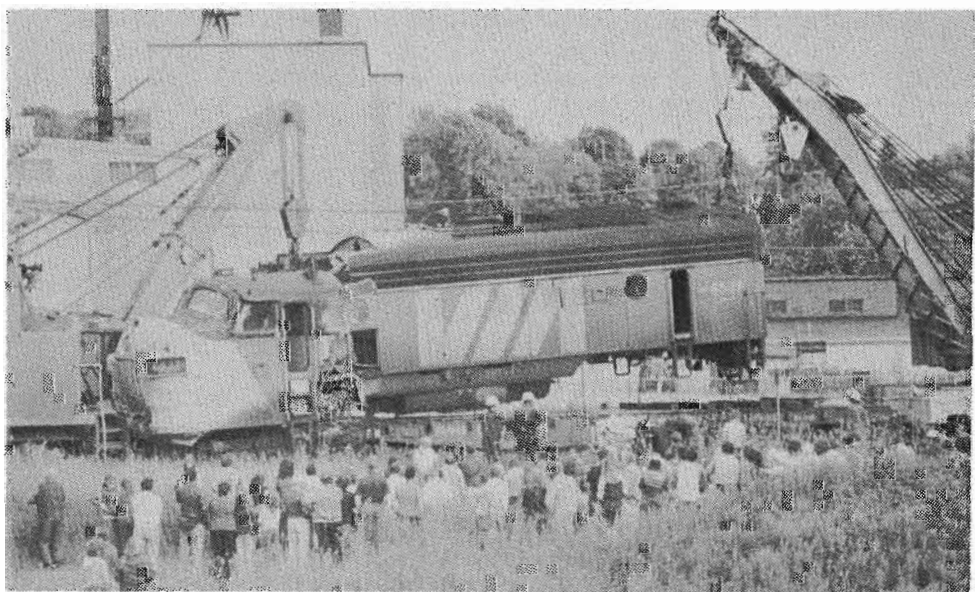
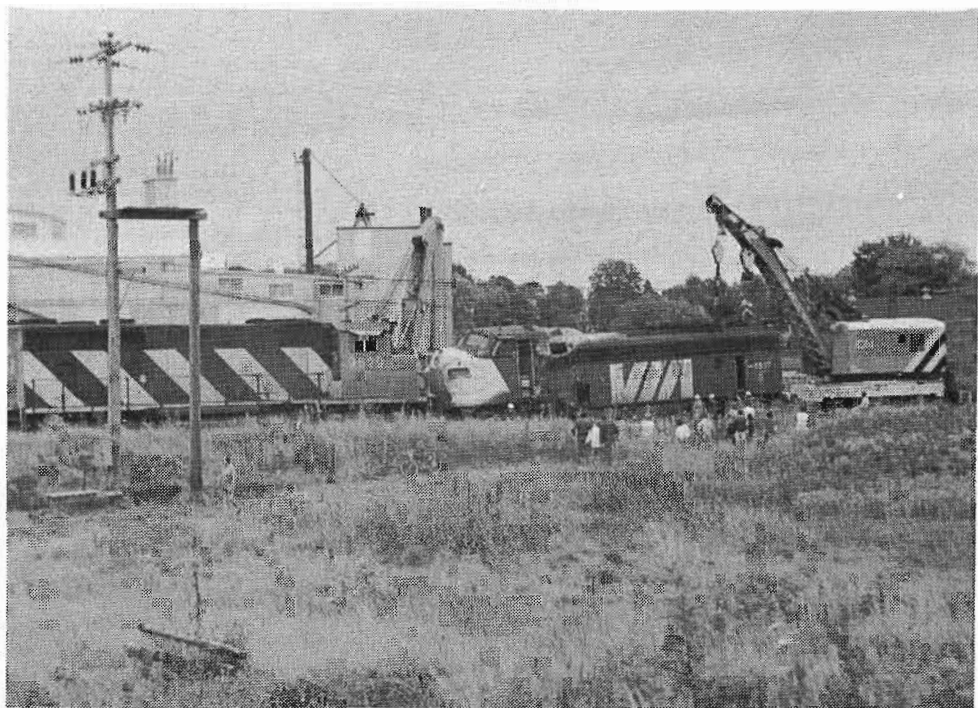
NO MATTER HOW EFFICIENTLY A RAILROAD IS RUN, it is stated by "Murphy's Law" that things can still go wrong! A good example of this happened at about 8:10 A.M. on August 10 1982 when C.N. and VIA had a get-together in an old-fashioned "cornfield meet" near Ingersoll Ontario. VIA train No. 82 was eastbound on the westbound track in order to clear the heavy track work near Dorchester. It was to have crossed back at Ingersoll, but did not switch back and crashed head-on at about twenty miles an hour into the stationary freight train. Although the units were quite heavily damaged, a considerable amount of the impact was taken by the hopper and box car which were five or six cars back in the freight train.





SEVERAL HOURS AFTER THE CRASH the clean-up of the wreck is proceeding. C.N. locomotive 9629 suffered only light damage, but VIA No. 6537 was damaged beyond repair.

These four photos by John Russell.

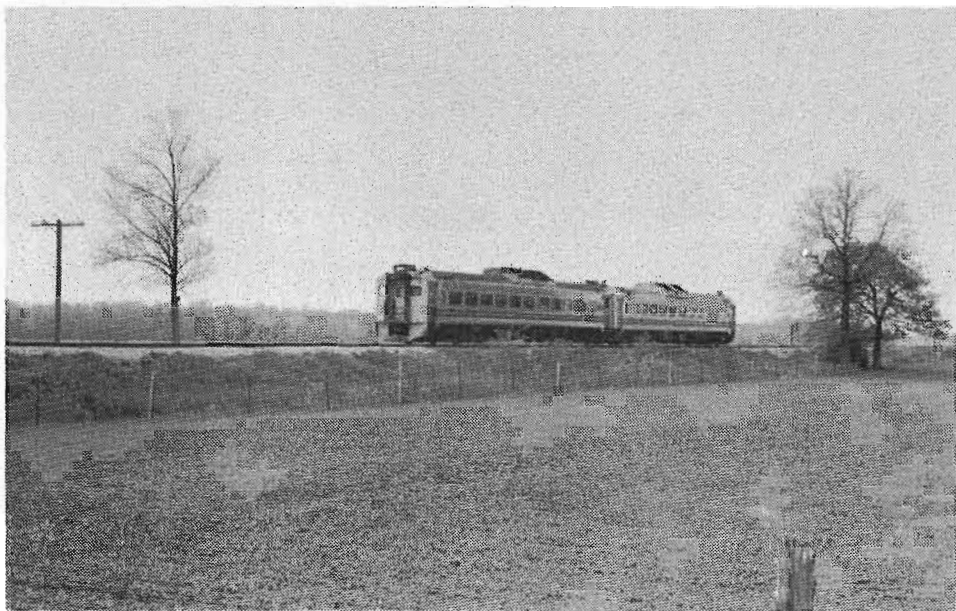




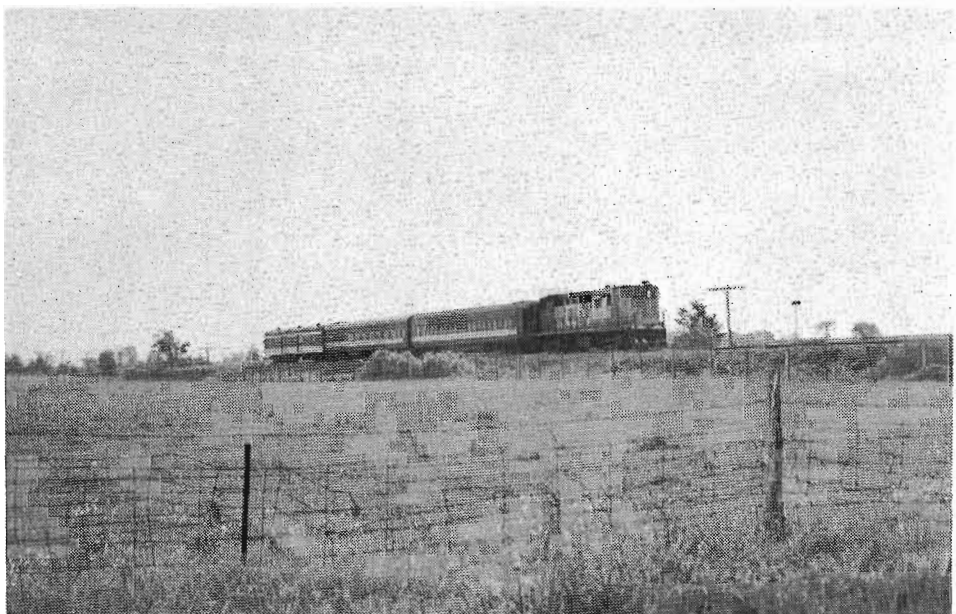
A VERY RARE SET UP IN 1982 is a GP-9 and three F-7B units. The "B" units (9198, 9195, 9196) were used on snow plow extras during the winter storms. Now it is April 17 1982 and they can afford some rest after their hard work.



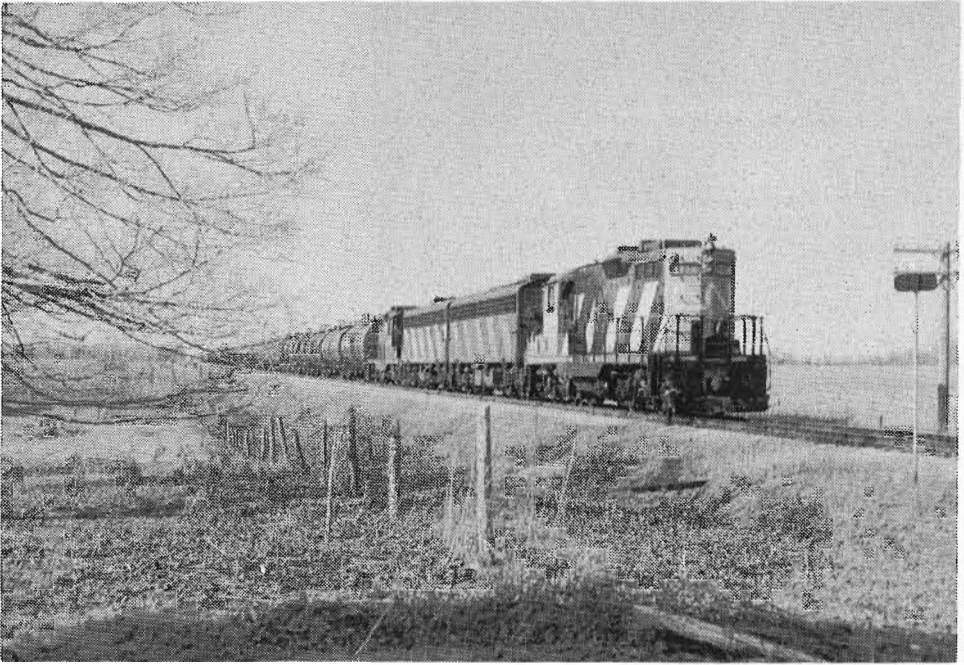
EASTBOUND VIA #74 at London Ontario with engine 9634 leading a 6700-series and a long train on April 17 1982.



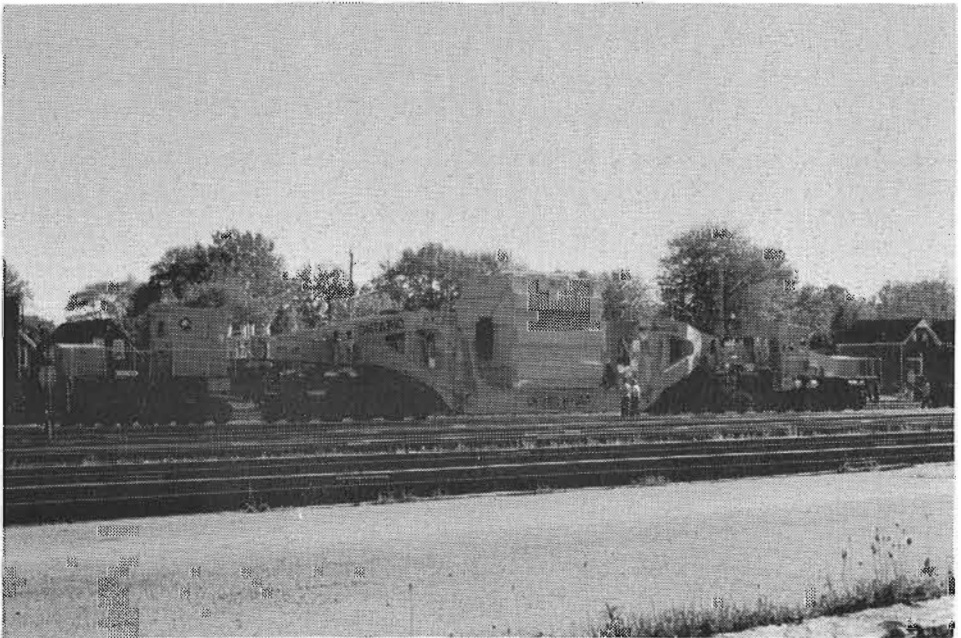
VIA #666 eastbound out of Stratford. This train is usually made up of R.D.C.'s.



VIA #663 westbound just east of Stratford on May 18 1982.



C.N. extra 4536 west a mile north of Thorndale Ont. with a train of empty oil tanks. It is waiting for eastbound VIA #668 on April 24 1982.



ONTARIO HYDRO'S SCHNABEL CAR No. X200 with a heavy transformer for the Hydro plant at Douglas Point. May 18 1982.



WORK EXTRA C.N. 2527 shut down for the weekend at Stratford on May 29 1982.



C.N. FUEL CAR 73144 at Stratford on May 29 1982. This car is painted bright orange and is used in work train service,



VIA #85 eastbound east of Beachville. LRC locomotive 6907 and three coaches. LRC equipment is now usual on this train, June 1982.



VIA #80 running at speed at Woodstock in June 1982. This train only stops at Woodstock on signal.



WESTBOUND FREIGHT EXTRA 9606 heading towards London on June 20 1982 after VIA #80 cleared the main line.



CONRAIL WAY FREIGHT westbound near St. Thomas on June 23 1982.



C.P. Rail extra 5502 west crossing the Thames river at Thamesford, June 23 1982.



THE PLANT SWITCHER FOR BEACHVILLE LIME on June 20 1982. This is a rare view as this unit is usually working or parked behind the plant area.

BACK COVER:

NORTH OF ENGLEHART bound for Cochrane and Kapuskasing from Toronto, daily VIA train 12, "The Northland", passes typical Northern Ontario landscape on its run of July 17 1982.

John Russell.

