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FRONT COVER:

The old Canadian Pacific station at Megantic Que., as photographed by J. W. Heckman in July 1914. Note the poster advertising the Saint John N.B. exhibition of 1914. Less than a month later World War I broke out.

*Canadian Pacific Corporate Archives,
photo A-1191*

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

The Lake Champlain and Saint Lawrence Junction Railway and The South Eastern Railway

By Stephen Walbridge.

In the November-December 1985 issue of Canadian Rail (No. 389), I made an attempt to interest CRHA members in writing articles for this journal. I suggested that the members select topics based on local railway history, and on interviews with local seniors who had recollections of the Canadian railway scene.

Little did I realize that I was really giving advice to myself. During a recent visit to my family home in the Eastern Townships of Quebec, I came across some documents, and three account books which had been the property of my grandfather.

His business card took the form of a Canada Post card, bearing a pre-printed stamp showing a picture of Queen Victoria. He owned a "General Founder and Machinist" establishment in Mystic, Quebec.

Mystic is 9.1 miles south of Farnham, Quebec on the Canadian Pacific sub-division to Stanbridge Station, Quebec. The railway was chartered in 1871 as the Philipsburg, Farnham and Yamaska Ry. Co. In 1875, its name was changed to The Lake Champlain and St. Lawrence Junction Railway. As was the custom of the day, railways frequently were built to serve communities which offered subsidies. Among my grandfather's

documents is a "Deed of Gift", dated January 1879, by which he signed on behalf of twenty landowners and himself to donate part of their farms and woods to the LC & St L J Ry to build a railway thereon. There was a provision that a station would be built at Mystic, and a siding maintained.

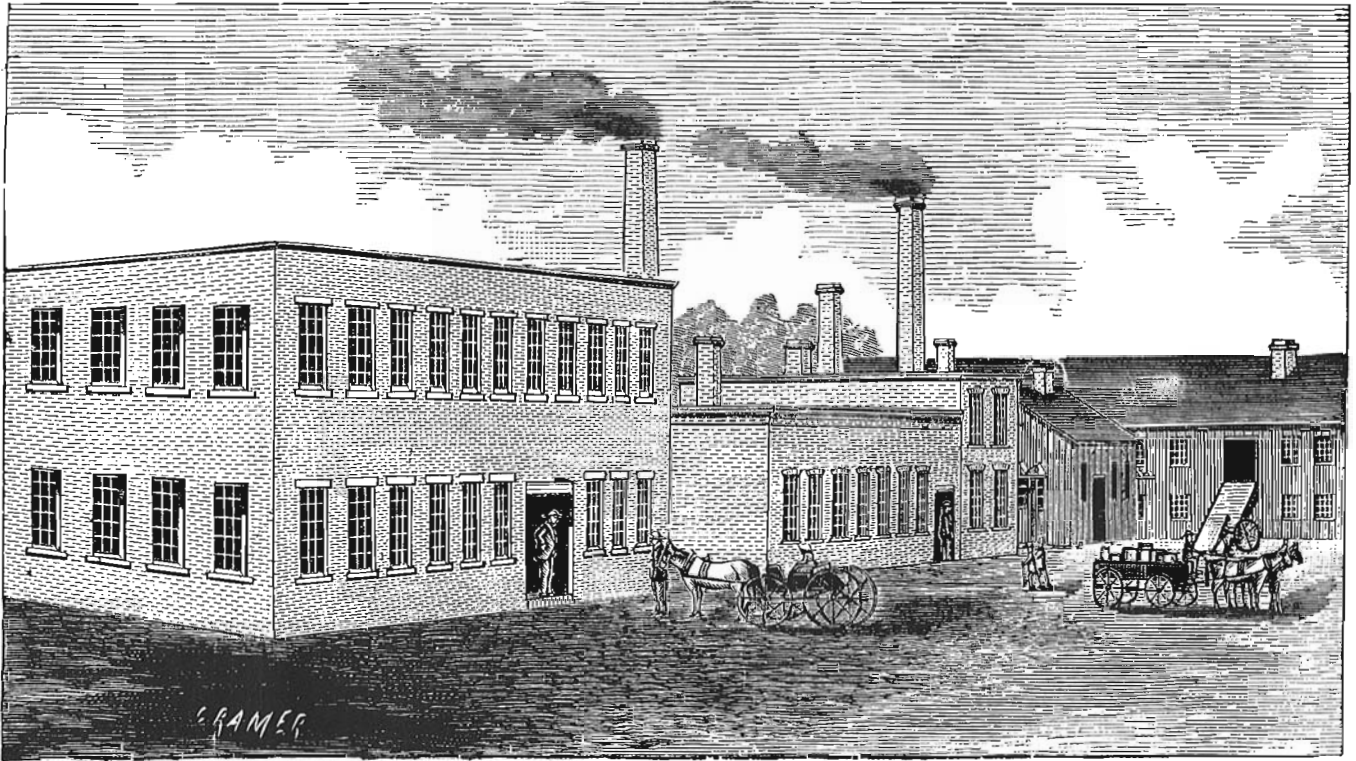
The Railway was built to a gauge of 3'6", and went into operation late in 1879. During 1881, the South Eastern Ry Company signed a lease to take over the operation of the LC & St L Jct. The line was rebuilt to standard gauge so that South Eastern rolling stock could operate throughout.

The Walbridge Foundry machine shop was located beside a dammed stream, and a waterwheel provided power for some of the machinery. The shop also built steam engines for shop and portable use. The machine shop contained a lathe sufficiently large to turn locomotive and car wheels. As the LC & St L Jct did not have a shop at that time, a spur line was built from the Mystic siding to the foundry to provide entry for railway equipment for repair. We presume that one of the locally-built steam engines turned the wheel lathe.

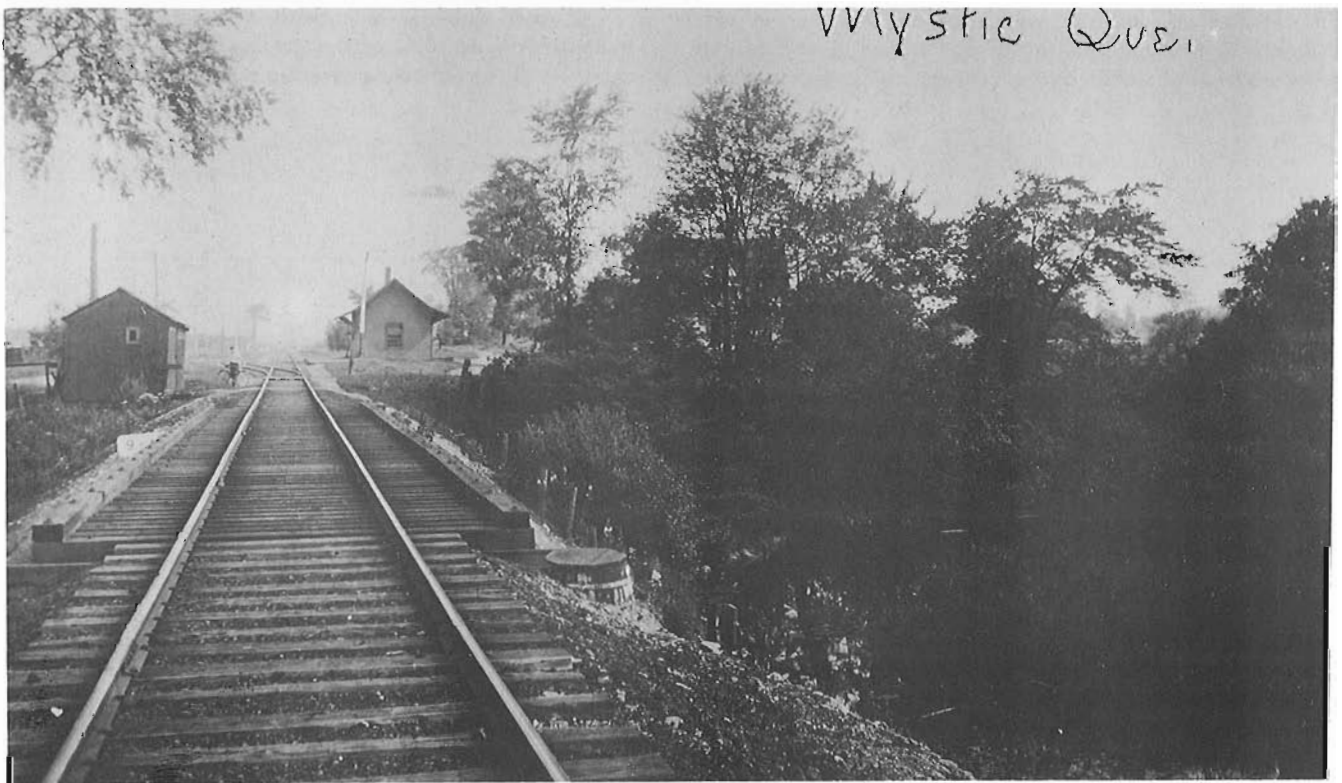
A water tank was built beside the railway. Water was pumped from the pond to the water tank. As trains approached Mystic, the locomotive engineman would blow the whistle to



Mystic Quebec station with the section crew and the agent. The date is unknown but the train board bears "Canadian Pacific Ry." markings. The siding could accommodate 6 cars, mostly for loading hay as well as iced cars for butter. This station (CPR 2222) was decommissioned on September 8, 1958.



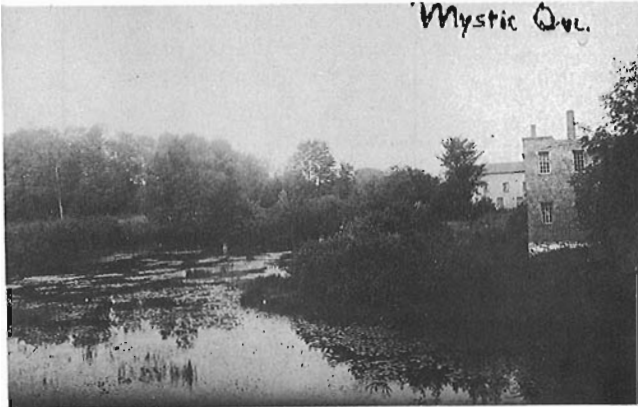
The Walbridge foundry and machine works as they appeared about 1880.



Looking toward Mystic station with the section house on the left. The water tank to the right of the bridge had been demolished. Fire protection for the bridge consisted of two sunken barrels of water. This invited bees to nest inside.

signal the foundry to start pumping water for the locomotive. My grandfather's Day Book notes a monthly fee for this service of \$7.50 - June 1882; increasing to \$10.00 in September 1883. The butts of the cedar posts on which the water tank rested were visible until recent years.

A "Record of Freight Received" at Mystic is contained in a leather-bound ledger, each page of which is headed in capitals - Lake Champlain and St. Lawrence Junction Ry. Entries commenced in January 1880, continuing through December 1881. Total revenue for January 1880 - \$11.87; February - \$7.61; March - \$10.85. Names of the agents were J. Moreau, G.F. Gibbs, N. Cabana. The column titled, "Species of Goods" inbound included leather, sugar, fish, apples, kerosene, nails, tar and naphtha, oil in barrels, a cook stove, 3 plows, tubs, boiler plate, rags, a boiler head, crockery, shoes, groceries.



This photo of the Walbridge foundry and machine works was taken about 1910. The dam that held the water has broken.

The foundry performed many repairs for the Railway, and supplied a variety of foundry products. The prices of services rendered in 1882 seem almost comical compared with today's costs. The following were taken at random:

1 Switch Stand (presumably an iron casting)	\$5.76
To bore, fit and press - 1 tender wheel	.94
To press off - 39 wheels	12.09
To bore - 36 wheels	16.92
To fit - 36 wheels	16.92
To turn - 10 journals	2.50
1230 washers $\frac{3}{8}$ " - 79.9 lbs.	23.97
To: two men and team to draw old wheels	1.80
To: 6 hours on tank spout (presumably repairs to the spout of the locomotive water tank)	1.80
To: 1 plough point 802 lbs. (presumably for a snow plow - March 1883)	22.05
3 hand car wheels cast, turned and bored	7.35
Numerous castings, by pattern number, at \$0.27 per lb.	

By late 1884, the entries in the Day Book under the title "S.E.R." had come to a stop. The foundry had been building machine tools for sale to the SER, so one presumes that the railway's own shops in Farnham had come into operation, and was doing its own repairs. It may also reflect the serious financial straits of the SER.



The stone corners are those of a mill, powered by water in the Mystic brook, that made roofing shingles from cedar logs grown in the area. Water held by a dam overflowed over a rock ledge on the left.

Although I could not locate an entry in the Day Book to substantiate it, a story is told in our family about the SER sending a locomotive to the foundry for repairs. The work had been completed by closing time on a Saturday. In self defence against non-payment, the foreman had removed some parts essential to the operation of the locomotive; and hidden the parts. When the foundry reopened for business on the Monday morning, the locomotive had vanished.

Some years later, a story attributed to the Master Mechanic at Farnham reached the family. He and a helper had pumped a hand car from Farnham to Mystic on the Saturday night. They had gained entry into the foundry; noted that the repairs had been completed; and the fact that certain parts had been removed. On the Sunday night, being in dire need of the locomotive, they had pumped the handcar back to Mystic, loaded with parts taken from locomotives in Farnham. They installed the necessary parts, spent the night quietly firing up the locomotive; and as quietly made off for Farnham.



Photo taken about 1910 from the railway station toward the village store. The large house (left) was a boarding house (room and meals) for foundry personnel. Note the ladies' long dresses.

The Business card of A. S. Walbridge was printed on the back of a pre-stamped 1¢ post card.



A. S. WALBRIDGE,
GENERAL FOUNDER AND MACHINIST,
 MANUFACTURER OF
PORTABLE & STATIONARY STEAM ENGINES.

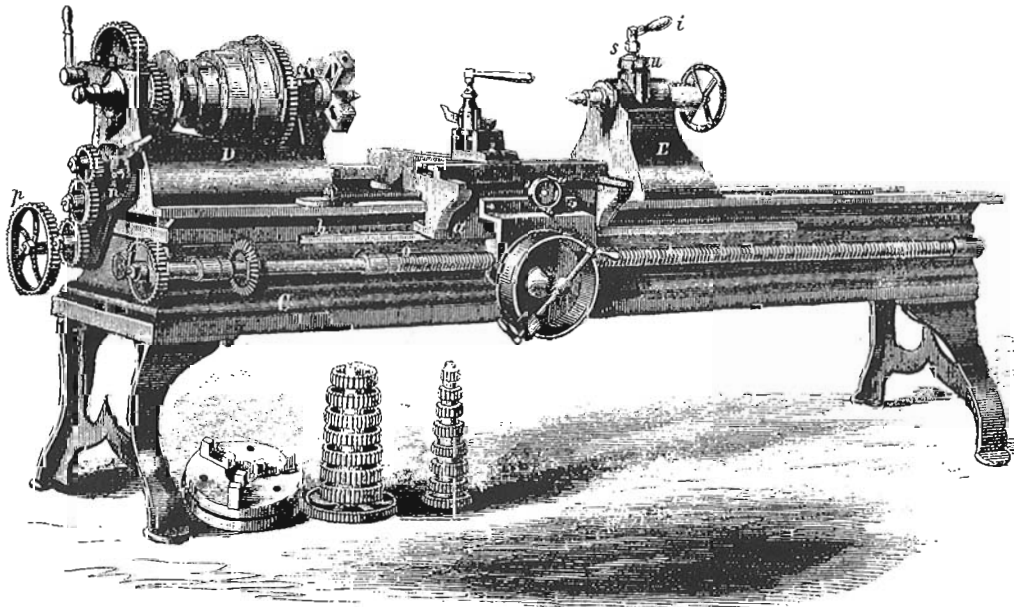
Governors for Engines and Water Wheels, Engine and Hand Lathes, Gear and Bolt Cutters, Drills and Drill Lathes, Iron Planers, Large Circular Saw Mills, Grist & Saw Mill Gearing, Shafting and Pulleys, Hangers with Adjustable Boxes, Jack Screws, Cheese Factory Boilers, Screws & Pipes.

Tenoning Moulding, Sticking and Planing Tongue and Grooving Machines, Daniel & Woodworth's Planers, Morticing Machines, Shingle and Clapboard Machines.
 ALSO, THE IMPROVED KNIFFEN MOWER.

SPRAL, WORM AND SPUR GEARS CUT TO ORDER.

MYSTIC. P. Q.

The philatelic catalogue reveals that this type of card was issued from 1871 to 1876.



Walbridge's Engine Lathe as it was illustrated in Scientific American on April 5, 1862.

34 SOUTH-EASTERN RAILWAY.—Montreal & Boston Air-Line.

T. A. MACKINNON, Gen. Manager, Montreal, Que. | H. MACDIARMID, Asst. Supt., Farnham, Que. | A. E. LALANDE, Trar. Pas. Agt., Montreal, Que.
 A. B. CHAFFEE, Treasurer, " | A. G. EASTMAN, Mechanical Supt., " | PHIL. O. RYAN, Auditor, "

MAIN LINE TRAINS.										NORTHERN DIVISION.							
Mixed.	Mixed.	Express.	Mi.	December 1, 1884.		Mi.	Express.	Express	Pas.	Mail	Ms	December 1, 1884.			Mi.	Pas.	Mi.
	78 00A.M.	16 10 P.M.	0	lve. Montreal	8 arr.	104	9 15A.M.	7 35 P.M.	18 35	16 35	0	lve. Suttan Junction	arr.	6 10	8 10	8 10	
		9 15 "	25	Longueuil	99				8 55	6 55	8	Knowlton		5 55	7 15	7 15	
		9 16 "	25	Chambly Canton	84		8 15 "	6 20 "	9 20	7 25	46	Waterloo		7 25	8 45	8 45	
		9 30 "	25	Marleville	79		8 00 "	6 47 "	8 30	8 30	36	Roxton Falls		A.M.	6 45	6 45	
16 20A.M.	10 30A.M.	7 25 "	30	Farnham	65		7 30 "	4 55 "	Mix.	8 30	42	Acton		Mix.	4 15	4 15	
6 57 "		7 45 "	46	Brigham	58		6 57 "	4 20 "	P.M.	9 45	60	Drummondville		Mix.	4 15	4 15	
7 20 "		8 00 "	52	Cowansville	52		6 43 "	4 01 "	P.M.	9 50	64	St. Germain		A.M.	8 30	8 30	
7 57 "		8 30 "	61	Sutton Junction	43		6 20 "	3 30 "	6 59	10 25	75	St. Guillaume		8 00	3 30	3 30	
8 10 "		8 40 "	64	Sutton	40		6 08 "	3 19 "	7 16	10 44	82	St. David		7 44	7 00	7 00	
8 50 "		9 10 "	72	Richford	32		5 48 "	2 50 "	8 00	11 55	96	Yamaska		7 00	12 20	12 20	
9 53 "		9 51 "	86	Mansonville	18		5 13 "	2 00 "	P.M.	11 25	96	Borel		A.M.	12 20	12 20	
10 04 "		9 59 "	90	North Troy	14		5 06 "	1 51 "									
11 00A.M.		10 40 P.M.	104	arr. Newport	0		3 30A.M.	11 00 P.M.									
		3 25A.M.		lve. Plymouth			11 56 P.M.										
		5 35A.M.		Concord			8 30 P.M.										
		6 25A.M.		Manchester			8 54 "										
		7 00A.M.		Nashua			8 20 P.M.										
		9 25A.M.		Worcester			6 50 P.M.										
		11 25A.M.		Providence			4 00 P.M.										
		7 38A.M.		Lowell			7 48 P.M.										
		10 28A.M.		Fall River			3 33 P.M.										
		8 30A.M.		Boston			7 00 P.M.										
				New York													
		7 00A.M.		Springfield			8 15 P.M.										
		8 15A.M.		Hartford			7 21 P.M.										
		9 24A.M.		New Haven			6 26 P.M.										
		11 45A.M.		New York			4 30 P.M.										

ST. CESAIRE BRANCH.

Pass'ger.	Mi.	December 1, 1884.	Mi.	Pass'ger.
7 20A.M.	0	lve. St. Cesaire	9	7 05 P.M.
7 35 "	4	Rougemont	5	6 50 "
7 55A.M.	9	arr. Marleville	0	16 30 P.M.

STANDARD—Eastern time.
 N.B.—Trains marked † run daily, except Sunday; ‡ daily, except Monday; § Monday only; ¶ daily, except Saturday; * Saturday only.

FRELICHSBURG DIVISION.

Mi.	STATIONS.	Mi.
0	lve. Frelighsburg	arr.
6	Stanbridge East	
7	Riceburg	
11	North Stanbridge	
19	arr. Farnham	lve.

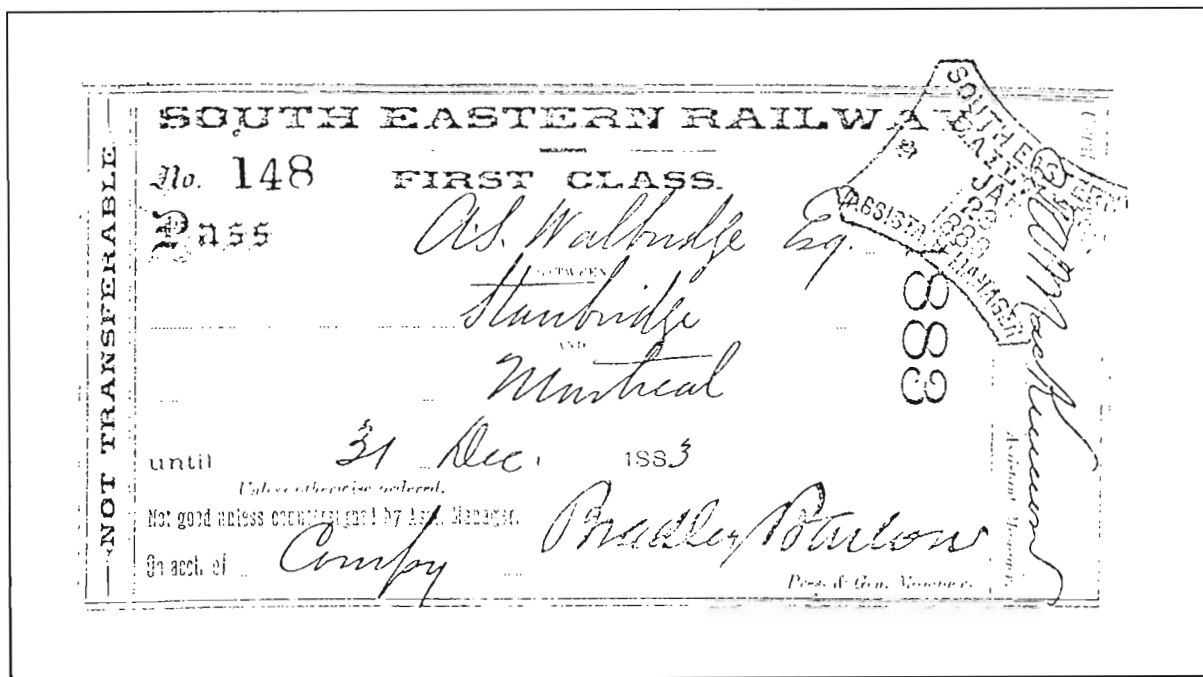
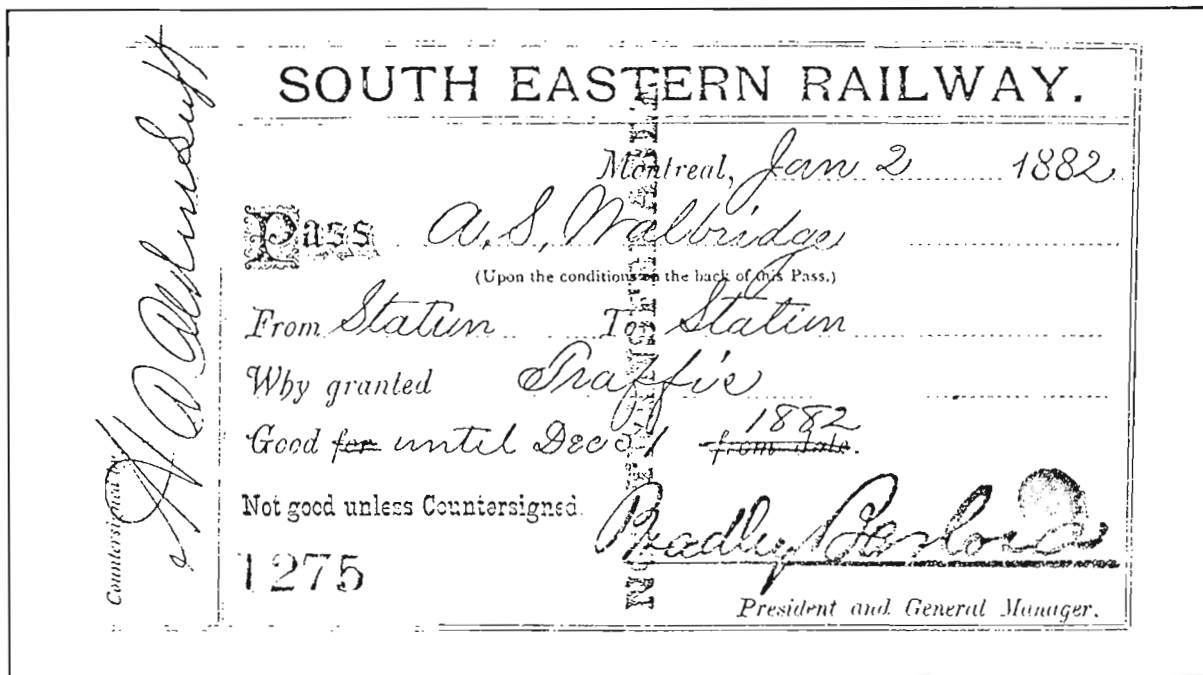
CONNECTIONS.—¹ With Grand Trunk; Canadian Pacific, and North Shore Rys., and boats on St. Lawrence River. ² With Central Vermont R.R. and Montreal, Portland & Boston Ry. (Southern Division.) ³ With Missisquoi R. R. ⁴ With Passumpsic R. R. ⁵ With Central Vermont R.R. ⁶ With Grand Trunk Ry. ⁷ With Champlain & St. Lawrence Division. ⁸ With Grand Trunk Ry. ⁹ With Central Vermont R.R. ¹⁰ With Central Vermont R.R.

The schedules of the South Eastern Railway as they were in December 1884.

Jason C. Pierce

1829	Jan 10	To Cash	27	19	1829	May 1	By S. Hooker	3	11 1/2
	17	To do	27	20		Aug 25	By Sundries	56	148 68
August	28	To Bills Payable \$50	57	125			By Credit 3 Lofs	57	1 5
	101	To Cash	62	131 67	Oct	9	By Sundries	85	440 5
September	19	To do	78	125		13	By Profit & Lofs	86	20
October	9	To Bills Payable \$43	85	365	1830	Feb 11	By Sundries	143	185 9 1/2
	13	To Matter Paid	86	125					
November	30	To Cash	111	6 1/2					
December	7	To Bills Payable	116	75					
1830	February	To Cash	149	49 5					
			495	16 1/2					195 16 1/2
1830	June	To Bills Payable	149	150	1830	Sept 28	By Carpenter's Ho	332	3
	Aug 28	To Cash	223	4 5 6	Dec		By Sundries	327	100
	Sept 31	To Profit	234	54 10		31	By Balance		357
Nov	5	To Profit	252	136 10					

The entries in the 1829 ledger relating to Jason C. Pierce (sic).



South Eastern Railway passes for the years 1882 and 1883.

In J. Derek Booth's "Railways of Southern Quebec" volume I page 79 we read: "When Bradley Barlow (President, South Eastern Railway) was forced into bankruptcy in 1883 — not only was Barlow squeezed out of the picture but so also were all of the South Eastern's numerous creditors". This, of course, included my grandfather. In the archives of the Supreme Court of Canada one may read in "1 — Fol 26 Scr 419 of Supreme

Court of Canada 1890" the case of Walbridge Vs. Farwell (trustee for bondholders, South Eastern Railway). The case was heard on November 13 and 14 1889 with five judges in attendance, and the decision, against my grandfather, was rendered on June 12 1890. At the same time was heard a case by Ontario Car Company who had sold the railway sizeable lots of cars for \$45,000. Their claim was equally fruitless. Enough said!

Scientific American

A WEEKLY JOURNAL OF PRACTICAL INFORMATION IN ART, SCIENCE, MECHANICS, CHEMISTRY AND MANUFACTURES
VOL. VI.--NO. 11. NEW YORK, MARCH 15, 1862. NEW SERIES.

Engine With Walbridge's Cut-off.

The accompanying engraving represents a steam engine with an improved cut-off invented by A. S. Walbridge. The engine is of the ordinary construction embracing the latest improvements, and is a sample of those manufactured by C. C. Whittelsy of Malone, N. Y.

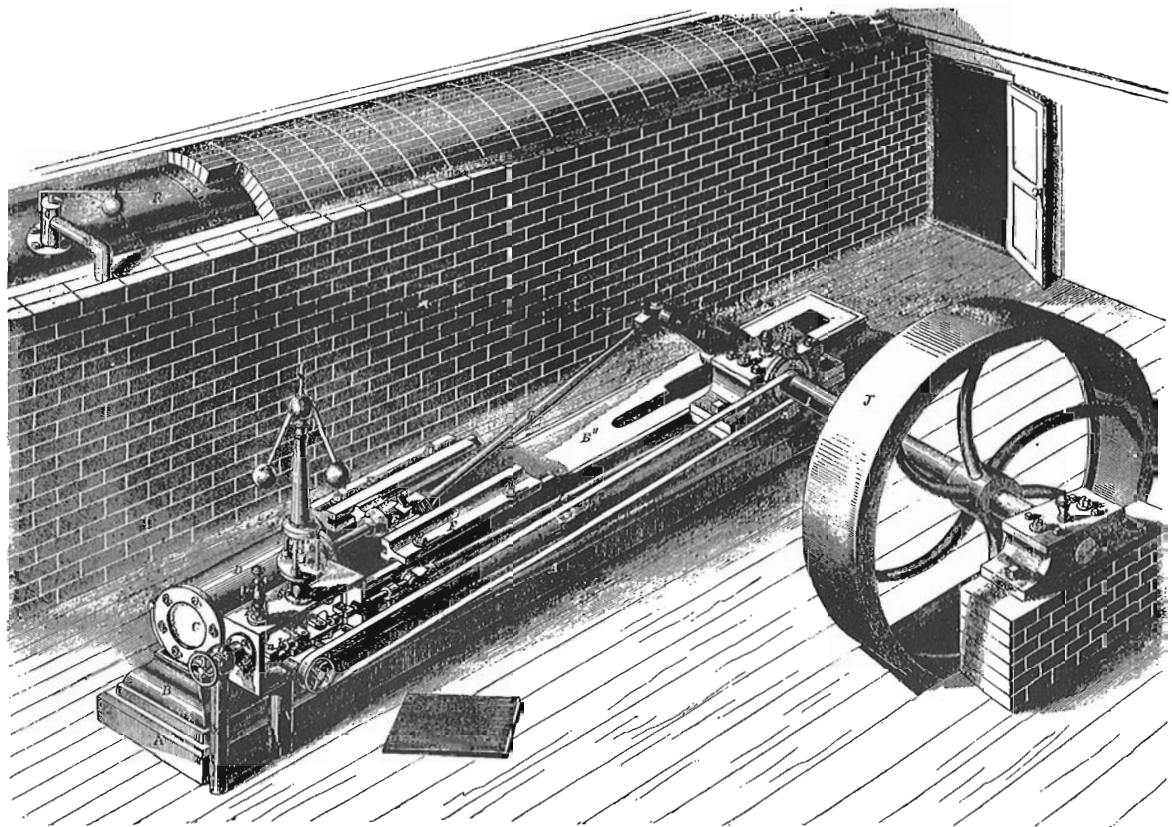
The several parts will be readily understood by an

inspection of the cut. Between the two levers, *cc*, is the wedge, *d*, which may be moved vertically by the governor, with which it is connected by a rod passing through a stuffing box. The edges of this wedge are the fulcra of the levers, *c c*. It will be seen that if the wedge, *D*, is lowered, the levers will strike it at an earlier part of the stroke, and will, consequently, close the cut-off valves earlier, while if the wedge is raised, the steam

ing a feeding full stroke; though the engine should be large enough to drive the work without this, as this prevents all expansion, and a loss of steam is the result. It is convenient, however, in case of necessity, where heavy work is required for a few minutes.

This invention has been secured by Letters Patent in Canada and the United States; the United States Patent having been granted, through the Scientific

WALBRIDGE'S VARIABLE CUT-OFF.



inspection of the cut. A is the foundation stone, B B' B'' is the cast bed on which the other parts are mounted, C is the cylinder head or end, D is the steam jacket surrounding the cylinder, E is the cross head, F F are the guides, G is the connecting rod, H is the crank, I the shaft, J the fly wheel, K the eccentric, L the valve rod, M M the steam pipe, N the exhaust pipe, O the throttle valve, P the oil cup for valves and cylinder, Q the safety valve, and R the boiler.

The cut-off belongs to that class in which there are two slide valves riding on the back of the main slide valve. The steam chest, S, is represented with the front plate removed to show the interior. Two horizontal posts, *a a*, are attached rigidly to the main slide valve, and are connected by rods, *bb*, with levers, *cc*, which are connected at their opposite ends by pin joints with the cut-off valves.

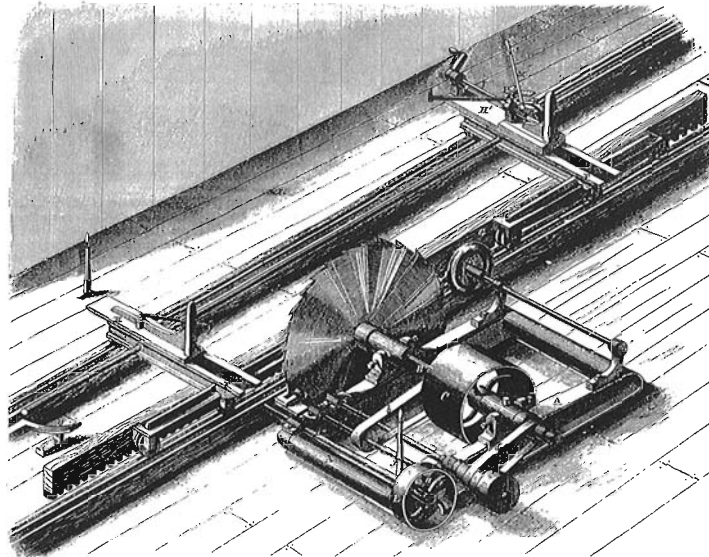
continues to enter the piston during a larger portion of the stroke.

The length of the rods, *bb*, is made variable, and may be altered by turning the cylinders, *ee*, to adjust the cut-off. The horizontal projections upon the lower end of the wedge, *d*, are provided for the purpose of stopping the engine, in case the governor or its driving belt should break; thus preventing the engine on being released from the control of the governor attaining a dangerous speed. As the governor's arms drop, the wedge is raised so as to bring these projections against the levers, and thus to cut off the steam as early as to stop the engine.

When the engine is heavily loaded so as not to cut off any part of the first half of the stroke, the valves give steam the same as with the link motion, that is by partly leaving the port open; the steam follow-

American Patent Agency, Sept. 10, 1861. Any further information in relation to the patented portion of the engine may be obtained by addressing the inventor, A. S. Walbridge. For information in relation to the purchase of engines with these improvements, address the manufacturer, C. C. Whittelsy, at Malone, N. Y.

The front page of Scientific American for March 15, 1862 featuring Walbridge's Variable Cut-off.



Walbridge's Improved Sawmill. From Scientific American, May 17, 1862.

Still another account book, leather bound, the cover decorated in the corners with what look like porcupine quills, made interesting reading. An un-named person operated a store and tannery, all entries dated 1829 through 1834 were recorded in pen and ink in pounds, shillings and pence (Halifax Currency). The page relating to early Canadian railway history that caught my attention was titled "Dr. JASON C. PIERCE Cr.". This name is familiar to those who have read the CRHA book "1836 — 1986 A Tribute To Canada's First Railway". Jason C. Peirce (for so he spelled his name) was a founder of the Champlain & St. Lawrence Rail Company in 1832. John Thompson's article in Canadian Rail No. 229, reprinted in the "1836 — 1986" book, amply informs us about Mr. Peirce.

My grandfather's files contain several patents on his own inventions. In the year 1862 alone his inventions were three

times the subject of feature articles in the prestigious periodical Scientific American (founded in 1845 and still being published). Two of these, "Walbridge's Variable Cut-off" and "Walbridge's Improved Sawmill" appeared on the front page on March 15 1862 and May 17 1862 respectively, while "Walbridge's Engine Lathe" appeared on April 5 1862. (Editor's note: In as much as 1862 was during the U.S. Civil War, and the pages of Scientific American were filled with news of wartime developments, the prominence given to Mr. Walbridge's inventions was no mean achievement). We do not know for sure if any of these inventions were applied to railway use, but the engine lathe may well have been the one later used to turn the wheels for the Lake Champlain & St. Lawrence Junction Railway and the South Eastern Railway.

<p>The party for whom this Pass is issued must affix signature (per blank) "1836" before presenting this for passage. Conductors will not recognize this Pass until so signed.</p>	<h2 style="margin: 0;">SOUTH EASTERN RAILWAY.</h2>
	<p>This Pass is issued by the above named Company and accepted by the person herein named, on the conditions hereinafter set forth.</p> <p>The person who accepts this Free Pass thereby assumes all risks of accidents, and, in consideration of its receipt, expressly agrees that the above Company shall not be liable under any circumstances, whether by negligence—criminal or otherwise—of its agents or others, for any injury to the person, or for loss or injury to property, while using this Pass, and that as to such person the above Company shall not be considered as a common carrier, or liable as such.</p> <p style="text-align: center;">NOT TRANSFERABLE.</p> <p>This Pass is NOT TRANSFERABLE, and if presented by any other person than the party issued to, the Conductor will take it up, <i>Collecting full Passenger Rates.</i></p> <p>I hereby agree that this Pass is subject to the above conditions.</p> <p>DATED : _____</p> <p style="text-align: center;">188</p> <p style="text-align: right;"><i>Sign in Ink.</i></p>



Rail Canada Decisions

By Douglas N. W. Smith

In this issue of "Canadian Rail", we continue to present the Railway Transport Committee decisions issued last December shortly before the Canadian Transport Commission ceased to exist. The lines featured in this issue are all currently operated by CP though they were built by other companies in the 1870's and 1880's. These lines all are on long term lease to CP.

Minority shareholders of the Ontario & Quebec Railway challenged CP's right to dispose of the assets related to lines it leased but did not own without compensating minority shareholders. While the matter was pending before the courts, CP delayed filing applications to abandon uneconomic leased lines. The Supreme Court, which rendered its decision on this case in 1987, absolved CP from having to compensate shareholders of lines which it operated on long term lease.

ONE OF CP'S OLDEST LINES ABANDONED

The Railway Transport Committee granted CP permission to abandon the line between Fraxa and Teeswater as well as the Wingham spur on December 21, 1987. This line was built by the Toronto, Grey & Bruce Railway (TG&B) during the early 1870's.

The TG&B was chartered in March 1868 to build a rail line from Toronto through the counties of Grey and Bruce which had no rail communication at that time. The charter authorized the construction of a line from Toronto to Owen Sound via Mount Forest as well as branches to Southampton and Kincardine. As the earning potential of the line was limited, the promoters obtained permission to build the line to 3 foot 6 inch gauge. Such a line was less costly to build than a 5 foot 6 inch gauge line which was the standard for the railways in Ontario at this time.

The City of Toronto was one of the largest investors in the TG&B. Toronto backed the railway as it wished to expand its trading hinterland. At this point in time, the Wellington Grey & Bruce Railway (WG&B) was planning to build into the same area as the TG&B. The WG&B was controlled by the Great Western Railway. Toronto mercantile interests feared that the Great Western would divert the WG&B traffic to their competitor, Hamilton.

Expanding the area connected to Toronto was not the only factor encouraging municipal participation in the TG&B. It would permit the city to secure additional sources of cordwood. Toronto's growing population consumed an ever increasing

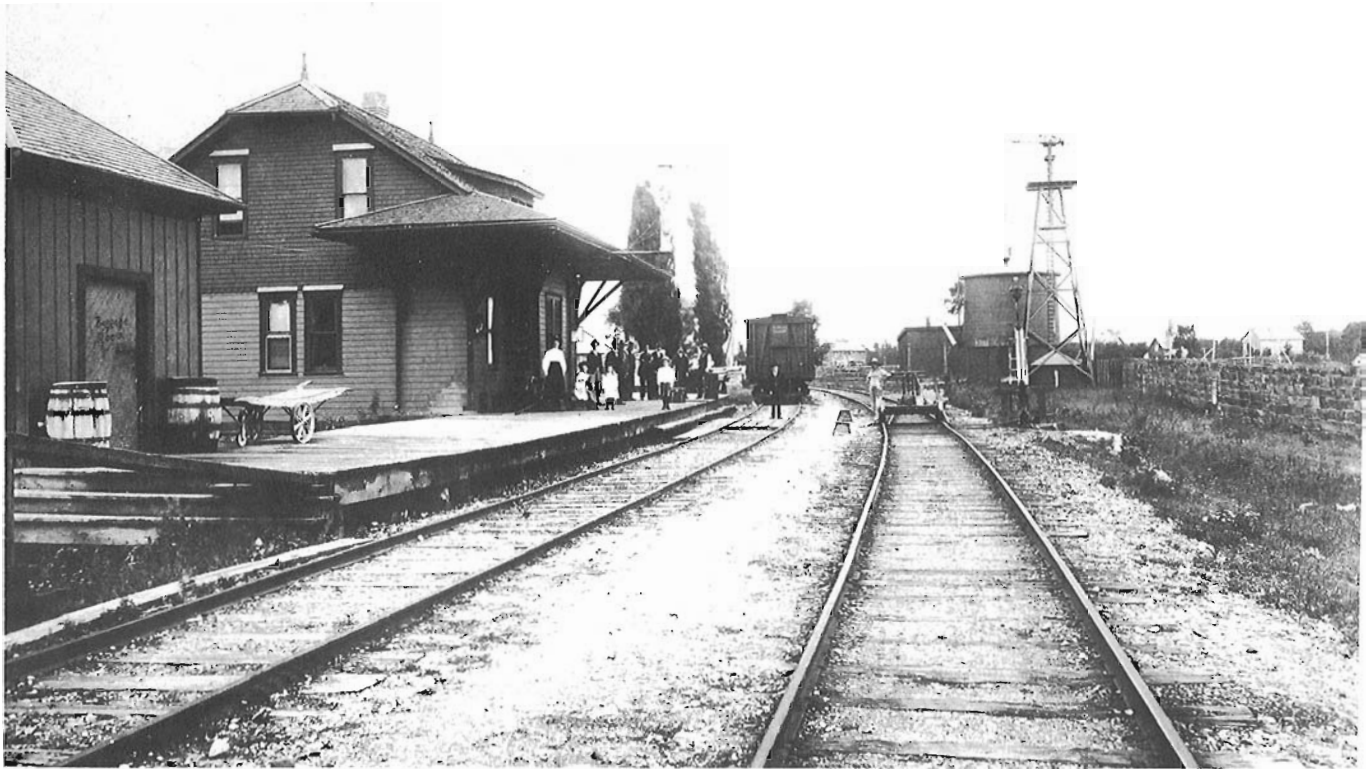
amount of cordwood for heating and cooking. Public indignation against the Northern Railway of Canada had been fueled by a price fixing ploy in which the railway was implicated. Once the TG&B was completed cordwood was the dominant commodity it carried. Financial reports for the years 1875 to 1883 show that this item made up 27% of all the tonnage handled by the TG&B.

Walter Shanly was the contractor for the line from Toronto to Mount Forest. By December 1870, the rails had been laid from Toronto to Bolton. In April 1871, rails were laid from Bolton into Orangeville. Most of the summer was spent readying this line for service. The first shipment of freight from Orangeville was made August 8th. It consisted of 400 tubs of butter destined to Liverpool, England. The beginning of regular scheduled freight and passenger service from Toronto to Orangeville commenced on September 18th.

During the summer of 1871, construction continued westwards from Orangeville. On September 11th, the rails reached Arthur, some 23 miles west of Orangeville. This placed the TG&B within 15 miles of Mount Forest. Initially, the promoters of the TG&B had planned to extend the line from Mount Forest to Owen Sound. This scheme came to an abrupt end when the bonus for this route was voted down.

The County of Grey and Owen Sound offered a bonus to TG&B if it would build the line from Orangeville through the centre of the County. Given the financial inducements offered, the TG&B willingly complied. In September 1871, the TG&B let the contract for the Owen Sound line. This line left the original TG&B line at Orangeville Junction, now called Fraxa, a point 4 miles west of Orangeville.

This change of plans reduced the status of the line to Mount Forest. The original plans to build branches to Kincardine and Southampton had received a blow when the WG&B reached these towns first. One of the first trains to Arthur carried the TG&B President, Mr. J. Gordon, who travelled over the newly laid line on September 22nd, to meet with delegations from the Townships of Minto and Howick. These townships were directly to the west of Mount Forest and were interested in having the TG&B extend its line to Wroxeter. Subsequently, the Townships of Culross and Turnberry expressed interest in extending the TG&B further to the west. Teeswater, which is located in Turnberry Township, became the final terminus of the line after the four townships pledged bonuses totalling of \$103,000 and the provincial government offered a subsidy of \$2,000 per mile.



The CPR station at Wingham, Ontario was built in 1887. Here we see it as photographed by J. W. Heckman on August 25, 1898. Also visible are the roundhouse, windmill, water tank and baggage room. The station has a two-tone paint scheme. Canadian Pacific Corporate Archives, photo A-1554.

For the official ceremony to mark the opening of the line between Toronto and Orangeville on November 3rd, special trains were run from Toronto and Arthur to Orangeville. This was one of the first opportunities for the people of Arthur to ride the TG&B as regular service had not yet been inaugurated over the line to Arthur.

On November 13, 1871, the rails reached Mount Forest. The area newspapers announced that as of December 1st the TG&B would be ready to receive shipments of cordwood. The inauguration of regular freight service over the Orangeville-Mount Forest line occurred on December 11, 1871. Scheduled passenger service commenced a week later on December 18th.

During 1872, the construction efforts were concentrated upon the Owen Sound line which was viewed as having the greatest earning potential. Financial problems, however, caused delays. The treasury was battered when rail prices doubled during 1872. A falling off in the bond market for Canadian railway securities made it difficult to raise the additional funds to complete railing the line. As a consequence, the rails did not reach Owen Sound until the spring of 1873.

Work on the extension of the line westward from Mount Forest proceeded in a desultory manner during 1872. The Teeswater extension started a mile and a half below Mount Forest, placing that town on the end of a spur. Slashing, cutting and grading work was undertaken from that point to Wroxeter. As well, the ballasting of the line between Orangeville and Mount Forest was completed which permitted faster train operations.

Once the line to Owen Sound was completed, the TG&B was able to devote more financial resources to the western extension. Rails were laid on the 10 miles between Mount Forest and Harriston late in 1873. Passenger service was extended to Harriston on December 1st.

By August of the following year, the grading was largely completed between Harriston and Teeswater. The laying of rails, however, was delayed by the Wellington, Grey & Bruce Railway which the TG&B was to cross at Harriston. The Mount Forest newspaper reported on August 18, 1874 that the contractors had been kept waiting for a week as the necessary diamond had not been brought up from Hamilton by the WG&B. By September 8th, the diamond was installed and the tracklayers were once more at work.

On October 27th, the local newspaper in Brussels reported the first shipment from Wroxeter had been made and that the rails were 10 miles from Teeswater. Regular service was extended to Wroxeter effective November 2, 1874 and to Teeswater on November 16, 1874. In order to cope with the rising traffic on its Toronto-Orangeville line, the TG&B began to replace the original 40 pound rail with 56 pound rail in August 1874. The 40 pound rail removed from this part of the line was used on the 25 mile Harriston-Teeswater extension.

The TG&B had been built as a narrow gauge line in order to minimize construction costs. When it was chartered competing railways had yet to be built in the area it would service. By the middle of the 1870's, standard gauge railways had reached almost every major community the TG&B served. These lines were not burdened with the high cost of trans-shipping freight to

standard gauge cars in Toronto and had ready access to a large pool of freight cars to meet peaks in traffic. The TG&B, which seemed to be perpetually short of freight cars, found it could not compete. As early as 1877, plans were being laid to widen the track to standard gauge which by that time had been set at 4 feet 8½ inches. In 1878, the TG&B defaulted on its bonds and thus could not raise the funds to make the conversion.

The Grand Trunk took over the line at the request of the bondholders in 1880. The main reason for this step was to prevent the CPR from gaining control of the line. The Grand Trunk financed the cost of converting the TG&B to standard gauge. The work to widen the embankments, ease curves and rebuild bridges started in the fall of 1880. The TG&B ran its last narrow gauge train on December 3, 1881. Conversion of all its lines to standard gauge was completed on December 8th.

A crisis in the Grand Trunk's own financial affairs caused it to lose its control over the TG&B in 1883. The Ontario & Quebec Railway bought up a majority of the stock in the TG&B thereby securing control of the company. At this time, Canadian Pacific, through its subsidiary the Ontario & Quebec Railway, was busily assembling its own network of rail lines in southern Ontario. The TG&B was leased to the Ontario & Quebec Railway for 999 years in 1883. The line was particularly

valuable during the period when the line between Sudbury and Winnipeg was under construction. Supplies could be hauled by rail to Owen Sound and forwarded by steamships to construction points along the lakes and from Fort William to the western rail head.

The last piece of construction which took place was the spur to Wingham. This 4.6 mile line was built by CP under the charter of the TG&B. Construction started in the spring of 1887 and the line was opened in September of that year.

A century later, CP applied to abandon all trackage west of Orangeville. No freight traffic had moved over the line since 1984 when two carloads were shipped. Losses in 1986 amounted to \$89,000.

The last word on the Teeswater line should go to the man who started the narrow gauge movement in Canada and who was one of the promoters of the TG&B. In January 1880, John Laidlaw stated to a reporter from "The Globe", "I originally projected the TG&B to run to Kincardine from Mount Forest. I was opposed to and prevented the construction of the TG&B from Mount Forest via Harriston to Teeswater as long as I had authority over the affairs of that company, regarding that line as a deplorable mistake." Mistake or not, the line endured for almost 100 years!



Canadian Pacific Railway station at Elora, Ontario photographed by J.W. Heckman on September 13, 1898. Note the loco house and the windmill to pump water into the tank. The coach was built by the Grand Trunk in the days when it controlled the TG&B. Canadian Pacific Corporate Archives, photo A-21030.



The Canadian Pacific Railway station at Tweed, Ontario about 1915. Canadian Pacific Corporate Archives, photo A-3359.

ANOTHER CP LINE IN SOUTHWESTERN ONTARIO VANISHES

John Laidlaw, who was one of the promoters of the TG&B, promoted several other railways. Probably the most important was the Credit Valley Railway whose main line ran from Toronto to St. Thomas, Ontario. At Streetsville, a branch line ran up to Orangeville. Cataract, a point 6 miles south of Orangeville, was the junction for the branch to Elora. The branch lines to Orangeville and Elora were a dubious project as all the major communities along these lines already had rail service. The spirit of the times, however, favoured competition as a means to obtain lower freight rates. Financial inducements totaling more than \$170,000 were offered to have these two branches built.

The Elora branch was completely built in 1879. Rails were laid into Elora on December 22nd. On January 20, 1880, regular passenger service began.

The Credit Valley was not a lucrative railway. While a operating profit was achieved after 1881, it never was sufficient to cover the interest cost on the bonded debt. CP was most interested in expanding its lines into southern Ontario. The Credit Valley main line between Toronto and St. Thomas fitted very well into CP's plans. It offered direct connections to the Canada Southern Railway which, as part of the Vanderbilt family of controlled lines, offered direct access to the mid-western United States. The Credit Valley was leased to the Ontario & Quebec in 1883.

Between 1984 and 1986, the Elora branch averaged 18 carloads per year and the average loss was \$172,000. Given the low level of traffic and the high losses, the Railway Transport Committee concluded on December 21, 1987 that the line could be abandoned.

CHANGING TIMES

The final Railway Transport Committee decision to concern a CP line in Ontario focused on the track between Tweed and Blairton. For the past 18 years, low levels of traffic have moved over this branch line. At one time, this line was a part of CP's main line between Montreal and Toronto.

This trackage was built by the Ontario & Quebec Railway, a company directed by individuals with interests in the CPR. This line, which passed through Peterborough, was built through the rugged territory well to the north of the existing Grand Trunk Railway line along Lake Ontario. It was opened in 1884.

Large increases in the amount of freight traffic moving over its Montreal-Toronto route caused CP to start double tracking the line in the early 1900's. The first portion to be completed was from Montreal to Glen Tay, a point 4 miles west of Perth, Ontario. Rather than continuing to double track the existing line, CP decided to construct a completely new line dipping down to the population centres along Lake Ontario. The new line had lower grades than the old line and it serve the towns and industries along Lake Ontario which up to that time had been the domain of the Grand Trunk. This project was completed in 1914.

Following the discontinuance of its Montreal-Toronto passenger trains and the installation of Centralized Traffic Control on the Lakeshore line, there no longer was the need to maintain two Montreal-Toronto lines. In July 1971, CP abandoned the portion of the Ontario & Quebec between Glen Tay and Tweed.

By 1987, freight traffic on the Tweed-Blairton portion of the line had dried up. No traffic was been handled over the lines since 1983 when one carload was shipped. The 1986 losses exceeded \$390,000. Permission was granted to abandon this line on December 21, 1987.

FIRST MAJOR ABANDONMENT OF A QUEBEC CENTRAL LINE

In the last two months of 1987, CP's longstanding application to abandon most of the Tring Subdivision of the Quebec Central Railway (QC) was approved. The origins of this line between Tring Junction and Megantic, Quebec has its origins in schemes dating to the 1830's to build a railway over the shortest route between Quebec City and an ice-free port on the Atlantic Ocean. Little progress was made until the advent of the Levis & Kennebec Railway (L&K) which was chartered in 1869. The Kennebec is a river in Maine which flows to the Atlantic.

The L&K was chartered as one of a number of low budget railways using wooden rails. Before rail laying commenced, however, the company decided iron rails would be more suitable. It managed to complete a line from Levis to a point near St. Joseph, a distance of 45 miles, before coming to financial grief in 1876.

In March 1881, the L&K was purchased by the Quebec Central Railway (QCR). The union of the two railways formed a direct rail line between Sherbrooke and Levis. The two companies were amalgamated in 1881. While Kennebec had disappeared from the corporate title, the dream of a connection to the Maine coast remained alive. In 1883, the QCR started to extend its line from St. Joseph in hopes of meeting one of the many lines projected from the Maine coast towards the international boundary.

Due to financial difficulties, The QCR completed only the 11 miles of trackage from St. Joseph to St. Francois by the end of 1884. The English bondholders in 1885 appointed Thomas Swinyard, the Manager of the Great Western Railway, to prepare a report investigating the potential of a connection with the Maine railways. His report on the project was very favourable. He proposed that a 90 mile line be constructed to a junction with the planned Atlantic & Northwestern Railway at a point near Moose River.

Inspired by Swinyard's report, the bondholders recommended that a new £300,000 issue of First Preference Bonds be issued. These would rank before their own securities. The money would be used to finance the extension, to rebuild the L&K and to modernize the QCR equipment.

In 1883, the Dominion government had voted its standard subsidy of \$3,200 per mile of line in support of the QCR line into Maine. This funding, however, applied only to the portion of the line built in Canada. The bondholders felt this level of support was insufficient. In 1886, they petitioned the Dominion government to grant \$500,000 towards the line. The government chose to delay making any firm decision. Certainly, it ran counter to the tenets of Sir John A. Macdonald's National Policy to encourage Canadian business to move through the United States.

With the completion of the CPR Montreal-Saint John line in early 1889, heavy pressure was exerted on the Dominion government by Quebec City interests to have a link built to the CPR line. The new route would shorten the distance for shipments between Quebec and Saint John and would open a shorter route to numerous ports in Maine. Quebec claimed the government had established a precedent earlier that decade

when it had given subsidies greatly in excess of the \$3,200 per mile to the Northern & Pacific Junction and the Canada Central Railways. These subsidies were to build connecting links from Toronto and Montreal to the CPR which was at its designated eastern terminus at Callendar.

In 1890, the dominion government capitulated and granted a subsidy of \$288,000 for the QCR. While this was based on the standard \$3,200 per mile allowance, it applied equally to trackage built in Canada and the United States. The subsidy applied equally to a line from St. Francis to the CP at Moose River or to a line from Tring Junction to Megantic. It would appear that the QCR was having second thoughts about the advisability of building through the mountainous topography of northern Maine.

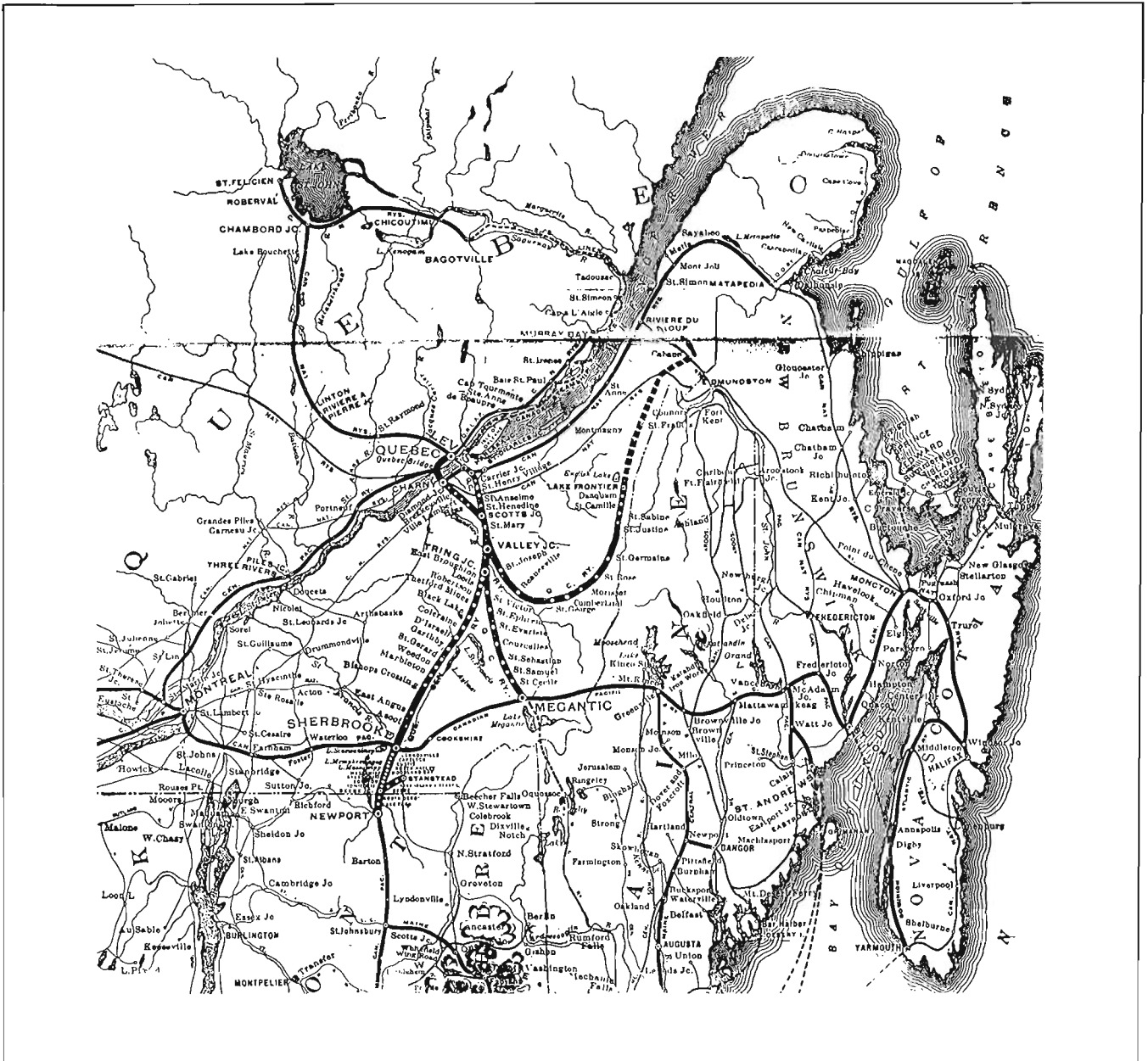
A contract was signed between the Dominion government and the QCR specifying the construction standards for the Megantic line in 1892. Progress on this line was stymied for almost two years as the citizens of the Beauce region lobbied to have the contract set aside. They wanted the railway to be built from St. Francis to Moose River as it would pass through their communities. The debate appears to have delayed a decision by the government as to whether the QCR should receive the full \$288,000 subsidy if it built the Megantic line. The St. Francis-Moose River line would have been 90 miles long whereas the Megantic line would be less than 59 miles long. In June 1894, the Dominion government decided that the QCR would receive the full \$288,000 subsidy for the Tring Junction-Megantic line.

Progress thereafter was swift. In September 1894, the rails had been laid 20 miles southward from Tring Junction. The construction of the line was completed twelve months later. On October 14, 1895, regular passenger service was inaugurated.

In its reports to the Department of Railways and Canals, the QCR noted that the Megantic branch had given a strong impetus to the lumber trade. While figures for the lumber shipments over the Megantic line are not available, during the five years after the completion of the branch, lumber traffic for the entire QCR was more than 50% greater than during the five years before the branch had opened.

Effective January 1, 1913, the Quebec Central was leased by CP for 999 years. In 1936, the branch carried its most famous passenger. On July 31st, the President of the United States, Franklin Roosevelt, travelled over the Megantic branch en-route to Quebec City. A special train left Megantic at 0500, reached Tring Junction at 0702, and pulled into Wolfe's Cove at 0855. In deference to the light rail on the branch, QCR locomotives 42 and 45 headed the train between Megantic and Tring Junction. CPR locomotive 2554 replaced these two locomotives for the remainder of the run to Quebec City. The train consisted of 8 cars: a CPR baggage car, a CPR 12 section 1 drawing room sleeper, a New York Central club lounge car, another CPR 12 section 1 drawing room car, a New York Central dining car, two Pullman 6 compartment 3 drawing cars, and the Pullman private car "Pioneer" which carried the president.

CP applied to abandon the entire line except for the first mile from Tring Junction in the 1970's. The Railway Transport Committee approved the abandonment of the 25 miles between



*A map of the Quebec Central Railway dated January 15, 1928.
Donated by Jean-Paul Nadeau.*

Courcelles and Megantic on February 28, 1979. The Review Committee of the Canadian Transport Commission stayed the order as the court case brought by the minority shareholders in Ontario & Quebec Railway against CP involved similar leasing arrangements to those existing between CP and the QCR.

Following the decision by the Supreme Court, the Review Committee re-opened the file and decided CP could abandon the

Courcelles-Megantic line on November 20, 1987. It also requested the Railway Transport Committee to reconsider CP's application to abandon the rest of the line. The Committee found that no traffic had been handled on the line since 1984, when 9 carloads had been shipped, and that the annual loss was \$171,519 in 1986. Permission to abandon the remainder of the line was given on December 29, 1987.



QCR train number 2 departed Vallee Junction at 0933 on November 5, 1945. Ten miles ahead, at Tring Junction, a connection would be made with the mixed train to Megantic. Locomotive 2536 was built by CP in 1906 and was sent to the QCR in 1926 where it was renumbered 60. In 1935 it was numbered back to 2536 but retained the Quebec Central name on its tender's flanks. Paterson — George Collection.



THE DIRECT ROUTE BETWEEN QUEBEC AND SHERBROOKE NEWPORT NEW YORK BOSTON AND ALL NEW ENGLAND POINTS

J. H. WALSH G. D. WADSWORTH
 VICE-PRESIDENT AND GEN'L MANAGER GEN'L PASS'G AGENT
 SHERBROOKE, QUE.

QUEBEC, LEVIS, LAKE FRONTIER, MEGANTIC									
READ DOWN			TABLE 4				READ UP		
No. 6	No. 2	MIs	STATIONS				No. 1	No. 5	
PM 3 15	AM 17 55		Quibec-Scotts Jct.				AM 12 15	PM 9 15	
3 49	8 27	14	Lv Quibec (Palais) O.	Ar		12 38	8 45		
3 50	8 28		Ar Charry	Lv		12 37	8 44		
4 07	8 42	20	Lv Breakeyville	Lv		12 19	8 23		
4 17	8 52	26	Ville Lambert	Lv		12 08	8 12		
4 23	8 58	30	Bras	Lv		12 00	8 05		
4 33	9 08	36	Ar Scotts Junction O.	Ar		11 49	17 55		
			Lavis-Scotts Jct.						
PM 15 50	AM 16 40		Lv Lavis	Ar		10 50	PM 2 10		
6 02	6 52	5	Ar Harlaka Junction	Lv		10 37	1 55		
6 13	7 05	11	Ar Carrier	Lv		10 24	1 35		
6 20	7 17	14	Ar St. Henry Village	Lv		10 15	1 20		
6 37	7 50	21	Ar St. Anselme	Lv		10 01	12 55		
6 52	8 25	26	Ar St. Henedine	Lv		9 47	12 25		
7 03	8 50	32	Ar Scotts Junction O.	Ar		19 35	112 05		
			Scotts Jct.-Tring Jct.						
PM 4 38	AM 19 13		Lv Scotts Junction O.	Ar		3 32	PM 7 54		
4 48	9 23	5	Ar Ste Marie O.	Lv		1 18	4 45		
4 59	9 33	12	Ar Valley Junction O.	Lv		1 38	4 33		
5 28	10 05	22	Ar Tring Junction	Lv		1 50	4 07		
			Valley Junction-Lake Frontier						
PM 17 43	AM 19 55		Lv Valley Junction O.	Ar		9 01	PM 6 30		
7 56	10 11	5	Ar St. Joseph O.	Lv		8 51	6 10		
8 21	10 40	15	Ar Beauceville O.	Lv		8 27	5 25		
8 43	11 20	23	Ar St. George O.	Lv		8 04	4 25		
9 10	12 10	29	Ar Cumberland	Lv		7 51	4 35		
9 23	12 35	35	Ar Morisset O.	Lv		7 42	4 40		
9 33	12 55	41	Ar Ste Rose	Lv		7 28	4 00		
9 43	1 20	46	Ar Ste Germaine O.	Lv		7 19	3 40		
9 54	1 45	51	Ar Ste Justine	Lv		7 09	3 15		
10 06	2 20	55	Ar Ste Sabine O.	Lv		6 58	3 00		
10 28	2 50	61	Ar St. Camille	Lv		6 48	2 30		
10 45	3 15	66	Ar Daquam O.	Lv		6 35	2 05		
			Ar Lake Frontier O.	Lv		16 15	112 40		
			Tring Jct.-Megantic						
PM 15 35			Lv Tring Junction	Ar		8 00			
5 55			Ar St. Victor	Lv		7 30			
6 11			Ar St. Ephrem	Lv		7 10			
6 32			Ar St. Evariste	Lv		6 50			
6 58			Ar Courcelles	Lv		6 23			
7 30			Ar St. Sebastian	Lv		6 00			
7 45			Ar St. Samuel	Lv		5 45			
8 05			Ar Ste Cecile	Lv		5 35			
8 35			Ar Megantic O.	Lv		15 15			

Equipment
 No. 1 and 5—Sleeping Cars and Coaches Newport and Quebec. Parlor Car, Dining Car, Buffet Car, and Dining Car Service Sherbrooke and Quebec.
 No. 2 and 3—Parlor Car, Coaches and Dining Car Service Sherbrooke and Quebec.

Explanation of Signs
 * Daily, except Monday.
 † Daily, except Sunday.
 ‡ Daily, except Saturday.
 § Stops on signal to enter and detrain for and from points north.
 ¶ Stops Saturdays only.
 ○ Works on signal or to leave passengers.
 ⊙ Pull out mail box on station platform.

THROUGH SLEEPING CARS AND COACHES
 between
QUEBEC, SHERBROOKE AND BOSTON
 daily
 operating to and from Boston on
 THE "RED WING"

Quebec Central timetable of
 January 15, 1928.
 Donated by
 Jean-Paul Nadeau.

LAST SEGEMENT OF GRAND SOUTHERN RAILWAY ABANDONED

The Grand Southern Railway was incorporated in 1872. It was projected as part of a new international rail route. The Grand Southern was to be built between Fairville, opposite Saint John, to St. Stephen, opposite Calais, Maine. The Maine Short Line was projected between Calais and Bangor. The new line would be shorter than the existing line of the European & North American Railway between Saint John and Bangor.

Actual construction on the Grand Southern did not start for a number of years. The major factor delaying work was the time it took to provincial government to revamp its policy of subsidizing rail lines. Thus it was not until 1874 that a subsidy of \$5,000 per mile was voted by the government.

Another two years elapsed before contractors were found. In April 1876, a contract was signed with Joseph N. Greene of New York and Edward Appleton of Boston to build the line. Funding was tight as the Grand Southern had not been very successful in procuring bonuses from on-line communities. As a consequence, it was decided to build the line to a 3 foot 6 inch gauge to minimize costs. The contract specified that the standard of construction should be comparable to that of the Revere Beach and Lynn Railroad, a narrow gauge railway in suburban Boston.

Construction started in May 1876 and by the end of the year grading was complete from St. Stephen to Lepreaux. Internal dissent between the directors and unrest in the financial markets combined to make it difficult to sell the company's bonds. This caused progress to slow in 1877 and cease completely for most of the two years thereafter.

During 1879, the company was able to straighten out its affairs and sell its bonds. In January 1880, it was announced that the line would be built to standard gauge. The last spike was driven on December 21, 1880 at a point five miles east of Magaguadavic. Most of 1881 was spent building permanent bridges, ballasting the line and acquiring equipment. Regularly scheduled service was not inaugurated until November 1881.

None of the hopes of developing the line as part of a through route came to pass. The Maine Short Line died in 1877 when the Town of Calais, the largest city on the proposed line, became more interested in promoting a western link to Megantic. It was not until 1899 that the successor to the Maine Short Line, the Washington County Railway, was built between Calais and Bangor. By then it was far too late to help the fortunes of the Grand Southern. Proposals were developed to have CP build its line to the east coast via Calais. The Grand Southern would have served as the connection to the harbours at St. Andrews and Saint John. Contractor Greene mirrored these sentiments in a speech given at St. George in 1880 where he stated, "The Grand Southern is bound to be one of the great roads on the Continent; malice of men can not prevent the will of God. It is only a question of time for the Grand Southern Railroad to become a connecting link between the great metropolis of Canada [Montreal] and the commercial centre of the Bay of Funday, the City of Saint John."

Even the appeal to the Almighty failed to bring this idea to pass. In the end, construction costs mitigated against this plan.

NEW BRUNSWICK SOUTHERN RAILWAY.

St. John and St. Stephen.
AMERICAN EXPRESS MAIL TRAIN.
Daily (Sunday Excepted.)

Leave St. John (East Ferry)	7.30 a. m.
Leave St. John (West)	7.50 a. m.
Arrive St. Stephen.. .. .	12.50 p. m.
Leave St. Stephen.. .. .	2.15 p. m.
Arrive St. John (West)	7.00 p. m.

Atlantic Standard Time.

Railroad connections at Calais with Washington County Railway; at St. John with Intercolonial and Dominion Atlantic Railways.

Baggage and freight office 58 Water street (East Side.)

Tickets sold and baggage checked at East and West Side offices.

Special Ticket Office, 97 Prince William street.

FRANK J. McPEAKE,
Superintendent.

St. John (N. B.), June 16th, 1902.

By using trackage rights over existing railways, CP had to build only 120 miles of new line to link up Mattawamkeag with its railhead east of Megantic. In comparison, the line to Calais would have required 270 miles of new construction.

The financial history of the Grand Southern was one of penury. The reasons for the poor financial showing of the company are not hard to find. The on-line traffic potential was minimal. Excluding the end points which had access to alternate rail service and coastal shipping, the total population of the communities along the line did not exceed 7,000.

The Grand Southern did not last out its first decade. The company was reorganized as the Shore Line Railway in 1889. The Shore Line was hardly more successful than the Grand Southern, being reorganized as the New Brunswick Southern Railway in 1901. By 1910, the property was in sad condition. The loss on operations for the twelve months prior to June 30, 1910 exceeded \$32,000. No funds were available to service the \$500,000 funded debt. Reflecting the thin traffic base, passenger revenues exceeded those of freight traffic. The rolling stock consisted of 3 locomotives, 4 passenger cars and 46 freight and other cars. In 1910, CP concluded an agreement to lease the line for 999 years as of January 1, 1911.

Even under CP auspices, the line was an early candidate for trimming. In 1935, CP received permission to abandon 29 miles between St. Stephen and Bonny River. Subsequently, the 6 mile segment from Bonny River to St. George was abandoned in 1958, the 23 miles from St. George to Lepreaux in 1983 and the 14 miles from Lepreaux to Allan Cot in 1986.

The last major traffic handled over the line was construction material to the site of a new nuclear powered electric generating station at Lepreaux. As the construction of the plant was finished, the traffic on the line vanished. Between 1984 and 1986, only one carload was moved. Given the dearth of traffic and the \$31,500 loss, approval to abandon the 10 miles of the Shore Line Subdivision between Bay Shore and Allan Cot as well as the 0.8 mile Lancaster spur starting at mileage 2.0 of the Shore Line Subdivision was granted on December 21, 1987.

From the Collection

There are several criteria for the inclusion of pieces of equipment in the collections of railway museums. The most usual criterion is to illustrate the history of railway development within the specialty of the particular museum; in our case this is, of course, the railways of Canada. However certain locomotive types have, at various times, transcended geographical boundaries and become what might be termed "world class" locomotives. Curiously, quite a number of these classic designs originated in the 1930's, a time of depression when the railways were struggling to offer first class trains to meet the competition of automobiles and airlines. Among these classic locomotives may be included Canada's own "Royal Hudsons" of the CPR, the streamlined Hudsons of the New York Central (none of which was, unfortunately, preserved), the GG-1 electrics of the Pennsylvania, to name just three North American examples.

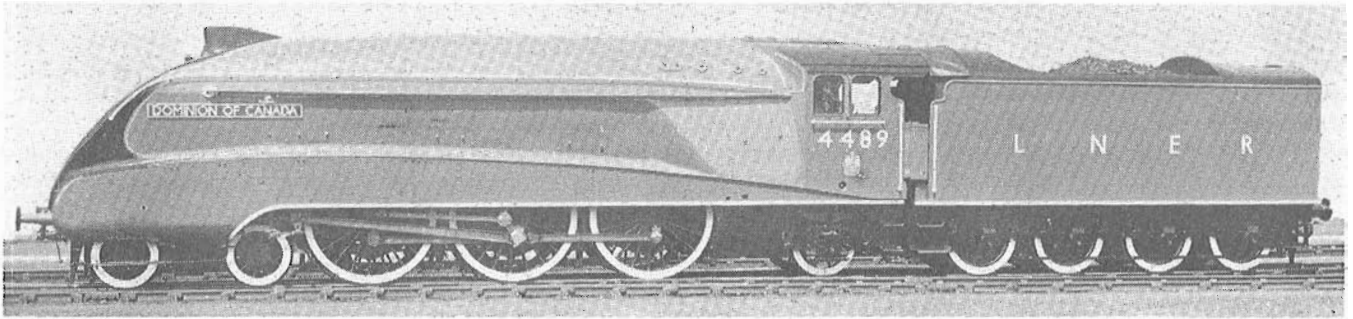
However if one were to try to choose a candidate for the most famous of all streamlined locomotive types the most likely choice would have to be the Gresley A-4 Pacifics of the London and North Eastern Railway in England. Few deny that these represented the ultimate in high speed streamlined passenger steam locomotives. Just fifty years ago one of them, "Mallard", set the world's speed record for a steam locomotive; 126 miles per hour, a record never likely to be broken.

Our collection is fortunate indeed to have one of these renowned engines, the "Dominion of Canada", outshopped in May 1937. In this issue we take pleasure in presenting two articles about this locomotive and the A-4's in general. Mr. Ian Morris lives in West Glamorgan Wales, while Mr. Mike Wragg resides in Burin Newfoundland. Both are very knowledgeable about these engines, and we feel that the members will enjoy reading their accounts, which bring to life the notable career of number 60010 "DOMINION OF CANADA".



No. 4489 heading the down "Coronation" express at Newcastle Central station in 1939. The scheduled time was six hours from King's Cross to Edinburgh.

Photo by W.B. Greenfield.



*LNER 4489 "Dominion of Canada" when new in 1937.
Photo from British Railways.*

Dominion of Canada

By Ian G. Morris.

The era of the high speed streamlined train may be said to have begun in the 1930's. From roughly 1932 until the outbreak of World War II in 1939 railway systems worldwide introduced specially designed luxurious lightweight trains designed for fast service. These trains were usually hauled by streamlined locomotives, either steam, diesel or electric. In Britain the period was still the age of steam so it is not surprising that the railways there constructed streamlined steam locomotives of the most modern design. Foremost among these were the 35 famous "A-4" Pacific type locomotives of the London and North Eastern Railway, designed by Sir Nigel Gresley and placed in service between September 1935 and July 1938.

The A-4's had evolved from the earlier A-1, A-2 and A-3 classes but they looked different because of their streamlined appearance which suggested speed. This was a period when emphasis was placed on speed as witness some of the earlier "A" type locomotives which had been named after famous race horses, for example 2750 "Papyrus" (winner of the Derby in 1923) and 2573 "Harvester" (who won the Derby in 1884 in a dead heat). The first A-4's were built for the "Silver Jubilee" train which ran between London's Kings Cross station and Newcastle, and was named to commemorate the 25th jubilee of King George V celebrated in 1935. Consequently these four engines bore names with the word "silver" viz. 2509 "Silver Link", 2510 "Quicksilver", 2511 "Silver King", 2512 "Silver Fox", and were placed in service between September and November 1935. All were painted in a livery of three contrasting shades of grey, as was the rest of the train, suggesting a silver train of high speed.

The "Silver Jubilee" was most successful and it was decided to put on a similar streamlined express to run between Kings Cross and Edinburgh. By now it was 1937, the year of the Coronation of George VI, and the new train was aptly named the "Coronation". This train was painted in a "garter blue" livery



The contrast between the streamlined A-4's and the older type locomotives is seen in this view at Grantham in the late 1930's as the express from the north makes a brief pause. From left to right we see 4489, 3294, 4478.

Photo from T. C. Mepham.

which later became standard for all A-4's. The third streamlined express was the "West Riding Limited", also in blue livery, which ran between Kings Cross and Bradford and Leeds in West Yorkshire. Accordingly thirty-one locomotives, similar to the four of 1935, were built and placed in service between December 1936 and July 1938. One of these was the subject of this article.

This large group of A-4's were numbered from 4482 to 4498, 4462 to 4469, 4499, 4500 and 4900 to 4903. Initially all but seven had the names of wild birds, the exceptions were those named for the express service for which they were used (eg. 4496 "Golden Shuttle" which suggested the textile industry,

and used on the "West Riding Limited" which served the area of England noted for textile mills). The one special case was 4498 which was named "Sir Nigel Gresley" in commemoration of the designer's proudest achievement, the A-4 locomotives. Thus for a time the series could have been described as an ornithological class, enthusiasts going bird-watching instead of train-spotting! Gradually, over the years, many of the bird names disappeared as the corresponding locomotives were renamed for various reasons. Between 1939 and 1948 eleven birds disappeared by renaming, thus the attractive flock had been reduced to a motley collection of birds, company chairmen, countries and others. One bird that survived, however, was the world famous 4468 "Mallard", built in March 1938, which set the all-time speed record for a steam locomotive, 126 miles per hour.

While most of the A-4's were turned out in the Garter Blue livery, there were exceptions. At first it was intended that the grey and the blue locomotives would be used on the streamlined expresses while others would be painted green. Some were actually delivered in the green paint scheme, but in fact all but one of the A-4's saw service on the expresses. Thus the green was used only one year and the blue then became standard until well into the war years.

In the spring of 1937, with the introduction of the "Coronation" only three months away, it was decided that the locomotives hauling this important train should be given names of countries in what was then the British Empire. This marked the beginning of the trend away from bird names and had a very significant effect on our locomotive which emerged from the Doncaster works of the LNER in April 1937 with builder's number 1854. Originally it was to have been named "Buzzard" but, for reasons which are not difficult to understand, never ran with that name. On May 4 1937 the locomotive entered service with the name "Woodcock" and road number 4489. Originally it was painted "paint shop grey" with green wheels, but this did not last long for on May 17 it was recalled, to emerge after a week in garter blue livery with dark red wheels and covered name plates.

At a ceremony on June 15 1937 the High Commissioner for Canada, Hon. Vincent Massey, unveiled the third, and now permanent, name "DOMINION OF CANADA". The Canadian Pacific Railway presented a bell which was fitted below the chimney and operated by steam from the whistle pipe. This was used regularly until just before the outbreak of World War II in 1939 when an embarrassing incident occurred. One day a keen enthusiast at Kings Cross station in London asked the driver to ring the bell which he did on pulling out of the station with the down (away from London) "Coronation" express. It turned out that the steam supply could not be halted so the bell continued to ring all the way to York, a distance of 188.2 miles, since the crew did not wish to lose time. The steam was cut off at the front of the engine, and 4489 came off the train at Newcastle where repairs were carried out at Gateshead shed. The bell was then rendered inoperative, but it remained on the engine until 1957 when a double chimney was fitted. The bell was not replaced but was returned to Canada with 60010 in 1967.

The Canadian Pacific Railway also presented a Canadian chime whistle with five notes, as standard on Canadian

Railways, but this was removed in April 1949 so that the locomotive could participate in various trials of whistle types. The whistle was never replaced, "Dominion of Canada" receiving a standard chime whistle instead. The Canadian whistle was eventually bought by the Ffestiniog narrow gauge railway in North Wales for installation on one of their engines. However during the Christmas season of 1963 it was stolen from their workshops and has never been seen since.

Number 4489 was one of five engines specially chosen to haul the "Coronation" streamlined express trains over the 393 mile route between London's Kings Cross station and Edinburgh Scotland. As previously mentioned, each of the five bore the name of a country in the then British Empire:

- 4488 "Union of South Africa"
- 4489 "Dominion of Canada"
- 4490 "Empire of India"
- 4491 "Commonwealth of Australia"
- 4492 "Dominion of New Zealand"



Entering King's Cross with bell ringing on a June day in 1938, "Dominion of Canada" has just completed the world's longest scheduled non-stop run; 393 miles from Edinburgh. Photo by W.B. Greenfield.

Each locomotive was provided with coats of arms of the countries after which they were named, hand painted on a metal panel fixed to each side of the cab. Because of this the works plates had to be positioned away from their usual place, the inside of the cab roof sufficed for this purpose. On these five, the handrails, works plates and nameplates were chromium plated. Three of the engines retained the coats of arms until withdrawal, but "Dominion of Canada" lost them following a light repair in October 1948, while those of "Union of South Africa" disappeared during its last overhaul before withdrawal.

The "Coronation" went into service on July 3 1937, the down train, with a total load of 312 tons, making a stop at York in 157 minutes for a run of 188.2 miles. This average speed of 71.9 miles per hour was the fastest schedule ever to appear in a British timetable in the days of steam. After leaving York the train ran non-stop to Edinburgh in 200 minutes over a length of 204.5 miles, averaging 61.4 MPH. The down express left London at 16:00 and reached Edinburgh at 22:00 while the up train departed Edinburgh (Waverley station) at 16:30 to arrive at London (Kings Cross station) at 22:30. During the summer



Locomotive 4489 at Gateshead shed after its first run from King's Cross to Newcastle in June 1937. The engine had only been in service three weeks.

Photo by W.B. Greenfield.



Leaving King's Cross with the bell ringing. June 1938.

Photo by W.B. Greenfield.

months, when most of the trip was in daylight, observation cars were used. The up train stopped at Newcastle while the down train stopped at York. (Editor's note: It should always be borne in mind that the "up" trains are those bound for London, thus on the Edinburgh run, the "up" train is southbound while the "down" is northbound).

A special service was put on by way of introduction, mainly for the press, and in this service, on June 30 1937, No. 4489 took the train from London to Barkston and return. Nothing spectacular was attempted on the down run which was accomplished in 93½ minutes. The up run was intended to be a special occasion but, unfortunately, the "Dominion of Canada" did not quite make its mark.

Two days before, the rival London Midland and Scottish Railway had attained 114 miles per hour on the press run of their new "Coronation Scot" so an attempt was made to beat this on the return to Kings Cross. On the descent of Stoke bank the maximum of 109½ MPH was attained, a disappointment but still no mean achievement for 4489.

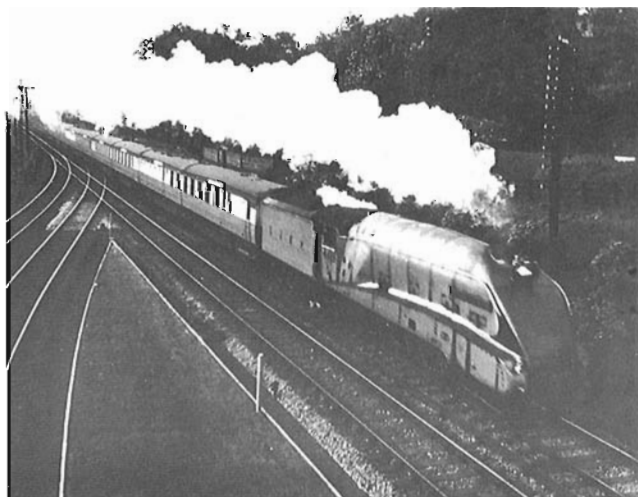
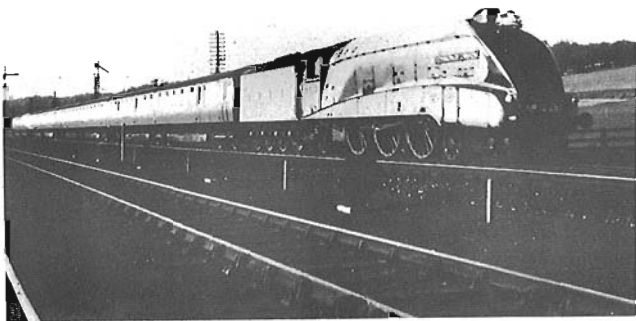
Three sheds shared the working of the "Coronation", Kings Cross, Gateshead and Haymarket; only Kings Cross and Haymarket engines were used, crews changing at York and Newcastle respectively while the engines ran right through. On Sundays the balancing turns were ordinary expresses. "Dominion of Canada" was responsible for the first up run of the "Coronation", a Haymarket crew being replaced at Newcastle by a Kings Cross pair. The down express was handled by 4491 "Commonwealth of Australia", Gateshead crews being involved south and north of York.

The five "Coronation" engines were settled down in Kings Cross and Haymarket sheds following some switching about early in their careers. 4488 (later 60009) "Union of South

Africa", 4490 (60011) "Empire of India" and 4491 (60012) "Commonwealth of Australia" were on Haymarket shed from the late 1930's to the early 1960's, while 4489 (60010) "Dominion of Canada" and 4492 (60013) "Dominion of New Zealand" were Kings Cross engines for most of their working lives. However 60010 was assigned to Aberdeen for some years before its withdrawal in 1965. All engines retained corridor tenders, for non-stop crew changes, except 4492 (60013) which lost it from July 1950 until April 1955 when it was regained.

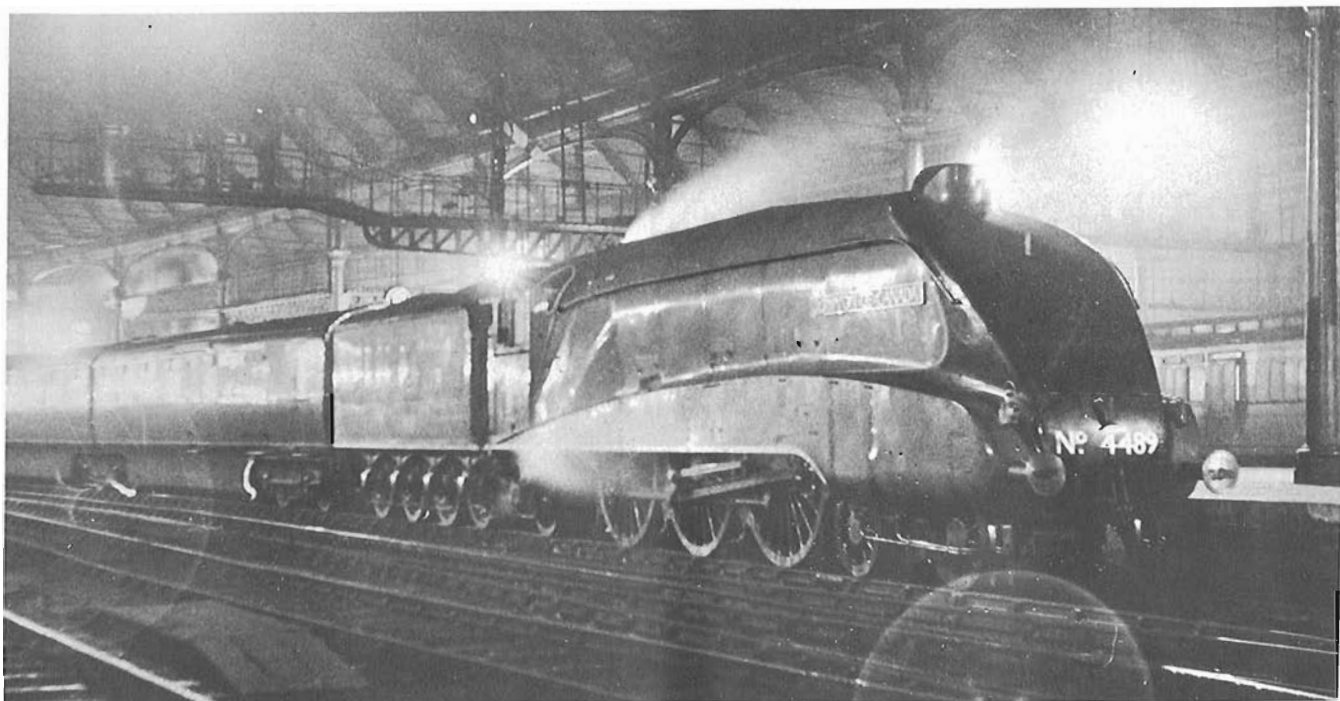
In those pre-war years "Dominion of Canada" made many runs on the "Coronation", the "Flying Scotsman", the "Silver Jubilee" and the "West Riding Limited". In the summer of 1939 it ran 18,327 miles in seven weeks (including 34 days of unbroken service) made up as follows: one week on the "Coronation", four weeks on the non-stop "Flying Scotsman", one week on the "West Riding Limited" and finally another week on the "Coronation".

However the great era of the streamlined expresses was drawing to a close that summer of 1939 as the clouds of war moved in. On August 31 1939, with war only hours away, the three trains made their final journeys. "Dominion of Canada" brought the final "Silver Jubilee" up to London from Newcastle, while the down express was taken by the Gateshead loco 4499, later 60002 "Sir Murrough Wilson". The last down "Coronation" left behind 4487 "Sea Eagle" the last corresponding up train being hauled by 4488 "Union of South Africa". The final "West Riding Limited" expresses were handled by the engines originally designated to haul this train, 4495 "Golden Fleece" in the up direction and 4496 "Golden Shuttle" in the down. "Golden Shuttle" was renamed "Dwight D. Eisenhower" in September 1945, it was later assigned number 60008 and is now preserved in the United States.



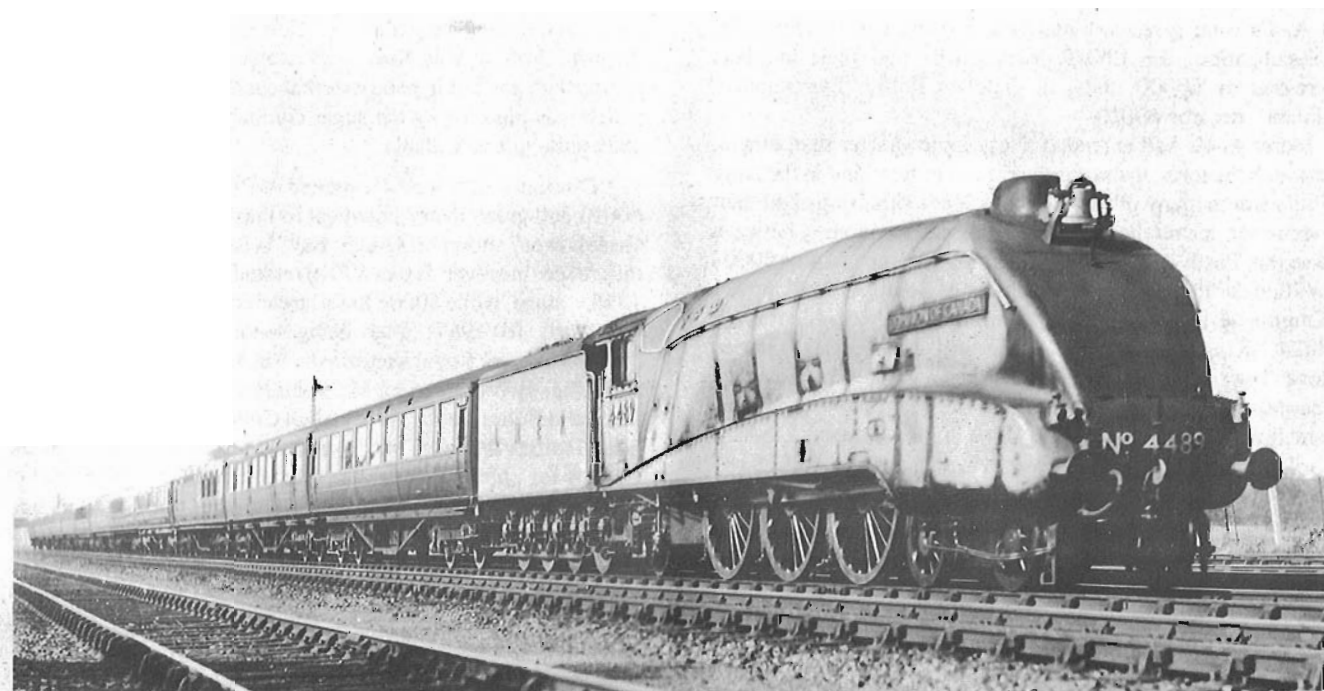
Two views of the "Coronation" express, with 4489 leading, in 1939 just before the outbreak of war ended the era of the high-speed streamlined expresses.

Both photo by W.B. Greenfield.



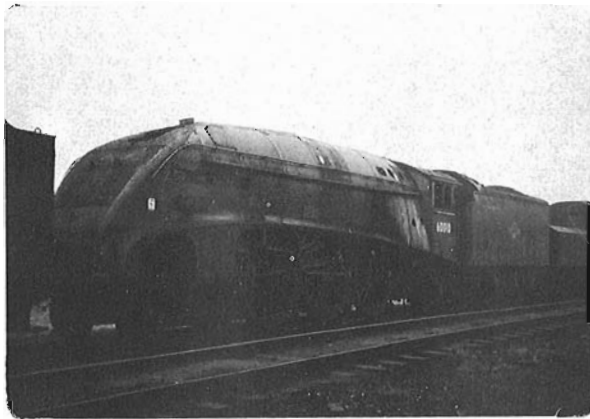
Looking almost like an impressionist painting, this night view depicts "Dominion of Canada" pulling the "Silver Jubilee" express as it makes a brief stop under the Victorian tracery of the roof structure of Newcastle central station. The date was 1939, and the "Silver Jubilee" had only a short time left to run.

Photo by W.B. Greenfield.



The original spirit of the A-4's is well captured by this view of "Dominion of Canada" hauling a twelve-car express train sometime in the late 1930's.

Colling Turner Photos.

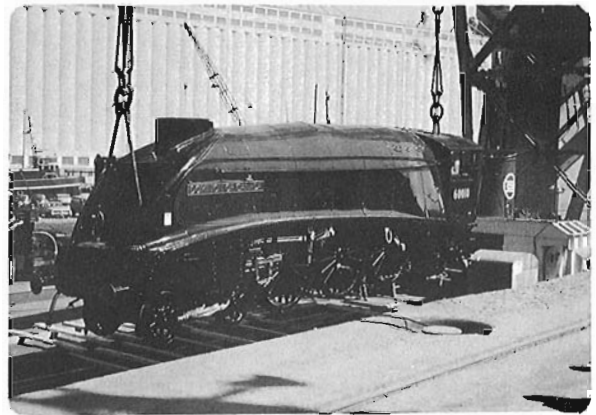


*In storage at Darlington, No. 60010 presents a sad sight on a gloomy September 28, 1965.
Photo by Fred Angus.*

The famous "garter blue" livery of the LNER did not survive the war; black appeared for a time and after hostilities ceased various experiments were made. "Dominion of Canada" was painted blue from June 1937 until February 1942 when it was painted black. Blue was restored in November 1947 and was replaced by a somewhat different British Railways blue in September 1950. Finally, in May 1952, the British Railways green livery became standard and remained in use until the engines were withdrawn. The original number 4489 remained until May 1946 when it became 10 as part of a program by which all A-4's were given low numbers starting with 1. Then, on nationalization, the LNER locomotives had their numbers increased by 60000, thus, in October 1948, "Dominion of Canada" became 60010.

Many A-4's had extended lives, some shorter than others. This took the form of a mass emigration to Scotland in the early 1960's where many of these famous locomotives finished their revenue service on the three-hour expresses operating between Glasgow, Perth and Aberdeen. The Haymarket A-4's: 60004 "William Whitelaw", 60009 "Union of South Africa", 60011 "Empire of India", 60012 "Commonwealth of Australia", 60024 "Kingfisher", 60027 "Merlin" and 60031 "Golden Plover" were dispersed around the region, five going to Aberdeen, and all were withdrawn between 1964 and 1966. Four from Gateshead: 60005 "Sir Charles Newton", 60023 "Golden Eagle", 60016 "Silver King" and 60019 "Bittern" also went to Aberdeen and were likewise withdrawn between 1964 and 1966.

The Kings Cross shed had been closed to enable diesel facilities to be constructed, thus the "Kings Cross" A-4's were moved to New England depot, close by. In 1963 five of these: 60006 "Sir Ralph Wedgwood", 60007 "Sir Nigel Gresley", 60010 "Dominion of Canada", 60026 "Miles Beevor" and 60034 "Lord Faringdon" went north to join the others in Scotland. While 60007 and 60034 remained in service until 1966, the other three had been withdrawn by the end of 1965. In May 1965 the Scottish Region sent "Dominion of Canada" to Darlington works for intermediate heavy repairs. It was found



*On April 26, 1967 "Dominion of Canada" looks resplendent again as it is unloaded at Montreal.
Photo by Fred Angus.*

that the boiler was in poor condition even though it had had a service life of only four-and-a-half years. Since the approaching end of all steam service precluded heavy expenditures on the remaining steam locomotives, 60010 "Dominion of Canada" was condemned and withdrawn permanently from service. However it was not offered for sale or scrap owing to an interest in this locomotive being expressed by the CRHA. Instead it was towed to the running shed at Darlington and allowed to lie abandoned and out of use. It was minus a chimney and presented a very forlorn appearance deteriorating steadily, a far cry from the great days when it pulled the "Coronation" express. Then in August 1966 it was towed to Crewe works where it was refurbished and put in good external condition. This cost £1600 which was paid for by the sugar company Tate and Lyle as a centennial gift to Canada.

"Dominion of Canada" retained its British Railways number 60010 and green livery, identical to that of 60008 "Dwight D. Eisenhower" now in Green Bay Wisconsin. An important difference, however, is that 60010 retained its corridor tender, of 1928 vintage, while 60008 has a streamlined non-corridor type. On April 10 1967, after being loaded on the C.P. ship "Beaveroak" at Royal Victoria dock in London, the locomotive was officially presented by Mr. John Ratten, member of British Railways Board, to the Acting High Commissioner for Canada, Mr. Geoffrey Murray. Mr. Murray accepted it on behalf of the CRHA for public exhibition and to celebrate the centennial of the Dominion. On April 26 1967 "Dominion of Canada" was unloaded at Montreal harbour and two days later, by coincidence the opening day of Expo 67, it arrived at the museum at Delson. Yet another ceremony was held on June 3 1967 as Sir Henry Lintott, British High Commissioner to Canada, officially handed over the locomotive to the Association.

Today 60010 "Dominion of Canada" may be seen on exhibition at the Canadian Railway Museum. It not only is a fine representative of its country, but it is an honoured example of one of the world's most famous locomotive designs, the LNER A-4 Pacific type of Sir Nigel Gresley.

'Dominion of Canada' and 'Mallard'. The Gresley Connection.

By: Mike Wragg.

In North America, there are preserved, two of the potentially fastest steam locomotives in the World. They are British ex London North Eastern Railway locos 'Dwight D. Eisenhower' LNER. No. 4496, later BR. 60008., residing at The National Railway Museum in Green Bay, Wisconsin, U.S.A., and 'Dominion of Canada' LNER. No. 4489., later BR. 60010., now stationed at our own CRHA Museum St. Constant, Quebec.

These are Class A4, three cylinder streamlined 4-6-2 Pacifics, designed by LNER. CME., Sir Nigel Gresley, and both built at Doncaster Works in 1937.

Another A4., 'Mallard' No. 4468., later 60022., is owned by The National Railway Museum at York, England. This loco has been restored to main line running condition, sponsored by The Scarborough District Council, with the objective of celebrating, in full steam, the 50th Anniversary of an important event which occurred on Sunday July 3rd 1938., shattering the tranquillity of the pastoral English countryside.

On that day, 'Mallard', hauling seven cars, including a dynamometer car, weighing 240 tons/243 tons gross, reached a speed of 126 MPH., over a 440 yard stretch, heading south down Stoke Bank, near Essendine, between Grantham, Lincolnshire, and Peterborough, Cambridgeshire.

This is the highest speed ever officially recorded and verified for a steam locomotive anywhere in the world, and still stands as a memorial to the Gresley genius.

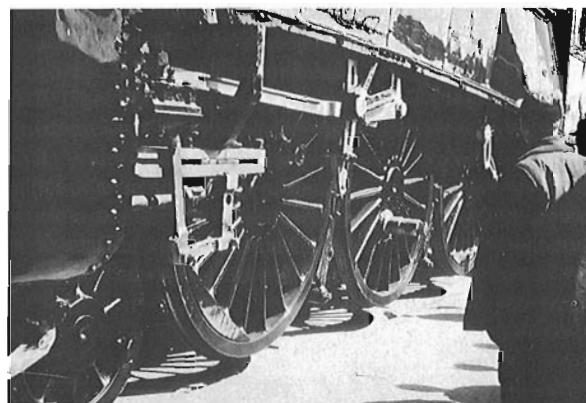
That Sunday was a particularly euphoric day and a review of the passenger list alone would have left no doubt the LNER fully intended to take the record.

'Top Link' Driver Joseph Duddington was on the footplate, and later, when he retired, after 50 years service with the old Great Northern and LNER., he recalled the day's events in a BBC. Radio broadcast on April 15th 1944. He had driven 'Mallard' since she was outshopped in the new Garter Blue livery at Doncaster in March 1938. But let Driver Duddington tell it in his own words, and imagine, if you can, a strong north of England accent.

"We left Grantham and accelerated up Stoke Summit. Over the top, I gave her head, and we reached 107 MPH after three miles. Then 108, 109, 110. Getting near 'Silver Jubilee's' record of 113. Wonder if we can get past that? Well we'll try, and before I knew it the needle was at 116 MPH., and we'd got the record."

"They told me afterwards there was a deal of excitement in that dynamometer car and when the recorder showed 122 MPH over a mile and a half, it was at fever heat."

"Go on old Girl I thought. We can do better than this. So I nursed her and we shot through Little Bytham at 123. And, in the next 1 ¼ miles, the needle crept up further, 123 ½, 124, 125, and then for a quarter of a mile, they tell me the Folks in the Car held their breath. 126 MPH.!"



*Just about to touch Canadian tracks, our A-4 has finally arrived in its namesake country on April 26, 1967.
Photo by Fred Angus.*



*Flanked by a London bus, No. 60010 is seen at the Canadian Railway Museum on June 3, 1967, the day it was officially presented to the CRHA.
Photo by Fred Angus.*

“126 MPH. ? That was the fastest a steam locomotive had ever been driven in the world and good enough for me, although I believe if I had tried a bit more, we could have got 130.”

The driving skills of Joseph Duddington on this epic journey were superbly matched by the well practised ability of his Fireman Thomas Bray.

‘Mallard’ did suffer a big-end failure, and had to be returned to Doncaster that evening for re-metalling of the big-end brasses. The elated trainload of VIP’s were hauled back from Peterborough to Kings Cross station, London, by an Atlantic.

LNER PR. Staff did a good cover up job on the mechanical failure, but John Farmer, a young Doncaster Apprentice at the time, recalled a similar incident in ‘Steam Railway’ magazine, October 1985 Issue, involving another sprinting A4.

He describes the axle resting on blocks, and the middle journal looking like a mess of porridge, with the brass and white metal bearings removed.

To quote John Farmer; ‘Provided normal routine maintenance was not neglected, the A4s were liable to big end failure only when driven too hard— for example, at very high speed with too great a percentage of cut-off. As with all of the Gresley Pacifics, the valves of the middle cylinder did not have their own valve gear, but derived their movement from a linkage worked by the valve rods of both outside cylinders. This ‘conjugated’ linkage had the effect of causing the inside cylinder to accept more than its one-third share of the load. As the bearings of the pivots of the conjugated linkage wore, the effect was progressively accentuated.’

The A4s carried on the LNER streamlined tradition through nationalisation under British Railways from January 1st 1948, right up to the end of steam in the late 1960’s., and of the six now preserved, it is very fitting that one of these is 4498, later 60007. ‘Sir Nigel Gresley’.

Our Editor Fred Angus recalls travelling to Darlington Shed in September 1965 to inspect a rather shabby run down looking

‘Dominion of Canada’, just withdrawn from service by BR. Arrangements were made with Tate and Lyle the sugar refiners and manufacturers of the famous ‘Golden Syrup’, to cover the complete cost of restoration, and C.P. Shipping provided the transportation to Montreal, early in 1967. She was acquired by CRHA. from BR. to provide a good example of a well known British steam locomotive type of more modern design at our Museum.

It was decided to restore her to BR. 60010., rather than LNER 4489., because of changes that had been made over the years, and the more difficult task of back dating it to the earlier configuration.

This year, 60010 celebrates her 51st birthday, and incidentally, so does this author.

1988 belongs to ‘Mallard’. When Driver Harry Wilson returned with her from a ‘Comeback’ run into York station on July 9th 1986, he was besieged by the Press. In response to questioning, he said, – “If BR asked me to take ‘Mallard’ and have a crack at the record, we’d do it”. (Steam Railway September 1986 Issue).

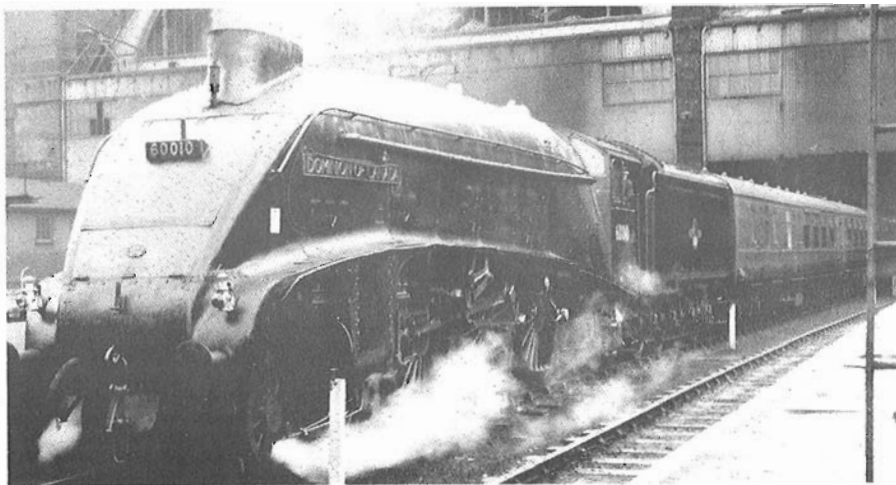
He confessed to one eager reporter, that far from being an LNER Man, he was actually an ex LMS. Driver, but no one present seemed to mind.

As a PS. to this account, I quote from ‘The Daily Telegraph’ of London on October 1st 1986.

‘The High Speed Train (operated by BR) which holds the World speed record for diesel-powered trains, is as fast as the Japanese ‘Bullet train’ in normal service.

The best performance was the 269 mile dash of the Tees-Tyne Pullman on September 27th last year at an average speed of 115.4 MPH. At times it touched 144 (officially 143.2 MPH), and averaged 140 on the stretch of almost 18 miles between Corby Glen and Warrington. Even in the London suburbs, it ran at almost 120 MPH.’

The spirit of Gresley and the power of the A4s lives on.



*For our last look at “Dominion of Canada” we flash back to December 16, 1962. The end of steam on British Railways was approaching, but No. 60010 was still very much in service as we see in this view taken at King’s Cross station in London.
Pamlin Prints Croydon M3359.*

C.R.H.A. communications



RIDEAU VALLEY DIVISION

The Division held its second annual "Great Canadian Handcar Race" on July 2, 1988 at the former CN Smiths Falls Ontario station. Last year's race was a great success and everyone enjoyed themselves thoroughly. Each handcar team is made up of 5 people: four pumpers and one pusher (or should we say "starter"). The activities began at 9:00 AM. For more information contact the Division at the address on the inside front cover of this issue.

The second edition of the Division's yet-to-be-named newsletter was issued at the end of April. Quite a selection of names have been suggested and more are expected before a decision is made. In the meantime the newsletter is being referred to as the " " in each edition.

Restoration work continues with the Museum equipment and station. To rebuild some of the yard trackage and construction a connection to the CP Rail line, 1,425 ties have been purchased from the scrapper along with 5,000 feet of 851b rail from the scrapper who dismantled the Thurso & Nation Valley Railway. Work is also going on to restore the floor of the station baggage room. This will give the Museum needed additional floor space.

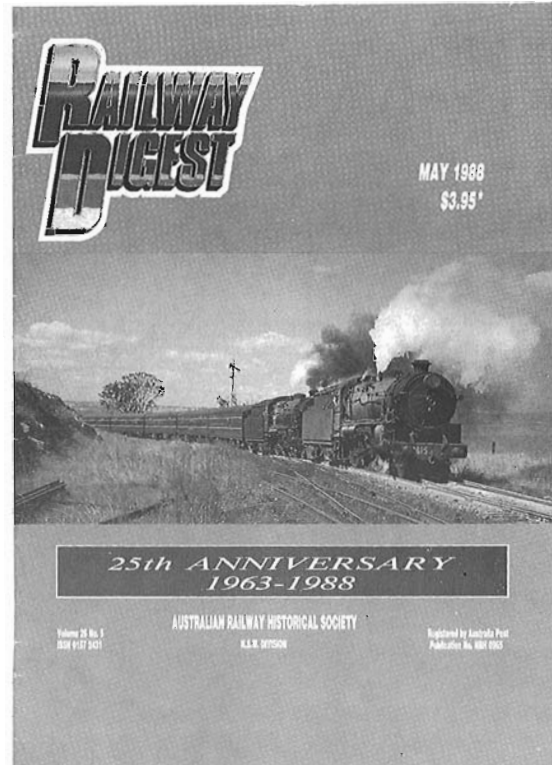
PACIFIC COAST DIVISION

During the Division's annual meeting the following members were elected to the executive:

President	Doug Battrum	Treasurer	Ross Thomas
V. Pres.	Brian Peters	Director	Steve Stark
Secretary	Alan Shaw	Director	Roy Meyer

The Division's Fraser Mill Station Museum has received a grant for 1988 permitting them to open to the public this summer. Restoration work continues on the station as well as on the car "Resolution Island".

On February 20, the Division held an excursion to Lillooet and on March 13, participated in the Railroadiana Show in Burnaby where they had a sales and display table.



CONGRATULATIONS TO "THE RAILWAY DIGEST"

Twenty-five years ago the Australian Railway History Society began the publication of the "New South Wales Digest" now known as the "Railway Digest". This spring that publication celebrates twenty-five years of publication. The CRHA and the ARHS have been affiliated for many years, so we offer congratulations to our sister organization in Australia on the silver jubilee of their fine magazine. The twenty-fifth anniversary issue contains a review of significant articles in the development of the Railway Digest over the years as well as articles of current interest including the preservation scene. The latter is especially interesting in this year of the Australian Bicentennial celebrations for there are many special train excursions, including a goodly number of steam trips, in Australia this year. Not since 1974 has steam been as active in that nation.

Members wishing more information on the ARHS and the Railway Digest may write to:

The Editor, Railway Digest
P.O. Box E 129
St. James N.S.W. 2000
Australia

CRHA AFFILIATION

The Association has recently become affiliated, on an exchange publication basis, with the Associazione Utenti del Trasporto Pubblico in Italy. Any of our members planning to travel to Italy, or who wish any information on Italian railway, are welcome to write to the A.U.T.P. care of:

Lucio Russo
Via M. Ribolzi 19
28042 Baveno (No.)
Italy

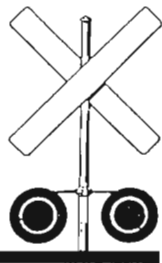
THE LONG ARM OF COINCIDENCE

In the November-December 1987 issue we printed a cover photo showing Canadian Pacific locomotive 2321 at Montreal's Windsor station about 1923. Santa Claus was on the front of the engine while the engineer and fireman peered from the cab. Recently our director, Gerard Frechette, has informed us that the engineer of the train was none other than his father, Auguste Frechette. The train was bound for Quebec City, a run on which M. Frechette was frequently engineer. Thus after 65 years the long arm of coincidence has helped identify one of the participants in this interesting scene.

Canadian Rail



No. 401
NOVEMBER-
DECEMBER 1987



Book Review

Street Cars, Subways and Rapid Transit: A Canadian Bibliography.

Edited by Robert M. Stamp.

63 pages, paper covers.

Obtainable from:

Heritage Books
866 Palmerston Ave.
Toronto, Ontario
M6G 2S2

Price: \$10.00

Enthusiasts and students of Canadian street car and rapid-transit lines have long wished that there existed some listing or index of books and articles that have been published on the

subject. That wish has now come true with the publication of this valuable work. In 63 pages the listing contains no less than 885 entries covering the period from about 1900 to the present, and ranging from St. John's Newfoundland to Victoria B.C.

As the compiler points out, one problem in researching the "glory years" of the 1910's and 1920's is what to leave out for there are so many articles from that period. Every issue of publications such as "Railway and Marine World" carried items about urban transit; therefore a selection had to be made, and only major articles are listed. In later days many items appeared in historical publications such as Canadian Rail, and again most of the major ones are listed. Also included, of course, are full-length books including the many notable historical publications that have appeared in recent years.

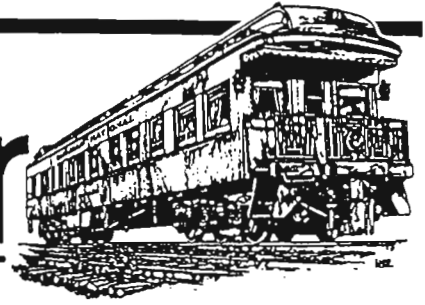
The book is divided into nine basic sections: Alberta, Atlantic Provinces, British Columbia, Manitoba, Ontario (excluding Toronto), Quebec, Saskatchewan, Toronto Metropolitan Region, Canada General. Within each group, titles are arranged alphabetically, making it easy to locate any particular listing.

Of course no such publication can ever be complete, especially in its first edition. Undoubtedly many deserving works are not yet listed, especially those published in the nineteenth century. The compiler has said that he will welcome any additions and corrections, and will provide copies of any future editions of the book to those who contribute to it. Any members who can help with such additional listings are urged to do so.

This publication fills a long-felt need and will be a prime reference on the book shelf of every serious student of Canadian transit history.

F.A.
May 1988.

The business car



CN ORDERS 90 LOCOMOTIVES

Crown-owned Canadian National Railways has placed orders with two North American manufacturers for 90 locomotives at a cost of more than \$180 million.

Diesel Division General Motors of Canada Ltd. is to make 60 of its SD60F freight locomotives for CN. Twenty of the 3,800-horsepower units will be delivered in the fourth quarter of this year and the remainder in the first half of 1989. The locomotives will be built at its London, Ont., plant.

General Electric Co. will deliver 30 of its Dash-8 freight locomotives to CN in the first quarter of 1990. These 4,000-horsepower units will be made at GE's locomotive manufacturing plant in Erie, Pa.

It is the first time CN has purchased GE locomotives.

David Wrench, vice-president and general manager of GE Canada's motors and drives division in Peterborough, Ont., said there will be substantial Canadian content in the Dash-8 locomotives.

S. The Montreal Gazette.

BOMBARDIER WINS 24-CAR CONTRACT

Bombardier Inc. of Montreal was awarded a \$31 million contract by the Quebec government to build 24 commuter cars for the Montreal-Rigaud commuter line.

The cars will be built by the company's mass-transit division at La Pocatière, northeast of Quebec City, with first deliveries scheduled in January, 1989.

The Quebec government is funding the entire contract which is part of \$101 million the federal and provincial governments are spending to modernize the Montreal-Rigaud line.

Bombardier was the sole bidder for the contract because it would benefit from economies of scale from similar North American commuter car contracts it has worked on, said Jean-François Normand, press aid to Transport Minister Marc-Yvan Côté. He said Bombardier has already produced over 250 commuter cars for the North American market.

It's good news for Bombardier's mass-transit division which had downsized from 1,300 workers to about 400 following the completion last September of a five-year contract to build 825 subway cars for New York at a cost of over \$1.1 billion.

"That was the contract of the decade," said Bombardier official Ann MacDonald.

She said the normal working capacity at the plant in La Pocatière is around 800 employees, but had been halved as

contracts dried up. MacDonald said the plant is currently doing some modifications to LRC cars ordered by Via Rail.

In addition to yesterday's announcement, she said work is about to begin on a 12-car order for the New Jersey Transit Authority and a \$60 million order to build 72 monorail cars for Walt Disney World in Orlando, Fla.

S. The Montreal Gazette

A 50-CAR ORDER FROM AMTRAK

Bombardier Inc. of Montreal says it has won a \$62-million contract from Amtrak (National Railroad Passenger Corp.) of the United States to supply 50 intercity passenger cars.

Included in the contract are two options for a total of 100 additional passenger cars, which could bring the value of the order to \$186-million.

Deliveries are scheduled to be completed in August, 1989.

The Globe and Mail, June 9, 1988.

TRAINS STRONG ALTERNATIVE TO FLYING IN EUROPE.

Fortunately for airlines, long distances between our cities and the need for fast and efficient transportation makes for a certain compulsory loyalty on the part of business travellers.

European airlines, on the other hand have plenty to worry about from passenger train service competition luring away executives. The train in Europe is not only a serious alternative to flying, but the railway system — unlike over here — also seems to get better every year. Now Europe's trains are once more preparing to make some significant improvements that will mean better service for business travellers and probably more lost business for Europe's domestic airline system.

Europe's railways co-operate to their mutual advantage as members of the Union Internationale des Chemins de fer, the International Union of Railways. Europe's 16 separate nationally owned railways unite in a number of ways to assure a consistency of service throughout the continent.

The latest development is the newly launched EuroCity rail system which connects 200 major cities in Spain, France, Italy, Switzerland, Austria, Germany, Belgium, the Netherlands, Norway, Denmark and Sweden. At present there are 128 fast deluxe international trains within the system with special attendants assisting passengers. The EuroCity system will be expanded considerably by 1990.

The key to making the trains really work for the business traveller on a tight schedule is speed. European railroads developed as the central focus of urban transportation, the stations often becoming the hub around which the modern business district grew. Downtown-to-downtown train service between Europe's commercial centres often puts the executive within walking distance or a short cab ride of his appointment.

On the other hand, take the plane and you may add on as much as two hours getting to and from distant airports, eliminating the time savings of air service. As the trains get faster and faster the list of city pairs between which total elapsed time on the train beats the airplane gets longer.

Take, for example the case of the French 165 mph TGV train on the Paris/Lyon run. Air Inter, France's internal domestic airline, makes the flight in under an hour compared to the three or more hours once required by train. Now the TGV makes the trip in two hours and eliminates the pain, strain and time needed to travel to and from airports. Air Inter executives admit that they have lost a good deal of business traffic to the TGV.

The French National Railroads is determined to extend the high speed TGV to all major destinations from Paris, to Brittany in 1989 with an increase in speed to 186 mph and to Bordeaux and Spain in 1990.

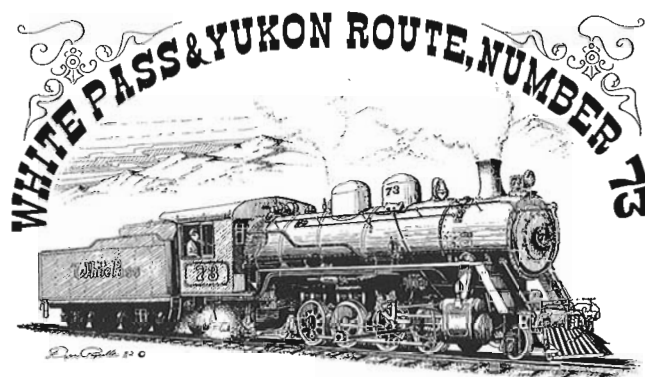
Wider cars will soon be added for increased passenger comfort. Public telephones will be installed and salons will be added in first class for business meetings. Within the next decade TGV North will connect France to Belgium, the Netherlands and Germany with trains travelling at 180 mph. Assuming the plans stay on target, the English Channel tunnel will open in 1993 linking Britain's rail system to Europe.

In Italy \$3.7 billion has been allocated to build a 160-mile rail link between Rome and Naples providing a new 180-mph train. Other improvements by the Italian State Railways will extend the Rome/Florence rail link north to Bologna and Naples. These new lines, when completed, will cut the Rome/Naples trip from 1 hour, 50 minutes to 1 hour, 10 minutes and the Rome/Milan trip from just over five hours to three hours.

Germany is also in a reconstruction phase linking most business centres with high speed trains. By 1991 Intercity Expresses will be in regular 155 mph service between Hamburg and Munich, Hamburg and Basel and Frankfurt and Munich.

Switzerland's "Rail 2000" will add 120 mph train service between all major cities by the end of the century. In the meantime, the Swiss Federal Railways has a special system enabling air passengers entering and leaving Zurich and Geneva to have direct transfer of luggage through the train system.

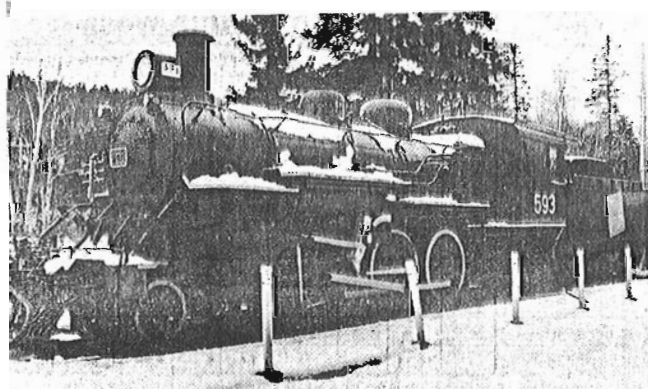
Spain has begun construction on its first high speed rail route between Madrid and Seville. The trains will soon speed along at 150 mph. Sweden's Stockholm, Goteborg, Malmo and Sundsvall urban centres will be connected by trains reaching 120 mph using new tilting technology, which will make for more comfortable passengers on the curves.



WHITE PASS & YUKON REOPENS

On May 12 the White Pass & Yukon trains began to roll again after an absence of 5½ years. The line shut down in 1983 when it lost the job of hauling ore from Whitehorse to tidewater at Skagway Alaska. The reopened W.P. & Y. will be a tourist operation serving the passengers that come to Skagway on the numerous cruise ships.

About a million dollars has been spent to rehabilitate the rolling stock and 20 miles of the line from Skagway. Initial operation extends only from Skagway to the U.S. — Canada border at White Pass, and will be mostly diesel hauled. However the first mile out of Skagway will be powered by 2-8-2 steam locomotive No. 73. It is hoped eventually to extend the passenger operation into Canada.



NEWFOUNDLAND ENGINE MOVED TO NEW SITE

Steam Engine 593, the only surviving steam locomotive in Newfoundland, has been moved from South Brook Park to a temporary location near the original site of the Humbermouth railway station.

The engine is to be joined with four other cars to make a complete train. The cars include a caboose, a day coach, a baggage car and a box car.

The restoration project, undertaken by retired railway men in the area, has been ongoing for the past year.

Participating in the move on Nov. 26 were the railway men, the Corner Brook Rotary Club which owns the locomotive, and Terra Transport, which offered support and assistance on the project.

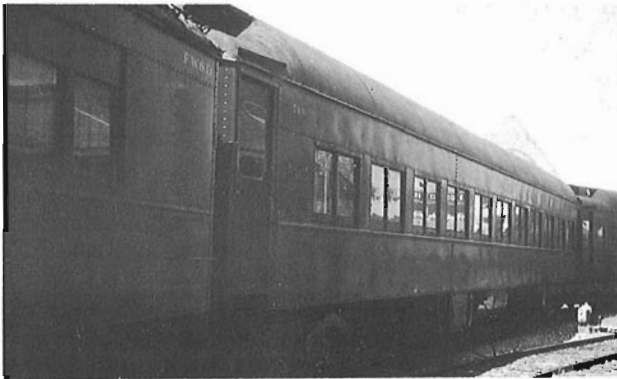
The purpose of the move was to bring the locomotive to join the other pieces of rolling stock, said retired engineer Roderick Hickey, and then "we will be on our way to having a complete Newfie Bullet."

Engine 593 was purchased by the Reid Newfoundland Company from Baldwin Locomotive Works of Philadelphia in the 1920s.

It was one of five small Pacific 4-6-2 type locomotives numbers 190-195. The engines were 100 tonnes each, had a drawbar pull of 290,000 pounds and a boiler pressure of 180 pounds per square inch.

After Confederation, when the Newfoundland Railway became part of Canadian National, the 190 class were renumbered 590-595.

S. Evening Telegram
via Howard Easton.



The "Glengyle" at Dallas Texas on July 24, 1987.
Photo by Fred Angus.

TWO PIONER STEEL PULLMANS PRESERVED

Pullman car "Glengyle" is believed to be the oldest all-steel sleeping car still in existence. This car, of 7 drawing room 2 compartment configuration, was built by Pullman in 1910, less than a year after the first steel Pullmans, as one of ten similar cars designated lot 3867, plan 2522. After a 47-year career it was retired from service on the Southern Railroad and purchased by the Lone Star Steel Co. in Texas. Seven years later the steel company donated it to the Age of Steam Railroad Museum in Dallas where it may now be seen. This historic car has now been cited by the American Society of Mechanical Engineers as a National Historic Mechanical Engineering Landmark. "Glengyle" is being carefully restored to its condition in the 1940 era, including reactivation of its air-conditioning unit. On a visit to Dallas last year your editor found the air-conditioned interior of the car to be an oasis of comfort at 72 degrees farenheit, while outside the mercury was well over 100.

In the same era of early steel passenger cars, the most typical Pullman car was the 12 section 1 drawing room type. Only a few months after the "Glengyle" was built, a group of 50 Pullmans, of 12-1 configuration, went into service and were assigned to the New York Central. This group, designated lot 3893, plan 2410, was built early in 1911. One of these cars was named "Chesterfield", and served Pullman and N.Y.C. for thirty years before being sold to the C.N.R. in 1941. Now designated

colonist car 2737, the historic car has been preserved by the CRHA and is presently assigned to the New Brunswick Division. Visitors to the Division's Salem and Hillsborough Railroad in New Brunswick can see, and perhaps ride, this very historic car, undoubtedly the oldest steel passenger car in Canada and one of the oldest in the world.

The "Glengyle" and the "Chesterfield" are true representatives of the early days of one of the greatest technological advances in passenger train travel, as well as survivors of the great years of the Pullman era. It is fortunate indeed that both have been preserved, one on each side of the international border.

CHATEAU LAURIER HAD NO OFFICIAL OPENING

Ottawa, Ontario . . . Canada's famous Chateau Laurier Hotel, a landmark in the downtown core for over 75 years, was never officially opened because of the untimely death of Charles M. Hays, President of the Grand Trunk Railway, in the *TITANIC* disaster.

The railway began construction of the hotel and accompanying train station along the Rideau Canal in February, 1910. Both opened for business on June 1, 1912. Architects were the Montreal firm of Ross and MacFarlane.

Out of respect for Mr. Hays, the railway decided to merely open the doors for business rather than proceed with an official opening ceremony. The only celebrating was conducted by hotel manager Frederick W. Bergman, an American hired by Grand Trunk to manage the Chateau, who entertained press from Canada and the United States during the evening. The first person to register at the hotel was former Canadian Prime Minister Sir Wilfrid Laurier, after whom the hotel was named.

Mr. Hays and his son-in-law, Thornton Davidson and his wife's maid went down with the *TITANIC*, but Mrs. Hays and daughters Margaret, and Mrs. Thornton Davidson survived. Mr. Hays' body was later recovered and buried in Montreal.

Mr. Hays was born in Rock Island, Illinois and moved to Montreal in 1896 to become general manager of the Grand Trunk Railway. He was named president in 1909. The railway was nationalized by the Canadian Government during the 1920's and now forms part of the Canadian National System. The Chateau Laurier remains the city's best known hotel and has recently undergone an extensive renovation. It was operated by CN. (Canadian National) until this year when it was sold to Canadian Pacific.

From the Titanic Commentator Vol. II, No. 4, 1987.

HOW'S THAT AGAIN ? ? NEWS ITEM

"Construction is expected to start next April on the Combined tunnel-bridge and causeway between N.B. and P.E.I. the cost is estimated at \$148.00 million. As rumoured, the nine mile line will include both rail and highway facilities."

No you didn't see this in a recent press release — it is quoted from "Notes and News" in *CANADIAN RAIL* No. 168 — July/August 1965.

ROGERS PASS WORK TO ADD RAIL POTENTIAL

An \$80-million push by CP will see rail line upgrading in the Rogers Pass finished this fall, increasing traffic potential up to 60 per cent.

"We send 15 trains a day westbound now, and the Rogers Pass work will increase that to 24 a day at least," Calgary CP Rail information officer Steve Morris said.

The improvements will mean a quicker turn-around for rail cars – of critical interest to farmers, who depend on the availability of cars to move their harvest to market – and shorter travelling times between Calgary and Vancouver.

"It will take some of the pressure off the search for additional grain cars, and speed up the system as well," Morris said.

The company expects to rake in additional profits from the upgraded system.

Record amounts of grain sent by rail to the West Coast last year helped pump nine-month profits to \$135 million from \$56 million in the same period a year earlier, said CP's Montreal spokesman Ron Grant.

The \$80 million will be used to complete the Rogers Pass grade reduction and tunnelling project in B.C.'s Selkirk Mountains. The 33-km, \$500-million project, began in 1984, includes 17 km of new surface line through Beaver Valley and two tunnels taking the line under Rogers Pass.

The 14.6-km Mount Macdonald Tunnel will be the continent's longest.

On a Canada-wide basis, CP Rail expects to spend about \$355 million this year to upgrade its main line and roadbed.

The capital budget is down about 6 per cent from the 1987 spending forecast of \$375 million.

About \$120 million is to be spent double-tracking the main line in Western Canada.

That project will involve installing 50,000 tonnes of rail on 435 km of track, replacing 470 km of roadbed, installing 781,300 track ties and replacing 33 bridges.

In addition to its 1988 capital expenditures, CP Rail expects to spend about \$780 million on the regular maintenance of its 24,000-km rail system.

S. Edmonton Journal via Lon Marsh.

NEWFOUNDLAND RAILWAY SYSTEM TO CLOSE

As we were going to press the announcement was made that the entire railway system in Newfoundland, almost 600 miles, will be abandoned about September 1, 1988. As the result of an agreement under which the federal government will spend \$800 million in compensation, mainly in road construction, Newfoundland will become the first province to lose all railway transportation. This will be the largest single abandonment in Canadian history and will truly be the end of an era in our easternmost province.

Railway News Items

By Willie Radford

CN box-cab locomotive 6712, class Z-1-a was recently outshopped from an overhaul. Both ends of the locomotives original windshields have been replaced with windows from CN GMD GP9 diesel locomotives. The white line running along the underframe was replaced with the yellow reflective strip. Electric locomotive 6712 was built by General Electric for Canadian Northern Railway in 1914 as no. 602, taken over by CN in 1918, later renumbered to 9102, to 102 and to 6712 in 1969.

VIA-CN station building in Gananoque, Ont., mile 153.9 Kingston Sub has been renovated and work is nearly complete. Before this project, the station was in poor condition. CNCP Telecommunications houses a repeater station in the building.

The CN logo cast plates on the VIA-CN station building in Kingston, Ont., mile 176.1 Kingston Sub have been removed therefore only the "Kingston" station name castings remain.

The original CN Belleville Division office building which was located just west, beside the station building in Belleville, Ont. was demolished last Fall. Some staff members who worked there were either laid off, retired or transferred to Toronto. The good news is, the 1856 VIA-CN station building located at mile 220.7 Kingston Sub is having its exterior renovated. Note: Writer has no idea of what the second floor will be used for.

TTC still has its Gloucester Carriage and Wagon Co. subway (red) cars in service. The remaining cars in service

include numbers 5000–5099, class G-1, built 1953-54; 5110–5115, G-4, 1959; and 5200–5227, G-3 (trailers), 1956. These remaining 128 cars (Cars 5004, 5005, 5058, 5059, 5204 and 5205 not included as they were destroyed by fire at Union Station on March 27, 1963) will leave Toronto at year's end for a newly created rapid transit system in Lima, Peru. **Writer's Note:** I am going to miss these cars very much. In my opinion, these are Toronto cars, NOT Lima cars! (Ref. The Turnout — CRHA Toronto & York Div.).

The last VIA Rail train to depart downtown Chicoutimi, QC for Montreal, QC on May 1, 1988 was 138 (Sunday Train) with eng 6764 and four cars — 9623-baggage, 5702-daynighter (used as a coach), 3235, 5490-coaches. As CN is permitted to abandon the last 5.3 miles of the Lac St. Jean Sub into downtown Chicoutimi, this train as well as 132 and 133 will now terminate or originate in Jonquière, QC, some ten miles west.

May 1988 marks the 40th Anniversary of Canadian National Freight Diesel Locomotives. Delivered in May 1948 were the first CN freight diesel locomotives from Electro Motive Division of GMC, were four F3As and two F3Bs. The F3As were numbered 9000, 9002, 9003 and 9005, classed V-1-A-a as the F3Bs were numbered 9001 and 9004, classed V-1-B-a. When those new units were delivered, they were in A-B-A sets as 9000, 9001, 9002 and 9003, 9004, 9005 for a short period of

time. The first set were at Bonaventure Station in Montreal, QC for inspections and for the official railway photographer to shoot. CN often used two diesel locomotives on its freights at that time as the two A-B-A sets were split into two A-Bs and one A-A sets as 9000, 9001; 9002, 9003 and 9005, 9004. Inclusive in the first CN freight diesel order were twenty-two other F3As for the Grand Trunk Western subsidiary. The locomotives were numbered 9006 — 9027, classed as V-1-A-a. The 9016 — 9027 portion were equipped with F7 electrical equipment, nicknamed F5As. When the CN diesel classification era arrived in April 1954, the F3As 9000 — 9027 were reclassified to GFA-15a and the two CN F3Bs were reclassified to GFB-15a. The last CN F3A and F3B nos, 9002 and 9004 were retired in 1975 after twenty years of service. As of today, only two F3As survive as no. 9000 is preserved at the Alberta Pioneer Railway Museum in Edmonton, Alta and GTW 9013 was transferred to CN. No. 9013 was rebuilt at Transcona (MB) shops into no. 9171 in 1973 as a part of the GFA and B-17a locomotive program. Today, 9171 is still in active service in the Toronto, ONT area at the age of forty, CN's oldest remaining diesel locomotive.

Canadian National is undertaking a 180 million dollar program for new freight locomotives to be delivered 1988 to 1990. A renumbering program for DD-GMC GP38-2 locomotives is to occur **this year**. The first order is for sixty more SD60Fs to be **added to the current** four. To be built by DD-GMC in London, ONT beginning late this year with final delivery to occur in the first quarter of 1989. The current class GF-638a with nos. 9900 -- 9903 will be renumbered to 5500 — 5503 **this year**. The **new** order is to be classified as GF-638b with nos. 5504 — 5563. The current GR-20a and b class with nos. 5500 — 5610 (except former 5536 — 5559 which is in the pump yard service in the 7500 -- 7526 series, class GH-20) will be renumbered by subtracting one thousand. For example, 5535 will become 4535. These DD-GMC GP38-2 models were built in 1972-1974. The second order is for thirty C40 8 locomotives to be built by General Electric in Erie, PA. This model to be built for CN, will sub-resemble the DD-GMC SD50 and 60F locomotives. The classification for the C40-8 will be FF-640a with road numbers still to be decided (Writer's guess: 2400 — 2429, 2700 — 2729 or maybe 3000 — 3029) to begin delivery in 1990. The GE order will represent the first order since the last in 1956. The last order to GE was for three 44 Ton industrial type switchers with nos. 3 — 5, classed as ER-4b.

(Ref. WG Blevins, RW Radford, Keeping Track — Canadian National Railways).

CP Rail's station building in St. Jovite, QC at mile 65.0 Ste Agathe Sub had been demolished sometime in 1987. (See the four pictures by Daniel Poirier in CRHA Canadian Rail No. 397 — March-April 1987 on pg 49.)

A steel water tower which served steam engines at one time still stands at the CN station yard in St. Jerome, QC at mile 39.4 Montfort Sub. The 1927 tilted company logo, "Canadian National" is still somewhat visible on this tower. This tower usually served the St. Jerome steam switchers and the Montreal — Lac Remi (St. Remi d'Amherst), QC trains.

The original CP Rail station building in Delson, QC, mile 35.0 Adirondack Sub had been demolished and replaced with a mobile trailer type train order office permanently set on ground. The order office is used by CP Rail and Guilford-Napierville Junction trains.

The former CN Station Building in Arundel, QC which was located at mile 72.1 Montfort Sub is still standing. The former station building now serves as the town's Canada Post Corp's post office. During 1986, the station building was relocated from the south side of Riviere Bevin (where the Montfort Sub line once was) to the north side along Quebec Hwy 364 towards Huberdeau. The building now has replica station name boards, a piece of track was laid in front of the building with a switch stand bearing numbers JOT 1A0, Canada Post Corp's Arundel's postal code. The last CN passenger train used Arundel station on May 27, 1962.

Further condominium development is taking place along the former Montreal, QC Bonaventure Station to St. Henri Jct. station CN line. Most of the development has occurred during the last two decades. The former CN Express building (built in the 1950s) on the corners of St. Jacques, Peel and Notre Dame where Bonaventure Station once stood, now serves as a CNCP Telecommunications office. The railway type steel road bridge on Guy which overpassed the former railway tracks, has been demolished.

As of March 31, 1988, CN still have only four SW8 switchers of the original thirty-four which were built by GMD in 1951. The class GS-8a switchers still in service include nos. 7151, 7153, 7154 and 7156, they operate around the Central Station and Via Rail shops in the Montreal, QC area. Former 7170 in the same class was seen operating at the Via Interim Maintenance shop in Ville St. Pierre, QC for a short period of time last April 1987.

The East walk along the Toronto Terminal Railways' Spadina Ave. overpass bridge has been removed. It appears a new concrete bridge overpass will be built replacing the current overpass. Some of the new concrete piers are in place which explains why the east walk was removed. Just located to the east, work is continuing on the new Skydome Stadium.

BACK COVER:

Canadian Northern Railway electric locomotive 602 photographed not long after its construction in 1914. This vintage engine, now in its 75th year, has recently been overhauled and, as Canadian National 6712, is still in regular service in Montreal's commuter service.

Merrilees Collection, National Archives of Canada PA-164733.

Canadian Rail

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