

# Canadian Rail



**No. 411**  
**JULY-AUGUST**  
**1989**

**FIRST STREAMLINED  
DIESEL-ELECTRIC LOCOMOTIVE  
BUILT IN CANADA**





# CANADIAN RAIL

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### FRONT COVER:

*"First Streamlined Diesel-Electric Locomotive Built In Canada". So proclaims the sign as CNR 9400 emerges from the Montreal Locomotive Works in 1950. This historic locomotive has now joined the collection at the Canadian Railway Museum. See page 134.*

*Canadian National photo.*

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.

# Mooers Junction

By Orville K. McKnight

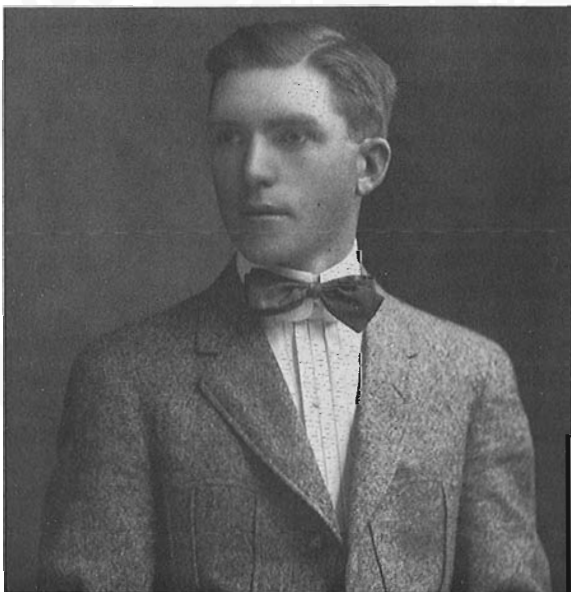
## EDITOR'S FORWARD

The Lake Champlain route has always been of great importance as a link between Canada and the United States. This importance goes back to a time well before either country existed as we know them today. In colonial times it was this natural waterway through the mountains that provided a practical connection between the French colonies in the north and the English colonies in the south. The route was much used for peaceful purposes, but was also frequently used in war as the armies of England and France (and, later of England and the U. S. A. ) moved up and down the valley bound on raids on each other's territory. By 1815 the armies had passed into history and the traffic through this historic region was peaceful and beneficial to all concerned. This was the era of the steamboats which, with some portage routes, enabled one to travel from Montreal to New York in about thirty-six hours.

In the second quarter of the nineteenth century the land portages on this water route were replaced by railways, one of which was the Champlain and St. Lawrence, built in 1836, the first railway in Canada. By 1852 a rival company the Montreal & New York, the successor to the Montreal and Lachine, offered an all-rail route (except for the crossing of the St. Lawrence) from Montreal to the U. S. border. On the evening of Thursday September 9 1852 the M. & N. Y. made a connection at the border with the Plattsburgh and Montreal, and on September 20 through service to Plattsburgh began. Mooers Junction had been created the previous July 22 when the tracks of the P. & M. crossed those of the Northern Railroad of New York.

This account, submitted to Canadian Rail by F. Ray McKnight of Portland Oregon, was written by Mr. McKnight's father Orville K. McKnight. He was born near Mooers N. Y. in November 1889, joined the New York Central R. R. in 1913 and retired in 1957 after 44 years service. He died in Florida in December 1977 at the age of 88 years. His service on the N. Y. C. was always on the Adirondack Division, and he was agent at Mountain View N. Y. from 1916 to 1929. Mr. Ray McKnight was born there in 1917. We are pleased to publish this interesting account in the 100th anniversary year of the author's birth. It is also fitting to show the close cooperation and friendship between railroaders on both sides of the border in maintaining the vital traffic between the two countries for more than 135 years.

Note: The city of Plattsburgh has been spelled, at various times, with and without the final "h". In this account it has been spelled "Plattsburg" throughout, and we have followed that spelling. Other quotations and captions say "Plattsburgh", and the editor hopes the reader will forgive any seeming inconsistency in spelling.



*Two views of the author, Orville K. McKnight, the first taken in 1915, the second at Lake Placid N. Y. in February 1941.*

## MOOERS JUNCTION

Mooers Junction came into existence well over a hundred years ago when the newly incorporated Plattsburg and Montreal Railroad building from Plattsburg to the Canadian boundary line arrived there with their rails on July 22nd, 1852 and crossed the tracks of the Northern Railroad of New York. It is recorded that there was a pause here which probably included the little ceremony of adding the "JCT." to the station name. Pushing on they reached the Line on August 14th and here their job was finished. Their Canadian counterparts of the cumbersome name of the Lake St. Louis and Province Line did not arrive until September 9th when the rails were then joined together.

That July day of 1852 was an epochal day for the people of Mooers village. The Plattsburg and Montreal railroad had come to town. For weeks past the folks had watched the grading as it slowly approached from the south, the throwing of a bridge across the Big Chazy and the progress through the center of the village. Then on a half mile more to where it formed a connection with the railroad already there, the Northern Railroad of New York.

The Northern had constructed their line through some four years earlier on their way from Rouses Point to Malone and Ogdensburg. But the Northern had kept to a straight east-west line and had passed the village by a half mile to the north. Consequently the villagers felt an affinity for the latter P. & M. and in the years that followed there were periods when the trains made a regular stop at the village for passengers.

Passenger service between Plattsburgh and Montreal was inaugurated on September 20th, 1852 and their new timetable of that date showed the following trains at Mooers Jct. Two trains in the morning, one each way, met there at 8:30. Likewise two in the evening met there at 6:15. Then there was one each way during the middle of the day; south at 1:50 p.m. and northbound at 3:30 p.m. These latter two were fast trains, as indicated by the fact that only one stop was made between Caughnawaga and Plattsburg, at Mooers Junction.

Although the foregoing rail line extended only between Plattsburg and Caughnawaga, the Plattsburg to Montreal route comprised a ferry across Lake St. Louis to Lachine and then by trains of the Montreal and Lachine Ry. on into Montreal.

### CONDENSED THROUGH SCHEDULE Sept. 25, 1853

AM	PM	PM		AM	PM	PM
7:45	2:45	5:30	Plattsburg	9:15	2:30	7:15
8:30	3:30	6:15	Mooers Jct.	8:30	1:50	6:15
9:45	4:45	7:10	Caughnawaga	7:15	12:45	5:00
10:30	6:20	8:30	Montreal	6:15	12:00	4:00

At the time of the commencement of this service the Lake St. Louis and Province Line, as a name was a thing of the past. Construction had barely been started in 1851 when it was reorganized as the Montreal and New York Ry.

Schedules of the first passenger trains on the Northern are not available but they had started in the fall of 1850 when the road was completed. And so with the new service on the P. & M. the "JCT" added to the station name a year earlier was now significant.

Considerations in the building of the Plattsburg & Montreal and the Montreal & New York was the growing movement of travelers between the two cities. Also it may have been that the promoters could see that the time would come when a rail line would be built up the west side of Lake Champlain and connect with their line at Plattsburg. In the meantime a good freight business was developing for the P. & M. between Plattsburg and Mooers Jct. in shipments originating in New England and New York city and transported up to Burlington by rail, and ferried across Lake Champlain to Plattsburg. Destination was the fast growing upper New York section reached by the Northern Railroad.

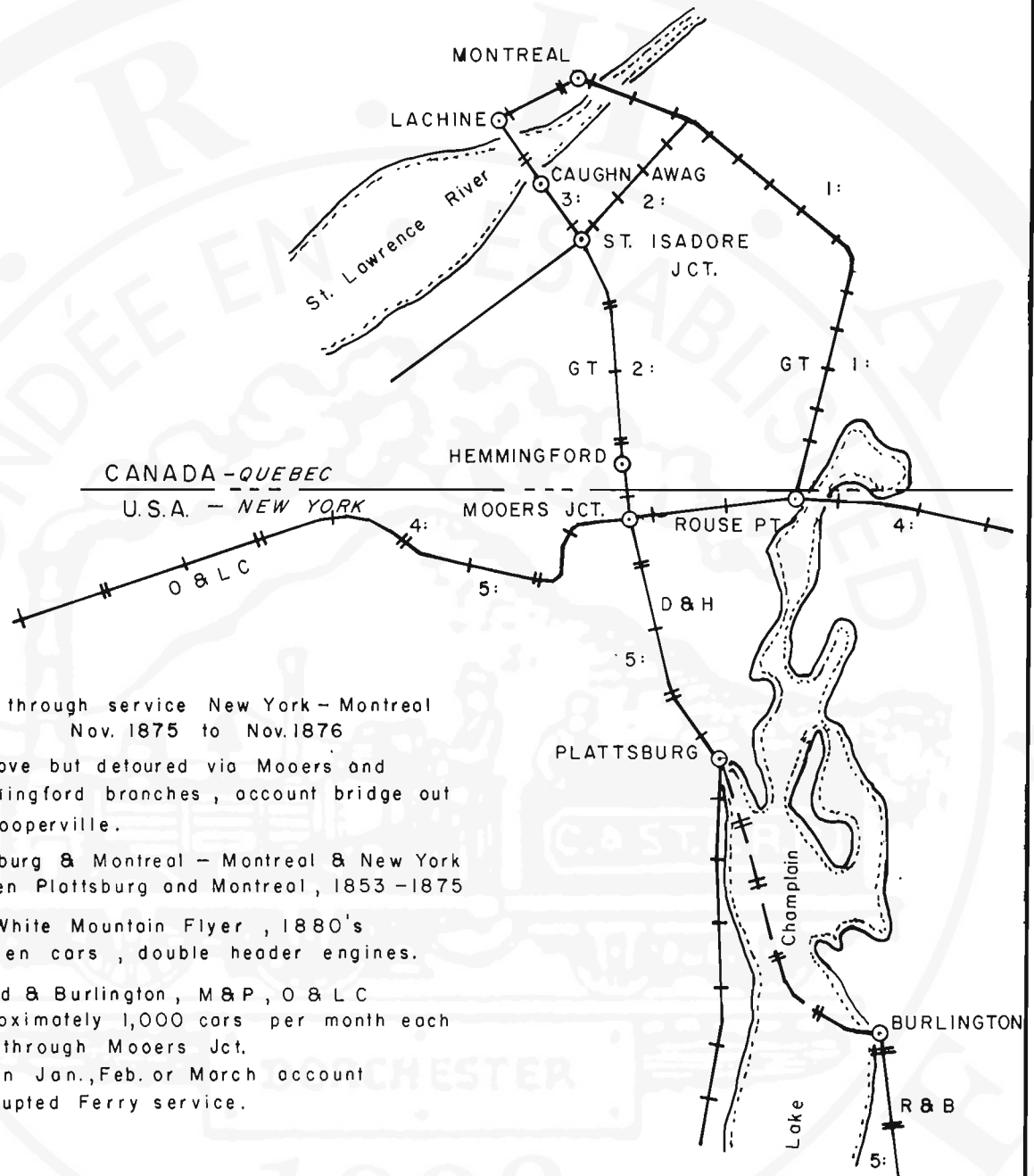
Historically the Northern was outstanding, going back to the earliest days of railroading projected in 1829, at a time when there was less than 23 miles of railroad in the entire United States.

However, it was not until 1845 that it was incorporated and got underway. New England was where the money was and the Boston financiers were railroad minded. A vast amount of commerce could be envisioned moving both ways between the West and New England via the Great Lakes, Ogdensburg, and across northern New York. Construction started in March of 1848 at both Rouses Point and Ogdensburg. By fall of that year the rails had reached Centerville (Mooers Forks) and a year later they passed through Ellenburg and by October of the next year, 1850, the last spike was driven at a point near Bangor. Passenger service, of a sort was initiated that fall over the 118 miles of the new road. The rate of construction was remarkable for that era of hand and horse labor. Irish immigrants were the manpower on the eastern half, and very likely the beginning of their fame as railroad builders.

That the promoters were sure of a heavy traffic is shown by the fact that they specified that the track be laid off center of the one hundred foot right of way to the extent of a second track, against the time of double tracking. But more than that they insisted on a line of "Long tangents and easy curves". The survey for the location of the road was given to a prominent engineer, James Hayward. Survey crews were at work in 1845 and for the next two years, with the result that the Northern was laid out with one of the finest examples of good locating to be found anywhere. The long tangents and easy curves were there and the long climb from Mooers Jct. to Cherubusco was held to a sixth tenths of one per cent constant ascent for the 26 miles. On the west side, from Moira to the top (Originally the name was Summit.) the grade was less but equally constant.

For easy curves, Hayward really demonstrated what could be done. From Mooers Forks to Clinton Mills the line is all of 90 percent curves, made so largely because the curves were lengthened out so extensively. For instance at Mooers Forks where the direction changes from west to south, the curve is made up of nearly a mile of track and between Woods Falls and Altona where it swings from southeast to west it spreads out to over a mile and a half.

In 1852 a "Floating Bridge" had been constructed across Lake Champlain at Rouses Point and a connection was made with the railroads of Vermont Freight business began to pick up



- 1 - Initial through service New York - Montreal  
Nov. 1875 to Nov. 1876
- 2 - As above but detoured via Mooers and  
Hemmingford branches, account bridge out  
at Cooperville.
- 3 - Plattsburg & Montreal - Montreal & New York  
between Plattsburg and Montreal, 1853 - 1875
- 4 - The White Mountain Flyer, 1880's  
Eleven cars, double header engines.
- 5 - Rutland & Burlington, M & P, O & L C  
Approximately 1,000 cars per month each  
way through Mooers Jct.  
Not in Jan., Feb. or March account  
interrupted Ferry service.

- 1 : via D & H, O & L C, G T  
2 : via D & H, G T  
3 : via P & M, M & N Y  
4 : via O & L C - C V  
5 : via R & B - M & P - O & L C

Periods of Heavy Freight and  
Passenger Traffic via Mooers Jct.

- + + + + Passenger  
# # # # Freight  
+ # + # Passenger & Freight  
— — — — Other  
- # - # Ferry service

and by the fall of 1854 there were six scheduled trains each way per day on the Northern. Two were passenger and four were freights, one of the latter carrying a name instead of a number, the Potsdam Lumber Train. This special train operated between Potsdam and Champlain. Why the destination was Champlain can be surmised by the fact that Champlain Landing was a station there on the Chazy River with an agent in charge, the river being navigatable from there to the lake.

In addition to the foregoing the Plattsburg and Montreal was beginning to pour a sizable amount of freight into the Northern at Mooers Jct. from its ferrying traffic across the lake to Burlington. There is record of 22,000 tons in one season and in the winter freight was even hauled across the lake by teams.

With the beginning of service between Plattsburg and Montreal a station had been established at the international boundary line and was called Boundary Line. The reason for the station there is rather obscure, there being no settlement of any kind and not even a road led to the spot. The father of a Mrs. Hull of Mooers was the first agent there. Train crews and equipment moved through between Plattsburg and Caughnawaga without change and it is possible that records had to be kept of all trains moving from the rails of one company to the other for a settlement of revenue and expenses. Also there may have been customs regulations. How long the agency was continued is not known but a time table of 1870 shows all trains stopping there. However, as a junction in through car load billing between the D&H and Grand Trunk the name Boundary Line was used as late as 1910 and 1912.

All three roads used wood for engine fuel in the beginning and the locomotives had huge smoke stacks, sometimes almost as big as the front end of the engine. These stacks contained the spark arresting mesh necessary to prevent forest fires.

As time went on the engines became larger and the stacks smaller, the mesh eventually being placed inside the front of the engine itself. All the locomotives had names. On the Plattsburg & Montreal there was the Sciota, the Plattsburg and the Saranac. On the Northern, among others were the Chateaugay, the J.C. Pratt and the Deer. In Canada, on the Montreal & New York, the Hemmingford, the St. Remi, and the Montreal. Wood for fuel was often in high piles beside the track and the trains stopped to load up, the work being done by the crew. One such pile was about a quarter of a mile south of the Boundary Line on the Plattsburg & Montreal and they also had a large open wood shed at the Junction just north of the diamond. However, wood was undependable in quality and in getting a supply, and coal soon began being used.

Engines were small and of light weight and so were the cars that they handled. Rails were slender and being made of iron were subject to kinks which meant being replaced. A supply of good rails had to be kept on hand for when the damaged ones were in the company's blacksmith shop being straightened. Also the new roads developed soft spots for gravel ballasting did not come until later. For all that however a look at the schedule of the trains between Plattsburg and Caughnawaga shows remarkably fast time.

In the 1850's new roads were being born every where and the infant mortality rate was extremely high. The Northern was in financial difficulties in 1858 and became the Ogdensburg

Railroad. Again in 1864 the road was in trouble and was reorganized as the Ogdensburg and Lake Champlain. In 1870 it was leased to the Vermont Central and three years later the lease was relinquished and the road went back under its former name. More of this later.

The Plattsburg & Montreal in 1856, when only four years old had to be reorganized and switched its name around to the Montreal and Plattsburg. Later the Rutland and Burlington gained control and in 1870 the Vermont Central took over both of them. The Lake St. Louis & Province Line was now the Montreal and New York, and a few years later merged with the Montreal & Champlain and later with the Grand Trunk.

For three years there was a traffic route between St. Albans and Plattsburg via Mooers Jct., the Vermont Central empire having now extended to the Rutland & Burlington, the Ogdensburg & Lake Champlain and the Montreal & Plattsburg.

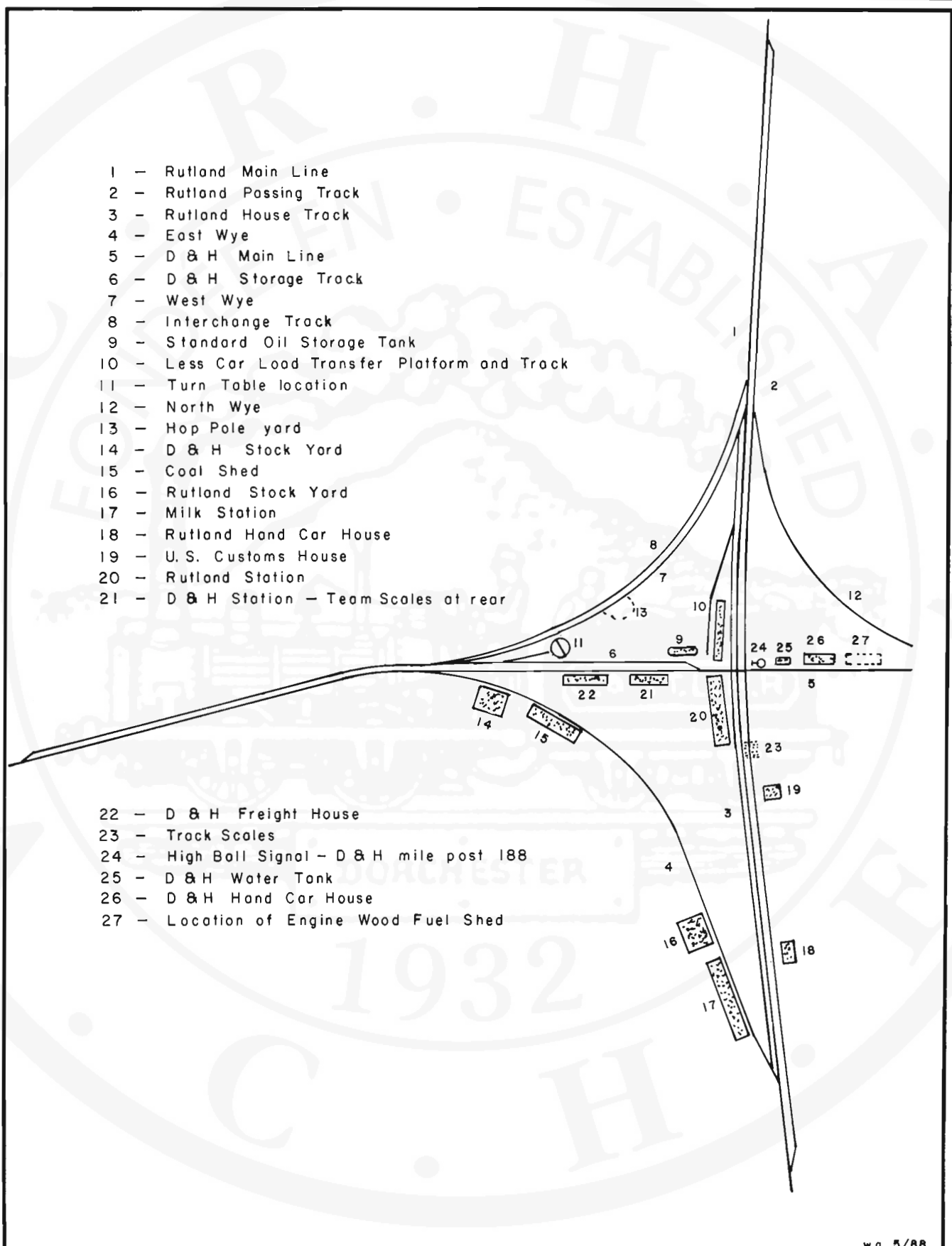
From the beginning Mooers Jct. had been fortunate in experiencing a growing freight movement between the P. & M. and the Northern and it was in these first few years that the small wooden station of the Northern, that stood to the west of the diamond was torn down and a good sized new station erected. This was placed in the southeast corner of the intersection which made the west end freight house door opening to the P. & M. track and the north side door to their own rails, thus enabling freight to be transferred from one road to the other through the freight house. Even the through movement of car loads to destination was yet to come. But with the continuing increase this soon proved inadequate and the next move was to build a long heavy platform, along side the Northern's house track, to the west of the diamond. This platform was box car height and a new spur track brought in from the Montreal & Plattsburg to along side the platform, enabled freight to be easily transferred across the platform from car to car. Ironically the platform was largely obsolete in the next few years with the coming of the Civil War and whole freight trains being moved through to destination without breakup. But the old platform remained as a landmark to beyond the turn of the century.

Wye tracks were put in connecting the P. & M. (by now the M. & P.) with the newly named Ogdensburg & Lake Champlain, to the southwest; to the northwest and to the southeast. Also an interchange track was laid down paralleling the southwest wye and extending along side the M. & P. well down toward the village. This track, evidently was for cars moving to the M. & P. were backed around the northwest wye onto the O & LC's passing track. (See map)

By the end of the 60's Mooers jct. must have had a full complement of facilities as a junction even to track scales for weighing cars, and the combined number of employees on both roads must have numbered fifteen or more. A turntable was put in use and for a number of years Mooers Jct. was the home terminal for a mixed train crew that ran to Ausable Forks and return. All of this was necessary for the through traffic was booming and a war was on between the Vermont Central and the Rutland & Burlington for the through business to Ogdensburg and the west.

The VC connected with the O & LC at Rouses Point and would appear to have had the advantage over the ferrying across the lake to Plattsburg. But the R & B had held the business

- 1 - Rutland Main Line
- 2 - Rutland Passing Track
- 3 - Rutland House Track
- 4 - East Wye
- 5 - D & H Main Line
- 6 - D & H Storage Track
- 7 - West Wye
- 8 - Interchange Track
- 9 - Standard Oil Storage Tank
- 10 - Less Car Load Transfer Platform and Track
- 11 - Turn Table location
- 12 - North Wye
- 13 - Hop Pole yard
- 14 - D & H Stock Yard
- 15 - Coal Shed
- 16 - Rutland Stock Yard
- 17 - Milk Station
- 18 - Rutland Hand Car House
- 19 - U.S. Customs House
- 20 - Rutland Station
- 21 - D & H Station - Team Scales at rear



- 22 - D & H Freight House
- 23 - Track Scales
- 24 - High Ball Signal - D & H mile post 188
- 25 - D & H Water Tank
- 26 - D & H Hand Car House
- 27 - Location of Engine Wood Fuel Shed

through the good service that they had given from the beginning. To offset the rail connection of the Vermont Central the Rutland & Burlington in a bold new move, had a large freight car ferrying boat built to handle the freight cars across to the M. & P. The Oakes Ames could handle 11 or 12 cars and was also fast. With an unlimited amount of freight to move the boat was put on a fast non stop schedule night and day. Over a thousand cars a month were moved.

All of this traffic was handled through Mooers Jct., although the VC made strenuous efforts to divert it. Eventually the VC did take over the R & B but at a disastrous lease rental that headed them toward bankruptcy and they failed to gain any traffic.

Freight movement to and from Canada must have been of a fair amount but the only information found was in an employee timetable dated May 9, 1870, which follows.

#### North Bound

	Express	Mail	Freight	Mixed
Plattsburg	6:00 am	6:50 pm	8:00 am	2:10 pm
Mooers Jct.	6:50	7:54	9:35	3:40
Boundry Line	7:15	8:00	9:46	

#### South Bound

Boundry Line	6:10 pm	7:40 am	4:30 pm	
Mooers Jct.	6:16	7:47	4:43	10:30 am
Plattsburg	7:20	8:35	6:20	12:00 N

With the 70's came the prospect of a gain in passenger traffic for Mooers Jct. The Delaware & Hudson, now carving a niche for itself in the rocky cliffs along Lake Champlain, was at last headed north and 1875 saw their arrival in Plattsburg. That fall service began between New York and Plattsburg and a little later was extended on to Mooers Jct. and a connection with the trains of the Ogdensburg & Lake Champlain. Also with this came the fulfillment of the Canadian partner's name of the Montreal & New York. But the new owners of the old Plattsburg & Montreal has other plans. Secret negotiations were going on that November of 1875. The Victoria bridge has been completed across the St. Lawrence in 1859, giving the Grand Trunk entrance to the city for its lines to Portland and to Rouses Point. The D & H were intent on making this latter place the connecting point for their New York - Montreal Business.

The formation of this arrangement was a big step forward in luxury travelling and called for a proper celebration. Accordingly special train was made up for an inaugural trip from New York to Montreal, with a most distinguished list of passengers including John Jacob Astor, J. P. Morgan, and Cornelius Vanderbilt and President Grant was invited but was unable to come. The train consist was in keeping with the passengers. Engine Saratoga, baggage car, hotel car, seven Wagner Palace cars and an open Baldwin coach. The party spent the night in Plattsburg and the following forenoon, November 17th, 1875 about 10:30 a.m. arrived at Mooers Jct. Here a short stop was made for the train had to be delivered to the Ogdensburg & Lake Champlain railroad for movement to Rouses Point. News of the event had gone throughout the community and a motley crowd was on hand to behold the elegance of the new train and no doubt hoping to catch a glimpse of some of the distinguished dignitaries on board.

The O & LC crew took over and the train pulled out for Rouses Point. Figures are not available but it is a safe bet to say the number of persons on hand far outnumbered those present when the Plattsburg and Montreal railroad arrived 23 years before.

Regular service was soon inaugurated via this route with a stop at Champlain for passengers, and for a year Mooers Jct. and a segment of the O & LC were handling main line passenger service. But in the summer of 1876 the D & H started the construction of a cutoff from near West Chazy to Rouses Point and at the close of the year trains were moving that way.

It is entirely probable that it was at this time that the through train service between Plattsburg and Montreal via Mooers Jct. and Hemmingford was discontinued and the sections were thereafter operated as branches of their respective companies. Although they were branches, there was interchange of freight and passengers at both Hemmingford and Mooers Jct. although the rails of each company ended at the boundry line. For train operations a workable set up was agreed upon, the Grand Trunk extending the operation of their line on to Mooers Jct. and their public time tables and employee timecards showing Mooers Jct. as the end of their branch and likewise the end of the D & H branch coming in from the south.

For train schedules, there were two trains each way per day except Sundays. A D & H mixed train went north in the forenoon to Hemmingford where they delivered any freight cars they had to the Grand Trunk, turned their train on the wye, and returned to Mooers Jct. Late in the afternoon the Grand Trunk mixed train came out from Canada with any freight cars they might have for the D & H. Although the interchange of cars, loaded or empty, took place as above, the billing of the cars listed Boundry Line as the interchange point.

As there was no wye at Mooers Jct. for turning a train, the Grand Trunk backed their train to Hemmingford rather than pay the extra charge that would have accrued to the O & LC in using the wyes that were there. The Hemmingford branch had now been bisected by the Grand Trunk line from Montreal to Massena, N. Y., at St. Isadore Jct., thus giving the former a direct entry into Montreal. The part from St. Isadore Jct. to Caughnawaga was thereupon abandoned and taken up.

Then in the last years of the 70's, to the North Country there came a "Name" train in the form of the White Mountain Express but popularly dubbed The White Mountain Flyer. This was a summer train, Chicago to Fabyans in the White Mountains of New Hampshire. Out of Chicago on the Michigan Central to Suspension Bridge at Niagara Falls, where it was delivered to the Rome, Watertown & Ogdensburg Railroad in the evening. Early the following morning there was a brief stop at Watertown, where they picked up two sleepers from Syracuse, then on to Norwood, N. Y. where the O & LC took over for the run on to Rouses Pt. The train by this time was sporting a consist of, at the height of it's popularity, eleven cars, made up as follows: Baggage, smoker, and nine Wagner sleepers. Due at Mooers Jct. at 9:10 in the forenoon, old timers forty years later were still remembering the train. At Rouses Point it passed onto Central Vermont rails for handling via Montpelier and on to a Connecticut River line.



CHAMPLAIN DIVISION.

LEAVE.	GOING NORTH.				LEAVE	GOING SOUTH.			
	Mall.	Mon'Ex	Mixed.	Mixed.		Mall.	N. Y. Exp.	Mixed.	Mixed.
	1	7	23	31		6	8	24	32
<b>Albany</b> .....	8.00 AM	11.45 PM			<b>Montreal</b> .....	9.05 AM	3.00 PM		
<b>Troy</b> .....	8.10	11.50			<b>Rouse's Point</b> .....	11.15	5.10	4.00 AM	
<b>Schenectady</b> .....	8.00				<b>Champlain</b> .....	11.25	5.20	4.18	
<b>Whitehall</b> .....	11.05 AM	2.30 AM	5.00 AM	2.50 PM	<b>Mooers Junction</b> .....	11.40	5.35	5.00	
<b>Chubb's Dock</b> .....	11.26		5.35	3.25	<b>Sciota</b> .....	11.54	5.47	5.25	
<b>Dresden</b> .....	11.32		5.50	3.40	<b>Chazy</b> .....	12.10 PM	6.00	5.50	
<b>Putnam</b> .....	11.43		6.15	4.20	<b>Beekmantown</b> .....	12.20	6.12	6.10	
<b>Patterson</b> .....	11.52		6.40	4.40	<b>Plattsburg</b> .....	12.30	6.22	6.30	
<b>Ft. Ticonderoga Ar</b> .....					<b>Plattsburg</b> .....	Lv		7.30 AM	
<b>Ft. Ticonderoga Lv</b> .....					<b>Salmon River</b> .....			7.55	
<b>Ticonderoga</b> .....					<b>Lapham's Mills</b> .....			8.10	
<b>Baldwin</b> .....					<b>Peru</b> .....			8.22	
<b>Baldwin</b> .....					<b>Harkness</b> .....			8.44	
<b>Ticonderoga</b> .....					<b>Ferrona</b> .....			9.00	
<b>Ft. Ticonderoga Ar</b> .....					<b>Ausable</b> .....			9.15 AM	
<b>Ft. Ticonderoga Lv</b> .....					<b>Ausable</b> .....	Lv	10.00 AM		
<b>Addison Junction</b> .....	12.10 PM	3.28	7.00	5.10	<b>Ferrona</b> .....		10.17		
<b>Crown Point</b> .....	12.30		7.40	5.30	<b>Harkness</b> .....		10.32		
<b>Port Henry</b> .....	12.50	4.04	9.00	6.30 PM	<b>Peru</b> .....		10.53		
<b>Westport</b> .....	1.20		10.10		<b>Lapham's Mills</b> .....		11.03		
<b>Wadham's Mills</b> .....	1.27		10.30		<b>Salmon River</b> .....		11.20		
<b>Whallonsburg</b> .....	1.36		10.50		<b>Plattsburg</b> .....	Ar	11.45 AM		
<b>Willsborough</b> .....	1.55		11.35		<b>Plattsburg</b> .....	Lv	12.50 PM	6.42 PM	9.00 AM
<b>Port Kent</b> .....	2.25	5.38	1.20 PM		<b>Valcour</b> .....		1.05	6.57	9.35
<b>Valcour</b> .....	2.40		1.50		<b>Port Kent</b> .....		1.20	7.12	10.25
<b>Plattsburg</b> .....	2.55	6.10	2.30		<b>Willsborough</b> .....		1.55	7.48	11.35
<b>Plattsburg</b> .....	Lv				<b>Whallonsburg</b> .....		2.16	8.04	12.20 PM
<b>Salmon River</b> .....					<b>Wadham's Mills</b> .....		2.28	8.12	12.40
<b>Lapham's Mills</b> .....					<b>Westport</b> .....		2.40	8.10	1.20
<b>Peru</b> .....					<b>Port Henry</b> .....		3.15	8.45	3.15
<b>Harkness</b> .....					<b>Crown Point</b> .....		3.35	9.03	4.20
<b>Ferrona</b> .....					<b>Addison Junction</b> .....		3.55	9.20	5.10
<b>Ausable</b> .....	Ar				<b>Ft. Ticonderoga Ar</b> .....				
<b>Ausable</b> .....	Lv	10.00 AM			<b>Ft. Ticonderoga Lv</b> .....				
<b>Ferrona</b> .....		10.17			<b>Ticonderoga</b> .....				
<b>Harkness</b> .....		10.32			<b>Baldwin</b> .....				
<b>Peru</b> .....		10.53			<b>Baldwin</b> .....	Lv			
<b>Lapham's Mills</b> .....		11.03			<b>Ticonderoga</b> .....				
<b>Salmon River</b> .....		11.20			<b>Ft. Ticonderoga Ar</b> .....				
<b>Plattsburg</b> .....	Ar	11.45 AM			<b>Ft. Ticonderoga Lv</b> .....				
<b>Plattsburg</b> .....	Lv	3.15 PM	6.30	4.00 PM	<b>Patterson</b> .....		4.08	5.32	7.21
<b>Beekmantown</b> .....		3.23	6.40	4.20	<b>Putnam</b> .....		4.20	5.56	7.45
<b>Chazy</b> .....		3.33	6.52	4.40	<b>Dresden</b> .....		4.31	6.22	8.12
<b>Sciota</b> .....		3.45	7.04	5.00	<b>Chubb's Dock</b> .....		4.39	6.38	8.25
<b>Mooers Junction</b> .....		3.55	7.15	5.35	<b>Whitehall</b> .....	Ar	5.00	10.15 PM	7.10 PM
<b>Champlain</b> .....		4.20	7.35	6.22	<b>Schenectady</b> .....	Ar	7.40		
<b>Rouse's Point</b> .....		4.30	7.45	6.40 PM	<b>Troy</b> .....	Ar	8.10	1.00 AM	
<b>Montreal</b> .....	Ar	7.00 PM	10.00 AM		<b>Albany</b> .....	Ar	8.25 PM	1.10 AM	

† Trains stop to leave or take Passengers on signal.

CONNECTIONS.—At Whitehall with Saratoga Division. At Port Kent with Ferry to and from Burlington. At Mooers Junction with Central Vermont R. R. At Rouse's Point with Grand Trunk and Central Vermont R. R.'s. At Montreal with diverging Railroad and Steamboat Lines.

The first through D. & H. timetable, in effect November 17, 1875.

History records of one accident besetting this train. While on the RW & O and in the middle of the night it was derailed with resulting casualties. The size of this train always necessitated double heading, as was the case the night of the accident. Apparently the O & LC road bed was rather rough for one writer of the time refers to the "Lively" ride while thereon, but said the passengers enjoyed it. This train was in existence until around 1885, when the New York Central gained control of the Rome, Watertown & Ogdensburg and put an end to the competition.

Along with the White Mountain Flyer that the NYC took for themselves, they also took a nice movement of freight that the RW & O had been handing to the O & LC at Norwood for rerouting and the Northern road was once again fending for itself. But once again help came from the East. The Central Vermont took control in 1886 and traffic promptly picked up. Heavier CV power appeared with freight runs coming out of St. Albans as their terminal. Long freights westbound of 65 cars on one engine were being handled through Mooers Jct. True they stopped a long way ahead of the 400 foot limit before going over the diamond, thus spotting their train on the down slope of

Rhoadse's Hill and giving them an impressive start for the 26 miles climb to Cherebusco. Switching also was going on a large part of each day by CV-O & LC and D & H crews in the interchange of cars, and the long interchange track was coming in handy. These too, were the days of Wooden Cars and Iron Men. Brakemen were brakemen who rode the "Hurricane Deck", (car tops) and "Tied'em Down." when the engineer called for brakes, for power brakes did not extend beyond the engine. No automatic couplers then, and men had to stand in between the cars and guide the link into the slot, the reason why so many men had fingers, or even a hand missing.

Many innovations were tried in those days. A way freight crew on the O & LC used a long rope running from the caboos, over the tops of the cars to the engine for signalling the engineer. This was seen one time between Mooers Forks but was not commonly used and probably proved a nuisance. However, on passenger trains a cord always ran from the engine back through the coaches for use in emergencies. But it still was the way freight crews who came up with ways of getting their work done quicker and easier and with less leg work. An eastbound way freight

would be seen coming into town, with the engine and a car or two ahead in the lead, and the rest of the train cut up into two, three, or four pieces and slowly following. A company switchman was located at the entrance to the yard, the engine crew had handed off a switch list, and the cars were diverted to their respective tracks, all due to that gentle slope of 6/10 of 1%.

The coming of the telegraph in the 1860's and 70's changed everything in the moving of trains. Please note the following from the Employee Time Table, of the Montreal & Plattsburg Railroad, dated May 9, 1870, in the way of instructions.

No. 6 will have right to the road against No. 2 until 7:20 P.M., after which time No. 6 must keep out of the way of No. 2.

The standard time for trains on the Champlain Div. will be the clock at Plattsburg.

All trains will run at reduced rate of speed over the bridge at Plattsburg, and without working steam.

*Passenger trains having the right of Road must not leave any Station, or Side Track whereby the Time Table it should pass a Train, until FIVE minutes after its time, per Time Table, and this five minutes allowed safety, must operate at every succeeding Station until the expected Train is passed. Freight and Mixed Trains must keep off time of Passenger Trains.*

*Geo. A. Merrill, Gen'l Supt.*

In 1883 a list of the stations and the agent in charge was put out by the O & LC, and is remarkable in that even the smallest places had a station and an agent. The nearby ones are as follows:

Altona —	Pat Casey
Woods Falls —	J. W. Lansing
Centerville (Mooers Forks)	Geo. W. Hotchkiss
Mooers Jct. —	T.E. Winthrop
Perrys Mills —	L.A. Perry
Champlain —	Geo. Clark
Champlain Landing —	H. Clark

The last years of the 80's were booming years, years for freight on the O & LC with its connecting boats out of Ogdensburg and the RW & O at Norwood. In 1887 the tonnage handled was 582,000 and in 1892 had jumped to 1,090,000 tons. Coal and grain accounted for the larger part of the traffic and lumber a third factor, a portion of which being reflected in the interchange at Mooers Jct.

An item of light interest in the interchange at Mooers Jct., back in those days, was the liquor traffic moving from Plattsburg to points west.

This was in wooden barrels, and being less than a carload was transferred through the O & LC freight house. Legend has it that very few left without losing "samples". The method of withdrawing it was never disclosed.

In the 90's, the CV (To whom the O & LC was leased, 1870-1898) put on some heavy freight engines, so heavy in fact that the word went around that they could only be used in winter time when the roadbed was frozen, and it may be that it was at this time that the line was laid with 80 pound steel. It is known that

the new power was handling trains west bound of up to 60 cars. These were the busy days at Mooers Jct. with the way freights east and west, on the O & LC spending hours there switching and handling less carload house freight. And the D & H mixed train which did their switching, often used up to an hour extra time to get their work done.

The southeast wye at the back of the D & H station was used as a team track for the loading or unloading of cars. Behind this and toward the south end of the wye Andrew Steenbarg had a coal shed where cars of coal were placed for unloading. These cars, in the light of today, were unique. So small they were almost square and with a capacity of only ten tons, mounted on but a single pair of wheels under each end. They had to be unloaded by hand and a partly unloaded car presented a certain attraction to the boys from the surrounding farms and backwoods, many of whom had never been on a train.

The D & H returning from Hemmingford at about eleven o'clock was good for up to 45 minutes of switching and here the coal car came into play. Cars on the team track had to be pulled out and others put in or moved elsewhere so consequently the engine coupled onto the coal car which was first out and kept it attached for all the switching thereafter until the last move was made and the car returned to its original spot. Mooers Jct. had far more than the usual station to intrigue an interest the farm boys. The wooden station platform was a long, long one. Of plank and six feet wide it started at the east end of the O & LC station where it was 18 inches high by the waiting room. Continuing on it sloped up sharply by the office bay window to box car door height for the length of the freight house. But there it did not end. Turning south across the end of the building and at its full width it dropped down a steep slope to ground level to accommodate a driveway, then up to the 18 inches for the D & H passenger station and lastly up an incline to box car height for the length of the D & H freight house which was a long building with two doors.

This platform had several incentives. The two wheeled handtrucks could be raced from one end to the other, (if you didn't keep it up too long). Standing outside the open office window listening to the strange clicking sound inside, and that spot on the last upward slope to the D & H freight house where, when the Grand Truck train came in around 6:30 at night, the boys could stand and look right in through the cab window, their engines were that small. The older boys climbed to the tops of the box cars in the yard and raced along the cat walks, jumping from one car to the next one. And the still older boys had their turn too. Many of them rode the engines while switching, even taking a hand at firing or at helping the crew handle freight. One kindly O & LC engineer by the name of Clark Wilson was so well remembered by the many who had a ride up in the cab with him.

A "High Ball" signal pole had been erected at the "Diamond" at the Junction, at some unknown date, governing the cross over of trains: A red or green ball, or light, and the following specifications. For the O & LC: A stop 400 feet away, designated by a sign, a green ball or light, a whistle signal of medium length to be blown before moving ahead. For the Grand Trunk: A green high ball signal and the whistle. No stop. The D & H: green ball or light, no stop or whistle. The signal was hand

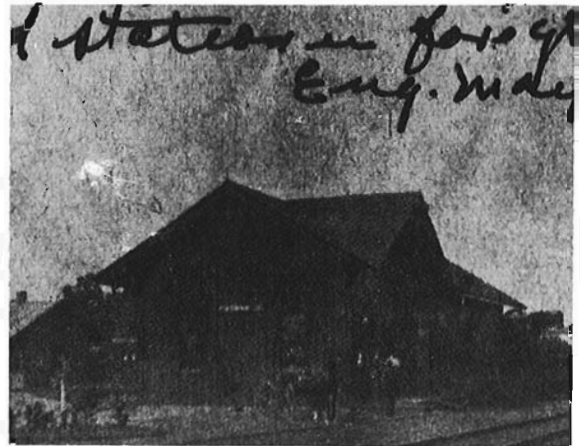
operated from the ground by two pairs of chains and one evening in a high wind a chain swung out and was snagged by the Grand Trunk backing by, breaking the pole off at the base and it coming down alongside the track.

In the six miles of track between Mooers Jct. and Hemmingford several things occurred. One summer a car of cattle was shipped weekly from Hemmingford to the States. This commodity called for fast movement and the two companies, by formal agreement or a bending of the interchange rules, had the D & H pick up the car at their forenoon turn around there. Cars still has link and pin couplings and hand brakes. Coming out of Hemmingford, on the long descending grade the stock car broke loose from the coaches behind and the crew looking out as the coaches slowed to a stop saw the head end disappearing around a curve. Whether the men in the engine cab noticed what they had lost is not known, but they did continue on to Mooers Jct. There they set off their car of stock and after explaining to the dispatcher what had happened were issued a work order to go back for their missing equipment. In due time they found it and once again the crew were headed for home. But not for long. Approaching the Jct. at what may have been an excessive rate of speed, a piece broke out of a driving wheel and went hurtling down the bank. They tied up and an engine was sent up from Plattsburg to bring them in.

At some earlier date the D & H train was derailed near the road crossing between the Line and Hemmingford. A Mr. McCuen who lived near the crossing stated the engine was on its side in the ditch with the drivers still turning, indicating that the throttle could not be closed. There can be little doubt that this was the same spot that caused another wreck about 1896. The story was that ice was frozen solidly over the track on a winter morning that followed a fall of snow during the night. The D & H snowplow outfit up from Plattsburg consisting of plow, engine, flanger and caboose, all went in the ditch. Nobody was hurt but the plow operator was forced to jump from the cupola window. It was two days before the wreck was cleaned up and traffic restored. As this was D & H equipment on GT rails it raises the question of responsibility. However, it was common practice for the D & H plow to go to Hemmingford for turning.

D & H mile post 188 (Miles from Albany) stood right at the diamond at Mooers Jct. and 189 at the north end of the half mile long Gettens Cut. This cut started in gradually at the south end getting deeper until at the north end a train would be hidden from view. A ten foot board snow fence extended the entire length. One winter snow conditions were unusually bad and the plow was up frequently, always ahead of the forenoon branch train. Then one morning after a fall of snow and a howling west wind plus a drop in temperature the hard packed drifts were deeper than usual. But the railroad officials were onto the drifting condition and when the plow arrived from Plattsburg it was being pushed by a double header of engines. A stop was made for Grand Trunk running orders and the tale is that the D & H crew had some derogatory remarks about the trouble the O & LC men were having keeping their line open.

Leaving town they were soon headed into the cut and found they were hitting deep drifts in spite of the fact that this was the shallow end of the cut. With wide open throttles and a full head of steam they forged ahead until near the north and they stalled



*Mooers Junction, probably prior to 1910. AD. & H. train is at their station while the Rutland station is in the foreground.*



*Mooers Junction in 1911.*

with the plow buried to its top in the snow. A long difficult time ensued in getting themselves loose and backing out. With a gang of shovellers that were along, the snow was cleaned away from around each unit and the rear engine uncoupled from the one ahead. This one backed the train away from the head engine and plow. Head engine was then uncoupled from the plow but found it was unable to stir, so the second engine was brought up, coupled on and pulled the head one out. After considerably more shovelling the two engines were able to loosen the plow and then back the whole train out of the cut. Getting a start from way back near the station they broke through the remaining drifts and into clear track, and were on their way. Something worthy of mention in connection with the day was the fact that this was the first time this piece of railroad had ever seen a double header.

Branch lines like the Mooers and the Hemmingford branches had their winter troubles and except for the worst storms the one crew of each had to look out for themselves, the Mooers branch being the shorter of the two by 12 to 24 miles. A common sight was the D & H coming into town with the front end of the engine banked high with snow, even to the front cab windows. Both branches had the disadvantage of a north-south direction and the open flat country of the north end of the Hemmingford branch was the worst of all. A train has been known to have lain there in the snow over night and a call to St. Lambert for the snow plow

was sure to mean the Hemmingford branch. The GT engine on the branch was equipped with a front end plow and even a flanging arrangement that could be operated from the cab. They also did have a certain advantage between Hemmingford and Mooers Jct. for the D & H train or snow plow would have been over the track in both directions before they used it at six o'clock P.M.

But the O & LC should not be overlooked for they had real winter troubles and the "Ellenburg Cut" could tie up the road for days. Once it had to be opened up by hand labor.

In summer, life on each of the branches could be pleasant. Both crews were home for all meals, work was easy and were seldom bothered with officials. Two men of each crew who constituted a sort of "home guard" and were widely known, were Hugh Brennan, condr. and Dave Palmer, engr. of the D & H and condr. Poupore and engr. Joe Abare of the Grand Trunk.

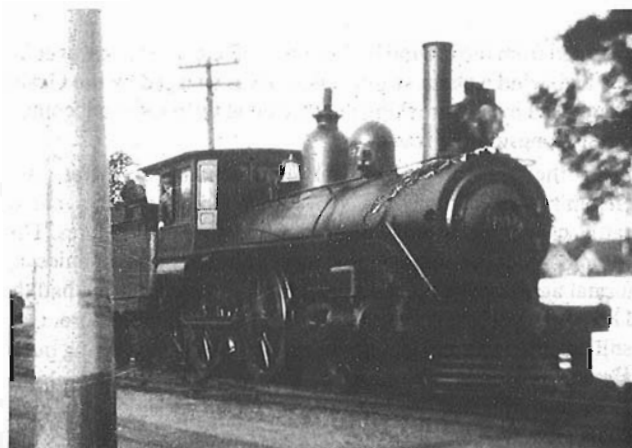
Although the interchange of freight traffic in car loads between the D & H and Grand Trunk over the years had been very modest, consisting mostly of coal going north in the fall and winter and hay and pulpwood south in the winter and spring.

However there came one winter when there must have been a hay crop failure in all points south and business picked up. Eight or ten cars would be on the rear of the Grand Truck when they came out at night and when the number got up to ten or twelve they began making an extra trip out at noon with the freight cars. The maximum came one day when they had nineteen. The little GT engine took full advantage of the down grade from Hemmingford to the Fisher Street road crossing but the upgrade from there pulled them down and the steeper incline south of the Line slowed them to a walk when they lost their footing and stalled. Breaking the train in two they took the first ten on to Jct. and then returned for the other nine. Probably the longest train ever handled on the Hemmingford branch and definitely the only one to "double the Hill". Most of these cars moved back empty later as per governing rules, the greatest number in any one day being 17 which the D & H handled easily.

Somewhere along in these years there was a period when the Grand Trunk ran their pay car in the circuitous route of Montreal to Rouses Point, then west over the O & LC to Mooers Jct., and then north to their own Hemmingford branch. This was always in the forenoon and on one trip they came into conflict with the D & H, a scheduled train also going to Hemmingford. It may be that the pay car had taken longer than expected getting around the wye onto the D & H tracks or maybe the operator at St. Isadore Jct., who was also the dispatcher for the branch, was struck with a yen for hurrying up the pay car (And his pay) and gave him a "Run Ahead" order.

However just over a mile out of town the pay car men were surprised to discover the D & H tight on their heels and gaining. But not for long. With an exhaust shooting upward the pay car pulled ahead, the old freight engine with the low driving wheels was no match for a passenger engine and one car.

In August of 1903 a southbound freight on the D & H mainline out of Rouses Point ran into the open draw over the Chazy River at Coopersville, demolishing the center pier on which was the swing span, thereby tying up their mainline. The first that folks up around Mooers Jct. knew about it was when



*A Grand Trunk engine of the type used on the Hemmingford branch.*

two Grand Trunk engines, running separately and backing up, came out from Canada about seven o'clock in the evening. These were put in on the siding at the Jct. but shortly afterwards one was found to have leaking flues and was dispatched to Hemmingford where it was exchanged for the branch engine, tied up there for the night.

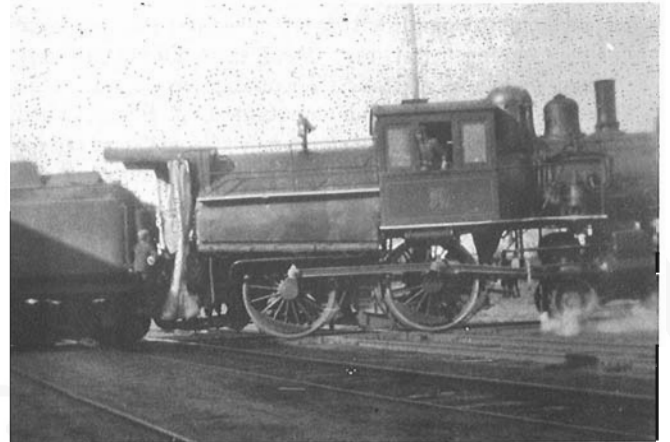
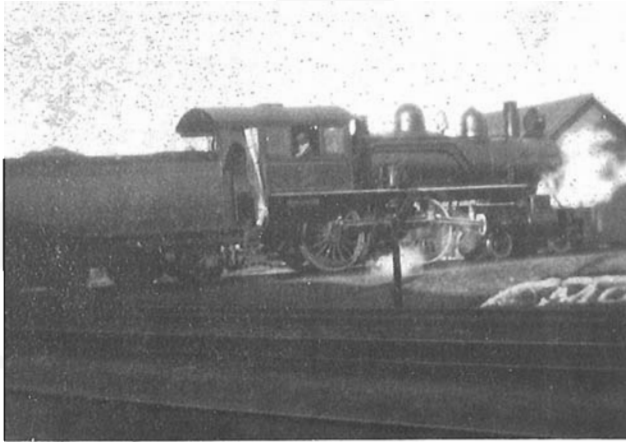
By this time news had gotten around that the mainline trains were going to be detoured through Mooers Jct. and Hemmingford to Montreal, and a crowd of people had gathered around the depot. The relief engine from Hemmingford had arrived and was put into clear on the siding. Two northbound passenger trains had been held at Plattsburg and the first southbound sleeper had left Montreal via the detour.

The first train to arrive from the south was the afternoon local with six cars. The D & H engine was cut off and a Grand Trunk substituted and departed. Soon the northbound day Express followed and the process was repeated. Also about this time the westbound passenger train on the Rutland (Former O & LC) came in and a transfer of passengers and mail made.

Two D & H engines were now on hand having been turned around by using the wyes to the Rutland tracks. Next was the arrival of the first New York sleeper. When this train came in for many it was the first time they had ever viewed sleeping cars, or even cars with vestibules. Car inspectors were on hand for checking the train before being accepted by the D & H, and after some delay there were the four beeps of the inspectors air whistle and the train departed, the two red rear marker lights plus the two red lanterns on the rear making a colorful exit.

It was after eleven o'clock before the second New York sleeper came in, late because the engineer was not familiar with the route and after dark, and barely escaping stalling on the sharp grade just south of the Line.

This event brought many changes to Mooers Jct. Night telegraphers had to be put on in both D & H and Rutland offices and at Canada Jct. on the D & H, also at Hemmingford and other offices on the Grand Trunk. Car inspectors for both D & H and GT had to be on hand and all engines cut off south bound Grand Trunk trains had to be returned to Hemmingford for turning and holding until brought back to Mooers Jct. for a



northbound train. A Rutland car inspector was needed for D & H freights were being rerouted via Mooers Jct. to Rouses Point and also these same freights had to have a Rut. pilot engineer. An extra passenger train at this time was the movement of a Canadian military unit called The Queen's Own from Plattsburg to Montreal via Mooers Jct. and Rouses Point and was handled by a brand new, larger D & H engine, the 389.

**Train Movements Between Mooers Jct., and Hemmingford in August 1903 due to Detouring D & H Mainline Passenger Trains over the Mooers and Hemmingford Branches between Plattsburg and Montreal. Times are approximate.**

About	5:30 a.m.	southbound	GT engine	(backing)
About	6:30 a.m.	northbound	sleeper	
About	7:00 a.m.	southbound	GT engine	(backing)
About	7:30 a.m.	northbound	sleeper	
About	9:30 a.m.	southbound	passenger	
About	10:00 a.m.	northbound	GT engine	(backing)
About	10:15 a.m.	northbound	D & H branch	passenger
About	10:45 a.m.	southbound	D & H branch	passenger
About	12:00 p.m.	southbound	passenger	
About	12:30 p.m.	northbound	GT engine	(backing)
About	1:30 p.m.	southbound	GT engine	(backing)
About	2:00 p.m.	northbound	passenger	
About	6:00 p.m.	southbound	GT branch	passenger
About	6:20 p.m.	northbound	GT branch	passenger
About	7:15 p.m.	southbound	GT engine	(backing)
About	7:30 p.m.	northbound	passenger	
About	9:30 p.m.	southbound	sleeper	
About	10:00 p.m.	northbound	GT engine	(backing)
About	11:00 p.m.	southbound	sleeper	
About	11:30 p.m.	northbound	GT engine	(backing)

This was an exciting time for Mooers Jct. and one that was long remembered for the total movements of the Rutland trains, plus the D & H and the Grand Trunk totals up to 30 to 35 per day.

But the heyday came to an end. One week later the D & H had thrown a temporary bridge across the river at Coopersville and the Mooers and Hemmingford branches went back to their easy and quiet existence.



*Three views of D. & H. engines at Mooers Junction. We see here numbers 390, 421 and 438.*

In 1907, 08 and 09 fluid milk companies in New York built a row of milk stations across northern New York on the Rutland road and Mooers Jct. was in on it. A milk train was put on and in time built up to a train of ten to fifteen cars. At some stations cars were placed at the milk station platforms for loading and at the lesser stations the train backed in to their platform and the milk was loaded into cars in the train. These trains operated daily, including Sundays and the agent or operator had to be on hand Sundays for billing out the shipment. At Mooers Jct. the milk moved to Melrose Jct. station in New York City.

But one of the Rutland's predecessors, the original Northern Railroad of New York had hauled dairy products back in its earliest days of 1851 when it handled butter destined to Boston in brand new refrigerator cars that had been constructed in their own shops at Ogdensburg, the beginning of railroad refrigerator cars. The Butter Train, out of Ogdensburg every Monday night ran down through the years until past the turn of the century when the shipments of fluid milk began to take over. However, in 1910 now reduced to one car it still ran out of Ogdensburg once a week.

From the beginning both railroads through Mooers Jct. had Mail and Express trains listed on their schedules, the "express" probably denoting a fast train. Much later different express companies developed and the American Express Co. was on the CV and Rutland and the National on the D & H and Grand Trunk. At one time cream in volume moved from Canada to the States, arriving on the Grand Trunk and transferring to the Rutland.

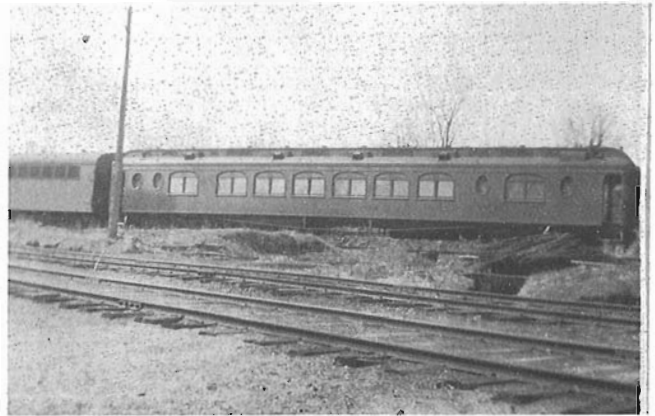
Excursion trains were a feature Back in the Days and Mooers Jct. had its share. The Plattsburgh Fair in September was the one big feature. Then the D & H branch train on its regular forenoon trip might have six coaches instead of its regular two and six cars was some train in those days. To get the patrons back home at night an extra train was run through to Hemmingford, where it turned and dead headed back to Plattsburg. Even the Grand Trunk made extra trips when their Ottawa Fair was on, by coming out to Mooers Jct. in the morning for the few passengers there. Connection was made with the Canada Atlantic railroad at Johnsons, some seven or eight miles beyond Hemmingford. Return was the same night on the Grand Trunk.

On the O & LC or CV excursions were run every summer to Alburg Springs or to Rouses Point to connect with boats up the lake or to Burlington. A tragic accident happened on the return home, part of one of these earliest trips. The excursion train westbound, met the eastbound passenger train head on at Champlain and several persons were killed. In the other direction excursions were run to the Thousand Islands, via Ogdensburg and the boatline. Also, but in later years, to Ste Anne de Beaupre via Malone and the New York Central.

Of two Sunday excursions, one was from St. Remi, Que., to Cliff Haven, near Plattsburgh on Lake Champlain. This was Grand Trunk originated and was turned over to the D & H at Mooers Jct. where an engine and crew were on hand, up from Plattsburg. The Grand Trunk engine and crew returning to Hemmingford to wait until evening when they came back to Mooers Jct. and the exchange was reversed. The other Sunday one was from Ottawa to the same destination, but taking in three different railroads. Ottawa & New York, Ottawa to Moira; Rutland, Moira to Mooers Jct. and D & H Mooers Jct. to Cliff Haven. Returning was via same route.

One other excursion and one that was a little bit unusual in that, part of it was over the narrow gage Chateaugay Railroad, was put on by the churches of Mooers in 1900 or 01. The destination was Dannemora and Chazy Lake. Sunday school children were largely included in this, possibly for the effect of the tour of the State Prison at Dannemora. Special train was run up from Plattsburg which was run through to Hemmingford for turning, and back at Mooers Jct. at about 8:30, for picking up. Everybody was eager for the change at Plattsburg to the small sized narrow gage cars with seats arranged with full sized ones on one side and single ones on the other. Excursion was handled by their regular train with extra coaches on the rear. These coaches were cut out at Dannemora and at about two o'clock in the afternoon picked up by another train and taken on to Chazy Lake for the few remaining hours. Arrival back in Mooers was about 7:30.

Only two private car movements are known, both of the Rutland era. One was a Pullman sleeper and a Delux horse car, moving from Plattsburg to the Malone Fair.



*A Pullman sleeper and de luxe horse car en route to the Malone fair.*

Time evidently did not count in this instance for the cars arrived about 10:30 a.m. on the regular branch train and lay over until evening when they were picked up by the westbound Rutland passenger train, No. 265, Pullman porter was in charge of the sleeper and trainers looked after the horses. The other movement was more important as it was the D & H's private business car moving from Plattsburg to the Rutland railroad and using Mooers Jct. as the transfer point. Move was evidently top priority and every thing was handled with precision and no delay. Car arrived on the rear of the regular branch train and backed around the north wye onto the Rutland's passing track, and still backing up the long passing track to the west switch.

Here they waited and Rutland 264 arrived shortly, pulling on by the switch. D & H then pushed the car out on the main and the Rutland backing up, coupled on. The answer for using Mooers Jct. for the transfer instead of via their main line and Rouses Point probably due to the fact that at the latter point they had no direct connection with the Rutland and a transfer there would have involved going also through the Grand Trunk yard.

Just following the turn of the century some excitement was generated around Mooers Jct. by the D & H prospecting for a connection with the CPR somewhere in toward Montreal and the Mooers branch, and possibly the Hemmingford branch too, came in for consideration. But in the end a new line was decided upon, running out of Rouses Point and connecting with both the CPR and the Grand Trunk at a new point, given the name of Delson Jct.

The transfer of solid trains from the D & H to points west were now a thing of the past although the long transfer track still remained. Coal still moved to the Grand Trunk and pulpwood and hay to some extent in the opposite direction, but the only transferring that remained was the less carload from Plattsburg to points west on the Rutland. All three roads had settled down to a quiet existence, in later years to be looked back upon as the Good Old Days. Agents' pay was about \$57.50 a month and the section boss's about the same. Second trick men about \$52., of which the Rutland station had one; but the D & H had a car inspector, who also filled in as a signal operator for the High Ball at the diamond. Station hours at the D & H were from 9 a.m. to 7 p.m., or to cover all trains. At the Rutland 7 a.m. to 8:30 p.m. or

to cover all passenger trains. Over time had never been heard of and your monthly pay covered all emergencies such as calls in the middle of the night or on Sundays when the station was closed. Same general conditions applied to section gangs.

In 1900 with the Rutland coming into possession, the O & LC name was finished, after some disappearing and reappearing acts over the past forty years. But it wasn't long before the Rutland began to lose its identity too. The New York Central started buying into its stock and soon after 1905 the passenger equipment was carrying the legend, New York Central Lines on the letter boards. No longer were the little Mogul 2-6-0's showing up as the helper engine on the head with a cut of ten cars between it and the larger road engine. Now both engines were the big consolidations (2-8-0's) and bearing the NYC's 2400's numbers. The two milk trains engines, the 1000 and the 1001 were former NYC engines of the 4-4-0 heavy high boiler type.

These were the good comfortable days for the Rutland with two through freights each way per day, two passenger trains each way except Sun., one way freight each except Sun. and the aforementioned milk trains plus occasional extras. A second trick operator had been added through the intercession of Dr. Mulvey and although the interchange of many car loads was a thing of the past there was an occasional car or two from the D & H and also a good amount of less carload from them to points west. The shirt factory in the village was in operation and Sid. Goodsell with his horse drawn dray was always on hand upon the arrival of the Plattsburg train and the east and west bound way freights on the Grand Trunk trains and Wilbur Wookley had the contract for the newly initiated express delivery in the village.

At the D & H, Angus Wood was busy forenoons with the arriving freight and car inspector Elmo Garrow took care of the high ball signal and delivered the mailbag to the post office. The afternoons were the times for relaxation and a friendly card game with old cronies dropping in.

Not heretofore mentioned were out of town tracks. One such was at the village, between Main Street and the river bridge, leading in from the south. This was handy for carloads arriving and unloading. Also when the excelsior mill was in operation, about a carload a week being loaded. Also in 1904- 5- and 6 a spur track was located a mile and a half north for the loading of cord wood. And in connection with the spur at the village an incident happened that was very funny but could have been just the opposite. The switch had inadvertently been left open and the approaching train did not notice the red switch target until too late. A freight car stood at the end of the track but with the air in emergency and the wheels sliding the train hit the car hard enough to knock it into a shed in the rear of Sample's store.

No serious wrecks are recorded at Mooers Jct. or in the immediate vicinity. Of minor ones, back in the link and pin days a flat car was knocked off its trucks. About 1909 a brand new MDT refrigerator car in an eastbound freight jumped the track in going over the diamond and without breaking loose from the train, followed along on the ties to the east switch and back up on the rails again. In 1911 the same thing happened to another brand new MDT refrigerator, but this one broke loose from the train and went in the ditch.



*A brand-new MDT refrigerator car in the ditch in 1911.*

About this same time too, the eastbound night freight discovered they had a loose driving wheel tire and limped into Mooers Jct. Using the whistle they aroused the agent who stayed at the Ingleside, and got a relief engine up from Alburgh that took their train in. Following forenoon an extra was run up from Alburgh with the shopmen and a tire setting mechanism. In less than two hours the disabled engine was repaired and ready to be towed in when it was discovered their own engine had a loose tire and a second operation had to be performed.

The Rutland had one in midwinter that could have been very bad. A westbound snow plow, after dark and with a meet on at Mooers Jct. with 252, the eastbound passenger, was facing a blinding snowstorm and failed to see the east switch. A violently swinging lantern of 252's brakeman stopped them but not until they had just nosed into 252's engine pilot, damaging the pilot and the nose of the snowplow.

Little is known of such events on the GT although they must have had some. One such happened in the late fall when the run out to Mooers Jct. was after dark. A wind blown tree, just south of the Line was across the track but the engine was able to push it somewhat to one side and they scraped by. On their return with their two cars backing it was a different situation, and they could not get by. Returning to the crossing, one mile, plus a quarter mile hike to a farm house they obtained an axe. Then with the axe back to the tree, they cut the top section off the tree and could get by. Ten minutes later they were back in Hemmingford, off duty and on their way home to a late supper. Not necessary to prove that the axe was back to its owner on their next trip out.

Their train trip out of Hemmingford in the morning was strictly a commuter run and at such stations as Barrington a group of persons would be on hand, mostly women with market baskets piled high with garden produce. These baskets were handed in at the baggage car door, the women climbed aboard, all set for a day at the Montreal market, and claiming their baskets on arrival in the city.

The branch run ended at St. Isadore Jct. and ten minutes after their arrival the train from Massena pulled in, picking up their cars and taking them on in to Montreal. The crew then turned back toward Hemmingford as a way freight. After laying over

there for about two hours they were on their way back toward St. Isadore Jct. doing way freight work. About 5:30 their baggage-smoker and the coach had arrived on the Massena bound train from Montreal and picking up their two cars they were on their way back toward Hemmingford as a passenger train. Arriving there, they picked up any freight cars on their rear and continued on to Mooers Jct. as a mixed train. There was one summer when a milk car was added to the train for Montreal. And at this point a belated note might be added to the Hemmingford branch, the part from St. Isadore Jct. to Caughnawaga had been abandoned in 1880.

Between Mooers Jct and the Line, pretty well along toward mile post 190, the ditch on the east side of the track was quite deep and after a spell of rainy weather would be full of water. At the end of a certain hot sultry day some of the younger boys headed for the spot and a swim in the soft warm rain water. Enjoying themselves they forgot all about the Grand Trunk train being due until the sound of its approach. Submerging, they were out of sight as the train went by. But soon afterwards one of the boys, with a startled look on his face, suggested they had better see if their clothes, which they had shucked while standing on the track, were all right. They were lucky, their garments were along the ends of the ties, all except one shirt. It was across a rail and had been cut in two.

It was not far from this same spot that one summer during a long hot drought that one of the two trains set a forest fire, the only such incident known. The fire burned for ten days or two weeks, resisting all attempts to put it out, account of burning in muck soil. Many trees were toppled over, the soil having been burned from around their roots.

By the end of the century freight moving through Mooers Jct. was dropping off. Instead of the 25 cars every forenoon from Plattsburg it got down to around ten and neither station generated any great amount of freight of their own. The Rutland, as the O & LC became in 1900, shipping maybe a dozen cars of cordwood in the winter time and the D & H half that many of hop poles, and two or three cars of apples in apple picking time. Inbound shipments were better. For the Rutland, loads were the exception but they did have considerable l.c.l. merchandise. The D & H, cars of coal and less frequent, tank cars of kerosene for the Standard Oil co.

Passenger business was fairly good at both stations and both were stocked with interline tickets for far away places. All packages were handled by express for parcel post was not yet in existence. Telephone was for local use only. For long distances Western Union telegrams were used. Neither station carried Pullman tickets but space could be ordered for the passenger and picked up before boarding the train at Plattsburg, Rouses Point or Alburgh. And becoming more up to date, a "News Butcher" (news boy) appeared on Rut. 264 and 265.

In 1913 the D & H station was struck by lightning and burned to the ground. It was not rebuilt, the Rutland station becoming a dual station with the D & H. Angus Wood, the D & H agent for so many years, known and liked by everyone, went to Coopersville agency to finish out his service with the company.

The D & H had often made use of the O & LC between Mooers Jct. and Rouses Point, but only once so far as known, did the other road have to resort to detouring over the D & H.

About 1912 a wreck occurred at Champlain, blocking their main line. Rutland 264 switched onto the D & H at Mooers Jct., thence south to Chazy Jct. and over the D & H main line to Rouses Point.

Some years previous to this a woman had narrowly escaped being killed at the main street crossing in the village and the railroad company had immediately imposed a speed limit of ten MPH for Northbound trains over this crossing. Also the whistle signal for the crossing was changed in that the last (4th) blast was not terminated, but was dropped to a lower note and continued until the engine was over the crossing. This crossing was considered a blind spot for persons moving west on Main Street, largely because of a small house on the south side of the street. An air of mystery surrounded this building which was of a brownish color and had a slate roof, because it was located within the standard 100 foot right of way of the railroad. Apparently it was on the spot before the coming of the railroad and had tenaciously clung to it. It did have to accede to a thin wedge shaped slice being taken off the west side which barely allowed trains to get by without touching. In the winters to come it would be a safe bet to say that the railroad snow plows when coming up the branch would be sure to have their wings folded in when approaching the Main Street crossing. And that peculiar crossing whistle was a sound that would remain with the people of Mooers for many years to come.

But it was the silvery toned bells of the D&H engines, as they came to a stop in front of the station that were a delight to hear. No other road had any thing like it. And one more thing in favor of the Delaware & Hudson, they burned hard coal, there was no smoke.

In the late 90's with freight falling off on the branch, passenger engines began taking over. One of these, the 386 became almost a permanent fixture it was on the run so long. Then in 1910 the newer and larger "Double Cabs" began being used. For years all D & H passenger engines had been equipped with "Hoarse" whistles. The same with passenger engines on the O & LC CV but freight engines retained the old tone whistles. However the Grand Trunk still clung to their one tone for their passenger power for many years to come. Also the Grand Trunk still retained their old time crossing signal of Long Short Medium, whereas the American roads had always been using the standard long long short long.

But an oddity that the D & H held onto to the last was the letter R on their whistle posts. The "R" meant ring, for in the beginning bells were placed on locomotives to be rung when approaching crossings as a warning to people to keep off. The whistle was used only when nearing stations, to alert passengers embarking, and also the passengers on board of their approaching destination.

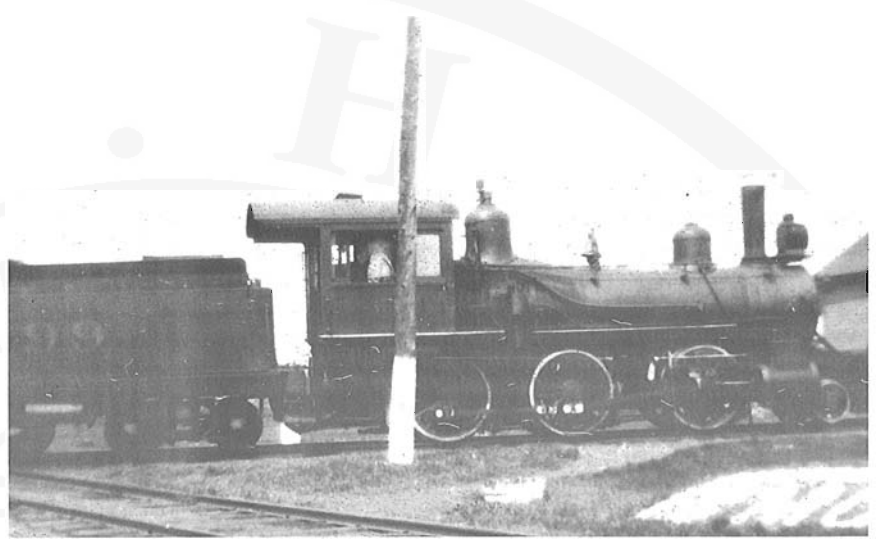
Many railroads, especially those with long grades, have tales of run away trains, or of cars getting loose and taking off down hill. The D & H and Grand Trunk, being in flatter country, seem to have missed all this but the O & LC did have a well worn story of a wild ride one of their conductors took, without even knowing it.

An empty coach was being dead headed west on a freight, but behind the caboose. However, it was not quite empty, for a conductor worn out from long hours on duty was inside, catching





Rutland locomotive 2419 at Moopers Junction.



*D. & H. 99 is typical of the Moguls which hauled trains between Plattsburgh and Moopers Junction. The usual consist was about 25 freight cars and two passenger coaches. The engines burned hard coal, so produced only a minimum of smoke. This locomotive was built by Dickson in 1890 as number 311, and it served until 1917.*

up on some shut-eye. At Ellenburg a stop was made for some routine work and while this was going on some one discovered that the coach had broken loose and was on its way from which it had just come. Luckily the telegraph was by then in use and work was flashed to all the stations, Forest, Altona, Woods Falls, Mooers Forks, Mooers Jct., Champlain and Rouses Point to keep everybody and everything off the track. Apparently there was no train in the area.

With a slope of six tenths of one percent, the car was soon traveling fast, and it was here that the excellence of the road construction, earlier mentioned, paid off on the wide sweeping curves. The first opposing grade was Rhoades' hill, east of Mooers Jct. but the run-away gaily went up and over the top and then picked up more speed dropping down to Champlain. The story tells how a crowd had gathered at Champlain station and pelted the car with tin cans, etc. as it sped by. Between Champlain and Rouses Point there is a rise of considerable elevation but it was soon been approaching Rouses Point. Through the maze of tracks at Rouses Point it leisurely rolled along and out onto the pile trestle across Lake Champlain where it came to a stop.

A statement by the lone passenger on that trip might be of interest but the story ends minus that information. It is not known whether the man was even awake or not.

With the outbreak of World War One in 1914 business on the railroads took on a spurt, both in freight and passengers. A through sleeper was put on from Boston to Ogdensburg, going through Mooers Jct. on the morning train, number 251. Also a through express car was added to the same train Boston to Ogdensburg account the increase in express business. In freight, all available equipment was put into use on all roads in the country.

Then in the 20's with the war over, the D & H with other railroads, adopted a policy of retrenchment and soon filed an application for the abandonment of the Mooers branch. In 1924

permission was obtained to discontinue the part between Mooers Jct. and the Canadian Line. This being joint trackage the Grand Trunk Railway concurred and one day in 1924, date unknown, the last D & H train, and the last Grand Trunk train, passed over the rails between Mooers Jct. and Hemmingford. The spot midway in between called Province Line, then Boundry Line, and lastly just the Line was left to its self to revert back to the wilderness. But it is marked with a small granite monument, one side reading United States, and the other side Canada, and across the front, Treaty of 1842.

The remainder of the Mooers branch, from the Junction to Canada Jct. was abandoned the following year and the rails on both segments taken up.

Mooers Jct. as a junction was of the past. The JCT so proudly added to the name in 1852 was removed and now it was just Mooers again. A rise, a decline, and demise. Seventy three years, the life span of an ordinary person. However, it fulfilled a need and gave a service to a young land when it was needed, and left many memories behind.

## Addenda

The Rutland remained, but a void was there far out of proportion to the missing D & H and Grand Trunk trains. Down through the years of the O & LC, the Central Vermont and the Rutland, all trains coming into town had to slow down and come to a stop 400 feet from the crossover. Then one blast of the whistle and then move on to make the station stop, or if a through freight, to continue on. But now they tore through town with no thought of friendliness, as if to leave the place behind as soon as possible.

Better too, were the freights of earlier days. The little Mogul engines with the 2-6-0 wheel arrangement as the helper on the head end, with a cut of some ten cars between it and the road engine of much larger size, arranged in that order because of

weak bridges, and both putting out clouds of black smoke as they dug in getting their train moving for the long climb to Cherubusco. Four hours later the little helper would be coming back down the hill, drifting along contentedly, but making the stop and whistle salute before crossing the diamond.

In the years before the automobile became common all phases of life appeared to be tied in with the railroad. People set their clocks by the time the train went by. The maps in the railroad folders showed where other cities and towns were located or how many miles it was to the next large town. All merchandise arrived by rail. All passenger trains carried mail cars with a mail exchange at every station. Mooers Jct. had six arrivals and departures of mail per day. But on the other side of the ledger, however, there were no passenger trains any where, particularly, on Sundays. In all four directions from Mooers Jct. the railroad was the center of life in every community.

A phase of railroading before the coming of the automobile was in having a train stop at a country road to land a passenger, or less frequently, pick one up. Whether as a matter of goodwill, the return of a favor, or compensation, is not known. And houses, far from town and beside the railroad track, were especially favored for the inhabitants and the railroad men soon got to know each other and a wave of the hand and a toot of the whistle in answer was a common greeting. Two such homes were not too far away, one an even mile north of the Jct. was a not too uncommon stop to land a passenger and save him the walk from the depot. Also this family possessed a certain railroad vehicle, called a speeder, and the envy of all the neighbors. It had three wheels, two of them flanged for the left hand rail and a smaller one on as a guide to keep it on the rails, on the other side. A seat for a man to pump it plus one passenger.

The other house was nearer to Sciota. It was somewhat more of an attention getter for the house was on one side of the track and the barn on the other. Many a long walk with a heavy satchel has been eliminated by the generosity of a train crew.

But it was the eloping young couple that a train stop at some obscure road crossing was the acme of convenience, security, and dispatch in getting away unbeknown. Of course this all had to be arranged before hand with the train crew, but no railroad man has ever been known to be so lacking in chivalry as not to take part in such a venture.

And a comely high school girl at the station one forenoon mentioned to the telegraph operator that she had always wanted to have a ride in an engine cab. The northbound D & H train was standing at the station, she was taken over to the engine, her request made known to the engineer, and promptly taken on board. A trip to Hemmingford and return was made and she had her engine ride. A sixteen year old boy with no other way of getting back to his job at Rouses Point was taken aboard by the engine crew of a helper engine coming back down from Cherubusco, given a seat on the firemans side and landed at Rouses Point.

Again at Mooers Jct., a girl with a battered old tin bucket, out beside a standing engine, and the fireman pouring a stream of coal down into the bucket, for her home fire.

In 1910 a telegraph operator from the Boston & Maine by the name of Grimes was working second trick at Mooers Jct., when one day in mid summer agent Downs, returning from his midday

meal at one o'clock, found Grimes missing. A check of the cash and tickets showed everything there okay. But it was known that the man was having domestic troubles and was also heavily in debt to the storekeepers in town. For some time any trace of him was lacking, but later it was learned that he had been seen walking the railroad track toward Hemmingford.

For several days the station was short handed until the agent found a young man with some railroad experience and worked him into the job. Nothing was heard from Grimes for a long time and then one day one of the merchants received a money order postmarked in western Canada. Examination of the railroad guide showed that the place was located on the Grand Trunk Pacific west of Port Arthur. The money orders continued to arrive monthly until all his accounts were cleared up, as well as his name.

Then there was another operator, who at an earlier date worked the third trick at Altona. He had a girl friend who lived in Mooers, and had found various ways to get down to see her in the afternoons. But to get back for 11:00 p.m. at night posed a problem. A little bit of ingenuity solved that. A westbound through freight was due along about nine or ten o'clock at night. So with a switch key he had obtained somewhere he would open the east switch to the passing track and keep out of sight as the train approached. With the switch light showing red the train would come to a stop and while the switch was being closed he would hop aboard. At Altona they had to stop for water and as they slowed down he would drop off, in plenty of time for his 11:00 o'clock job. Everything just made to order. After a few such happenings a company cop was sent to Mooers Jct. which soon put an end to the red switch lights and the operator too.

Also there was the case of the disappearing air brake hoses, taken off the freight cars in the yard at the Jct. this occurred at irregular intervals for some time. No detection of the thief was ever arrived at, and it is difficult to imagine what use could be made of them anyway. The way freight crews were glad when it ceased, for a car without brakes had to be switched around behind the caboose to be handled in the train.

In the earlier days of the railroad between Mooers Jct. and Plattsburg, passenger trains at times made regular stops at the village to pick or discharge passengers. But in 1877 that part coming into Mooers Jct. became a branch of the D & H and at some time thereafter passenger service was reduced to a mixed train that came up in the middle of the forenoon and left going back about 11:30, and there were no more stops for passengers. So it naturally came about that some men and boys took to riding the rear platform of the coach which was the last car of the train and dropping off at the village. This was easy enough for the train was heavily loaded with a long string of freight cars and was not moving fast. There was told the story of a portly business man who tried this one day to save the half mile walk. But he hesitated slightly when getting off and when he landed he was on the further sidewalk with a momentum that carried him crashing into the front door of a house nearby. Another rider whose trip was not so funny was Andy Floody, a boy from over near the Jct. He stayed on through the village and for quite a ways beyond, probably figuring that the steep grade ahead would slow them down. When dropping off he was knocked unconscious and lay there for quite some time before regaining consciousness.



*The Rutland yard at Mooers Junction looking east.*



*The D. & H. yard looking north. Note the ancient coach used in work service.*

In the winter of 1904 an odd incident occurred and has remained a mystery ever since. The regular D & H train bound for Hemmingford from Mooers Jct. came to a stop at the Line, and remained there. In a little while a Grand Trunk train was heard coming from Hemmingford and met them there. After some time both trains backed to their respective stations.

Why the D & H did not, or could not, go across the line into Canada that one day is not known. The Grand Trunk train made its regular run out to Mooers Jct. and returned that evening as usual. Inquiry years later at Mooers Jct. brought no information.

Railroading, in the past, has been known as a hazardous occupation, but only one personal injury is known to have happened to Mooers Jct. men.

Willard Wells, section foreman on the Rutland, had both legs broken by a passing passenger train which had a long rod extending out from a car at right angles.

Back in the days of Local Option the town of Mooers was dry but the adjoining town of Champlain was wet and the sale of round trip tickets to Champlain became a noticeable commodity, the return portion of the ticket insuring the holders return. One balmy summer evening, westbound 265 made the usual station stop with the coach directly in front of the station door. Two of the town's prominent and staid citizens were in full view in the coach window and engaged in a serious and motionful conversation. The brakeman's "Board" was unheeded, the train pulled out. But Mooers Forks was ahead, and the train stopped there, only three miles from home.

One other case was not in failing to get off, but in failing to get on, which happened at Altona. A family group appeared at the station one forenoon and bought tickets for some point east. No. 264 arrived and the family hurried to get on. But alighting from the train was another group, old time friends. Greetings were fervent and sustained. The conductor, standing in the baggage car door, looked back. Seeing no move to get on, waved a high ball to the engineer and the train pulled out. Consternation followed but another day was coming.

As to the place, Mooers Jct., which was an outlying part of Mooers Village, there was in addition to the railroad facilities, a large general store, a hotel, the milk station and a coal shed. Also there was the U.S. custom house. There was one nice street of residences, Maple Street, with the Wesleyan Methodist church at the further end.

Two customs-immigration men were in charge at the customs house, Wm. Stevenson and a Mr. Swivel, one of whom rode the D & H train to Hemmingford and return each day and the other met the Grand Trunk train at about 6:30 in the evening.

In the late 20's the Rutland too began to suffer from lack of traffic, due largely to their circuitous route between New England and the West. Long past the Government had decreed that railroads could not own boat lines and the Rutland had to give up it's Rutland Transit Line from Ogdensburg to Detroit and Chicago. Also the New York Central which had formerly included it in their system were now active competitors between the West and New England. The picture brightened a little bit at one time when numerous Maine Central cars appeared in the westbound freights bringing to mind the early days of the railroads and the projected Portland and Ogdensburg railroad. But that soon vanished, and with the 30's came the Great Depression, and in 1938 the Rutland was in bankruptcy.

But they struggled through with the only apparent change that their title ended in Ry instead of R.R. In the forties came the Second World War and business soon boomed and the railroads were swamped with freight and passenger traffic. Government financing soon entered the picture and some heavy modern engines were allotted the Rutland. But the war ended and with the eight hour day in effect\* for the railroad men, the Rutland was back on hard times again.

In June 1953 came the Rutland's first strike, with the Order of Railroad Telegraphers. The strike ended with the very generous agreement, that the company could withhold a part of the men's pay until such time as the Company had more resources. Seven years later, 1960, came the second strike, with the Company threatening to abandon the road. Valiant efforts were made by local organizations to aid the railroad and several towns cancelled entirely the road's property tax. Appeals were made to the I.C.C. and other government agencies but no help was forthcoming and on September 25th, 1961 the last train ran on Rutland Railroad rails.

Today with no railroads at all the place bears little resemblance to its former days. The Rutland station still stands, 4-square in its 120 years and the D & H freight house, equally stout, in as many years, both in commercial use.

With diligence all the former tracks can be traced out, even though covered with grass and weeds and brush. Even, the old turntable pit can be discerned.

**Northern Railroad of New York  
Time of Trains at Mooers Jct.  
April 24, 1851.**

<b>West Bound</b>	<b>East Bound</b>
8:35 AM Passenger	12:25 PM Passenger
2:40 PM Passenger	6:20 PM Passenger

**October 5, 1854**

12:42 AM Postdam Lumber Train	8:28 AM Through Freight
4:28 AM Night Freight	12:32 PM Passenger
5:43 AM Through Freight	4:43 PM Way Freight
7:38 AM Way Freight	6:42 PM Passenger
8:33 AM Passenger	10:30 PM Night Freight
	11:25 PM Postdam Lumber Train

**December 2, 1867**

	<b>O &amp; LC</b>
7:50 AM Passenger	10:05 AM Passenger
2:05 PM Passenger	4:54 PM Passenger

**May 17, 1880**

No Schedule Available	5:42 AM White Mountain Flyer
	4:42 PM Passenger

**1886**

	<b>Cent. Vt.</b>
No Schedule Available	9:10 AM White Mountain Flyer

**January 7, 1901**

	<b>Rutland</b>
7:05 AM Passenger	9:15 AM Passenger
7:05 PM Passenger	7:15 PM Passenger

**December 6, 1906**

6:48 AM Passenger	9:35 AM Passenger
8:50 AM Mixed Freight and Psgr	6:00 PM Mixed

**Approximate Time of all Trains  
in 1910, 1911 and 1912**

	<b>N.Y.C.</b>
6:45 AM Mail	10:10 AM Express
11:15 AM Way Freight	9:30 AM Through Freight
11:40 AM Through Freight	12:25 PM Milk Train
4:10 PM Milk Train	12:45 PM Way Freight
7:40 PM Express	7:20 PM Mail
10:30 PM Through Freight	2:00 AM Through Freight

**June 25, 1916**

	<b>Rutland</b>
: AM Mail	9:45 AM Express
: PM Milk Train	11:40 AM Milk Train
: PM Express	7:30 PM Mail

\* ERROR. The 8 hour day came in World War One.

**Names and locations of Men Connected  
with the Railroads of Mooers Jct.**

**O & LC-Rutland, D & H and GT**

T.E. Winthrop	Agent Mooers Jct.	1883
-- Cronin	Agent do.	1898*
-- Hull	Agent do.	1892*
H.H. Downs	Agent do.	1905-11
S.-, Marshall	Agent do.	1911-14
-- Mcallister	Agent do.	
-- Grimes	Operator do.	1910
-- Bootman	Operator do.	1910
O.K. McKnight	Operator do.	1910-12
-- Rock	Psgr. Condr.	1910-11
-- Bentley	do.	1910-11
Homer Maloney	Freight Condr.	1910-14
Frank Sessions	do.	1910-12
Con. Whalen	do.	1910-12
Willard Wells	Section Foreman	1910-12
Mathew Downs	do.	1910-12
Jerry Crowley	Road Master	1910-12
Joe Lalonde	Lineman	1910-12
Clark Wilson	Way Freight Engr.	1895*
Caspar Ingram	Freight Engr.	1910-12
-- Kennedy	Agent Champlain	1910-12
-- Storms	Operator	1910-12
-- Batchelder	Agent Mooers Forks	1910-12
Tom Casey	Agent Altona	1910-12
-- Starks	Operator Altona	1910-12
-- Gowan	1st Trick Dispr. Rutland	1910-12
U.V. Mace	Chief Dispatcher	1910-12
H.-, Perry	Operator Burlington Yd.	1912-13
E.A. Newcomb	Freight Agent do.	1912-13
S.S. Colton	Superintendent Rutland	1910-13
J.F. Carrigan	Asst. Supt. Malone	1910-13

**Delaware & Hudson**

Angus Wood	Agent Mooers Jct.	1910-13
Lucian Boire	Operator	1906
Elmo Garrow	Car Inspector	1910-12
Dolph Garros	Section Foreman	1910-12
Hugh Brennan	Psgr. Conductor	1905-16
Dave Palmer	Psgr. Engineer	1905-16
-- Stafford	Psgr. do.	1906
Parker Pigeon	Brakeman	1910-12
George Bostley	Brakeman	1910-12
"Skip" Laporte	Express Messenger	1910-12
-- Looby	Road Master	1906

**Grand Trunk**

-- Williamson	Agent Hemmingford	1910-12
-- McGinnis	Condr.	1895*
-- Poupore	Condr.	1910-12
Joe Abare	Engineer	1910-12
-- Weston	Express Messenger	1910-12

**Legend**

- \* Approximate Date  
-- Unknown

**Sources of information**

Railway and Locomotive Historical Society, Bulletin No. 39  
The Rutland Road — Shaughnessy  
The Rome Watertown & Ogdensburg-Hungerford  
Railroad Magazine  
Railway Age  
The North Countryman  
The Rutland Herald  
Official Railway Guides  
Employees and Public Time Tables of the Three Railroads  
My Father, Edwin L. McKnight  
Personal Observation and Knowledge

## APPENDIX I

The following items were copied by your editor from the newspaper "The Plattsburgh Republican", issues of 1851 and 1852, and they give a good idea of the contemporary interest in the building of the Plattsburgh and Montreal Railroad.

**July 19 1851**

**A RAILROAD FOR PLATTSBURGH! THE BALL IN MOTION!**

The Breaking of Ground on the Plattsburgh & Montreal Railroad.

**July 26 1851**

Plattsburgh & Montreal Railroad. The work on this important enterprise is, we are happy to say, being pushed forward with great energy.

**May 15 1852**

We are happy to see the rapid progress making in finishing up the work on the line of our road, and especially the bridging and other work through this village. The bridging will be completed, we understand, in a very few days, and the laying of the track commenced here in the course of the ensuing week. About 500 tons of the rails have already been delivered here and piled up on the company's ground near the wharf ready for laying — also a portion of the chairs and spikes. A locomotive will be on the ground in the course of a week or ten days to aid in the track-laying operation, and everything now promises fair for realizing the expectation that the Road will be in running order at an early day.

#### May 29 1852

The first locomotive and tender for the Plattsburgh & Montreal Railroad arrived here on the steamer "Boston" on the 25th inst. and is now on the track at the wharf opposite Fouquet's Hotel. It will be put to work in a few days, so we hear. The track layers are going ahead rapidly, some four or five miles being now in running order.

#### June 5 1852

Thursday last (3rd inst.) was indeed a proud day for Plattsburgh, and one long to be remembered by her citizens, and all others who feel an interest in her prosperity.

About 6 o'clock P.M. of that day, the last connecting bar of iron having been laid down on the track between the bridges across the Saranac, the locomotive "Sciota" (recently purchased by the company) started from the depot grounds near Fouquet's Hotel, on the first experimental trip over the road to Howe's mill pond, in Beekmantown, as far as the track is now laid. The locomotive and tender were filled to overflowing by the directors and officers of the Road and a goodly number of our citizens, (including ourselves) and steamed off in gallant style along the iron track amid the cheers and congratulations of crowds of people who lined the banks and houses wherever a view of the "machine" could be obtained, eager to witness the novelty of the first locomotive that has ever run out of our beautiful village.

#### July 3 1852

Plattsburgh & Montreal Railroad. We learn that work on this Road is now rapidly approaching completion. About thirteen miles of it is now laid northwardly from this point, to within about seven miles of the junction with the Ogdensburgh Road at Mooers.

#### July 17 1852

We learn that the tracklaying parties on the line of this Road between this place and Mooers have been doing wonders during the past week, and that by tonight the last bar will probably be laid down to complete the connection between our place and the Ogdensburgh Railroad at Mooers.

The regular passenger trains, we understand, will commence running on or about Tuesday, July 20th inst., in connection with the trains of the Ogdensburgh Road, the morning and evening Boats on the lake and the Rutland and Burlington Railroad, and that a large amount of travel will be immediately poured upon the Road there can be no doubt.

One year ago yesterday occurred the first formal breaking of ground on this Road.

#### July 24 1852

### OUR RAILROAD

The two tracklaying parties on our Railroad had their "wedding" last Thursday evening (22nd inst.) at 7 O'clock – at which time the last bar was laid completing the connection between Lake Champlain, at this place, and the Ogdensburgh Railroad, at Mooers, to announce which fact the superb Locomotive "Plattsburgh", direct from Mooers, came sounding her shrill congratulations into our village about 9 P.M. that day – roaring like a very "Bull of Bashon".

It will be predicted that the company intend giving the Stockholders an excursion over the Road this afternoon. Their number is so large that accommodations cannot conveniently be provided at this time for more – so we learn.

The whole line through to Montreal is expected to be opened about the 20th of next month.

The regular Trains between this place and Mooers Junction will commence running on Monday next (26th), connecting with the Trains of the Ogdensburgh Road and the steamers on the Lake.

#### August 14 1852

Plattsburgh & Montreal Railroad. This Road has now been in full operation to Mooers Junction, Ogdensburgh Railroad, for three weeks, and is doing a very handsome business already. . . . The track is now nearly completed to the Canadian line, and is expected to be entirely so by tonight – it could have been much sooner there but for delays in the receipt of iron.

The Canada portion of the Road, we learn, is in rapid progress towards completion, and as soon as the track of the P. & M.R. touches the Canada line an additional party of track layers will be put on to the south end of their line and the work thus be driven on at double speed. Should no unforeseen occurrence intervene, the whole line from Plattsburgh to Caughnawaga will be completed by the 25th inst. and then our citizens may anticipate a glorious opening excursion to Montreal – a consummation of their hopes long and anxiously looked for, and now, thanks to the energy and enterprise of all concerned, very nigh at hand.

September 11 1852

**OUR RAILROAD COMPLETE!**

We learn that the track of the Montreal & New York Rail Road was connected with the track of the Plattsburgh & Montreal Rail Road at the Province Line, on Thursday evening last, thus completing the iron connection between Lake Champlain at Plattsburgh and the River St. Lawrence at Caughnawaga. It is understood that the ensuing week will be devoted to putting the track of the Montreal and New York Rail Road in complete running order and finishing the Turn-Table at Caughnawaga, and that the regular Passenger Trains between Plattsburgh and Montreal will commence running on Monday, 20th inst. We understand that the final opening of the entire Road from Plattsburgh to Montreal will take place in a few days, of which due notice will of course be given, as well as the regular running of the Trains. Our citizens and the travelling public will then have an opportunity of visiting the metropolis of Canada in a new and highly-improved manner over the old round-about and tedious process of reaching that point. Success to the new undertaking say we all.

October 9 1852

**SHORTEST AND MOST RELIABLE ROUTE!  
PLATTSBURGH AND MONTREAL**

**AND  
MONTREAL AND NEW-YORK  
RAILROAD**

Open through from Plattsburgh to Montreal

On and after Monday September 27th 1852, and until further notice, Passenger trains will run as follows, viz:  
LEAVING PLATTSBURGH FOR MONTREAL at 7:45 A. M., 2:45 P. M. and 5:30 P. M. arriving at Montreal at 10:30 A. M., 6:20 P. M. and 8:30 P. M.  
LEAVING MONTREAL FOR PLATTSBURGH at 6:15 A. M., 12:00 noon, and 4:00 P. M. arriving at Plattsburgh at 9:15 A. M., 2:30 P. M. and 7:15 P. M.

T. J. Carter,  
Engineer, P. & M. Railroad.  
Plattsburgh N. Y., Sept. 25, 1852.

**APPENDIX II**

About 1973 your editor was browsing in a flea market in St. Albans Vermont and came across some old papers relating to the Plattsburgh and Montreal Railroad. These proved to be no less than the original bills of sale for locomotives "Sciota", "Plattsburgh" and "Mooers", as well as the actual (cancelled) bank draft used to pay for the "Sciota". Also included was a weekly report of the running of the locomotive "Clinton" for the week ending March 12 1853. The contemporary accounts in the newspapers show that "Sciota" was the first locomotive to run in Plattsburgh, while "Plattsburgh" was the first to run from Mooers to its namesake village. These unique documents are published here for the first time.

Weekly Report of the running of Engine *Clinton* for the week ending Saturday, *March 12<sup>th</sup>* 1853.

Date.	Passenger Trains.			Freight Trains.			Gravel Trains.			Other Trains.			Expenses.							
	Miles Run.	Cars in Train Average.	Equal to one Car. Miles.	Miles Run.	Cars in Train Average.	Equal to one Car. Miles.	Miles Run.	Cars in Train Average.	Equal to one Car. Miles.	Along Miles Run.	Saw Flows. Miles Run.	Other Trains. Miles Run.	Tenders of Wood.	Tenders of Water.	Quarts of Oil.	Pounds of Tallow.	Pounds of Man's Man's Time.	Engine Time.	Fire Man's Time.	
<i>March</i> 7				1/2	13								1	1	1	2				
8				3/4	13								3	3	2					
9				1/2	13								1	1	2					
10	10 1/2			1/2	13								3	3	2					
11				1/2	13								1	1	2					
12																				
Total for the Week.																				

Engineers with irregular trains, will state the kind of service at which they have been employed, in the blank space below the table.

*B. Stetson* ENGINEER.

**THE PLATTSBURGH & MONTREAL RAIL ROAD COMPANY,**

To *The Nashua & Lowell Rail Road Company*... Dr.

1852	May 18	For one Second-hand Locomotive called "Sciota" - and Tender - including one pair of Extra Driving Wheels and one pair of Extra Tender Wheels & other fixtures thereto belonging - as per Agreement with T. A. Carter Enginee said Company -	\$2,750 00
------	--------	---	------------

Approved, and chargeable to account of  
*Equipment*

Amount is Twenty seven hundred fifty dollars - payable in four months, without interest  
*J. B. Carter Esq*  
*P. M. R. Co.*

RECEIVED, *May 18<sup>th</sup>* 1852 of the Plattsburgh & Montreal Rail Road Company.

*Two thousand seven hundred fifty* Dollars, in full of the above account.

*Nashua & Lowell Railroad Corporation*  
*Pay, Charles F. Green, Cash.*



*Plattsburgh & Montreal R. R. Co -*  
*Payable May 18<sup>th</sup> 1852*  
*Four months after date* Pay to the  
Order of *The Nashua & Lowell Rail Road Corporation*  
*Two thousand seven hundred fifty* Dollars  
Value received and charged to same account of *Furniture*  
*To G. V. Edwards Esq*  
*Measure. Plattsburgh & Montreal R. R. Co.*  
*Wm. Swettland's President Plattsburgh*  
*& Lowell Rail Road Company*

TOP: The original bill of sale for the locomotive "Sciota" bought secondhand from the Nashua & Lowell Railroad. The low price of \$2750, compared to \$7400 each for the new locomotives "Plattsburgh" and "Mooers" suggests that "Sciota" was already an old locomotive by 1852, possibly of 1840 era.

BOTTOM: The original bank draft used to pay for the "Sciota". It was payable four months after date, was signed by the President of the P. & M. and was accepted by the Bank of Burlington Vt. Note that the amount was charged to "furniture".

OPPOSITE: The original bill of sale for locomotive "Plattsburgh" and Mooers" bought new in 1852 from the Taunton Locomotive Manufacturing Company. The bill contains detailed statements of payments made and interest charged. All three items, collection of Fred Angus.



**THE PLATTSBURGH & MONTREAL RAIL ROAD COMPANY,**

*To* **Caution Locomotive Manufacturing Co. Dr.**

1852				
June	28	For Locomotive called the "Plattsburgh" of 20 Tons & Tender complete with all appertinances belonging to the same - as per Agreement - - - - -	\$7,400	00 ✓
Sept.	1	For Locomotive called the "Moore" of 20 Tons & Tender complete with all appertinances belonging to the same - - - - - as per Agreement - - - - -	7,400	00 ✓
<b>Total -</b>			<b>\$14,800</b>	<b>00 ✓</b>
Deduct previous payments on account -				
June	28	For Prosd's Draft on Treasurers, payable at 4 mon. at Merchants Bank New York -	\$2,500	
"	"	For Prosd's Draft on Treasurers, payable at 6 Mos. at same Bank -	2,500	5000 00
<b>Balanced -</b>			<b>\$9,800</b>	<b>00 ✓</b>
Statements of Interest - viz.				
June	28	4 Mo Int on \$2500	4 Mo Int	50.00
		6 " " " 2500	6 " "	75.00
Sept	1	12 3/4 " " " 2400	10 " "	145.58
"		6 Mo Int on 2400		72.00
"		8 " " " 2500		100.00
"		10 " " " 2500		125.00
				<b>297.58 ✓</b>
Prosd's Dpt on Treasurers payable at Merchants Bank New York			2472.00	
" " " " 1687 1/2			2600.00	
" " " " 16 1/2			2625.00	
" " " " 16 1/10			2670.00	11367.58 ✓

Approved, and chargeable to account of } Amt. payable is *Over the amount of the above* <sup>Eighty seven</sup> 87 Dollars.

RECEIVED, *September 1st* 1852, of the PLATTSBURGH & MONTREAL RAIL ROAD CO.,

*Over Ninety three hundred and eighty seven* - <sup>87</sup> 87 Dollars, in full of the above account.

*W above Atty*  
*E E - J Lee Mfg Co*  
*W W Fairbank's C<sup>o</sup>*

*Equipment*

PLATTSBURGH & MONTREAL RAIL ROAD.

To *Nashua & Lowell N. R. Co.*

*May 18<sup>th</sup> 1852*

*\$2,750*

*The Treasurer will pay  
My A/c for the within amt.  
of Twenty Seven Hundred  
& Fifty Dollars when due  
Wm Swathwaite Pres  
P. & M. R. Co.*

*Posted*

The outside of the bill of sale for "Sciota".

1,826

*\$2,750*  
*Jan 19 3 17 Sep 21*  
*7,571*

PLATTSBURGH & MONTREAL RAIL ROAD.

To *Taunton Locomotive  
Manufacturing Company*

*September 1852*

*\$15,367.58*

*Locomotives \$14,800 +*  
*Interest 567.58*  
*\$15,367.58*

The Treasurer of the Plattsburgh & Montreal  
Rail Road Company will pay the within account,  
viz: *Fifteen thousand eight hundred Dollars.*

*Wm Swathwaite*  
President P. & M. R. R. Co.

*Posted*

The outside of the bill of sale for  
"Plattsburgh" and "Mooers".

*Demand & Notice made,  
and payment guaranteed  
Nashua & Lowell N.R. Co.  
By Harrison Hobson Treas  
Pay R.R. Code Ex. fac.  
Wm Swathwaite*

*Pro. Sep. 21. 1852 and motion  
notice for dividend due to  
Plattsburgh N.Y. & for cash and  
dividend to Nashua at 18.  
1852*

The reverse of the "Sciota" bank draft  
showing that the account was paid in full  
on September 21 1852, just before through  
service to Montreal began.

# CNR 9400

On June 12th, 1989 the Canadian Railway Museum, took delivery of Canadian National Railways diesel-electric locomotive No. 9400. The locomotive was placed in the custody of the Museum following lengthy discussion for the transfer of the locomotive from the National Museum of Science and Technology, Ottawa. The locomotive had been transferred to NMST following its withdrawal from service in 1968.

The Canadian Railroad Historical Association has had a long standing interest in the preservation of the 9400 and its acquisition for its National Collection in Saint-Constant. Built by the Montreal Locomotive Works in 1950 the locomotive was the first cab unit built in Canada. An FA-1, the locomotive was assigned primarily to freight service in Eastern Canada. It was

powered by an ALCO 244 V-type engine with a rating of 1500 H.P., Electrical equipment was provided by General Electric.

A total of 412 FA-1's, with a rating of 1500 H.P., were produced for the North American market between 1946 and 1950, of which 36 were sold in Canada. Canadian National No. 9400 is the only example of its kind preserved in Canada and possibly one of two in North America.

Following receipt of the locomotive, a sum of \$5,000. was donated by Mr. Stanton Smaill, a member of the CRHA and a Museum volunteer, for the restoration of the unit. Plans are currently underway to restore the locomotive by August, 1989.

For further information contact: Director, Canadian Railway Museum  
(514) 632-2410

# The 1939 Royal Tour: Some Revisions

by Douglas N. W. Smith

In preparing the article on the Royal Tour of 1939, I spent considerable time looking at newspapers to fill in details about those portions of the tour not operated over CN and CP lines. As the train operated into the United States and over the Quebec Central in the closing days of the tour, it was not apparent that the tour had experienced a major delay at its commencement. Fog and ice conditions off the east coast delayed the ship bringing the Royal party to Quebec by two days. Thus King George and Queen Elizabeth arrived in Quebec on May 17th, not the 15th. In order to run most of the tour on schedule, two days were dropped from the Ottawa itinerary. Thus the map in the last issue of "Canadian Rail" reflects what had been planned not what actually occurred. The following are the corrections. The Royal couple left Quebec City on May 18th stopping in Montreal and Trois Rivieres. They arrived in Ottawa on May 19th and left on May 21st.

Dyson Thomas brought to my attention the fact that CP operated an additional special train for the King and Queen as part of the 1939 tour. On June 13, 1939, the King and Queen travelled from Newcastle to Moncton via Fredericton and Saint John. They left the Royal train at Newcastle that morning. The Royal train then ran to Saint John via Moncton. The Royal couple travelled by limousine from Newcastle to Fredericton. In order to give them a rest period, it was decided to travel by rail from Fredericton to Saint John. As the Royal train could not be in Fredericton for a mid afternoon departure time, CP assembled a six car special train. The following article from the Saint John "Telegraph-Journal" of June 13, 1939 recounts the special grooming given to the locomotive assigned to the train as well as its consist:

## Locomotive All "Groomed" For Royal Trip

*McADAM, N.B., June 12 — The C.P.R. shops at McAdam have been a humming hive of activity during the past few weeks as, under the supervision of Master Mechanic W. J. Pickrell and his staff of foremen and mechanics locomotive 2657, to be used on the train to transport the King and Queen from Fredericton to Saint John, has been thoroughly groomed.*

*When this locomotive was chosen for the Royal train it was placed in the McAdam shop for a thorough overhauling. Erecting Foreman J. Bell has been in charge of the work in the shop. All parts were completely dismantled and inspected before being reassembled. The engine has been completely painted and varnished from draw-bar to draw-bar and all*

*brasses have been thoroughly polished. All lettering and figures have been done over in gold leaf and the locomotive presents a dazzling picture. Hundreds of people viewed it in the shops over the week-end.*

*The engine will haul a train of six cars made up of the president's private car "Thorold," to be used by the King and Queen, the vice-president's car "St. Andrews," to be used by Premier Mackenzie King, two Pullman cars "Stanbridge" and "Sovereign," one day coach and a baggage car. These cars along with the engine will be thoroughly cleaned and checked at McAdam.*

*This train although not streamlined nor carrying the Royal colors, still will compare favorably with the Royal train used in crossing Canada and on the trip to the United States by Their Majesties, as, nothing has been overlooked for the comfort of the Royal party.*

*Engineer D. C. Campbell, Saint John, one of the oldest engineers in the service, will handle the throttle on the trip to Fredericton to Saint John. F. L. Green, Saint John, will be his fireman. Conductor F. D. Appleby, Saint John, senior conductor in point of service on the Eastern Division will be in charge of the train and will be assisted by Trainman G. H. Currie and J. I. McKim, all of Saint John.*

*This train will leave McAdam very early tomorrow morning for Fredericton.*

The special train moved from McAdam to South Devon, across the Saint John River from Fredericton. The King and Queen boarded the train for a brief rest before the round of official functions began in the New Brunswick capital city. At 1505, the special train departed from Fredericton. The train arrived at the Saint John suburb of Fairville at 1730 where the Royal couple disembarked to enter the city by limousine. After the official programme in Saint John concluded, the Royal couple boarded the regular Royal train.

A following brief vignette about the life of the Royal couple aboard the train was carried in the Saint John "Telegraph-Journal":

*"The life of the Royal couple on board the train is simple. They go to bed early when possible but while travelling in daytime, their buzzer signal sounds almost continually telling them of crowds lining the tracks ahead. If the King is busy with correspondence and state matters, the Queen steps to the platform alone."*

A final note. The two young princesses remained in England while their parents were in Canada.

## The Royal Tour of 1919

This year is the anniversary of three famous Royal tours. Many people remember the tours of 1939 (covered in the last issue of Canadian Rail) and the tour of 1959 when Queen Elizabeth II officiated at the opening of the St. Lawrence

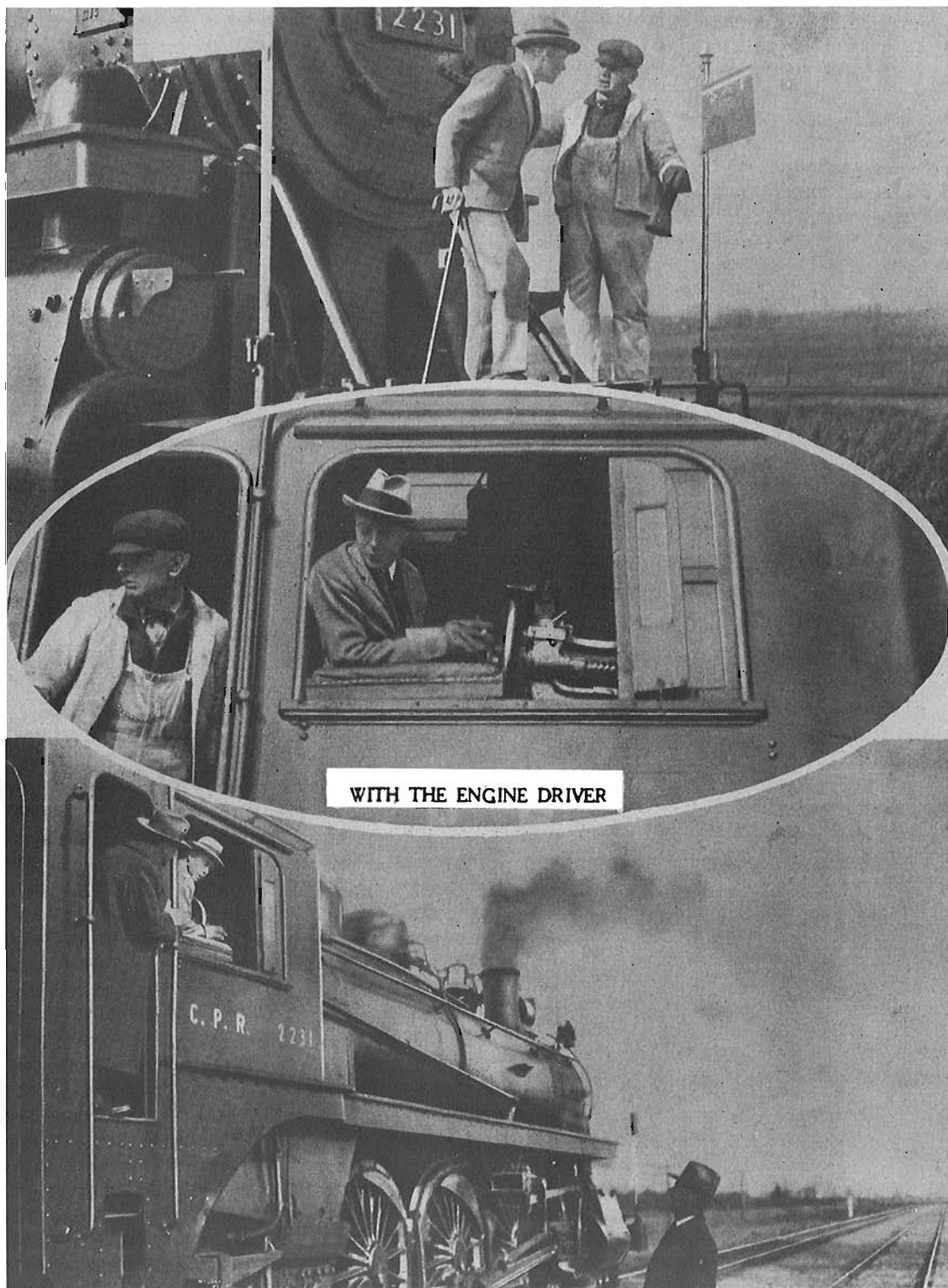
Seaway. Less well remembered today is the visit of Edward Prince of Wales to Canada in 1919. However, seventy years ago Canadians welcomed the heir to the throne with an enthusiasm seldom shown to any visitor. There was a good reason for this.

The world had just passed through more than four years of war, and the Royal visit provided an occasion for exhibiting some long-suppressed celebration.

The Prince of Wales arrived in the battleship "Renown" at Newfoundland on August 11 1919. He first reached Canada on August 15, since Newfoundland was then a separate colony.

For more than three months he toured the country as well as making a visit to the United States. On November 25 he sailed in the "Renown" from Halifax and the tour was over.

Although the Prince made many more trips to Canada, and even owned a ranch in Alberta which he often visited, no other tour generated the enthusiasm of that of 1919. Not until 1939



RIGHT AWAY!

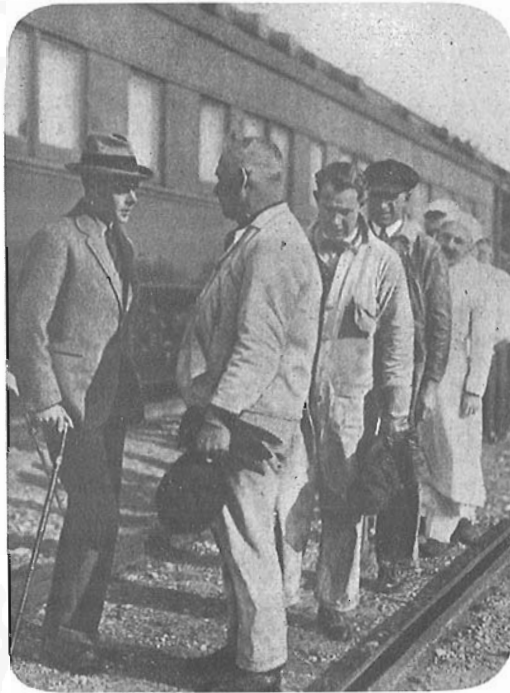
was there as much excitement shown for a Royal visit. Prince Edward succeeded to the throne in January 1936 as King Edward VIII, but his reign was very short as he abdicated in December of the same year. He then became the Duke of Windsor and lived until 1972.

The pictures on these two pages are from a book published

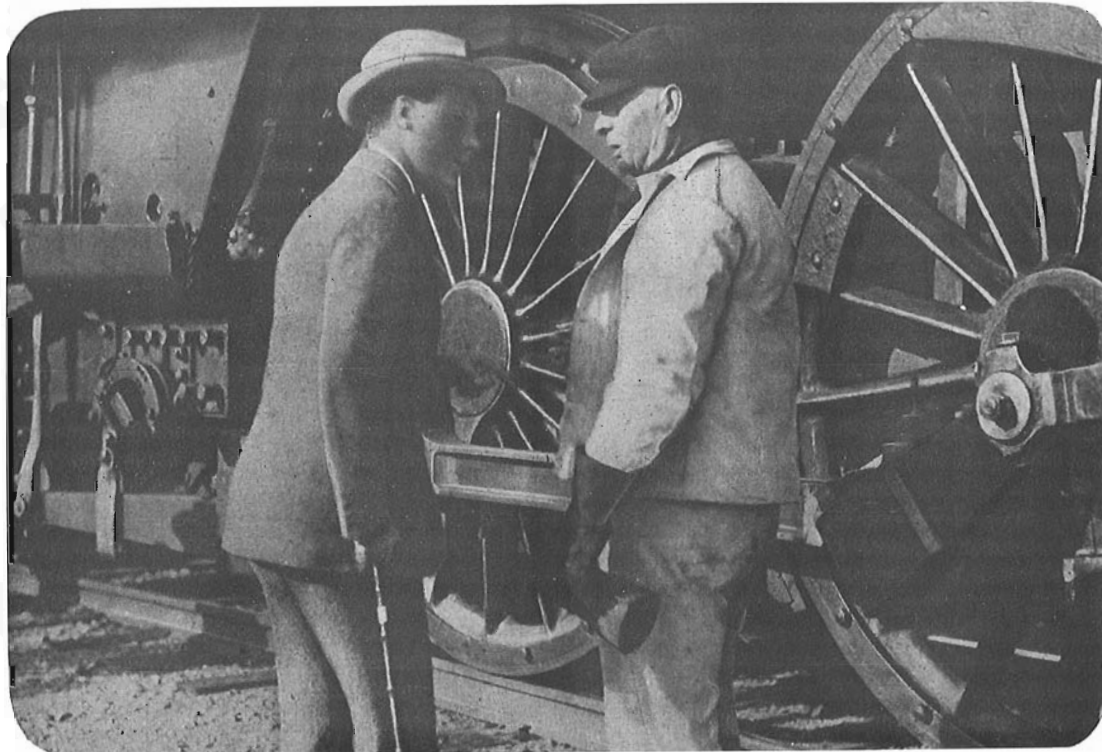
in 1919. They show part of the trip through southern Ontario during which the Royal train was hauled by CPR locomotive 2231. This locomotive, built in 1914, was somewhat altered in the 1920's. It has survived, and is one of the exhibits at the Canadian Railway Museum where, like Royal Hudson 2850, it is a reminder of the Royal tour of long ago.



AT THE THROTTLE OF No. 2231



BIDDING FAREWELL TO THE TRAIN CREW



TALKING WITH HARRY FLOOD, ENGINEER OF C.P.R. ENGINE No. 2231,  
WHICH H.R.H. DROVE FROM FLAVELLE TO TRENTON, ONTARIO

# Sand Fly Special

by Sheila McGovern

The Times Review – Fort Erie, Ontario – Wednesday, August 8, 1978

On a warm, sunny, summer's day traffic on the Peace Bridge is backed up from the Canadian Customs to the Buffalo side as our friends from across the river begin their annual immigration to the sandy beaches of Fort Erie.

They come by car, camper and motorcycle, and head out to Crystal Beach, Windmill Point, and areas all along the Niagara Parkway. But that's not how it has always been.

Shortly after the turn of the century, when Fort Erie was known as Bridgeburg and the Peace Bridge was yet to be built, the summer migration began by means of the Fort Erie, Snake Hill and Pacific Railroad, affectionally known by its passengers as "The Sand Fly Special".

The engine, No. 271, was of the "Puffing Billies" type, and arrived in Fort Erie with its locomotive and six cars in 1904. Until Labour Day, 1930, the train carried vacationers in four open cars from Fort Erie to Erie Beach, then called Fort Erie Grove.

The weekend excursion cost the passengers two dollars, and included passage across the Niagara River, on Hope, or Niagara ferry boat, and the train ride from Fort Erie to Erie Beach.

Today little remains of the renowned "Sand Fly Special", sometimes referred to as "The Dummy". The engine has been replaced by the car, and most of the railway tracks have disappeared.

Erie Beach, or Fort Erie Grove, as it was then known, once the liveliest place in town, is also slowly slipping into extinction.

The only thing that really remains of the railway, is the tradition it started.

**NOTE:** Reference to "The Dummy" as applied to the Sandfly Express requires some scrutiny. The "Dummy" as I remember it was a steam powered rail coach that operated across the International Bridge between Bridgeburg and Black Rock.

## PICNICKERS COVERED BY CINDERS AND SMOKE DURING TRIP ON OLD TRAIN

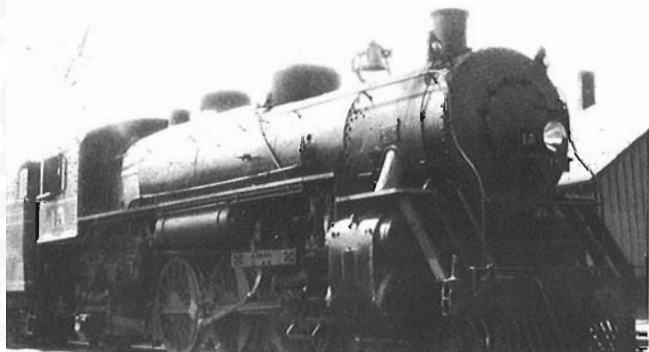
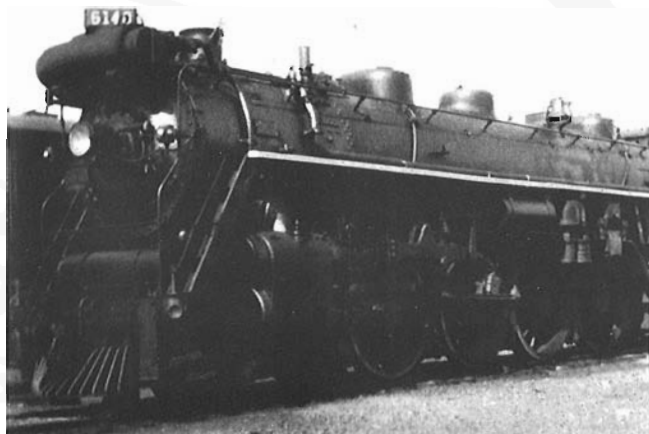
by Francis Petrie

Niagara Falls Review – Mar/18/70

The article on old Erie Beach mentioned the small Railway engine and cars that brought hundreds of picnickers daily to the Beach from the old ferry landing in Fort Erie. Actually there were four engines operating over this narrow guage railroad during Erie Beach's 45 year history.

To begin with the railroad bore the quaint title of the "Fort Erie, Snake Hill, and Pacific Railroad" as it operated over little more than two miles distance between Fort Erie and Snake Hill (the old name for the Erie Beach site), but where the "Pacific" comes from is unknown.

The quaint line, however, bore the more familiar name of "The Sandfly Express".



*These two photos were taken in Fort Erie Ontario in the early 1930's, using a Brownie Box camera. CN 6140 is pictured by the old coal dock which is no longer in existance. TH & B 15 is shown by the Michigan Central station. It was on the regular run between Toronto and Buffalo, and is heading towards the International Bridge.*

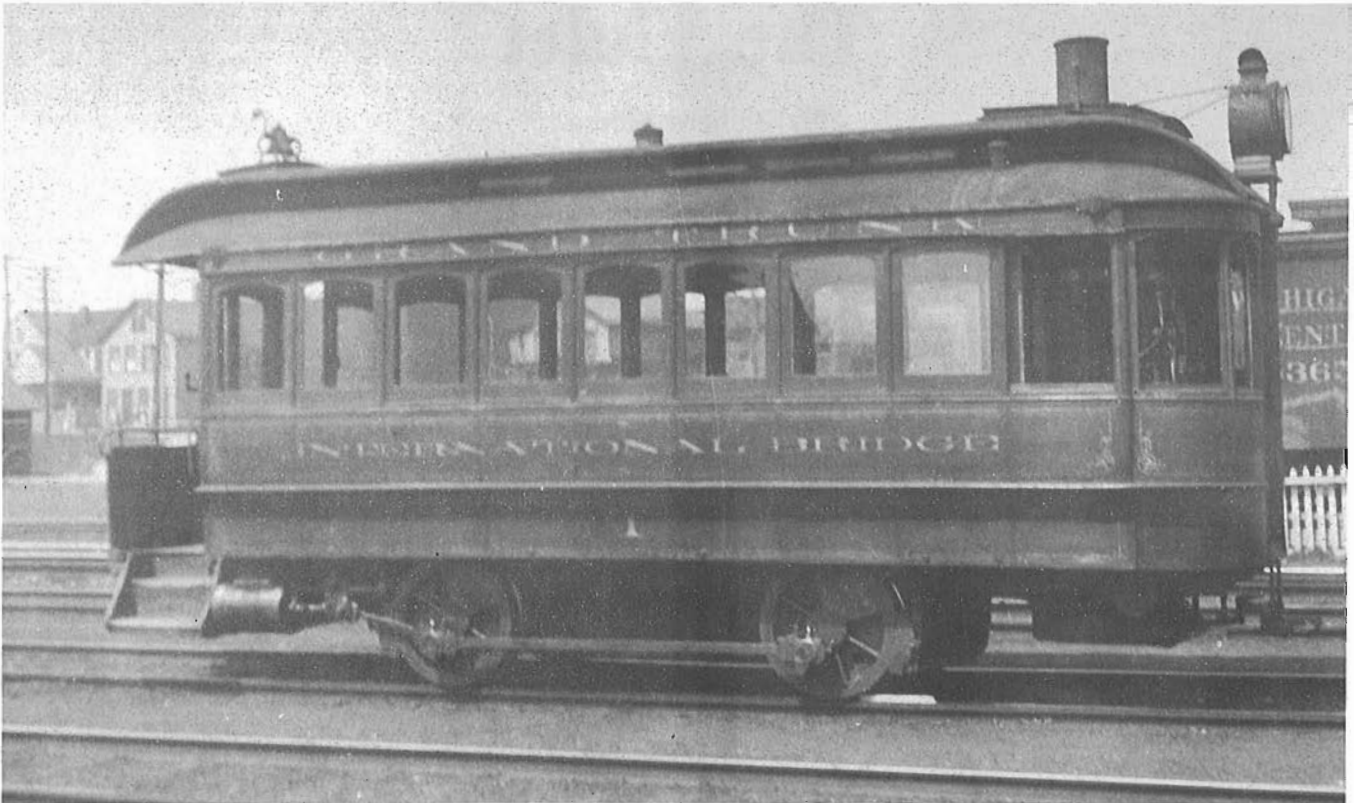
*Both photos courtesy of Bob Hamon.*

The first of these four famous engines was "Old Eunice". She was built in London, Ontario in 1885 and was brought to Fort Erie, where with her four coaches, she instituted the run.

After a few years "Old Eunice" was replaced by a saddle-back boiler type of locomotive simply designated "number 29"

Old Number 29 operated on the line until replaced with two "newer" engines in 1901, when she was dismantled and sold for scrap metal. "Old Eunice", her predecessor was sold to a Northern Ontario lumber company, and continued to haul logs many more years in a Northern logging camp.

The year 1901 saw the arrival of the first of two famous engines, both called "The Dummy". Their official numbers were "271" and "272" and these were two "Puffing Billies" that had seen service in New York City on the Manhattan Elevated Railway.



*A Grand Trunk steam dummy designed for use on the International Bridge. This photo of Number 1 was taken about 1878. National Archives of Canada photo C-2618.*

When this latter line was electrified, they were put up for sale. Frederick Webber bought them in 1901 and brought them to Fort Erie to bring picnickers and visitors to his new Fort Erie grove.

The purchase included the two engines, each weighing 29 tons, and eight wooden coaches. It proved to be a good move on his part, as it was to be a park feature that was to remain long in the memory of Erie Beach visitors.

All reports of the trip made over this line were not full of praise, however, as one writer bluntly stated, "the old dinky huffed and puffed between the Fort Erie ferry landing and Fort Erie Beach spewing smoke and cinders over the passengers as it rocked along with its rickety coaches.

Many stories are connected with line. On the night of October 4, 1904, the members of the Fort Erie Volunteer Fire Company and their wives were at a special dance in the old Erie Beach dance hall. Suddenly, word was received of a fire burning back in town, so all the firemen climbed aboard the train and under the able guidance of engineer William Purrington and conductor H. S. McClure arrived at the scene of the blaze in a record 3½ minutes.

It was later attributed to this high speed that the Fort Erie business section was saved that day from fiery destruction. One accident at least is recorded as having taken place on this line on one Friday evening in late spring of 1913. Near the pumping station, the engine turned over on her side and one car was

derailed. Engineer William Purrington and fireman Richard Stockhouse received slight injuries but no passengers were harmed. The engine was reported going about 20 miles per hour at the time and it was believed that a flange leaving one of the driving wheels was the cause of this accident.

A long-time employee on this line was Jacob Barnhart. He started as a fireman on the Erie Beach line in the fall of 1901 and stayed with it until it closed down in the fall of 1930. In the winter months he was employed as a night watchman on the ferry boats. When the line was discontinued in September 1930, Mr. Barnhart ran old "271" into the side track where she stood until dismantled. Naturally, the Fort Erie, Snake Hill, and Pacific Railroad ceased to exist as of September 1930 Labour Day, the day the Erie Beach Park was closed down for good.

The two trains and their little green cars were sold at auction. The two engines eventually wound up as scrap iron during the metal shortage of World War Two but the train coaches were taken to new locations and converted into summer homes. The tracks and ties were taken up and all traces of the 45 year old Park features removed. As far as I can determine, only memories remain of the Sandfly Express and these are still fondly recalled by citizens of Fort Erie and Buffalo. One Fort Erie doctor featured a drawing of the train on his family Christmas card a year or two ago which cards are still treasured by their recipients.

# The Violet

by Richard Viberg

During 1896, Sir Charles Rivers Wilson, then President of The Grand Trunk Railway Company of Canada, arrived in Canada from England. The purpose of his visit was his annual inspection and tour of the property.

Not all of the details are well known except he followed the practise of that age in that he did not live in Canada; rather he stayed away from the society and civility of England only so long as was absolutely necessary.

Sir Charles arrived by ship and disembarked in Montreal and only few steps away would be his home, his transportation and his place of work for the next few weeks. A brand new business car built in 1896 for his use at The Grand Trunk's Point St. Charles Shops and named after his second wife "Violet".

The "Violet" was a pleasant and comfortable way to go. Today, The "Violet" is no longer the handsome example of graceful travel she once was. Indeed the mere fact that this car is still in existence almost 93 years after her debut is more by chance than design.

Several years ago the car was officially retired from the Edmunston Auxiliary. From an operating viewpoint, there was no future for the car and only some non-operating use would save it from being disposed of or worse, dismantling. Don Law, who at the time was Regional Manager of Public Relations, had "Violet" moved to the Moncton Coach Yard when he discovered CN 58976 or "Violet" was the oldest car still on the CN registry of railcars.

When approached by the Salem & Hillsborough Railway in early 1985, CN had plans to refurbish and use the car for receptions and private partys, however shortly afterwards Don was transferred to Montreal. During 1986-1987 we again approached CN Public Relations, however, no decision had been taken and I was asked to be patient.

In August 1987, the telephone rang one afternoon and what a surprise. "Violet" would be given to us, however, the details had to be ironed out. Once again we had too wait. Finally she arrived, tattered and torn apart by the car shop employees who took out what they could get from her during the winter of 1987-8.

We have made some temporary roof repairs and have put "Violet" on display in the upper yard for now. Once in a while we proudly show off the oldest piece of rolling stock we now have to the visitors.

The earliest line drawing of the interior of "Violet" still in existence is dated June 4, 1947. This interesting document tells part of the story of what happened to the car over the previous 50 years. On January 24, 1927 the car's length was increased from 74'8" to 75'2"; on December 10, 1927 there was an addition of windows in the passageway, in 1947 interior changes were made in one of the rooms. It is not precisely known what use "Violet" had between completion of her service for Sir Charles and 1940 except that it continued to be used as a private car.

In 1910, the car was renamed "Bonaventure" but reverted to the old name or simply car 95 sometime prior to 1940. It is also known that prior to 1940, either through accident or hard use the car's back was broken.



*A photo of the "Violet", now at Hillsborough N.B., taken by Richard Viberg of the S & H in 1988.*

In due course and because of her age and wooden construction she was taken out of service and placed in the Montreal CN Headquarters pool of cars. There she remained until 1954 when she was rebuilt to form part of the Edmunston Auxiliary.

Unfortunately there is very little of the original "Violet" left except, the basic structure, some of the siding and the iron work. The interior's original oak and mahogany woodwork was probably removed in 1954 during the conversion from executive private car to Auxiliary Diner.

In the original configuration, there was an observation room in the rear with settees, tables and chairs. Next came the secretary's room which featured a bed, desk and chair, a locker, a cupboard and toilet with washing facilities. The next compartment was a double bedroom with bath. In the centre of the car were guest quarters consisting of a small bedroom with two upper and lower berths.

The largest room was the dining room which could seat eight around a mahogany table complete with buffet and a side table. The kitchen was next door with full facilities for the gourmet meals prepared within by the two stewards whose accomodations were close by.

In the original "Violet", both the dining room and the observation room were painted light orchid with dark orchid waincoting and cream headling. The compartments were all painted light blue except for the secretary's compartment which was all sheated in oak. The hallways were blue and white rubber runners.

While "Violet" rests on the S & H station track, the old car will soon have a new life. "Violet" was not liked by those who rode her at least in later years since there was considerable sway. This conjures up visions of the poor secretary to Sir Charles trying to take notes or type in his small quarters as "Violet" swayed down the track.

The "Violet" is the perfect match to our Grand Trunk first class coach which is the S&H's most popular passenger coach and hopefully in the not too distant future the two Grand Trunk wooden cars will travel together on our line.





# **Rail Canada Decisions**

by Douglas N. W. Smith

## **ORIGINAL PORTION OF TH&B ABANDONED**

On May 2, 1989, the National Transportation Agency (NTA) ruled that CP could abandon the trackage between Hamilton and Simcoe, Ontario. This line is composed of trackage built by three different companies. One of these was the last major railway to undertake construction in Ontario.

In its decision, the NTA granted CP permission to abandon the Waterford Subdivision between Mile 41 in Hamilton to Mile 61 in Brantford and from Mileage 53.7 in Brantford to Mileage 78.9 at LE&N Junction near Waterford. Permission was also given to abandon the Simcoe Subdivision from Mile 35.3 at Waterford to Mile 43.1 at Simcoe Junction near the Town of Simcoe as well as the 1.1 mile Waterford Spur.

The oldest segment of the line covered by the NTA decision was between Waterford and Brantford. The Brantford Waterford and Lake Erie Railway (BW&LE) completed this line in 1890. This railway was acquired by the Toronto, Hamilton & Buffalo Railway (TH&B) in 1892. CP acquired the TH&B lines in 1987.

The next section of the line to be built was between Brantford and Hamilton. The TH&B opened this section for traffic in 1895. An extensive article on the BW&LE and the TH&B was carried in the May-June 1988 issue of "Canadian Rail" [copies of this issue are available at \$4.25 postage paid from CRHA, P.O. Box 148, St. Constant, Quebec J5A 2G2].

The section of the line between Waterford and Simcoe was built by the Lake Erie and Northern Railway (LE&N). This was the last major railway to be started construction in Ontario. Following the chartering of the LE&N in 1911, CP acquired the company. The LE&N was completed from Galt to Port Dover in 1916. The 1.1 mile Waterford Spur was part of the old LE&N main line. In recent years, it had been used by CP to connect the Waterford and Simcoe Subdivisions.

The Hamilton-Brantford section of the line has been out of service since the spring of 1986 when a collapsed embankment rendered the track unuseable. CP advised the NTA that it could cost up to \$12 million to re-open the trackage.

Traffic over the remaining portion of the line decreased from 57 carloads in 1985 to 13 carloads in 1987. The losses in 1987 amounted to \$483,731. Based upon these facts, the NTA concluded that CP could abandon these lines.

## **PRAIRIE LINE SEVERED**

The NTA authorized CN to abandon the 12.9 mile section of

the Chelan Subdivision between Reserve and Weekes, Saskatchewan on April 7, 1989. The Chelan Subdivision extended from Reserve to Crooked River. Connections were made with the line between Melville and Hudson Bay at Reserve and with the line between Prince Albert and Hudson Bay at Crooked River.

This line was officially opened in September 1930. Passenger service over the line was always infrequent. When the line opened, twice weekly mixed train service was provided. In 1980, when passenger service ceased, the Saskatoon to The Pas railiner operated three times weekly.

No traffic has been handled over the portion of the subdivision to be abandoned since 1985. Shipments from the elevators along the subdivision all move westwards through Crooked River. Losses on this section of the line totaled almost \$88,000 in 1987.

## **NORTHERN NEW BRUNSWICK LINE ABANDONED**

On April 7, 1989, the NTA authorized the longest single rail line abandonment ever to occur in New Brunswick. On that date, CN received permission to abandon 103.5 miles of the Quentin Subdivision between Tide Head Junction, near Campbellton, to INR Junction, near St. Leonard.

In April 1885, the Restigouche & Victoria Colonization Railway was incorporated to build from Campbellton to either Grand Falls or Edmundston. After eleven years of inactivity, a new charter was issued to the Restigouche & Western Railway (R&W). In November 1898, the first ten mile section from Campbellton to Felix Gulch was completed. This short piece of track was all the R&W would build.

In 1903, the R&W was reorganized as the International Railway of New Brunswick (IRNB). The new name reflected the hopes of the incorporators that this line would form a key link for traffic moving from the paper mills in the Gaspé peninsula to the United States.

Progress, however, was very slow. Up to the end of 1905, the IRNB had completed only ten miles of line beyond Felix Gulch. Further tracklaying was held up until the summer of 1906 while the bridge over the Upsalquitch River was being completed. This bridge, which consisted of two 100 foot through steel spans, was the longest on the line. Once the bridge was completed, the pace of construction quickened. By the fall of 1909, 71 miles of track had been laid. The line was completed to a junction with CP at St. Leonard the following fall.

While the line was not officially declared open until 1910, the line was transporting goods and passengers on an informal basis from at least 1906. In that year, the Dominion government's inspecting engineer reported that the company possessed 2 locomotives, 1 passenger car and 25 flat cars. On January 1, 1910, the company inaugurated a scheduled passenger service from Campbellton to Mile 50.

By 1914, the railway's roster had increased to 6 locomotives, 2 first class and 1 second class coaches, 2 combination cars, 1 baggage-mail car, 6 box cars, 66 flat cars, 1 caboose, 1 official and 1 company service car. The major commodity handled by the railway was lumber and related products. Of the 88,872 tons of freight handled in the fiscal year ended June 30, 1914, almost 90% consisted of forest products. As a reflection of the low volume of freight traffic, passenger traffic generated 38% of the total revenues reported by the company. In contrast, the average for Canadian railways that year was only 27%.

While revenues exceeded the costs of operation, the profits were insufficient to pay the interest charges on the debt. In 1914, the Dominion government leased the line for \$90,000 per annum. This was sufficient to pay the creditors while negotiations to purchase the line were completed. The Canadian Government Railway (CGR) took over operation of the IRNB on August 1, 1914. The government acquired the title to the IRNB in 1916 and purchased the property for \$2.7 million in 1919.

In 1918, the CGR constructed a connection between the IRNB and the former National Transcontinental Railway main line west of St. Leonard. This involved the construction of less than 0.2 miles of track and the lease of 0.6 miles of line from the Van Buren Bridge Company by the CGR. The Van Buren Bridge Company was a subsidiary of the Bangor & Aroostock Railway of Maine. Their bridge over the Saint John River was completed in 1915 to permit movement of Maine forest products and potatoes to points in Central Canada and the American Midwest. This connection remains an important one for the Bangor & Aroostock. Traffic moving over this bridge to CN has actually increased during the past few years.

The CGR abandoned 7.4 miles of line built by the Restigouche & Western between Campbellton and Christopher Brook in 1919. This step eliminated duplicate trackage and a section of the line with heavy grades. The CGR built a 2.7 mile line from Christopher Brook to Tide Head where a connection was made with the former Intercolonial main line to Campbellton.

During the 1980's, the main commodity shipped over the line was wood chips. CN offered the line to the two main shippers. Negotiations with J. D. Irving failed as no agreement could be reached on the selling price of the line. The other firm, Fraser Inc, indicated it was not interested in acquiring the line.

Ironically, traffic volumes over the line increased during the 1980's. The peak year was 1986 when 2,971 carloads were handled. Operating losses that year, however, amounted to more than \$1.5 million. During 1988, the woodchip business shifted to trucks. Based upon these facts, the NTA concluded the line was uneconomic and ordered it abandoned.

### TRACADIE TRUNCATION

On April 4, 1989, the NTA authorized CN to abandon a further 75 miles of line in New Brunswick. The trackage

included in the NTA's order included the portion of the Caraquet Subdivision from East Bathurst to Tracadie, a distance of 67.7 miles, and the 7.7 mile spur from Pokemouche to Shippegan. These lines were built by the Caraquet and Gulf Shore Railways in the later decades of the nineteenth century.

While the Caraquet Railway was chartered in 1874, construction of a railway through this area had been recommended a decade earlier. After a survey in 1864, Stanford Fleming recommended Shippegan be developed as the terminal for a steamship service between Britain and North America. He proposed that the dominion government build a branch line from the ICR main line to the port. While this would have been the shortest crossing of the Atlantic [the distance between Liverpool and New York was 2980 miles versus Liverpool-Shippegan at 2300 miles], the idea found no favour with steamship lines.

A decade passed from the time the Caraquet Railway charter was granted to the time when construction began. No visible progress was until the Dominion and New Brunswick governments voted subsidies to help build the line from Gloucester Junction, near Bathurst, to Shippegan. The New Brunswick legislature voted its subsidy in 1882 and the Dominion Parliament voted a subsidies for the line from Gloucester Junction to Caraquet in 1883 and from Caraquet to Shippegan in 1884. Today's conflict of interest legislation was unheard of in Victorian times. The federal Member of Parliament for the area, William Burns, who lobbied the Minister of Railways and Canals for the subsidy, was also the president of the railway.

The subsidies were payable upon the completion of each ten mile section of the line. Even though construction only began on August 4, 1884, 10 miles were completed by year's end. In 1885, the line was completed to Grand Anse, 36 miles from Bathurst. While the company often suspended operations during the harsh winter months, it inaugurated scheduled passenger service for the benefit of the public upon reaching Grand Anse.

"Le Courrier des Provinces Maritimes" announced in its October 14, 1886 issue that trains were now running to Caraquet, some 17 miles beyond Grand Anse. On December 15, 1886, the President of the railway, William Burns and friends, were taken to the end of the line at Poukemouche by special train. Less than a year later, on November 18, 1887, an inaugural train ran over the entire line to Shippegan, 66 miles from Bathurst.

The closure of the railway for considerable periods during the winters of 1887 and 1888 finally provoked a public discontent. At a meeting held on April 24, 1884, a motion was passed urging the provincial and dominion governments not to pay and outstanding subsidy claims until the line was kept open year-round. The voice of the people was not to be denied. "Le Courrier des Maritimes" drily noted that the first train since December 1887 pulled into Shippegan on April 30th.

The Gulf Shore Railway was chartered to build a 13 mile line from Pokemouche to Tracadie in 1885. Work started on the line on July 27, 1896. The trails were laid into Tracadie the second week of December 1896. The line was extended southwards from Tracadie to Grande Rivière in the fall of 1897.

The two railways amalgamated to form the Caraquet & Gulf Shore Railway in 1911. The faltering finances of many of the small railways in New Brunswick during the second decade of

this century posed a serious problem for the Dominion government. In order to maintain service over these lines, the dominion government passed legislation in April 1915 empowering the Minister of Railway and Canals to acquire any railway directly connected to the Canadian Government Railway (CGR) which could be more conveniently or usefully operated as part of the CGR. This legislation spared many of the New Brunswick short lines an early trip to the bankruptcy courts. Purchase of the Caraquet & Gulf Shore was authorized in May 1918. The line became part of the CGR in June 1920.

In 1981, CN reduced the service over the line to one round trip per week. The line was closed between January 7 and June 6, 1984 due to a major washout. Reverting to the practice of the early years of the Caraquet Railway, CN closed the line during the winter of 1985 and 1986. The line has remained closed since november 1986. During the closures, shipments to affected customers have been handled by trucks to and from Bathurst.

Prior to the 1986 closure, freight volumes amounted to less than 80 carloads per year. The operating losses amounted to almost \$500,000. Given the poor state of the rail line and the

ability of CN to handle traffic through piggyback, the NTA concluded that adequate alternatives existed for shippers.

#### SHORT TURNS

CP received permission from the NTA to relocate its rail line and freight yards from the centre to the perimeter of the City of Red Deer on March 8, 1989. Under the plan, 8.6 miles of line through the city and the downtown freight yards will be relocated to the west of the city alongside of the main highway between Calgary and Edmonton.

On December 8, 1987, the Canadian Transport Commission ordered CP to continue the operation of the Neudorf Subdivision between Rocanville and Esterhazy for a one year period. A history of this 28.5 mile long rail line was carried in this section of the September-October 1988 issue of "Canadian Rail". In its decision dated May 3, 1989, the NTA determined that the line was uneconomic and ordered it abandoned. The NTA noted that there was no opposition to the abandonment application.

## Major Canadian Railway History Project Underway

The history of the Canadian nation has been intertwined with the development of the railway network. Most of the attention of historians has focused upon the Canadian Pacific Railway and its role in spanning the empty spaces of the Canadian west. When compared with the expansive number of publications dealing with the CPR, Canada's largest railway and its antecedents, has been largely ignored. A large scale historical project has been launched by CN to help correct this situation.

In the fall of 1988, a group of five individuals was constituted to oversee this project. Included in the group is Kenneth S. Mackenzie, CN Archivist; Mark McCoudach, System Coordinator, Communications Programmes; Dorothy Webb, CN Advertising and Public Affairs; Brian Young, Professor of History at McGill University, Doug Smith, CRHA board member.

Authors have been commissioned to write manuscripts on the following aspects of CN history:

1. CN and its Historical Records
2. CN and its Predecessors, 1835-1915
3. The Formation and Foundation of CN, 1897-1923

4. CN at Sea
5. CN Through its Photographs
6. The CN Department of Colonization
7. CN and Technological Change
8. CN in Atlantic Canada: Aspects of the Intercolonial
9. CN in Quebec: History of Pointe St. Charles
10. The Canada Atlantic Railway
11. Anthology of Railway Culture: Working for CN

The target date for the completion of the manuscripts is the fall of 1990. It is expected that most, if not all of these manuscripts, will be published and made available for sale to the public, in both official languages.

CN will sponsor a public conference with the authors of these manuscripts. This conference will be held at CN Headquarters in Montréal during October 1990.

The culmination of this process will be the production of a new corporate history. CN is to be commended for undertaking this project which is one of the most ambitious ever embarked upon by a North American railway.

#### BACK COVER:

*On May 27 1986, Mr. Edward Wilkomek of Wauwatosa Wisconsin took this impressive photo of CN locomotive 5409 switching at Ashcroft B.C. Note the strings of continuous welded rail lying in the ballast prior to placement.*

# Canadian Rail

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