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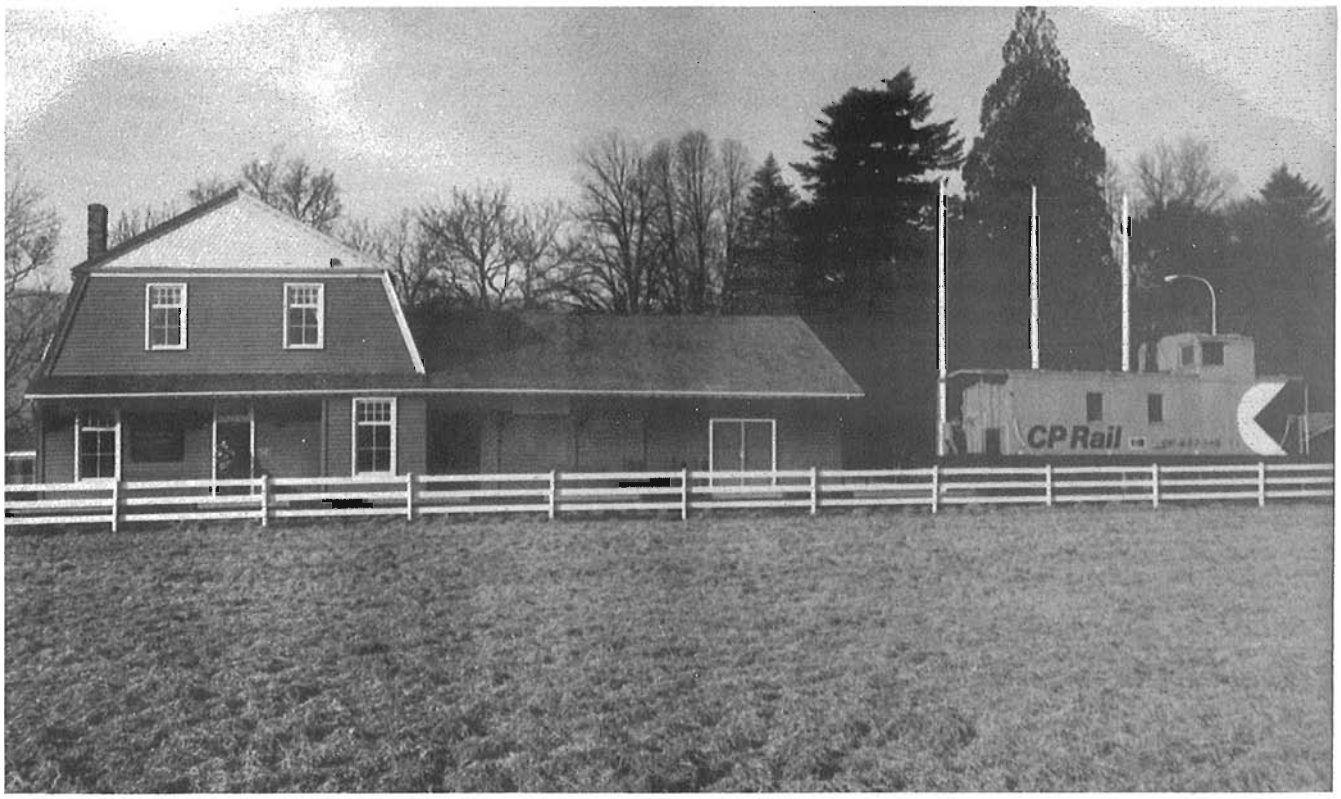
FRONT COVER: Early in 1908 the Toronto Railway Company tested the "Watson Automatic Fender, 1908 type" on its street cars. TRC car 1244 was chosen for the test. When the photo was taken, 1244 was brand new, without even a scuff on the front dash. It was built in the TRC's own shops, and went into service on February 17, 1908. It survived the TTC modernization of 1921-1923, and remained in use until 1936. In this photo, the fender is being tested for "rigidity" and has passed the test, holding two men without deflecting.

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

The Agassiz Station

By Arnold McCombs



Agassiz station and caboose at their present location. This now comprises the Agassiz Museum.

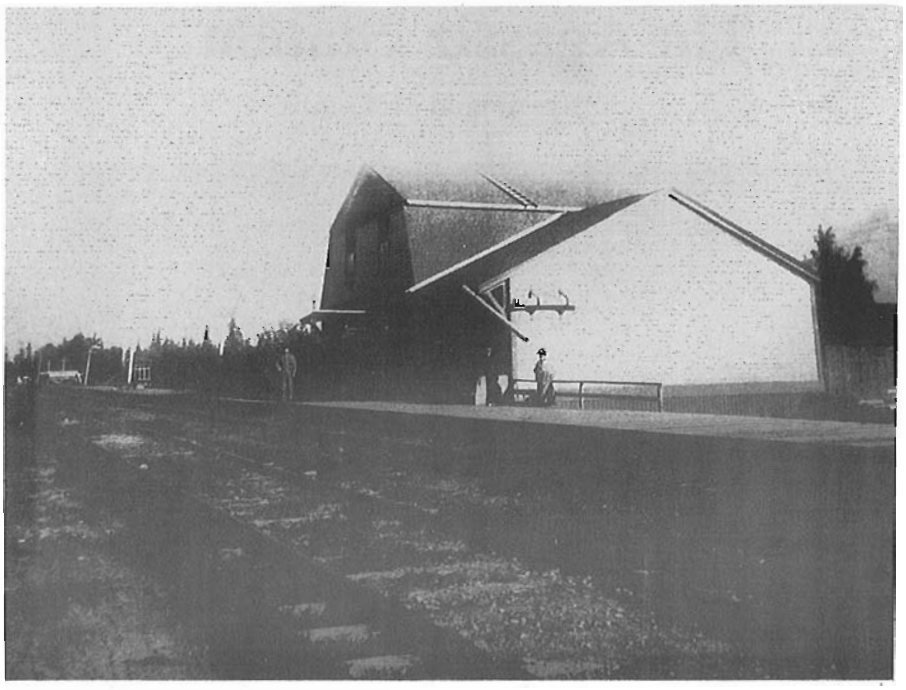
The Fraser Valley is located in the south west corner of British Columbia, extending about 93 miles (150 kilometres) easterly from Vancouver. Prior to the 1858 gold rush on the Fraser River, only a handful of fur traders and explorers travelled the few trails which penetrated the dense rain forests that covered most of the valley at that time.

The gold rush, however, provided the impetus for the establishment of New Westminster, located just south-east of what is now Vancouver near the mouth of the Fraser River, as the seat of the then government and to triple the population of British Columbia almost over night.

By the 1860s the settlement of the Fraser Valley began in earnest. The land was rich and fertile. In addition to the trails, the Fraser River provided the means for the sternwheelers to traverse the full length of the valley. Among the first permanent settlers at the easterly end of the valley was the Agassiz family.

Captain L.N. Agassiz was an ex-officer in the Royal Welsh Fusiliers who had come to British Columbia seeking a new life for himself and his young family. Between 1858 and 1862, while his wife and four young children stayed in Eastern Canada, he travelled throughout the gold fields and the Fraser Valley. After being joined by his wife and children in 1862, a failed attempt to reach the Caribou resulted in a temporary stay at Hope and Yale at the extreme eastern end of the Fraser Valley. The decision was made to back track, however, and the same year the family rafted some forty kilometres back down the Fraser River. They came ashore at a point on the north bank of the Fraser River near land that Captain Agassiz had pre-empted a few years earlier. It was here that the "Agassiz Farm" was established from which the town of Agassiz derives its name.

By the 1870s, the value of the natural resources of British Columbia was recognized and plans were developed for a trans-continental railway to connect the west coast with the east. The route on the north side of the Fraser River through the Fraser Valley was one of the last segments of this massive undertaking to be completed. Construction had commenced through the notorious Fraser Canyon area to the east of Hope in the early 1880s. By 1886, however, the railway had been completed through Agassiz and on to Port Moody just east of Vancouver. A modest railway station was constructed that year to service the area. Charles Inkman, a former employee of a railway company in Texas, became the first agent for the CPR at Agassiz. Needless to say, 1886 was a milestone in the history of the development of Agassiz and of the Fraser Valley.



The Agassiz station as it appeared in a photograph taken in August, 1899.

The year 1886 was not only significant to the Agassiz area for completion of the railway, but for a number of other reasons as well. Harrison Lake is located just eight kilometres north of Agassiz and at that time, was a pristine body of water sixty kilometres in length set at the foot of massive snow capped mountains. In 1886, a trail was cut the eight kilometres from Agassiz to Harrison Hot Springs where the Saint Alice Hotel was built. Because of the nearby health giving natural hot springs as well as the beautiful setting, the hotel became world famous. Many a celebrity from the United States, Europe, as well as Canada, arrived in Agassiz by train then travelled by coach to the Saint Alice.

Agassiz became a significant town on the CPR in the Fraser Valley for a number of other reasons as well. Until the conversion from wood to coal in the 1890s, the Agassiz station was a major "wood stop". Up to 250 men were engaged in wood cutting in the area during that time. Possibly being related to the fact that it took time to load the wood, Agassiz also became a "meal stop" until the trains started including dining cars. Donald McRae had a house near the CPR tracks in Agassiz and became one of the first to contract to provide meals to train crews and passengers at 35 cents per meal. The Bella Vista Hotel, built in 1891 and located just a block from the station, was another meal contractor in the area.

Around the same time in 1886, the Government of Canada enacted legislation to create a number of experimental farms across Canada. For a number of pertinent reasons, a site just to the north of the CPR tracks across from Agassiz was one of the few chosen sites. A couple of years later the beginnings of an experimental or research farm was established, This certainly enhanced the reputation of the Agassiz area as an agricultural centre and increased farm production traffic for the CPR.

The exact cause is not known, but in 1893 the original CPR station was completely destroyed by fire. Given the importance of the Agassiz stop at that time. however, the station was immediately replaced by a larger wood frame building. While the original station saw much railroad history, so did the newer 1893 station.

Tourism may have been one of the first major industries of the area due to the Saint Alice Hotel, but certainly as the land was cleared and developed, agriculture became a major force. Early in the century before pasteurization, dairies were located close to the cities so that milk could be delivered fresh to the market. Agassiz became a major collecting point for the CPR "milk run" from the farms in the area to the dairies near Vancouver.

Until 1926 when the Lougheed highway was completed to Agassiz, the only way to travel to or from Agassiz was either by CPR or by ferry across the Fraser River.

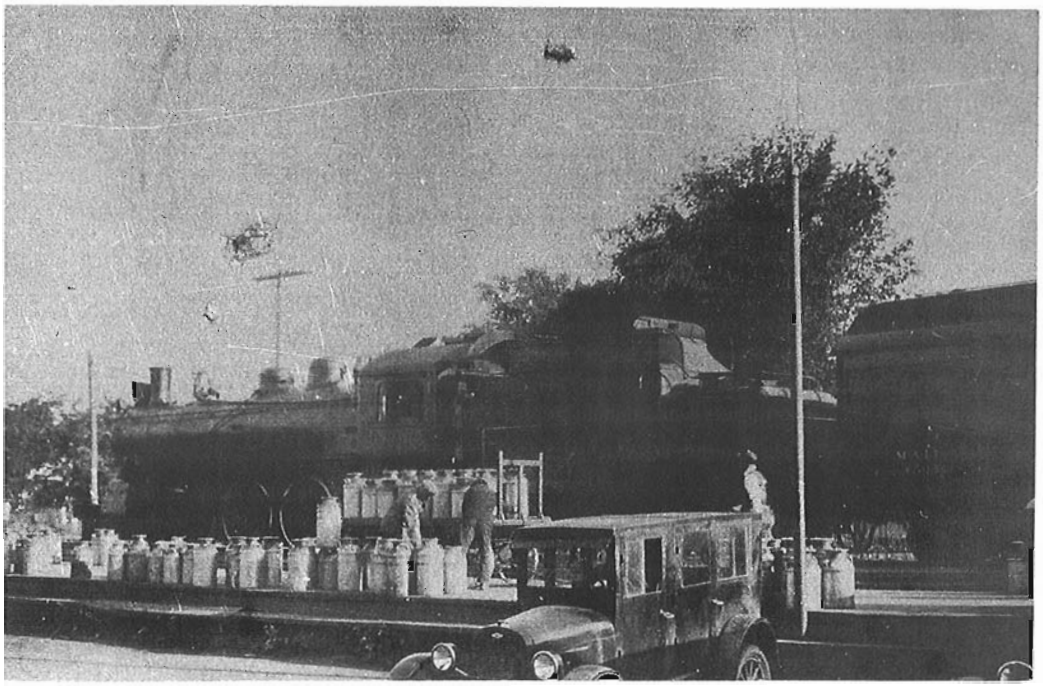
The winter of 1934-1935 was one of the worst in history for the Agassiz area. In January, drifts up to twelve feet high stopped all rail traffic for ten days. Hydro power was lost for over a month and telephone service was not fully restored for more than two months.

The Fraser River flood of 1948 cut the CPR rail lines near Agassiz in several places and disrupted service for several weeks.

Aside from all these natural disasters, the structure of the rail traffic through Agassiz itself changed. While Agassiz was never a major stop for freight except for the milk run, passenger and mail service was an important aspect for the station agent. As with so many stations in the country. however, the passenger and mail activity diminished to the point that the CPR could no longer keep an agent in Agassiz. The last ticket agent in Agassiz was Dick Delacheroi's and then was only working part-time at the end.

Just prior to the station closing permanently in the mid 1960s, it was the oldest operating wooden CPR station in British Columbia. After its closing, the station sat dormant for several years. In 1985, however, the Agassiz-Harrison Historical Society under its then president, Helen Vaughan, sought and finally concluded the purchase of the station (for one dollar).

In the meantime, the Agassiz-Harrison Historical Society, under the guidance of a subsequent president, Joyce McRae, negotiated the lease of a parcel of land from the Research Station which is located just across the CPR tracks from the station. On November 22, 1985, the station was moved to its new site. The move required the CPR rail system at Agassiz to be shut down for two hours as crews moved the station over the tracks.



A local milk train, hauled by Pacific-type locomotive 2585, stops at Agassiz station in the 1920's.

Once at its new location, renovations and restoration costing $80,000 and financed with a number of federal and provincial grants commenced immediately. When the station was officially opened in May, 1986, it became the home for the Museum and Archives of the Agassiz-Harrison Historical Society.

Since opening as a museum in 1986, the station has welcomed over 10,000 visitors. Recently additional storage and display space has been added at the rear of the building and only last year in 1989, the society acquired a 1949 vintage caboose. This is now part of the museum and is also open to the public.

The Agassiz Harrison Historical Society and its current president, Ella Pretty, extends a warm welcome to anyone interested in the history of the Agassiz area or who would like to view what once was the oldest operating wooden CPR station in British Columbia.

One of the major parts of moving the station was crossing the main line C.P tracks.

A Look Back.... Canadian National T's

By Carl Gay

Between 1916 and 1930, Canadian National Railways, together with its predecessor Canadian Government Railways and its subsidiary Central Vermont, placed in service a total of 103 locomotives of the "T" class. The CN and CGR locomotives were 2-10-2 wheel arrangement while those for the CV were 2-10-4's. Herewith we present a photo essay on these impressive locomotives.

CANADIAN NATIONAL

CLASS	ROAD NUMBERS	BUILDER AND DATE		NOTES
T-1-a	4000 - 4009	ALCO (Brooks)	1916	1, 2, 3
T-1-b	4010 - 4019	MLW	1918	1
T-1-c	4020 - 4044	MLW	1920	.
T-2-a	4100 - 4104	CLC (Kingston)	1924	4
T-3-a	4200 - 4209	ALCO (Brooks)	1919	5, 6
T-4-a	4300 - 4314	CLC (Kingston)	1929	7
T-4-b	4315 - 4332	CLC (Kingston)	1930	7

CENTRAL VERMONT

T-3-a	700 - 709	ALCO	1928

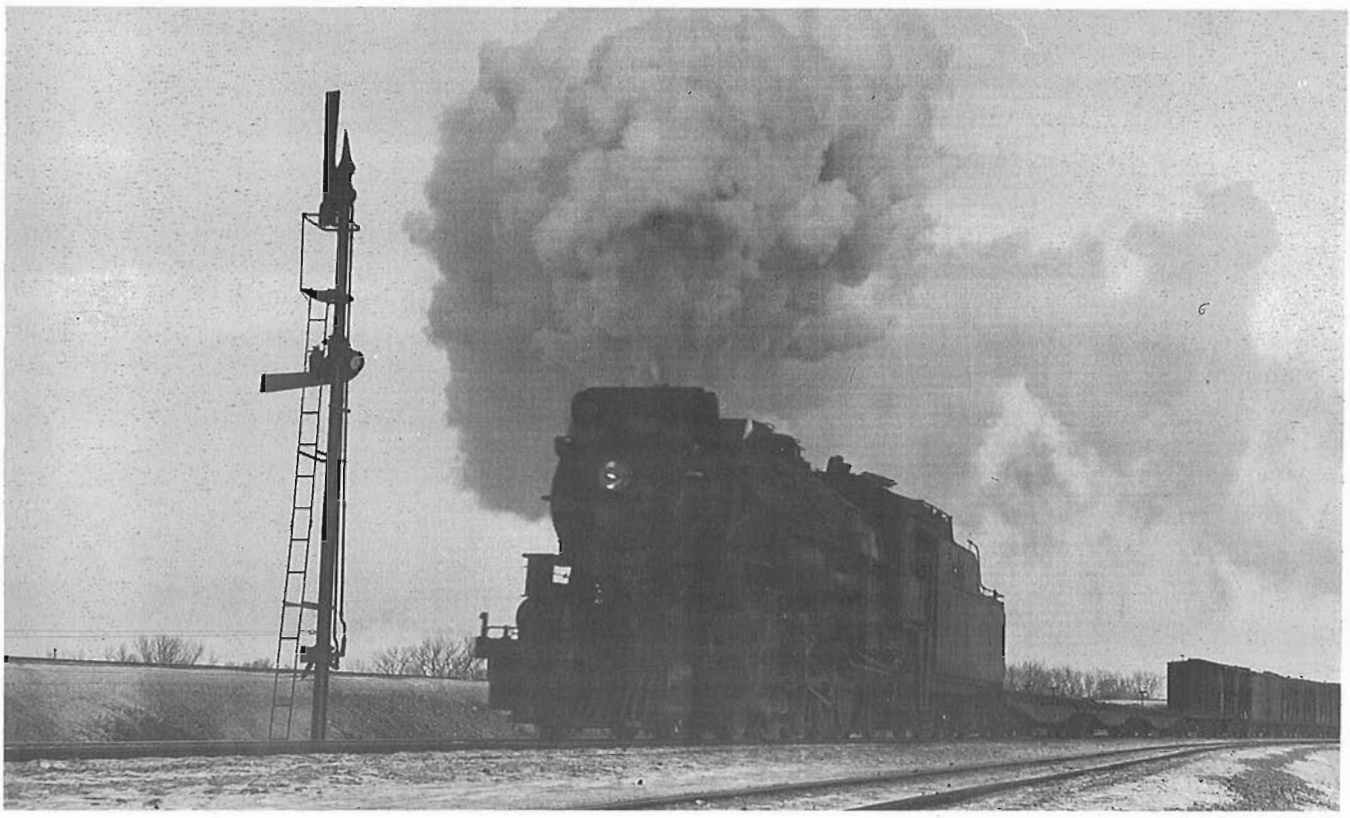
NOTES

1. 4000 - 4019 were formerly CGR 2000 - 2019 before the formation of the CNR.
2. Boilers for T-1-a class were built by MLW.
3. 4000 preserved and on display at Rainy River, Ontario.
4. 4100 renumbered 4190 in April 1957. Preserved by CRHA and original number re-applied.
5. 4200 - 4209 purchased from Boston & Albany in 1928 (ex. B&A 1100 - 1109).
6. All surviving members renumbered in 1957 as follows: 4203, 4204, 4207, 4209 respectively
. renumbered 4191 - 4194.
7. All surviving members of class renumbered in March 1959 to 4700 class as follows:

4302 to 4702
4303 to 4703
4304 to 4704
4308 to 4708
4311 to 4711
4312 to 4712
4315 to 4715
4320 to 4720
4321 to 4721
4329 to 4729
4332 to 4732

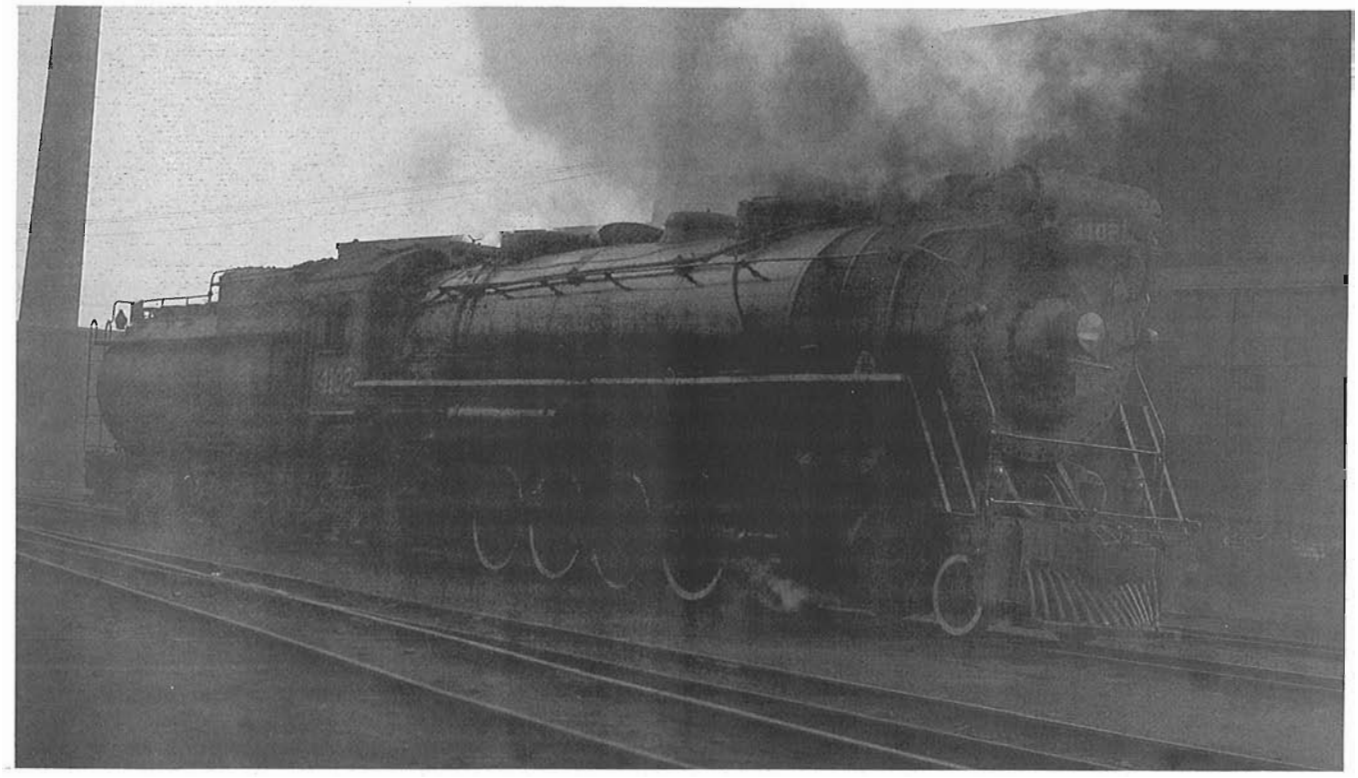
In the aftermath of a summer thundershower, just before sunset, 4006 passes CN's Fort Rouge shop complex in Winnipeg Manitoba in July, 1954

Just after dawn on a bitterly cold day in February 1950, T-1-b number 4012 arrives in winnipeg from the west with a long drag.

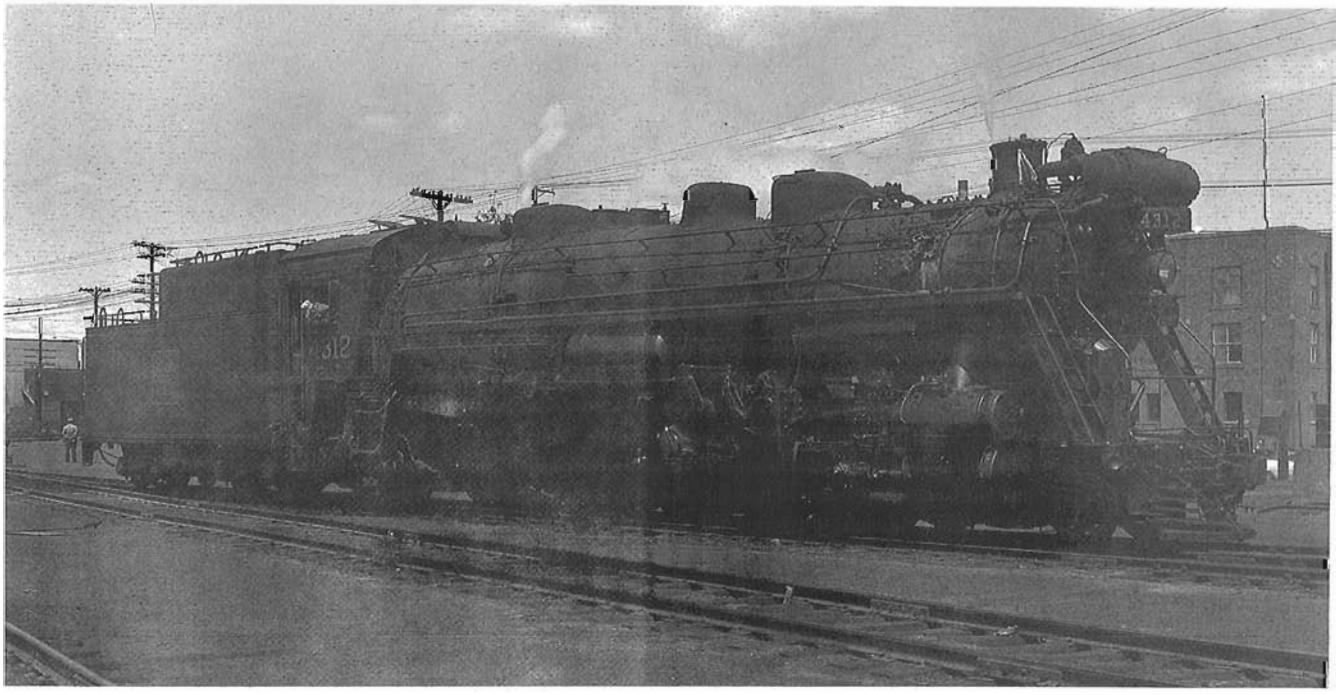


4036 enters Winnipeg off the former Canadian Northern line that snakes through northern Minnesota from Fort William (now Thunder Bay). January, 1951.

The last of the T-1's, T-1-c number 4044, at Truro, Nova Scotia in October, 1956.

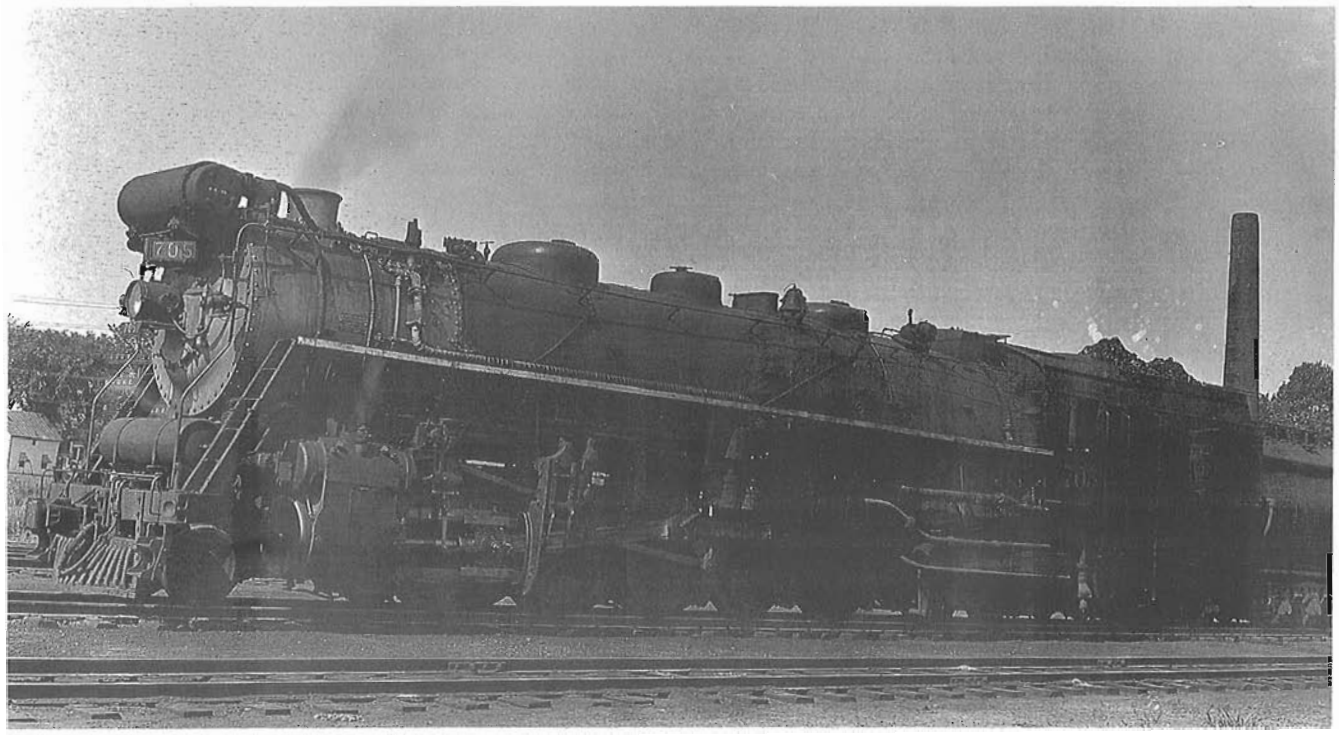


The T-2-a's spent most of their career in Toronto transfer service. This was the first application of Vanderbilt tenders to CN power. The photo was taken in Toronto in March, 1954.



A T-4-a, number 4312, was one of the locomotives renumbered in 1959. It became 4712.

Here is T-4-b number 4316 struggling on the long upgrade from the east. Winnipeg, August 1950.



The only 2-10-4 types on the CN and its affiliates were the T-3-a's of the Central Vermont. The 705 is pictured at St. Albans, Vermont in August of 1939.

Railroads of Missisquoi County Quebec 1859 to 1989

By Stephen Walbridge

Originally presented to a meeting of the Missisquoi Historical Society on January 17th, 1980 and later updated.

Let us turn the clock back to about 1810 to 1840 and imagine ourselves living in Missisquoi County - a long sixty miles from the nearest major centre of population, Montreal.

A map compiled in 1812 shows a road from Missisquoi Bay and St. Armand north towards "Lawrence" in the Granby area. On a map dated 1829, a "Post Road" is shown. Swanton, Philipsburg, Henryville, St. Johns to LaPrairie.

An advertisement dated February, 1837 announced the "St. John's & Troy Stage", "operating along the valleys of the Pike and Missisquoi Rivers" to Troy "via the Grand Line, Stanbridge, Frelighsburg, Richford - Sunday, Wednesday, Friday after breakfast. Leaving Troy on Monday, Thursday and Saturday mornings at 4 o'clock to arrive at St. John's, in summer, in time to take the Rail Road cars to Montreal. In winter, passengers will take the St. John's to Montreal stage". More than forty years later things were scarcely better, for the Stanstead Journal for January 9, 1879 reports a monstrous storm: "The stage between Cowansville and Frelighsburg, a distance of 12 miles, was delayed two days."

Bear in mind that the first public railroad in Canada, the Champlain & St. Lawrence, opened in July, 1836 between LaPrairie and St. John's.

By 1850, a map shows a road from the Vermont border through Frelighsburg to St. John's, and one between Cowansville and Chambly. But two roads toward Montreal were hardly enough to serve a growing population. Stage coaches were slow, and freight was presumably hauled by horse or ox-drawn wagons.

A map of the Eastern Townships dated 1870 shows a railroad from Iberville through the St. Alexandre, Stanbridge, St. Armand areas and a second one through the northern tip of the county. The Railroad Era had indeed arrived. Several railroads in the New England states had already connected with Montreal; several more were being promoted. Missisquoi County was prime territory for such international railway lines which would, of course, also serve local needs.

Who were the promoters of these railroads, and how did they go about organizing and financing a railway? The lists of Directors of early railroads in the County include several Vermonters, local residents - both French and English speaking, frequently an M.P. and often a local doctor or lawyer. Their method was to "dream up" a railroad. I have been unable to find any economic studies such as would be prepared today. Many of these railroads were "development railroads" for which economic studies would have been quite meaningless.

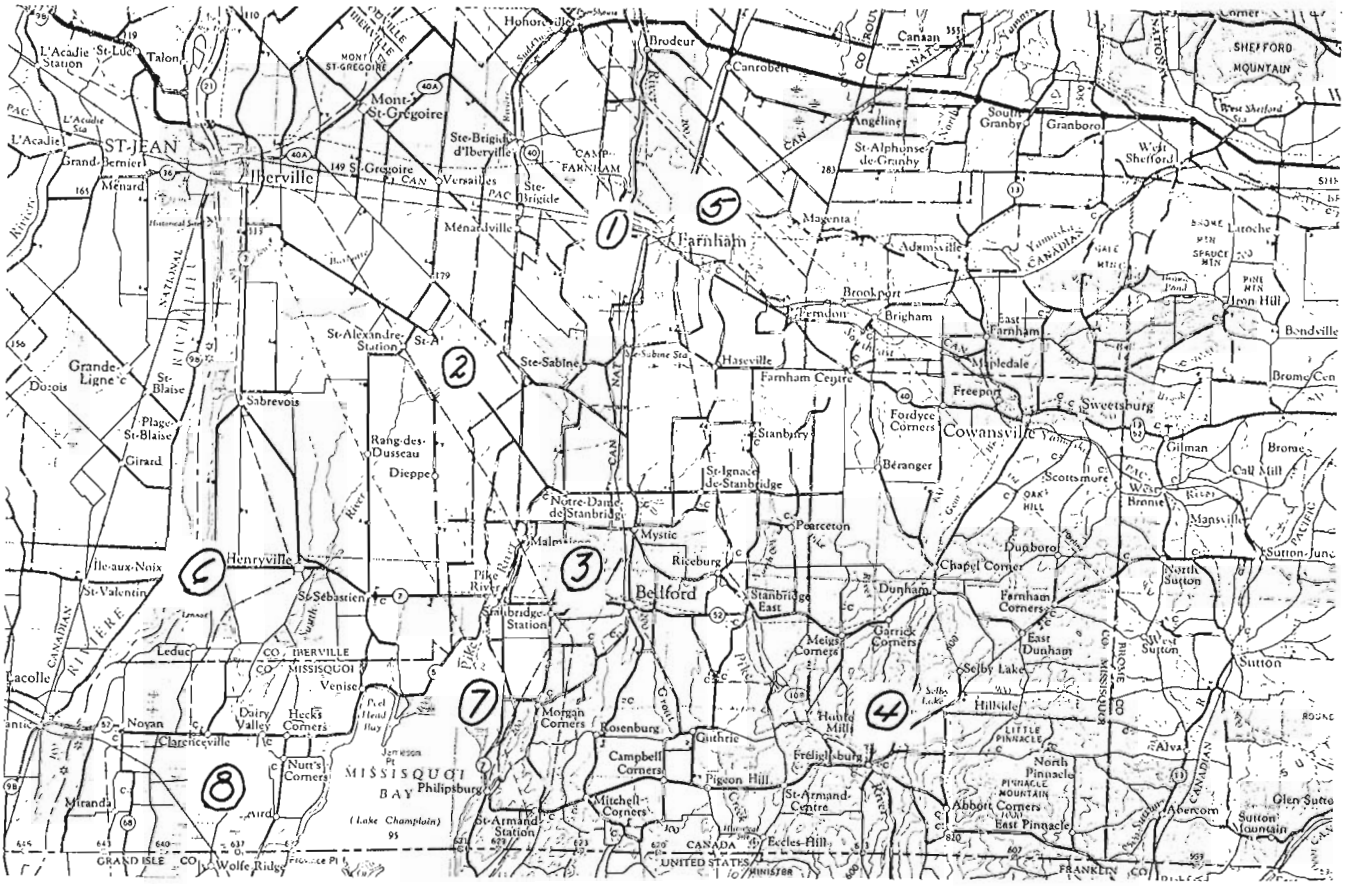
A charter was then sought, initially under the Quebec Railway Act of 1869, later under Federal Charter. The promoters would then estimate costs, hopefully, but not necessarily after a careful survey of the proposed line. Frequently the railroad did not follow its originally-planned route, as detours through towns that offered grants were often made. Usually, a very minimal amount of the promoters' funds were paid into the enterprise. The Federal, Quebec and Township governments were canvassed for grants, free land, guarantees of interest on bonds and many other devices for securing financing. Door-to-door canvassing spread the story of the glorious benefits of railroads, and the financial rewards available to subscribers. Construction was frequently commenced with only part of the financing of all costs arranged for. The London, England money market was a favourite source of funds, generally secured by bonds. I have a deed of gift, in beautiful handwriting, by which several Bedford-area farmers donated part of their farms for a railway roadbed.

Suppliers of all kinds of goods and services frequently had to finance the construction of the railroad, with or without the permission of the supplier, by the use of long credit terms. My grandfather was one of these suppliers. He took his suits for payment to the Supreme Court on, we believe, two occasions. He lost one case (the other we haven't traced) and in the end he was never paid.

Frequently, charters for railroads changed names, destinations and routes. Tracing these through books of law to establish a continuity with the actual railroad is an interesting subject for research. When construction was commenced, it was assured only so long as the funds lasted.

From an engineering point of view, Missisquoi County is without much challenge. Elevations from one end of the county to the other, for the location of local routes, vary by relatively few feet. Crossings of the Yamaska and Pike Rivers require few major bridges. Roadbed material was scraped up from the sides of the right-of-way, leaving drainage ditches in place.

Eight railroads were built in various parts of the County during the 1858 to 1898 era. A separate chart lists them in chronological order. In 1989, only three of the original eight are still in service. Let us look briefly at the history of each.



1. STANSTEAD, SHEFFORD AND CHAMBLY RY.

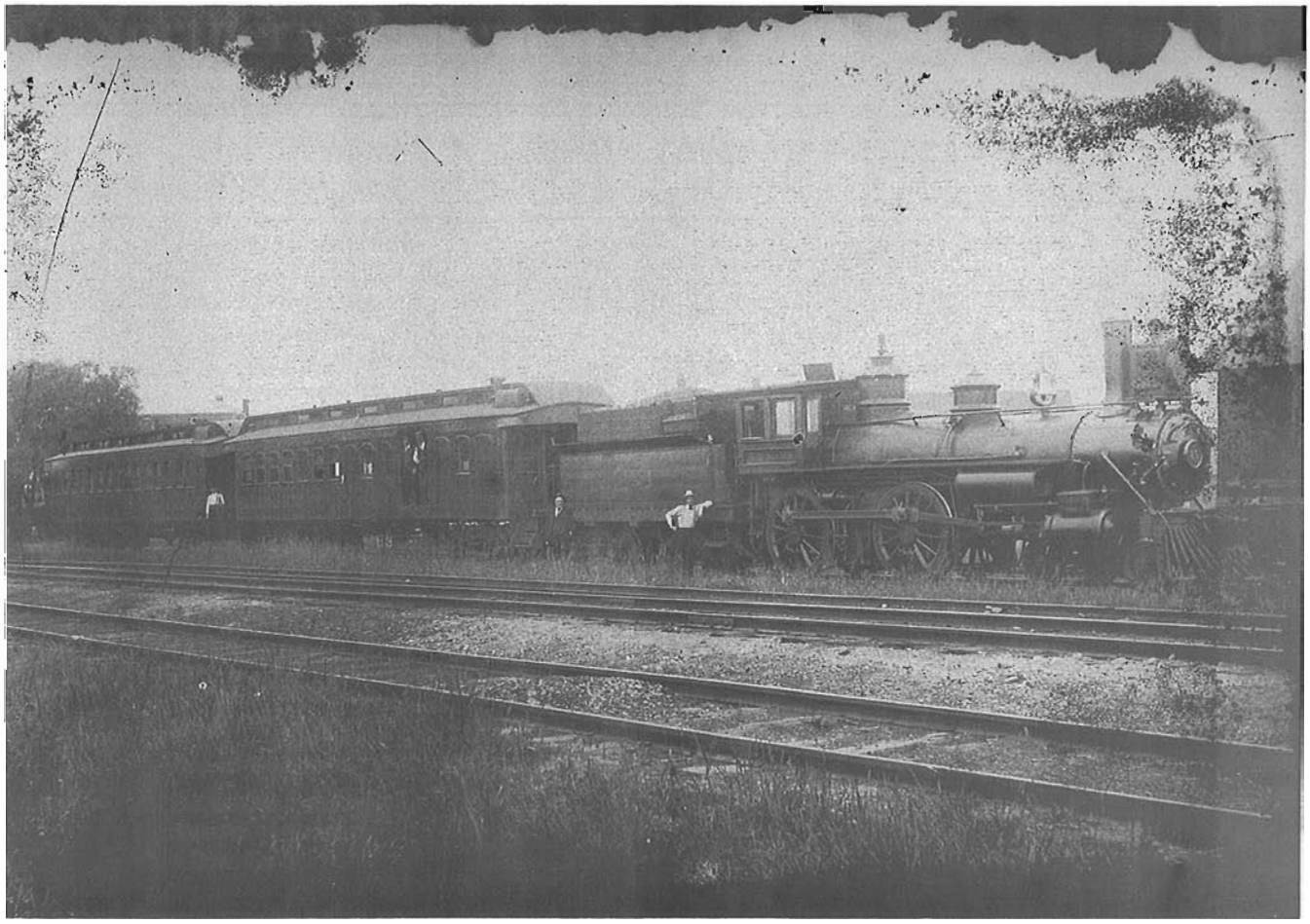
This railroad was incorporated in 1853 to connect St. John's, Canada East (by then served by the Champlain & St. Lawrence to LaPrairie) with Farnham, Magog, Stanstead and American railroads. The bridge across the Richelieu River was built in 1858, and the railroad continued on to Farnham, opening for service on January 1, 1859. It continued to Granby which was reached by the end of the same year. The Farnham to Granby line was abandoned as of December 1, 1988. During 1859 and 1860 it was operated by the Champlain & St. Lawrence RR. In 1862 the Vermont Central took control to forestall competition with its Montreal to Rouses Point N.Y. line. The Iberville to Farnham section served until 1935, when the current owner, Canadian National Railways, obtained rights to operate on Canadian Pacific tracks to Farnham, thence to Granby by their own tracks. Some of you will recall the SS & C - CN station in Farnham, directly north of the CP station.

2. MONTREAL & VERMONT JUNCTION RY. CO.

This railroad was incorporated in 1861 to build from near Iberville to near Swanton, Vermont via St. Alexandre, Des Rivieres and St. Armand Station. It was 22.77 miles long and was completed in 1864. The Travellers Official Railway Guide of 1868 shows trains leaving St. Albans for St. John's at 6:10 A.M. and returning at 11:45 A.M., a one hour and 55 minute run, passenger cars only. It left again at 6:50 P.M. and returned later as a "mixed" train, freight and passenger cars. Stations mentioned do not include Stanbridge Station: this leads us to believe that it was established shortly before 1879 when the Champlain & St. Lawrence Junction Railway was built from Stanbridge Station to Farnham. [Stanbridge station is in the Official Guide for June, 1877. Ed.]. For many years, early in this century, the Central Vermont's train, the Washingtonian, ran from Montreal on this line via New York to Washington nightly until the wood-pile bridge across the Richelieu at Iberville could no longer carry the heavy locomotives required to haul the train through the Green Mountains. At Des Rivieres, there was a deep, stone-lined well to supply water to the locomotives. The former Des Rivieres station is still standing (1989) at Notre Dame de Stanbridge, but barely. From the mid-1940's, passenger service was supplied by a diesel-electric powered car operating from St. Albans to Montreal in the morning. It spent the day in the hole on Dorchester Street in pre-Place Ville Marie days, and returned to St. Albans in the evening. The line was dismantled in 1955.

3. LAKE CHAMPLAIN & ST. LAWRENCE JUNCTION RY.

This railroad was conceived in 1871, when a charter was granted to the Philipsburg, Farnham and Yamaska Railway Co. to build a railroad "from the waters of Missisquoi Bay to some point in the parish of St. Armand West and the Village of Philipsburg by way of Bedford and Farnham in a northerly direction as far as Three



Montreal & Atlantic Railway Co. locomotive 28, coupled to a combine car (express and baggage section with "smoker" passenger section) and a passenger car, each with open platforms. The train is probably at Stanbridge Station, some time in the 1890's, awaiting departure time for its 14-mile trip to Farnham, through Bedford, Mystic and St. Sabine. The locomotive was built by the Rhode Island Locomotive works of Providence in 1883 for the South Eastern Railway Co. No. 28, originally named "St. Cesaire", became M & A No. 28, then became CPR 7162 in July, 1914, while retaining its M & A identity for legal reasons. It was scrapped in 1917. Its driving wheels measured 63" and its cylinders were 17" X 24". It was coal-fired, and the headlight was lighted by kerosene. The numbers of the M & A cars are not clear. The emulsion on the glass negative has eroded, accounting for the black border The negative is the property of the Missisquoi Historical Society, Stanbridge East, Que. and was found in a collection of glass negatives in an attic in Bedford about 1980. The print was filed in the CRHA Archives about 1984.

Rivers". This quotation came from an amendment to the act (June, 1877) authorizing the Philipsburg Farnham and Yamaska Railway (In 1875 the LC & StLJ succeeded the PF & Y). This reads, in part, as follows: "If the munic. Corp of Stanbridge subscribes $15,000, it may oblige the Ry. to pass through places called Bedford and Stanbridge Station". Construction in Missisquoi County commenced in that year. The Stanbridge to Farnham section was built to a gauge of 3 feet 6 inches, using very light (35 lb.) rail. It commenced operations in October, 1879 using a wood-burning narrow-gauge locomotive purchased from the Toronto & Nipissing Railway. Quoting the Annual Report for 1880: "The LC & SL has been greatly improved. The light iron is being replaced by steel rail, and the road bed has been widened to 4' 8 1/2" and ballasted. The rails taken up are intended to be used in extending the road to Missisquoi Bay on Lake Champlain, as provided in the Charter." Rolling stock consisted of 3 locomotives, 4 passenger cars and 3 freight cars. In 1881, the railroad was leased to the South Eastern Railway. In 1913, a siding was installed in Bedford for B.R. Stevens, who operated a cattle feed business. In 1914. The Welland Vale Mfg. Co., a manufacturer of wood tool handles, installed a siding in Bedford. In 1928, Shawinigan Chemicals opened a quarry with a siding near Bedford. Passenger service was discontinued in April 1952, but freight service is still offered in 1989. An unusual event occurred about 1928 or 1929 when a tornado and the morning train arrived simultaneously near Mystic - at right angles! Two wooden passenger cars were blown into the ditch, with the loss of one life.

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

BRADLEY BARLOW, Prest. & Gen. Manager. | H. A. ALDEN, Superintendent, Newport, Vt. | H. P. ALDEN, Supt. Traffic. | General Offices—202 St. James Street, Montreal, Que.
A. B. CHAFFEE, Secretary and Tresurer.

MAIN LINE TRAINS.

Mail.	Mail.	Mls	*December* 20, 1880.	Mls	Mail.	Mail.
†5 30 P.M.	†8 30A.M.	0	lve...**Montreal**[1] ♁ .arr.	104	9 15A.M.	9 05 P.M.
5 20 »	8 10 »	5	.....Longueuil.....	99	9 15 »	9 05 »
6 26 »	9 20 »	20	....Chambly Canton....	84	8 19 »	8 17 »
6 40 »	9 34 »	25	..... Marieville.....	79	8 08 »	8 06 »
7 15 »	10 09 »	39	...**West Farnham**[2] ♁	65	7 30 »	7 35 »
7 50 »	10 27 »	46	..... Brigham ..... ♁	58	7 12 »	7 15 »
8 07 »	10 42 »	52	..... Cowansville .... ♁	52	6 35 »	6 43 »
8 35 »	11 05 »	61	.... Sutton Junction	43	6 07 »	6 21 »
8 45 »	11 13 »	64	.....Sutton Flat.....	46	5 58 »	6 14 »
9 18 »	11 37 A.M.	72	..... **Richford**[3].... ♁	32	5 32 »	5 54 »
10 00 »	12 12NO'N	86	..... Mansonville	18	4 49 »	5 21 »
10 10 »	12 20NO'N	90	.....North Troy..... ♁	14	4 39 »	5 12 »
10 50 P.M.	12 51NO'N	104	arr....**Newport**[4] ♁ .lve.	0	*3 55A.M.	†4 35 P.M.
3 05A.M.	5 15 P.M.		arr....**Plymouth**....lve.		11 38 P.M.	1 05 P.M.
4 25A.M.	7 25 P.M.		» ....**Concord**... »		9 25 »	10 35 P.M.
6 11A.M.	8 05 P.M.		» ..**Manchester**.. »		8 52 »	9 37A.M.
6 55A.M.	8 40 P.M.		arr..... **Nashua** ...lve.		8 20 P.M.	8 45A.M.
9 10A.M.			arr... **Worcester** ..lve.		5 00 P.M.	7 30A.M.
1 00 P.M.			arr... **Providence** ..lve.		2 15 P.M.	
7 35A.M.	9 10 P.M.		arr.....**Lowell**.....lve.		7 50 P.M.	9 21A.M.
1 26 P.M.			arr....**Fall River**....lve.		3 41 P.M.	5 20A.M.
8 30A.M.	10 05 P.M.		arr..... **Boston**.....lve.		7 00 P.M.	8 30A.M.
6 00A.M.			arr....**New York**....lve.			5 30 P.M.
6 00 P.M.	6 30A.M.		arr...**Springfield** ..lve.		1 10 P.M.	
7 17 P.M	8 00A.M.		» ....**Hartford**.... »		11 50A.M.	
8 17 P.M.	9 22A.M.		» ...**New Haven**... »		10 38A.M.	
10 30 P.M.	12 05NO'N		arr....**New York**....lve.		8 05A.M.	

NORTHERN DIVISION.

Mixed.	Express.	Mls	STATIONS.	Mls	Express.	Mixed.
	†6 12A.M.	0	lve..**Sutton Junct**..arr.	96	8 30 P.M.	
	6 32 »	8	.....Knowlton.....	88	8 09 »	
	7 18 »	16	..... **Waterloo**[5]	80	7 42 »	
	8 16 »	36	.....Roxton Falls.....	60	6 23 »	
†2 00 P.M.	8 38 »	42	..... **Acton**[6].....	54	6 05 »	1 00 P.M.
3 36 »	9 29 »	60	.....Drummondville.....	36	5 06 »	10 55A.M.
3 58 »	9 41 »	64	.....St. Germain.....	32	4 54 »	10 27 »
5 12 »	10 12 »	75	....**St. Guillaume**[7]...	21	4 22 »	9 08 »
5 48 »	10 32 »	82	.....St David.....	14	4 02 »	8 25 »
6 09 »	10 44 »	86	.....Yamaska.....	10	3 49 »	8 00 »
7 00 P.M.	11 12A.M.	96	arr.....**Sorel**.....lve.	0	†3 20 P.M.	†7 00A.M.

KNOWLTON ACCOMMODATION.

Leave **Knowlton**.....†5 42 A.M.		Leave **Sutton Junc**....†8 40 P.M.	
» Brome Corner. .... 5 51 »		» Brome Corner.... 8 51 »	
Arrive **Sutton Junc**.... 6 02 A.M.		Arrive **Knowlton**..... 9 00 P.M.	

STANDARD—*Montreal time.*

N. B.—Trains marked * run daily; † daily, except Sunday. ♁ Telegraph stations.

CONNECTIONS.—[1] With Grand Trunk, and Quebec, Montreal, Ottawa & Occidental R.Ws., and boats on St. Lawrence River. [2] With Central Vermont R. R.; St. Lawrence, Champlain & Junction R. W., and Montreal, Portland & Boston R. W. (Southern Division). [3] With Central Vermont R. R. [4] With Passumpsic R. R. [5] With Central Vermont R. R. [6] With Grand Trunk R. W. [7] With St. Lawrence, Champlain & Jun. R. W.

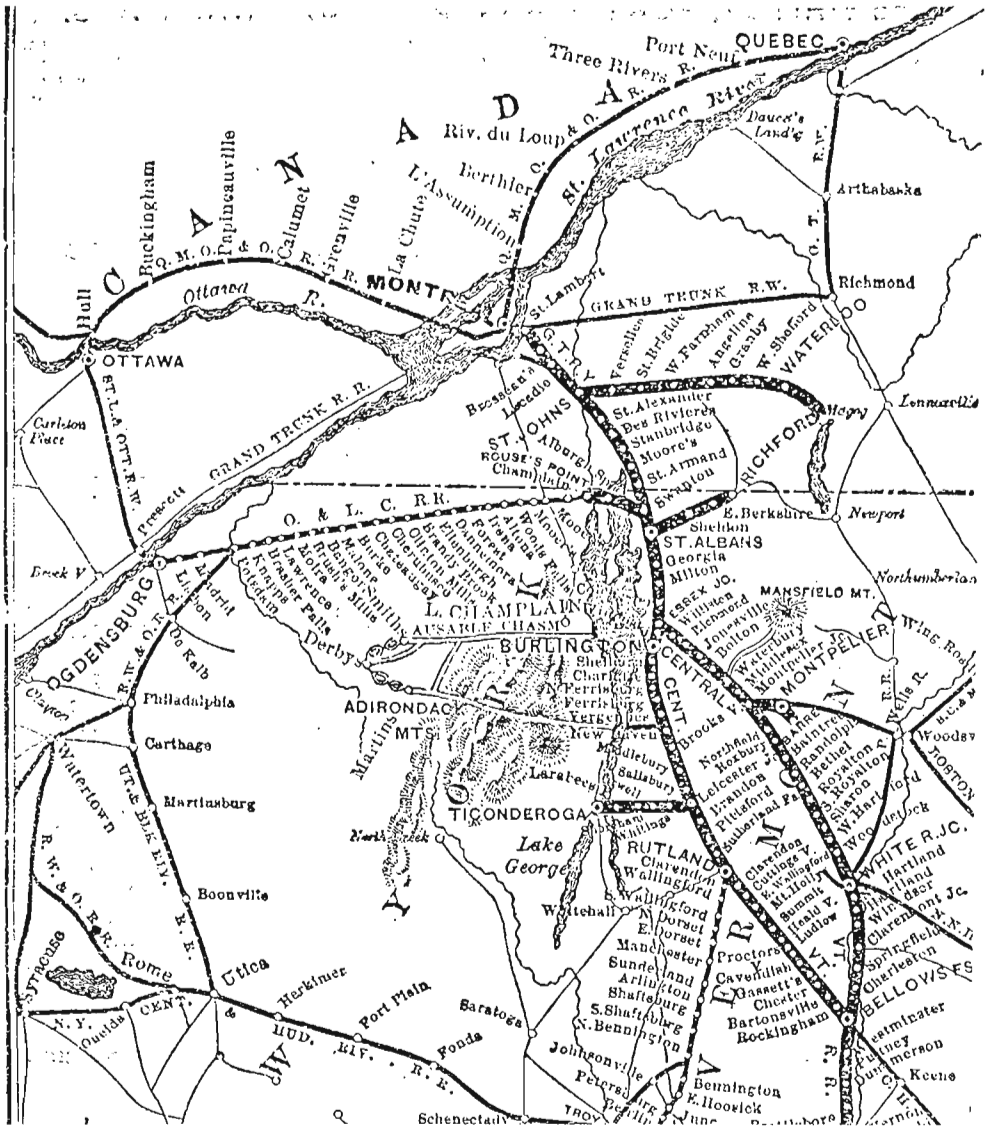
CENTRAL VERMONT RAILROAD

NORTHERN DIVISION.

October 11, 1880.	M	Pas.	Pas.	Mix.	Pas.	Pas.
NORTH AND WEST.		A.M.	A.M.	NO'N	P. M.	P. M.
Lve. St. Albans[10]+... ♁	0	5 45	7 35	12 10	6 16	8 20
» East Swanton... ♁	9	6 05	7 53	12 50	6 33	8 40
» Highgate Sp'gs+ ♁	13	6 13	8 00	1 05	6 42	8 50
» Province Line ...	17	... ...	... ...	... ...	... ...	... ...
» St. Armand+....♁	18	6 22	8 10	1 30	6 52	9 00
» Mooer's	21	... ...	... ...	... ...	... ...	... ...
» Stanbridge+..... ♁	25	6 37	8 23	2 00	7 06	9 14
» Des Rivieres+...♁	27	6 43	8 27	2 10	7 10	9 20
» St. Alexander+. ♁	34	6 57	8 40	2 42	7 25	9 36
Arr. **St. Johns**[11]+.. ♁	43	7 15	9 00	3 20	7 42	9 55
S. S. & C. R. R.		A.M.	A.M.	P. M.	P. M.	P. M.
Lve. **St. Johns**[11]+.. ♁	43	8 30		4 17		
» Verselles+.....	50	9 12		4 36		
» St. Brigide+.....	53	9 23		4 47		
» West Farnham+ ♁	57	9 50		5 00		
» Angeline+.....	64	10 23		5 25		
» Granby+..	72	11 10		5 45		
» West Shefford +...	80	11 45		6 02		
Arr. **Waterloo**[16].+. ♁	86	12 15		6 17		
		NO'N		P. M.		

SOUTH AND EAST. STATIONS.	Pas.	Pas.	Pas.	Pas.
	A.M.	P. M.		
Lve. **Waterloo**[16].....	6 45	2 16		
» West Shefford	6 58	2 37		
» Granby.....	7 15	3 20		
» Angeline.....	7 30	4 05		
» West Farnham....	7 45	5 00		
» St. Brigide.....	7 55	5 20		
» Verselles.....	8 02	5 35		
Arr. **St. Johns**[11].....	8 20	6 10		
	A.M.	P. M.	P. M.	A.M.
Lve. **St. Johns**[11].....	8 15	4 15	7 30	7 15
» St. Alexander.....	8 40	4 33	7 50	7 50
» Des Rivieres.....	8 52	4 46	8 05	8 27
» Stanbridge.....	9 57	4 52	8 10	8 38
» Mooer s	... ...	... ...	... ...	... ...
» St. Armand.... ..	9 10	5 05	8 23	9 10
» Province Line. ..	... ...	... ...	... ...	... ...
» Highgate Springs.	9 18	5 17	8 32	9 35
» East Swantons....	9 26	5 26	8 40	9 55
Arr. **St. Albans**[10].....	9 45	5 45	9 00	10 40
	A.M.	P. M.	P. M.	A.M.

Some nineteenth century timetables, together with a map showing the railway connections from the Missisquoi area to Montreal, Vermont and other parts of Canada and the United States. The timetable of the Stanstead, Shefford & Chambly is dated May, 1869, while the map and all other timetables were printed in 1881.



LAKE CHAMPLAIN & ST. LAWRENCE JUNCTION R. W.

P. S. Gendron, President. | J. N. Culver, Auditor.
John Foster, Manager. | S. A. Beattie, Supt. Telegraph.
J. R. Foster, Superintendent. | General Offices—St Hyacinthe, Que.

Pas. P. M.	Pas. A. M.	Mls	*November 1, 1880.* LEAVE	ARRIVE	Mls	Pas. P. M.	Exs. P. M.
2 45	6 40	0	....**Stanbridge**[1]....	62	1 50	7 52
2 57	6 48	2½	.....Bedford.....	59½	1 37	7 45
3 10	6 56	5	.....Mystic.....	57	1 25	7 37
3 50	7 20	14	....**Farnham**[2].....	48	12 40	7 10
4 15	7 40	20	...L'Ange-Gardien...	42	12 05	6 47
4 37	8 00	26	..... Abbottsford.....	36	11 30	6 27
5 00	8 17	31	.....St. Pie.....	31	11 00	6 10
5 50	8 45	40	...**St. Hyacinthe**[3]...	22	10 20	5 45
5 55	8 50	41	Ste. Rosalie Junction.	21	9 50	5 35
6 25	9 10	48	.. ...St. Simon.....	14	9 15	5 15
6 45	9 25	53	.... ..St. Hugues.....	9	8 30	5 00
7 25	9 50	62	..**St. Guillaume**[4]..	0	7 45	4 30
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

CONNECTIONS.

[1] With Central Vermont R. R.

[2] With Central Vermont R.R. [3] With Grand Trunk Ry.

[4] With South-eastern R. R.

1. STANSTEAD, SHEFFORD & CHAMBLY RAILWAY.

Mail. A. M.	Mls.	May, 1869. STATIONS.	Mls.	Mail. P. M.
6 00	0	...**Waterloo**...	43	7 40
6 20	6	...West Shefford...	37	7 20
— —	7	.....Holland's.....	36	— —
6 35	14	.....Granby.....	29	7 00
6 50	22	.....St. George.....	21	6 45
7 15	29	...West Farnham...	14	6 30
7 25	33	.... St. Brigide	10	6 20
7 35	36	..... Soixante	7	6 10
7 50	43	...**St. Johns**[1]...	0	5 50
A. M.		ARRIVE LEAVE		P. M.

[1] Connects with Montreal and Champlain Railway.

4. MONTREAL, PORTLAND AND BOSTON RY. CO.

The history of this railroad was very ably written by Norma Whitcomb Young in the Missisquoi Historical Society's Volume 14 in 1976. The purpose of the railroad was as described in its title, that is a connection between Montreal, Portland and Boston. Construction to Farnham was completed in 1877 and extended to Stanbridge East via Durocher, Stone and Riceburg; it went into service on November 11, 1879. The line was continued to Frelighsburg in 1882 via Hunter's Mills, and was later extended to the Vermont border at East Franklin. There is some doubt whether or not this extension ever went into operation for the steel was removed from the entire line back to Farnham in 1883. The land where the tracks were was unused for 13 years and was then (1896) sold at a sheriff's sale. Soon after this, the tracks were re-laid the entire 18.28 miles to Frelighsburg and service was resumed on November 10, 1901. A timetable of about this period shows a mixed train leaving Frelighsburg at 6:30 A.M. and arriving at Farnham at 7:30 A.M. A passenger train left Farnham at 11:00 A.M., arriving at Stanbridge East at 11:40 A.M. and Frelighsburg at 1:20 P.M. The engine was turned on a hand-operated turntable at Frelighsburg, and left at 1:10 P.M., ten minutes before its scheduled arrival!! By 1933, the timetable lists "Freight Service Only". The line was closed in September 1938, but the station at Frelighsburg survived until 1964. The CRHA has its nameboard; removed in 1939.

5. SOUTH EASTERN RAILWAY COMPANY

The history of this railroad is somewhat complicated; there was a succession of Charters, name changes, leases operated etc. Suffice it to say that this railroad, in the late 1870's and 1880's, was the prime mover between Montreal and New England, and, starting in 1889, Montreal and Maine to Saint John, N.B. Poor's Manual, the annual summary of railroad operations in North America, commenced listing the SER in 1876-77 "West Farnham to State Line, Vt. 32 miles, and 4 miles of siding in operation, Gauge 4' 8 1/2", 56 lb / yd rail". The manual of 1877-78 lists operation from St. John's to Richford Vt. No rolling stock was owned, so it was probably leased. By 1883, the Manual stated that 103,558 passengers were carried and freight hauled totalled 190,795 tons; the earnings were $116,469. Reference is made to the LC & St.L Division of the SER which operated 63 miles of railway from Stanbridge to St. Guillaume. Steel rail of 72 pounds per yard replaced 56 pound iron rail as it fractured less in winter. The SER built shops in Farnham in which they built railway cars, and cast wheels. The SER station at Farnham burned down in 1949, and the shops were demolished about 1970. This line is owned by CP Rail, and rail traffic in the Farnham area to Vermont, and to Stanbridge, is alive and well.

6. THE UNITED COUNTIES RAILWAY COMPANY

This railroad was chartered in 1883, and in 1888 was authorized to build from Richelieu to the U.S. border. Ten years later (August 1, 1898) it commenced operations from Iberville south to Noyan Junction, via Sabrevois and Henryville, to Vermont. A series of name changes included the East Richelieu Valley Ry., Quebec Montreal & Southern Ry. and, in 1929, Canadian National Railways. Financial problems plagued its entire existence. It was idle for some years, and was then taken out of service in May, 1931.

7. PHILIPSBURG JUNCTION RAILWAY & QUARRY CO.

We read in the account of the Lake Champlain & St. Lawrence Junction Ry. Co. how its charter read in part "From the Waters of Missisquoi Bay to some point...(near) the village of Philipsburg". No effort was made toward building the line from Stanbridge to Philipsburg (6.75 miles) until 1888. The PJR & Q was incorporated, but financing was slow until a surveyor's map of the line, dated 9th February 1893, came to light. The line crossed flat farms until near Philipsburg, where it climbed the escarpment to the marble quarry. Construction was completed to the quarry, and to a station in Philipsburg, about 1895. The Official Guide for 1896 lists two passenger trains daily each way, to connect at Stanbridge Station with Canadian Pacific trains to Farnham, and with Central Vermont trains to New York. Stanbridge Station was thus the Union Station for three railways. The line to the pier on Missisquoi Bay was completed about 1898. Quantities of hay were required to feed the horses which provided the wagon-power on the streets of Boston and New York. Carloads of hay were off-loaded at the pier and placed on barges to be towed by steam tugs down Lake Champlain to market. Passenger service continued until about 1920; the branch to the pier was abandoned about that time. During the 1920's, I recall seeing a CPR locomotive (number 29) hauling flat cars carrying huge blocks of Italian marble to the Quarry for processing. Service on the PJR & Q was discontinued about 1939.

8. CANADA ATLANTIC RAILWAY COMPANY

The Canada Atlantic's predecessor, the Coteau & Province Line Railway, was incorporated in 1872. However, the history of the railroad from Coteau to Cantic (named for the first three and last three letters of the name "Canada Atlantic") has been difficult to pinpoint. We understand that the line across the Richelieu River east of Cantic and south-eastward across Missisquoi County in the direction of St. Albans Vermont was built in 1897. This railroad, in that era, was owned by the Booth lumber interests of the Ottawa Valley; it exported large quantities of lumber via this route to U.S. markets. In 1989 it remains in service as part of Canadian National's connection with New England. Amtrak's passenger train, The Montrealer, also uses this line.

IN CONCLUSION

Of the eight railways built in Missisquoi County between 1859 and 1901, only three remain in service in 1989. It is not possible to ride a regular Canadian passenger train in the county. In the fairly short span of 130 years, railways played an important part in the development of the County, then gradually subsided into the background. Would anyone care to speculate on the modes of transportation which may be used in the County in the next 130 years?

FURTHER RESEARCH

The writer will be pleased to hear from readers who can improve and enlarge on the above account of the history of railroads of Missisquoi County. Pictures of railroad-related events will be most welcome. The author's address is: 196 Lakeview Ave., Pointe Claire, Que. H9S 4C5.

CENTRAL VERMONT RAILROAD. 25

J. Gregory Smith, President.
Jas. R. Langdon, Vice-President.
John W. Hobart, Gen. Manager.
D. D. Ranlett, Treasurer.
E. G. Lucas, Auditor.
J. M. Foss, Gen. Asst. Supt. and Master Mechanic.
E. A. Chittenden, Supt. Local Frt.
C.A. Converse, Asst. Supt. Loc. Frt.
S. W. Cummings, Gen. Pass. Agt.
J. Burdett, Supt. Rutland Div.
I. B. Futvoye, Supt. Northern Div.
L. Millis, Gen. Manager Through Freight Dep't, 260 Washington street, Boston, Mass.
General Offices—St. Albans, Vermont.
Boston Office—260 Washington Street.
Montreal Office—136 St. James Street.
New York Office—317 Broadway, cor. Chambers St.

15 Mxd	57	67† Pas.	68† Pas.	18† Mxd	Mls	T'kt fare	June 2, 1884. Eastern time.	50 Pas.	54 Pas	10 Mix	66 Pas.	62	
	A.M.	P. M.					Lve. Arr	A. M.	A. M.	P. M.	P. M.		
P. M.	8 30	8 30	P. M.	A. M.		.....	MONTREAL 140 747	8 25	10 35	6 30	10 50	P. M.	.....
12 10	9 30	9 28	6 30	6 50	0	.....	St. John's..4314	7 20	9 25	3 45	7 30	10 05	.....
12 25	9 35	9 33	6 35	7 15	2	.....	S. S. & C. Jun.+	§7 15	9 20	3 35	7 25	10 00	.....
1 00	9 47	9 47	6 48	7 45	9	.....	S. Alexander 800	§7 05	9 08	3 15	7 13	9 47	.....
1 50	10 00	10 00	7 00	8 25	15	.....	Des Rivieres. +	§6 53	8 55	2 50	7 00	9 35	.....
2 35	10 05	10 05	7 05	8 50	18	.....	Stanbridge..400	6 48	8 50	2 35	6 55	9 31	.....
.....	.....	.....	.....	.....	22	.....	Mooer's.....+	.....	.....	.....	.....	.....	.....
3 15	10 17	10 15	7 20	9 20	25	.....	St. Armand...+	6 35	8 37	2 08	6 45	9 20	.....
.....	.....	.....	.....	.....	26	.....	Province Line.	.....	.....	.....	.....	.....	.....
3 40	10 25	10 23	7 30	9 40	30	.....	Highgate Spgs.	§6 25	8 26	1 45	6 35	9 12	.....
4 00	10 32	10 30	7 38	9 55	34	.....	East Swanton+	§6 17	8 18	1 30	6 28	9 05	.....
4 15	10 38	10 35	7 43	10 10	37	.....	Swanton Junc..	§6 12	8 12	1 15	6 22	9 00	.....
4 45	10 50	10 45	7 55	10 35	43	.....	ST. ALBANS..6074	¶6 00	†8 00	12†50	†6 10	†8 50	.....
P. M.	A. M.	P. M.	P. M.	A. M.	.		Arr. Lve.	A. M.	A. M.	n'on	P. M.	P. M.	

CONNECTIONS.

At St. Albans with Nor. Div. for St. John's, Montreal and Waterloo; also with Eas. Div. for Sheldon, Enosburgh Falls, Richford, etc., and with Western Div. for Ogdensburg and intermediate points.

At St. Johns with Gr'nd Trunk R. W.

At Waterloo with Waterloo & Magog Railway.

Note. * Daily. † Daily, except Sunday. ‡ Daily, except Saturday. ¶ Daily, except Monday. § Sundays only. Population [census of 1880] opposite stations. + Small stations.

An 1884 timetable showing Central Vermont service from Montreal to St. Albans via Stanbridge and St. Armand. Note the populations according to the census of 1880.

TABLE OF RAILROADS OF MISSISQUOI COUNTY, QUEBEC

	NAME OF RAILROAD	FROM	TO	IN SERVICE	OUT OF SVCE.
1.	Stanstead, Shefford & Chambly Railway	St. John's	Farnham	Jan. 1, 1859	1935
		Farnham	Granby	Dec. 31, 1859	Dec. 1, 1988
2.	Montreal & Vermont Junction Railway	Iberville	St. Armand	1864	1955
3.	Lake Champlain & St. Lawrence Junction Ry.	Stanbridge Stn.	Farnham	Oct. 1879	In service
4.	Montreal, Portland & Boston Railway	Chambly Ctn.	Farnham	Sep. 22, 1877	Sep. 1, 1925
		Farnham	Stanbridge E.	Nov. 11, 1879	Mar. 1, 1883
		Stanbridge E.	U.S. Border	Sep. 9, 1882	Mar. 1, 1883
		Farnham	Frelighsburg	Nov. 10, 1901	Jan. 16, 1939
		(Rails re-laid after being removed in 1883)			
5.	South Eastern Railway	W. Farnham	Sutton Jct.	Jun. 10, 1872	In service
6.	United Counties Railway	Iberville	Noyan Jct.	Aug. 1, 1898	May 18, 1931
7.	Philipsburg Junction Ry. and Quarry Co.	Stanbridge Stn.	Philipsburg	1895	c. 1939
		Philipsburg	Pier	1898	1920
8.	Canada Atlantic Railway	Cantic - Noyan	St. Albans	1897	In service

Toronto Railway Fenders of 1908

By Fred Angus

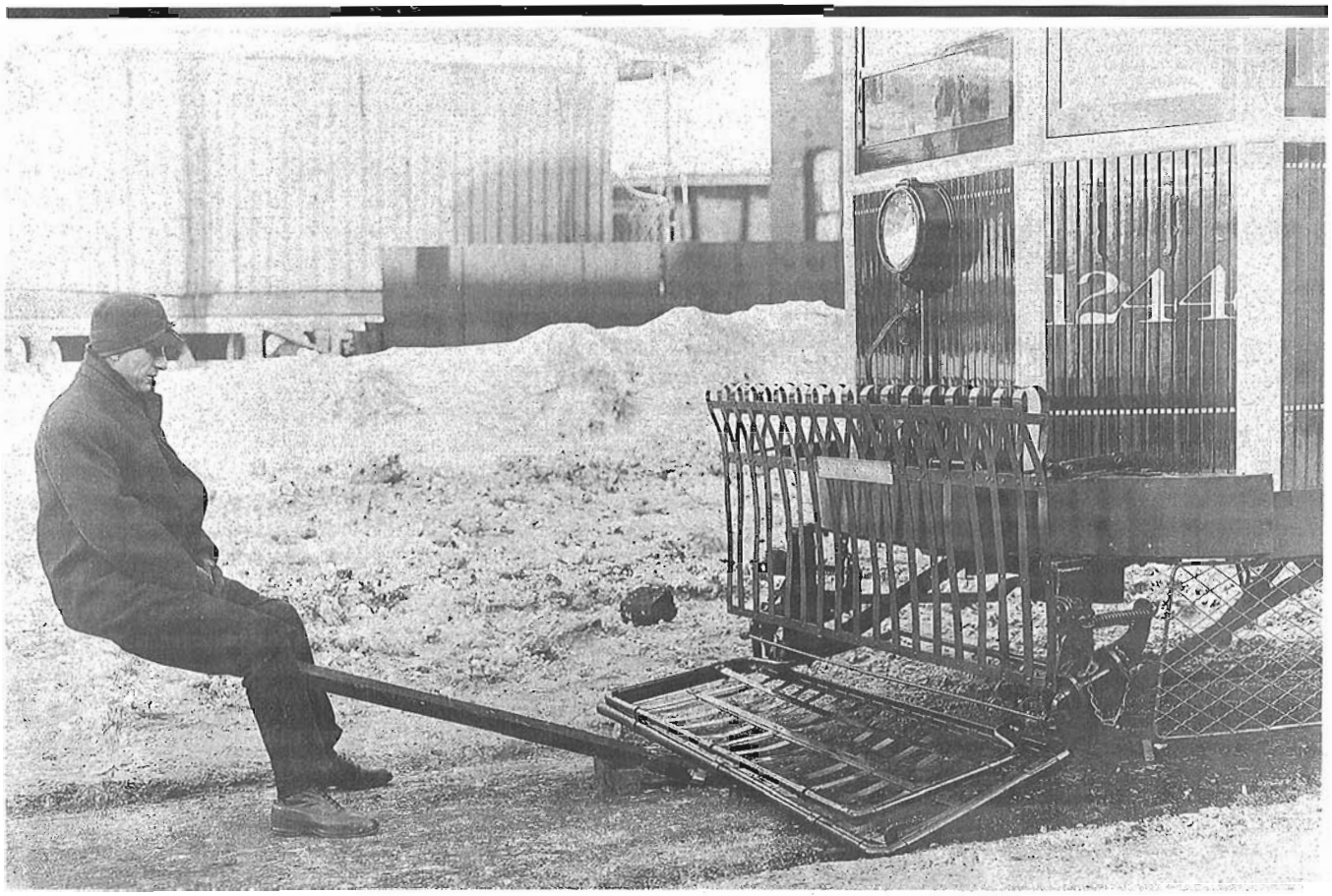
From the earliest days of electric street railways, serious concern has been shown for the safety of pedestrians. In the days of horse cars, the lower speeds made accidents less likely, and less serious if they did happen. Starting about 1890, the electric cars appeared on the streets, and were the first mechanically-propelled vehicles to operate in street service. The question of pedestrian safety became an issue from the earliest days, and there were several fatal encounters between tram and pedestrian within a few months of the start of service in most major cities. The first response of city authorities was to limit the speed of electric cars, sometimes to as low as four miles per hour, but it was soon obvious that such artificially low speeds negated one of the major advantages of electric power. Soon fenders of various designs appeared and were placed on the cars; these were designed to "scoop up" unwary pedestrians before they could be run over. By 1895, fenders were almost universal on most street car systems.

As time went on, new improved fender designs appeared. A completely satisfactory fender was never developed for, if a fender protuded far enough in front of the car, it would be too prone to damage. Eventually the fenders were located under the front platform, and actuated by a protective "feeler" hung in front. This was not likely to be damaged in traffic, but the poor pedestrian suffered. The assumption was that by 1910 most people were used to mechanical vehicles and could avoid them; if not they were out of luck.

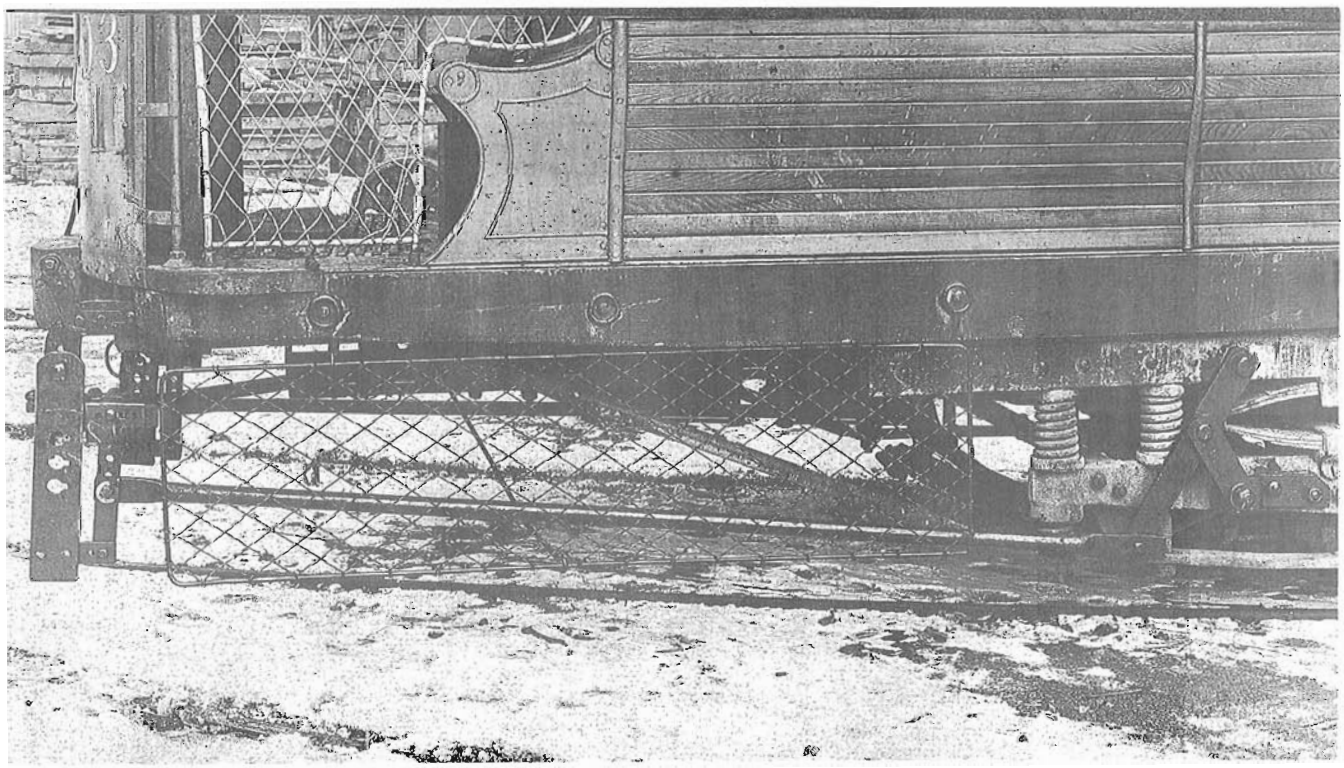
In 1908 there was still hope for a better fender design, and in that year the Toronto Railway Company, which operated the city cars in Toronto, tested the "Watson Automatic Fender, 1908 Type". The fender was installed on car 1244, one of their latest trams, which had been placed in service on February 17, 1908. (and which survived until 1936). A similar fender was also tried on open car 603 which was already almost nine years old, having been put into service on May 25, 1899 (it was later converted to trailer 236, and was eventually sent to Haileybury after the disasterous fire there in 1922).

These extremely detailed photos were taken, in 1908, during these tests, and were made available by Ken Moir and Norris Adams of Vancouver B.C. We take great pleasure in printing them as a photo story of an interesting feature of street railway history.

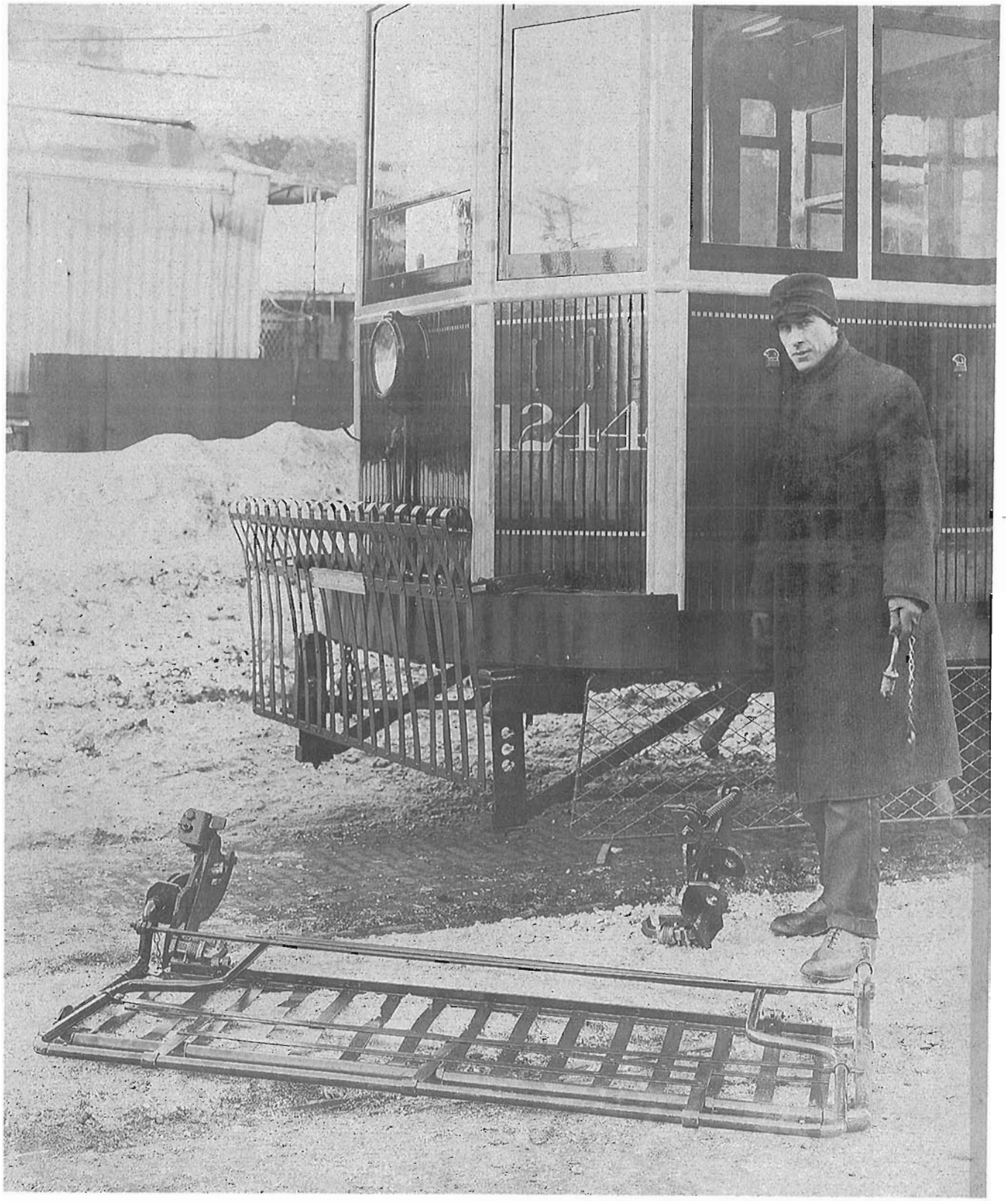
The Watson Automatic Fender, 1908 Type. Showing Flexibility. Conforms to condition of road bed.



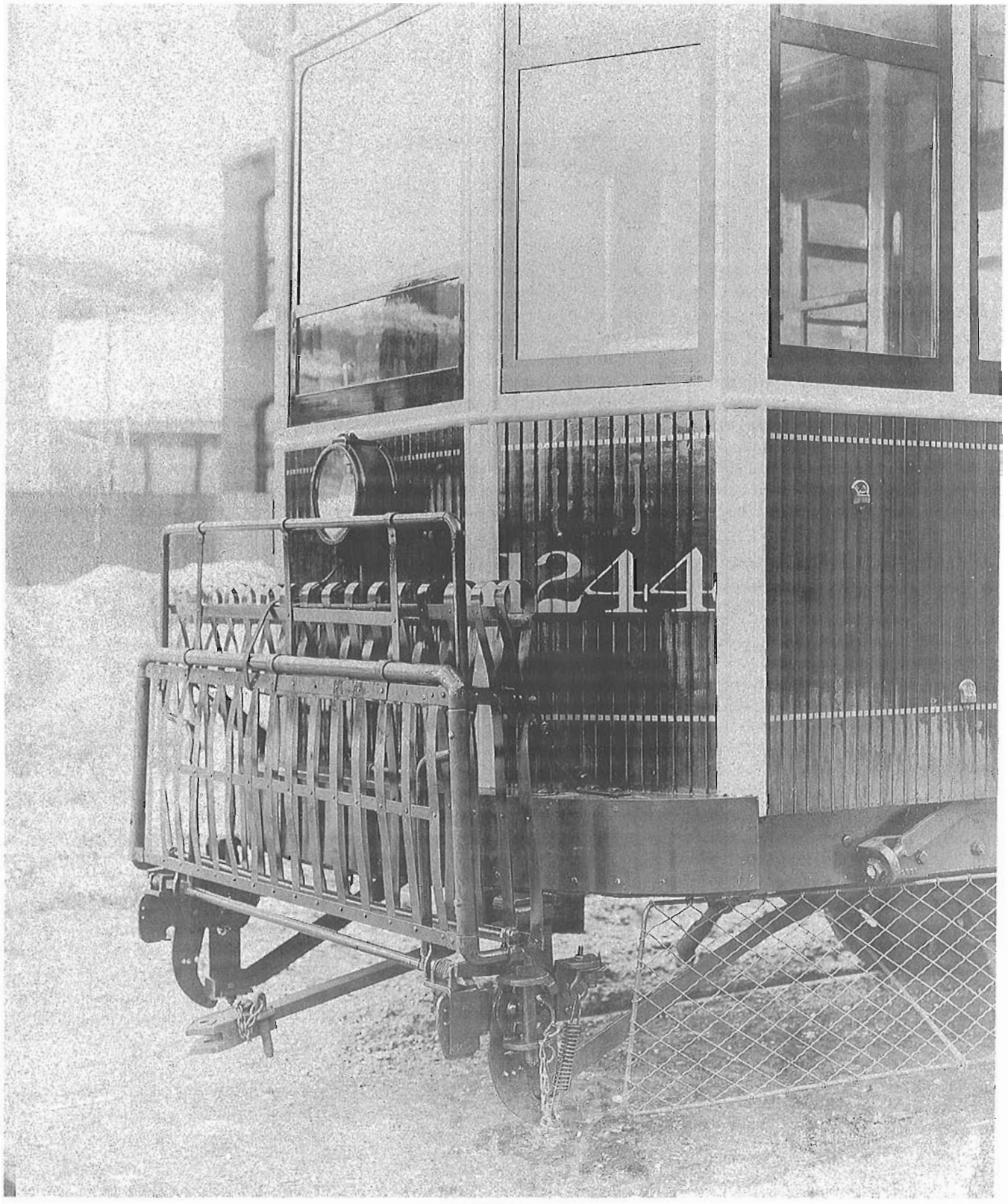
Fender "Dropped and Locked"; impossible for any object to pass under.



A guard screen as applied to 1899 open car No. 603



A sectional view of the fender. Note the open car in the background, stored outdoors in the winter with the canvas curtain rolled down.



The fender folded up as it would be when the car is in the barns. Note the clarity of the details.

James Good, An Update

By Dana Ashdown

I have a few comments regarding Fritz Lehmann's excellent article on James Good (Canadian Rail number 416) that may be of interest based on my own researches:

- The Canadian Journal of May, 1854, page 255, in describing a new variant on the steam hammer, mentioned that its inventor, Mr. Sykes, was the superintendent of the Toronto Locomotive Works. Sykes' Steam Hammer was said to have been patented although there is no record of a Canadian patent having been issued for it. I am still trying to determine exactly who Sykes was and whether he may have been responsible for some of Good's locomotive designs -- Sykes was not listed in the 1856 Toronto directory.

- Another employee of Good's who may have had a hand in locomotive design was Nicholas Hawkes, a "civil and practical engineer" who advertised his services in The Globe beginning on December 13, 1855, having left the Toronto Locomotive Works.

- Based upon various newspaper accounts from the period, it would seem that James Good may have built as many as 23 locomotives. I have attached a list of these, based on completion dates, which varies somewhat from the listings compiled from railway rosters. I have not yet been able to confirm that a third engine was actually delivered to the Buffalo, Brantford & Goderich Railway, which accounts for the question marks next to the WELLAND entry. Entry number 17 represents another mystery engine, assuming that the newspapers of the day were accurate.

- Ontario, Simcoe & Huron engines No. 9 HERCULES and No. 10 SAMSON were built as 4-6-0's and were described in the Toronto Daily Leader (March 18, 1854) as being freight engines with 6 drivers and 10 wheels. They were rebuilt as 4-4-0's in 1861 and 1862 respectively.

- Ontario, Simcoe & Huron engines No. 13 and No. 17 were built as 0-6-0 "crab engines", so called because they were backward-pushing helper engines. They had to be rebuilt as 4-4-0's (by the substitution of a 4-wheeled truck in place of the forward pair of drivers) in order to correct a dangerous problem with weight distribution which caused severe damage to the track.

- Ontario, Simcoe & Huron No. 2 TORONTO had to be rebuilt following a serious collision in November 1855 in which the engine was badly damaged, so much so that she was not ready until 1858.

- Messrs. Mason, Cook & Blakeney, machinists (made up of Raymond Mason, A. Cook and William Blakeney) took over Good's foundry in January 1856 according to an announcement which stated that they "have been and are extensively engaged in the same business in the States" (The Globe, January 15, 1856 and following). Mason, Cook & Blakeney only employed around 60 hands, down significantly from Good who had as many as 200 working a year or so earlier.

- As Carfrae, Cross & Company, Toronto boiler makers Thomas Carfrae and James Cross also occupied space at the foundry beginning in early 1856.

- Brunel & Company, made up of Alfred Brunel and William James Anderson (and perhaps others) assumed control of the Toronto Engine Works by October 1857 (The Globe, October 19, 1857).

- Another later occupant contemporary with Brunel & Company was L.D. Campbell who established the Toronto Water Pipe & Chain Pump Tubing Manufactory in part of the works in September 1857. He made water pipe out of wood.

- I wonder if James Good only leased his foundry during the 1856 to 1858 period in order to keep creditors away, with the full intention of returning to the business when pressure lifted -- during this time he styled himself as a "gentleman" in the city assessment rolls -- perhaps even retaining a portion of the foundry to build or complete the locomotives sold to the Grand Trunk between 1856 and 1859.

- I have been trying to finish a manuscript on Toronto's locomotive and car builders for some time, but the danger always seems to be that once one question is solved another always appears!

JAMES GOOD, TORONTO LOCOMOTIVE WORKS. LOCOMOTIVE COMPLETION DATES

SEQ. NUM	RAILWAY	ROAD NUM.	NAME	COMPLETION DATE
1	OS & H	2	TORONTO	APR 18, 1853
2	OS & H	6	SIMCOE	JUN 27, 1853
3	BB & G	5	BUFFALO	AUG 15, 1853
4	BB & G	6 *	HURON	SEP 28, 1853
5	C & P	-	COBOURG	DEC 14, 1853
6	OS & H	9	HERCULES	MAR 16, 1854
7	C & P	-	PETERBOROUGH	APRIL, 1854
8	OS & H	10	SAMSON	MAY, 1854
9	GTR	34	SHERBROOKE	JUL 15, 1854
10	GTR	138	ISLAND POND	AUG 25, 1854
11	GTR	135	NORTHUMBERLAND	OCT 5, 1854
12	BB & G	?	WELLAND?	DECEMBER, 1854
13	OS & H	11	----------	MARCH, 1855
14	OS & H	12	----------	MAY, 1855
15	C & P	-	ALMA	JUN 1, 1855
16	OS & H	13	GEORGE BEATTY	JULY, 1855
17	?	?	?	JULY, 1855
18	OS & H	16	J.C. MORRISON	JUL 23, 1855
19	OS & H	17	CUMBERLAND	NOV 6, 1855
20	GTR	141	----------	NOVEMBER, 1856 **
21	GTR	143	----------	DECEMBER, 1856 **
22	GTR	142	----------	MARCH, 1858 **
23	GTR	186	----------	NOVEMBER, 1859 **

* BB & G number 6 (HURON) was later renumbered 9.

** Denotes date of receipt rather than date of completion.

Canadian Northern Passenger Car Update

In the article about the Canadian Northern in the last issue, mention was made of 66 passenger cars ordered by Canadian Northern in 1914 for the transcontinental and Ottawa service. Mr. Ray Corley has supplied further data on these cars, including builders, car numbers and date delivered. All cars were 72 feet 6 inches long, not including vestibules, as reported in the Canadian Railway and Marine World for August, 1914. This information was from the Canadian Northern Encyclopedia of 1916.

BUILDER	QUANTITY	CAR TYPE	WEIGHT	CAR NUMBERS	DATE DELIVERED
National Steel Car	15	Baggage-Express	131,700	3200 - 3214	1915
	5	First Class Coach	121,500	8218 - 8222	1915
Crossen	7	Colonist	128,000	7055 - 7061	1915
Preston	5	Mail	?	4000 - 4004	1915
Can - Car	11	12-1 Sleeper	154,000	9647 - 9657	1915
	2	Compt. Sleeper	?	9950 - 9951	1916
	7	Diner	?	9018 - 9024	1915
	7	Tourist Sleeper	128,000	9407 - 9413	1915
	7	Buffet-Observation Sleeper (4-Cmpt., 1 Drw. Rm.)	*	*	*

* Only listing is for 8 Compartment Sleepers, Nos. 9900 - 9907, delivered in 1916.

Asbestos & Danville Locomotive Update

Mr. Colin Churcher reports that he has a record, from the Merrilees notes, that A & D No. 8, CLC 1319, became Laprairie Company No. 8. Mr. Corley states that this is probably correct.

A & D Nos. 15 and 16 (MLW 54481 and 54482) were Dominion Dredging 2 and 3, not 1 and 2 as shown. Dominion Dredging 1 was MLW 54480, unless the DD serial numbers did not coincide with the road numbers.

Plymouth 3130, shown as A & D No. 31, built in March 1929, was returned to Plymouth and re-sold to Herzog Lime & Stone in Ohio in August, 1929.

Mr. George W. Horner writes:

"A small bit of additional information on engines 36, 37, 38 and 39. The following locomotives were observed in Mimico Yard in Toronto in 1947:

April 8, 1947. Missouri Pacific 9801 and 9802.

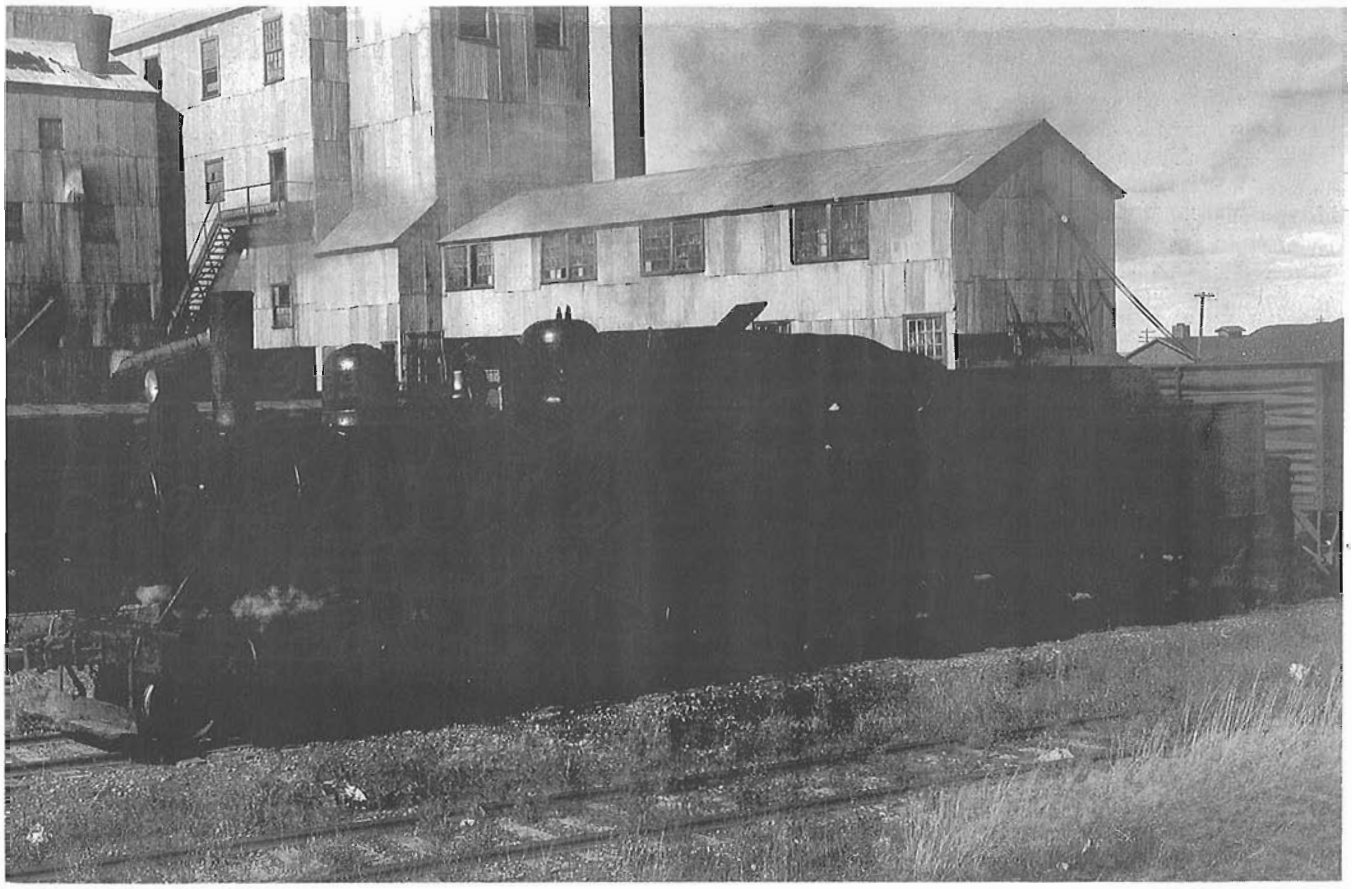
April 26, 1947. Detroit Terminal 23.

May 3, 1947. Pittsburg & Ohio Valley 7.

All were destined to Danville, Que. The note on the bottom of page 175 may be correct, but the above observations confirm that the two locomotives were not lettered Union Terminal. However, you will note you now have the number 7 to add to the roster.

The Saga of MLW Locomotive 53632

By Pat Webb



MLW builder's number 53632, built in Montreal in September, 1913 for the Beaver Mines at Pincher Creek, Alberta. This view was taken at Lethbridge on September 11, 1951.

Photo by W.R. McGee, from the collection of Pat Webb.

Montreal Locomotive Works No. 53632 was a homely little ten-wheeler, but was the epitome of design in September 1913. She was ordered new for the Kootenay and Alberta Railway, an 18-mile shortline which ran between Kandary, a mile and a half west of Pincher station on CP's Crowsnest Sub, and Beaver Mine, a short climb and a trestle away in the foothills. Here, a coal mine briefly flourished, so briefly that Kandary ceased to exist as a junction a year after it was first listed. Evidence of the mine remains today, as does much of the roadbed, but the legendary trestle at Beaver Creek is only an awesome gap. Reportedly it was a mile long, 300 feet high and required five million board feet of local timber. The story persists that when the ten-wheeler approached, it would stop and let the fireman off who then walked across the trestle alone. The engineer then started the train and, with the crew, got off, abandoning the train and the creaking trestle to the howling Chinook wind and fate. When the train reached the other side, the fireman boarded and stopped the train, awaiting the rest of the crew who plodded across.

The engine was sold a number of times, ending her revenue days as she appears here on her 38th birthday, a colliery switcher at Lethbridge in 1951. Paradoxically, the 55-ton locomotive outlived every one of the companies for which she so faithfully laboured. For many years the locomotive had no number, but was later numbered 1, the number that it carries to this day. The story has a happy ending for she was purchased, in 1964, by the Mid Continent Railway Museum at North Freedom, Wisconsin. Now restored, and with a new pilot and headlight, she is still in service, a compliment to the locomotive builder's art of 1913.

Book and Periodical Reviews

CANADIAN PACIFIC RAILWAY STATIONS IN B.C.

By Ian Baird

A 108-page illustrated history, Canadian Pacific Railway Stations in B.C. will delight both railway enthusiasts and readers interested in the architectural heritage of British Columbia.

When British Columbia joined Confederation in 1871, the terms of union promised a railway that was to be constructed within ten years. It wasn't until 1884 that British Columbia, which had threatened to secede, saw CPR steel finally cross the border from the east, although construction from the west had been progressing in B.C. since 1880. During the following "boom years", when rail lines were laid at the rate of a mile or more a day, stations were thrown up to match, and rapidly became the core of many communities.

The stations of the CPR were more than merely places where the train stopped. They were the centres of community and commercial activity and a focal point for expanding urban development. As such, stations were a unique architectural form that often expressed, in design and purpose, the nature of the community and the character of the people they served. With its diverse landscape and population, British Columbia provided a rich and varied backdrop for railway stations. The CPR took full advantage of this diversity, erecting stations that ranged from simple log structures to luxurious resort centres.

In text and photographs, many never previously published, Ian Baird explores the nature of these rapidly-disappearing buildings from both an historical and aesthetic perspective. Canadian Pacific Railway Stations In British Columbia is his tribute to an architectural form that embodies an important yet fleeting era in the province's development.

Ian Baird, a native of Victoria and a professional librarian, has written extensively on railways and local history. His first book, A Heritage Guide to the E & N Railway, concentrated on railway stations of Vancouver Island.

Available from:

Orca Book Publishers

P.O. Box 5626, Station "B"

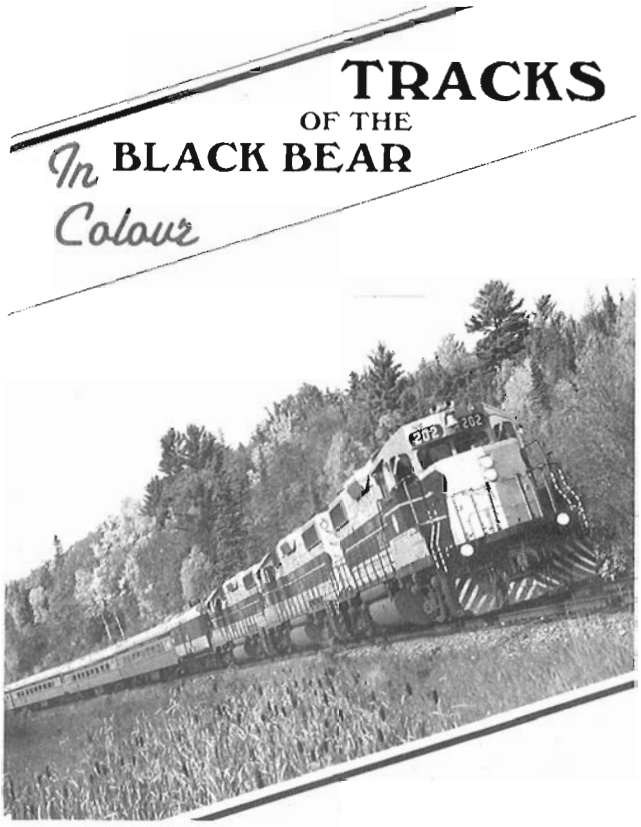
Victoria, B.C. V8R 6S4

Price: $16.95 Postpaid.

TRACKS OF THE BLACK BEAR

By Dale Wilson and Gordon D. Jomini

This is a very fine 64-page picture book and history of the Algoma Central Railway. It contains a good introductory history of the ACR from its start in 1899, through many vicissitudes up to the present time. There is also a chapter of old-time stories, as well as



a roster of present-day motive power and passenger equipment. The great feature of the book is its photos, 102 of them, of which no less than 65 are in colour. The black-and-white pictures are mostly historical ones, some dating from the early days of the century, while more recent development is covered in full colour. The quality of reproduction of all photos is superb, even the early colour views of the early 1950 period which are so often found in a faded condition. Also illustrated are old maps and timetables which clarify the story.

Available from:

Nickel Belt Rails Publishing

Box 483, Station "B"

Sudbury, Ontario P3E 4P6

Price: $32.10 (Including GST and Post paid)

In the U.S.A.:

Nickel Belt Rails Publishing

P.O. Box 578

Houlton ME 04730

Price: $30.00 U.S. (Post paid)

THE LONDON HURON & BRUCE RAILWAY

1870 - 1990

Third Edition

By Calvin M. Patrick

We have previously reviewed this book and reported that it was printed in a very limited edition and was sold out. We now have the pleasure to report that it is now in the third edition which has been revised, corrected and updated to include the recent purchase of the line by a Texas corporation. It is still a fine history of an Ontario short line and we are glad it is available again.

Available from:

Calvin M. Patrick

#204 157 Green Ave. W.

Penticton, B.C.

V2A 3S9

Price: $16.50 (Post paid)

THE ILLUSTRATED HISTORY OF NEWFOUNDLAND LIGHT AND POWER

By Melvin Parker, Robert D. Pitt, Janet Miller Pitt

This is not primarily a railway book but is, as the name suggests, a history of power development in Newfoundland and Labrador from the pioneer days of the 1880's to the present time. However there is very much material on the street railway system in Saint John's, together with a number of rare photographs, since both power company and street railway were operated by the same company for many years. There is also some mention of the Newfoundland Railway and its interaction with the power company.

Anyone interested in industrial development in what, in the early days at least, was a remote region of North America, will find this a very useful book, factual yet easy to follow. It is the kind that is hard to put down until one has finished reading it.

Available from: Creative Publishers

P.O. Box 8660

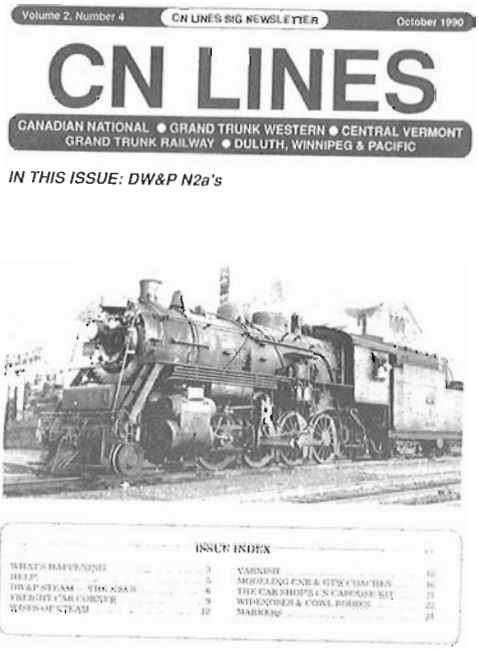
St. John's, Newfoundland

Price: $29.95

CN LINES

Published by CN Lines Special Interest Group of the National Model Railroaders Association.

We have previously mentioned this excellent quarterly publication, but recent additions and improvements require us to mention it again.



A sampling of articles that have appeared in the last two issues (October 1990 and January 1991) include: Duluth, Winnipeg & Pacific N-2-a class Steam Locomotives, The CN 470000 Series box cars, Modelling CN Streamliners, Conversion of Rivarossi 1930 coaches to CNR and GTW Models, Grand Trunk Western History, CN's First RDC, Railfanning CN in the Maritimes, A Brief History of Victoria Bridge, as well as numerous other very useful articles, both large and small.

The publication is devoted to Canadian National and its subsidiaries (Grand Trunk Western, Central Vermont, Grand Trunk, Duluth Winnipig & Pacific), both from a prototype point of view as well as features of building (and converting) models of CN equipment. As the sample above indicates, CN Lines includes Steam, Diesel, Electric, Historical and Model Railroad articles.

For anyone interested in CN, this publication is highly recommended.

Available from:

CN Lines Sig.

Membership Chairman, Arthur R. Thomas

RD 1, Box 295

Alum Bank, PA, 15521-9658

U.S.A.

Price: Membership for one year, including 4 issues of CN Lines.

Non NMRA Members in Canada: $18.00 Canadian

Non NMRA Members in U.S.A.: $15.00 U.S.

Non NMRA Members Overseas: $22.00 U.S.

NMRA Members in Canada: $15.00 Canadian

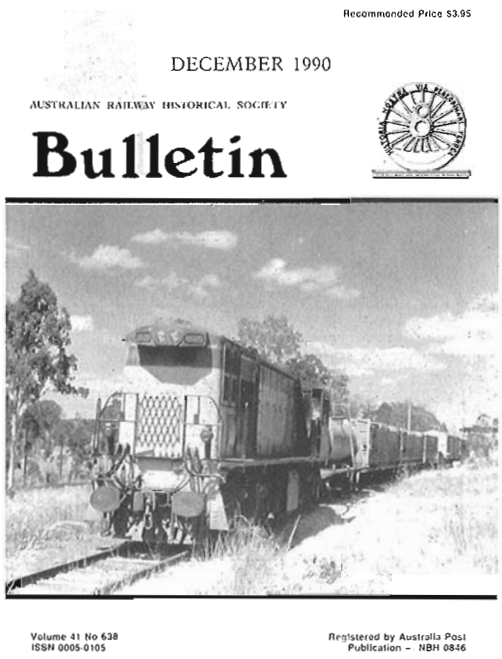
NMRA Members in U.S.A.: $12.00 U.S.

NMRA Members Overseas: $18.00 U.S.

Sustaining Members in Canada: $25.00 Canadian

Sustaining members in U.S.A.: $25.00 U.S.

BULLETIN OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY



The ARHS produces two very high quality, publications, the Railway Digest and The Bulletin. Two recent issues of the Bulletin contain articles which we felt might be of considerable interest to CRHA members. Bulletin 637 (November 1990) has a lengthy, detailed article on the design and construction of the sleeping cars for the "Southern Aurora", the stainless-steel, all sleeper, overnight train between Sydney and Melbourne. These cars were, in many ways, much like those on the "Canadian" and it is fascinating to read the accounts, and examine the detailed plans and photos outlining the design and construction of these fine cars. In Bulletin 638 (December 1990) is a history of Commonwealth Railways Special Car No. 1, a magnificent, wood-bodied, official car, built in 1920 and, after numerous ups and downs, fully refurbished and still in service.

Available from:

Australian Railway Historical Society

P.O. Box E-129

St. James, New South Wales 2000

Australia

NEW ZEALAND RAILWAY CALENDAR

The New Zealand Railway and Locomotive Society Inc. offers its 1991 Railway Calendar. This collection of 12 excellent coloured photos of steam, diesel and tram scenes very well worth the price of $8.00 U.S., including postage by airmail.

Calendar available from:

New Zealand Railway & Locomotive Society

P.O. Box 1297

Dunedin, 9000, New Zealand.

The Society also offers memberships for two years at $45.00, New Zealand Dollars (G.S.T. included; sound familiar?) This includes their fine quarterly publication, the New Zealand Railway Observer.

Memberships available from:

New Zealand Railway & Locomotive Society

P.O. Box 5134

Wellington, New Zealand

NIGHTMARE ON THE GREAT WESTERN, 1857

By Ian C. Johnson

Published in the December 1990 - January 1991 issue of The Beaver, the publication of the Hudson's Bay Company.

On March 12, 1857 occurred one of the worst railway disasters in Canadian history, when a passenger train fell through the bridge over the Desjardins canal at Hamilton, Canada West, with a loss of sixty lives. In this 6-page article, Ian C. Johnson tells the story of this disaster, starting with an account of a gentleman in Toronto hailing a cab and dashing to the Great Western station in an attempt to catch the 4:10 PM train to Hamilton. When he arrived, he found that he had just missed the train, but, as things turned out, the gentleman was soon to consider this one of the most fortunate events of his life!

About one hundred people boarded the ill-fated train which consisted of a baggage car and two first-class passenger cars hauled by the "Oxford", a 4-4-0 built by Schnectady in 1853. This locomotive was just out of the shops after a six-week overhaul, but, unfortunately, a hidden crack had seriously weakened the front axle of the leading truck. For some time all seemed well but, about 5:50 P.M., disaster struck. As the train passed over a switch leading to the rather flimsy wooden bridge over the canal, the axle broke, the train derailed and the impact of the locomotive brought down much of the bridge together with the entire train. The unlucky passengers and crew faced death by three horrible means: being crushed in the wreck itself, burning to death in the resulting fire, or being drowned in the icy water. It is surprising that forty people survived. The "Oxford" was recovered, but was damaged beyond repair and was scrapped soon after.

The account of the tragedy is supurb, and we can feel the suspense leading up to the accident, and then the horror of that terrible night and following days. Even after more than 130 years we can sympathise and grieve for the victims and their families. We read of the two sisters who boarded at Oakville for the short ride to Hamilton, and perished in the accident. We also read of the off-duty switchman who had just boarded the rear platform of the last car, saw the locomotive break through the bridge, and jumped off while shouting a warning that saved several lives. There are tales of heroism such as the "noble fellow" who went into the icy water in shirtsleeves and attemped to rescue trapped passengers. The whole story is enhanced by a rare photograph and other contemporary illustrations.

The aftermath of this accident was the establishment of a Royal Commission, the production of the famous Keefer Report, and more strict safety standards on Canadian railways. This article is very highly recommended.

CRHA Communications

KINGSTON DIVISION ACTIVITIES IN 1990

1990 was a very active year for the Kingston Division with our sponsorship of the Kingston RAIL-O-RAMA as the major event in April.

This was a two-day show held on April 21 and 22 with a total attendance of 1809 adults and 177 children (paid). Nine model layouts were operating as well as seven displays on railroad and marine subjects. Eighteen commercial outlets were selling models, videos, books etc. This show did a great deal to enhance the reputation of CRHA and the Kingston Division. It will be repeated on April 20 and 21 in 1991.

The Division met monthly with an average attendance of about twenty.

January - Annual Meeting.

February - Video "Titfield Thunderbolt" shown.

March - President Hugues Bonin reviewed a membership questionnaire to be distributed. Video "6060 to Vancouver" shown.

April - Brian West reported on "Rideau Valley Railway" and CN's offer of 3 miles of track at $10,000 per mile. A video on "How to Operate a Steam Locomotive" was shown.

May - Brian West requested that the Kingston Division invest in a $1000 share in the Rideau Valley Heritage Railway. A slide presentation on stations and railway structures in Ontario was given by Bill Thomson.

June - President H. Bonin presented a budget of $5300 for 1990 including "seed money" for 1991 RAIL-O-RAMA. H. Bonin wrote Rideau Valley Railway requesting financial information. The annual auction was held with a financial return of only $67.00.

Special Meeting, June 19, 1990 re purchase of "Rideau Valley" share. Messrs. West, Coo and Strong made presentation. A future vote would be taken.

July - By a vote of 13 to 1 it was decided not to purchase a share in the "Rideau Valley Railroad Ltd.". CRHA Kingston Division shirts and caps were shown and put on sale. Railway slides and movies were shown.

August - President Hugues Bonin reported on our association with the Pumphouse Steam Museum, and our assistance in identifying rolling stock of the new "O" gauge layout given to them. The programme was movies and slides.

September - Dr. Robert Nicholls gave a presentation on the CRHA National Convention.

October - Membership decided to make the annual membership fee $15.00. Bill Sinclair presented a very interesting audio tape on a CN wreck in New Brunswick. Hugues Bonin showed slides of a western U.S.A. trip.

November - Robert Gawley of UTDC gave an informative update on their activities in the transit field.

December - Discussion re the future of CN steam locomotive 2534 on display in Belleville. Kingston Division formed a committee to investigate our possible involvement. Walter Bedbrook reported on our acquisition of the "HO" layout used on the TV program "Friendly Giant". Uses will be investigated. New membership brochures were shown. A programme "Electric Railways" was presented by Bill Thomson.

There were two field trips in 1990. One in May was to CN's Taschereau Yard in Montreal, and the second was in October to CN's MacMillan Yard in Toronto. Only six members participated in each trip. CN were excellent hosts.

Our publication "Kingston Rail" was considerably improved in 1990 under the guidance of Walter Bedbrook, and the bi-monthly publication was well received.

Division officers for 1991 are:
President - Hugues Bonin.
Vice President - Stan Stamarski.
Secretary - Bill Thomson.
Treasurer - Robert Ruddell.
Editor "Kingston Rail" - Walter Bedbrook.
Curator / Archivist - Nancy Howell.
Programme - George Dillon.
Publicity - Stan Suley.
Director - Euan Callender.
Director - Eric Mitten.

Submitted by W. Thomson, Secretary.

CRHA CONVENTION

The Kingston Division will be hosting the 1991 convention of the CRHA. The dates are Thursday, August 1 to Monday, August 5. A comprehensive program of activities is being planned. For information call Hughes Bonin at (613)-545-0783. Reserve the dates now!

SELKIRK DIVISION, REVELSTOKE B.C.

On Saturday, November 24, 1990 the CRHA award for an article in a CRHA publication was presented to David Ll. Davies for the article "Embankment" which appeared in Canadian Rail No.413, November-December 1989. In this photo, Ernie Ottewell (right), the President of the Selkirk Division, presents the award to Mr. Davies (left). Eight Division members were at the presentation

which included a tour of the proposed museum site, an exhibition of paintings of CPR locomotives, followed by a dinner.
The photo was taken at the Division's meeting rooms and shows, on the wall in the background, the drawings for the proposed museum site.

CRANBROOK RAILWAY MUSEUM SEEKS ORIGINAL PARLOUR CAR CHAIRS

The Cranbrook Railway Museum, which has now assembled a complete consist of the luxurious 1929 CPR train "Trans Canada Limited", is now looking for some surviving pieces of furniture to complete one of its cars.

The day parlour car 6751, which was designed for use on such trains as the "Trans Canada Limited", between Montreal and Ottawa only, is now being restored at the Museum back to its original splendour. The inlaid Honduran mahogany panelled interior has been completely restored to a highly varnished finish, and all brass racks etc have been refurbished.

Fig. 952—H & K Revolving Parlor Car Chair in Star Pattern Frieze Mohair Upholstery.

The car originally contained thirty plush revolving parlour chairs, and so far the Museum has located five. It is hoped that the general public and railway personnel (both retired and active) can help find the Museum twenty-five more by searching around. The illustration shows the exact style of chair, with high back and padded arms. The underside of the chair would have a cast base with a swivel point where the chair sat on another cast piece bolted to the floor. Although these bases may have been removed, and other types of legs might have been added later on, the style of the chair is distinct. The chairs were probably reupholstered several times as well over the years.

The car, when completed, will be as it was when first built, but will serve not only as a display piece. The car will also have an important Museum function as a reception car for first-class group tour arrivals, and will be a main facility for school group visits where specially designed and hidden audio-visual equipment will be used for a variety of presentations. Special public evening presentations of railway films, silent movies etc. will also be a further use.

Originally there would have been at least 420 chairs made for the fourteen cars built (6750 - 6763), and the Museum feels that there is a high probability of at least 25 remaining. If you know of any of these chairs, please contact the Cranbrook Railway Museum, Box 400, Cranbrook, B.C., V1C 4H9, phone (604)-489-3918. You could have an important hand in piecing back together one of Canada's railway heritage treasures, and one of the world's most important trains.

NELSON ELECTRIC TRAMWAY SOCIETY

This Division is advancing well on their restoration of Nelson street car 23, as well as their plans to bring back street car operation to Nelson. From 1899 to 1949, Nelson was home to the smallest, and probably the steepest, street car system in Canada, and it is the Society's hope to have a portion of this running again before the centennial in 1999. They have produced a very attractive brochure containing photos of Nelson, and of car 23, past and present. The body of car 23 appears to be almost completely restored, and the project is rapidly moving into its next phases.

PRINCE EDWARD ISLAND RAILWAY SOCIETY

* * * * * * * * * * ANNOUNCEMENT * * * * * * * * * *

The Prince Edward Island Railway Society chapter of the Maritime Federation of Model Railroaders will host RAIL FAIR '91 in the University of Prince Edward Island Arena, Charlottetown, P.E.I. on the weekend of June 8 - 9, 1991. Featured will be vendors, flea markets, operating model contests, clinics, layouts, railroad heritage displays and more.

A special invitation is extended to fellow New England, Quebec and Ontario modellers and fans, and others who may be interested or down this way at this time. P.E.I. "comes alive" in June, with theatre, beaches, et al, and a real Island welcome awaits you.

Plan a fun-filled weekend.

For details, contact Bob Mepham, 61 Newland Crescent, Charlottetown, P.E.I, C1A 4H6. Phone (902)-892-1530.

Bob Mepham also sent us news of the preservation and movement of diesel locomotive 1762 to Kensington. This move involved much hard work, including the re-laying of rails where they had been removed at road crossings. All the hard work an planning was rewarded, however, on November 16, 1990, when a group of 17 volunteers moved 1762 into its new home at Kensington's heritage railway station, which is also being preserved. Volunteerism is a vital expression of the Canadian way of life, but it did not just happen; it required strong leadership, good planning and the supportive coordination of individuals. On this November day, all these elements were present, and the job got done. This preservation will insure that the railway will not disappear completely from Prince Edward Island. It is hoped to have more details in a later issue.

RAILWAY SOCIETY OF NEWFOUNDLAND

From Newfoundland comes good news and bad news. The bad news is that, on November 17, 1990, the last rails of the main line of the Newfoundland railway were taken up. This sad event occurred at Bishop's Falls, once a division point on the railway.

CN called for tenders, closing December 19, for the sale of business car "Terra Nova II", situated at St. John's. Also offered for sale were flatcars, caboose and coach at Stephenville Crossing; box cars, flat cars, hoppers, air dumps and cabooses at Corner Brook; box cars, flat cars, gondolas, air dumps, hoppers, Jordan Spreader and cabooses at Bishop's Falls; flat cars, hoppers and air dumps at Clarenville. Some large ballast cars were sold to the White Pass & Yukon where they will be re-gauged and go back into service.

Locomotive 919 has been donated to the town of Bishop's Falls, while 931 has gone to the Railway Society of Newfoundland in Corner Brook. 914, 917, 923, 924, 930, 932, 934, 935, 937 were still on the property at year end, but their fate is unknown. At least one of them is to be donated to the town of Port Aux Basques.

The good news is that the Railway Society of Newfoundland now has a home. On the first Tuesday after Labour Day, the rails were cut on both ends of the Humbermouth site at Corner Brook, leaving 1500 feet of main line, plus the two spurs, intact. Steam locomotive 593, coupled to the cars of her express, was eased back out onto and up the main line, coming to rest just short of the crossing next to the old station stand. The moment so many people had worked so hard and so long for had finally come to pass. Well done!

The first days of September saw the final coming together of the Society's rolling stock. The dining car 10 was returned and coupled into the express with a ballast car for the work train also being acquired. The most significant new addition was locomotive 931 which was used to actually assemble and position the cars in their final resting spots. As mentioned earlier, the express on the main line and the work train set back on the spur near the points.

The Society would like to single out Mr. Bren J. Everard, CN's Newfoundland Operations Manager and Mr. William Baggs (retired) Roadmaster, Terra Transport for their steadfast support. These gentlemen were indispensable in the attainment of the Society's goals during the past years. THANK YOU.

Last summer there was a fair volume of work accomplished at the Museum site. Engine 593 received a new exterior coat of paint. The cab floor and roof were repainted and a new cab door was installed. The engine gauge plate was also completed and installed courtesy of Mr. Rhoadie Hickey. The dining car was completely repainted to the express colours, and as well the snow plough received a total facelift. The only projects remaining on these units are the identification markings. A complete site clean-up was also undertaken early in the season. This venture was greatly helped by the donation of a brush cutter by the Historical Society of Newfoundland. The Society also purchased a new lawn mower this season, so relieving Mr. Philip Greenacre's trusty steed of the task.

Last summer also saw the first season of on-site tour guides. Three young ladies, Heidi Bonnell, Anne Gregory and Cathy Ann Willett, hired under the Canada Employment and Immigration Challange (S.E.E.D. Grant) program, were available from June 25 to August 17, 1990, seven days a week from 10:00 AM to 7:00 PM to assist visitors. During that time they provided service to more than 2000 tourists. The Society was truly grateful for their efforts and contributions during the summer, and would also like to mention Mr. Philip Greenacre's work in arranging these positions to the Society.

The Society would like to thank all those who contributed of their time, efforts, finances or artifacts. Also again, to anyone who has information, artifacts or time they wish to donate, they are welcome to contact them. The Society is committed to preserving Newfoundland's Railway Heritage in tribute to the people whose hard work and dedication ran our railway for more than a century.

Anyone wishing to become a member of the Railway Society of Newfoundland, please address your letters to:

Railway Society of Newfoundland

P.O. Box 673

Corner Brook, Newfoundland

A2H 6G1

Dues are $2.00 per year.

CORRESPONDENT WANTED

Mr. P. Oldroyd, 211 Midland Road, Royston, Barnsley, S71 4DN England, wants to correspond with a member about "Railways in Canada" - steam era and present-day railway practice. He will exchange information on railways in the U.K. Quote: "Please, Please Reply".

INFORMATION WANTED

Rosemary Bennett, 4 Foxhill Road, Scarborough, Ontario M1T 1E7 writes:

"I am seeking information regarding a railroad strike in the Toronto, Ontario area (it could have been more widely spread) in approximately 1877 - 1881 (I dont know the exact date). Can you please direct me where this information is available?".

Can any member help her with her request?

The Business Car

VIA RAIL LIKES ITS NUMBERS

Via Rail Canada Inc. says its revenue and passenger figures for 1990 were on track for most of the year, and its on-time performance was an "impressive" 88 to 90 percent, compared to 78 percent in 1989. For 1991, VIA is predicting a modest growth in ridership of between 3 and 4 percent over 1990 thanks to the improved performance as well as the recession and Gulf war which have caused air travellers to look for other modes of travel.

VIA released figures in mid-January to coincide with the first anniversary of the huge cuts of January 15, 1990. It finished 1990 with 3.6 million passengers and revenue of about $135 million, compared to $244 million in 1989 when it was operating more than double the runs. Although it had forecast 4 million passengers and revenue of $144 million, it still believes it is on track because travel and tourism in general was down about 7%.

Although detailed results will not be released until April, VIA did say that its expenses in 1990 were just below $600 million compared to $775.3 million in 1989. In effect this reduces the overall efficiency since the subsidy per passenger has increased. The reason the costs did not drop more substantially was because of expenses incurred in the cutbacks, including the reduction in the number of employees from about 7000 to about 4000. VIA is less affected by higher oil prices, since the cost of fuel is a much smaller proportion of total cost than it is for the airlines.

Based on an article in the Globe and Mail, January 11, 1991.

BANKS ON BOARD FOR HIGH SPEED TRAIN

Bombardier Inc. has stitched together a consortium of six powerful banks to back its bid to build a $5.3 billion high-speed train linking Montreal and Toronto. "I guess you could say we're putting our money where our mouths and our intentions are" said Pierre MacDonald, Bombardier's Vice-president in charge of the TGV (Train a Grand Vitesse) project. "And that's not exactly what we see from our competition". The consortium includes three of Canada's big banks - The Royal Bank of Canada, The Bank of Nova Scotia and The National Bank of Canada, Bombardier's principal banker. They will be joined by three French banks - Banque IndoSuez, Credit Lyonnais and Societe Generale.

Mr. MacDonald said the banks have agreed to put up a maximum of $12.5 million toward the cost of a feasibility study. Bombardier, its Franco-British partner GEC Alsthom, and an unidentified industrial partner, will put up another $12.5 million. The remainder of the $30 million to $50 million feasibility study must be paid by the federal government, as well as those of Quebec and Ontario.

Banque IndoSuez and Credit Lyonnais are no strangers to train financing. Banque IndoSuez was the leading bank of the equity issue for the Eurotunnel and, with Credit Lyonnais, also issued debt for the tunnel project.

Mr. MacDonald noted that Asea Brown Boveri Ltd., the Swiss and Sweedish giant also vying to build a high-speed train in Canada, is counting on governments to fund all but $3 million of the feasibility study. However, ABB's more modest $3 billion Sprintor train technology would require almost no public funding to build.

Bombardier has said that $1.6 billion of its $5.3 billion project would have to be paid by governments. A Quebec and Ontario government committee, set up to study high-speed trains in the Quebec City to Windsor corridor, is expected to recommend that a detailed feasibility study go ahead. Its final report is due at the end of February. Mr. MacDonald said that if the feasibility study gets under way this year, the first trains could be running between Montreal and Toronto by late 1996, and in the rest of the corridor within two years after that.

Bombardier is also awaiting word on a bid to build a TGV in Texas. The Texas High-Speed Rail Commission is expected to choose between the TGV technology and a rival German group in May. "We're very confident on the Texas project", Mr. MacDonald said.

Source: Globe and Mail, February 15, 1991.

ALBERTA SHORT LINE WINS COURT CASE

On December 21, 1990 the Supreme Court of Canada ruled that the Central Western Railway, a privately-owned grain hauler based in Stettler, Alberta, does not fall under federal jurisdiction and does not have to honour the union contract it inherited from Canadian National four years ago. In an 8 to 1 judgement, the high court said that the railway, which operates entirely within Alberta, cannot be characterized under the Constitution as a "federal work or undertaking" and is therefore not subject to the federal labour code.

Central Western was formed in 1986 when it bought a 175-kilometre stretch of track from Ferlow Junction to Dinosaur, Alberta from CN. The larger railway had been trying for years to abandon the track, known as the Stettler Branch. The sale marked the first step in a federally-sponsored program to preserve such lines by selling them off to private firms. Central Western, with three locomotives and 12 to 18 employees, hauls grain from nine elevators in cars owned by federal and provincial governments. It also owns part of a tourist excursion service, but grain represents 99 percent of its business.

Four national rail unions won a ruling from the Canada Labour Relations Board that Central came under federal jurisdiction and had to honour the previous CN contracts. However, Tom Payne, the railway owner and a former CP Rail engineer, said he couldn't afford to operate if his work force was unionized and had had to follow union job rules. "It's bittersweet", Mr. Payne said following his Supreme Court victory. "That's one little chapter closed. We're a provincial railway then. I think it's tragic in a sense that the brotherhoods, when we started the railway, didn't sit down and work with us instead of against us".

Ron Bennett, legislative director for the United Transportation Union, had argued that since Central Western hauls grain that is moved across provincial borders for export, the federal labour code should apply [even if the result was the shutting down of the railway, and loss of all jobs! Ed.]. "We see this as a total erosion of the hard-fought-for rights and benefits the unions have gained over the years". Mr. Bennet said.

Source: Globe and Mail, December 21, 1990.

ALBERNI VALLEY MUSEUM STEAM TRAIN

The Alberni Valley Museum in Port Alberni B.C. operates the "Alberni Pacific Railway" which runs a steam train hauled by a Shay locomotive. This 42-ton engine, number 2, known as the "Two Spot", was built in 1912 by Lima Locomotive Works and spent its entire working life, from 1912 until 1953, serving the forest industry of western Vancouver Island. It had been converted to an oil burner in 1923, but was otherwise little altered in its 41 years of service. In 1954 the locomotive was donated to the city by MacMillan Bloedel, and sat on exhibition as a static display for a quarter century. During that time the weather and vandalism had left it a sorry sight until, in 1979, the city placed it in the care of the Alberni Valley Museum. Restoration began in 1980 and, on August 11, 1984 the "Two Spot" was recommissioned to active service. Regular passenger service began in 1985, and has continued until the present time.

The coach used on the train is former CPR lightweight coach 2238 built in 1949 in CP's Angus Shops in Montreal. It served CP for many years, and was later used on BC Rail's Royal Hudson steam train where it carried the name "Pemberton". It was acquired by the Alberni Valley Industrial Heritage Society in 1984.

The restoration is only the first step in a larger plan for heritage development in the community. The Alberni Valley Museum and the Industrial Heritage Society have planned a national calibre Forest Industry Interpretation Centre to be situated in the city's industrial waterfront area. The centre will relate the historic mechanical technology of the forest industry to the surrounding 1990's computerized mill complexes. The "Two Spot" and passenger car will provide a shuttle tour service. Most of the required collections have been acquired including an entire 1925 steam driven line shaft sawmill, 160 by 60 ft., with equipment and business archives. The Museum's collections have virtually quadrupled in one year.

LAST SECTION OF NEWFOUNDLAND RAILWAY REMOVED

Bishop's Falls - November 17 - 18 1990 was a historic weekend, but one many people would rather forget as the last section of rail in Newfoundland was taken up. The head of Canadian National in Newfoundland, Bren Everard, was in Bishop's Falls when work crews hauled up the last section of rail from the abandoned Newfoundland Railway.

Mr. Everard described the occasion as a sad day which one would rather not see, especially for the workers involved in track maintenance. He said these workers spent their time repairing track, and to have to take it up must have been particularly disappointing.

Jim Pardy of Badger was a member of the work crew. He said that the rail workers were a dedicated group but, like a lot of things, it was the politicians who decided what their future would be, and unfortunately these same people who make the decisions don't really understand or seem to care about the impact of their actions.

Source: St. John's Evening Telegram, November 19, 1990.

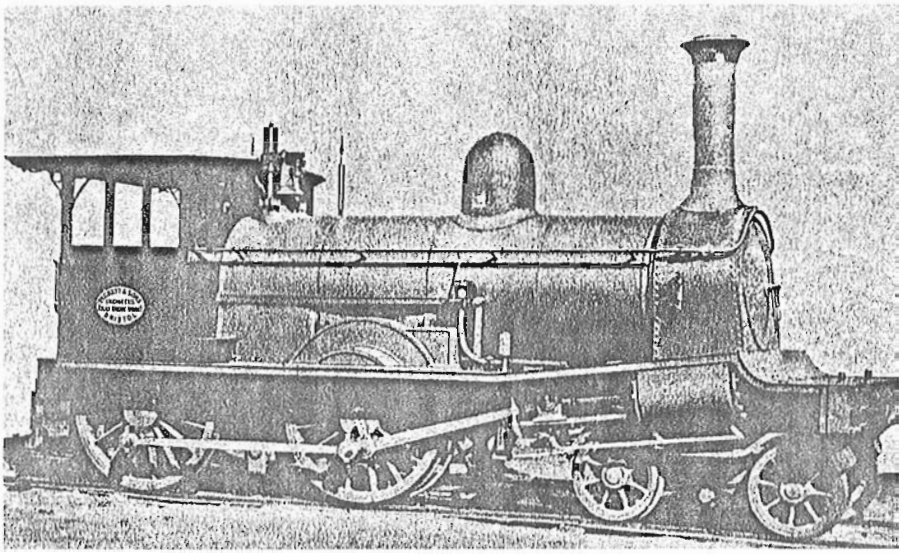
CONDITION OF RAILWAY LINE CONCERN FOR SOME GROUPS

Concern has been expressed by some municipal councils and recreational groups in central Newfoundland that Canadian National isn't doing a good job in cleaning up the abandoned rail line, and they say the railway ties that have been left pose a safety hazard for snowmobilers and the like.

However, the General Manager for CN in the province, Bren Everard, issued a reminder to all people that the railway line is still federal property. He pointed out that some municipalities want CN to clean up the property so snowmobilers and other recreational vehicles can use it, but he stated these people must understand they are not presently allowed to be on the property.

Meanwhile Mr. Everard says the status of the numerous bridges and culverts along the rail line is unresolved at this point and CN is waiting to hear from the provincial government on what course of action they would like to see taken in this regard.

Source: St. John's Evening Telegram, November 24, 1990.



WINDSOR AND ANNAPOLIS LOCOMOTIVE OF 1868

A very rare, photograph has just come to light showing one of the original locomotives of the Windsor & Annapolis Railway (Later the Dominion Atlantic) in "as built" condition.

Six of these broad (5 foot - 6 inch) gauge locomotives were built, in 1868, by Fox Walker of Bristol England for the Windsor and Annapolis. They served the W & A until 1875 when , upon the conversion of the railway to standard gauge, they were "traded in" to the Intercolonial Railway (whose standard-gauging had forced the W & A to follow suit) for a like number of standard gauge engines.

In 1876, at least four of the Fox Walker locomotives (the four definitely known had been named "Evangeline", "Gabriel", Hiawatha", "Blomidon" on the W & A) were converted to standard gauge, lettered "Canadian Pacific" and sent to Fort William for use on the government-built section of the Canadian Pacific Railway. A photo of one of these, taken in 1876, appears on pages 48 and 49 of Canadian Rail No. 349 (February, 1981). The rebuilding greatly altered their appearance since the narrower gauge required the boiler to be raised, giving the locomotives a rather ungainly look.

In 1883 these four were bought by the CPR Company and numbered 152 to 155. All, with various rebuildings, survived as CPR locomotives into the early twentieth century.

Although these engines acquired such North American features as pilots and headlights when they arrived in Nova Scotia in 1869, they still retained a very "British" appearance until their 1876 rebuilding. However when built they looked even more British, as this photo shows. There is, however, one strange thing about this photo. A close look at the builder's plate shows that it reads "Peckett and Sons". This has been faked by retouching the photo at a later date! The Fox Walker works were later owned By Peckett and Sons who evidently altered the photo to make it seem as if they had built these locomotives. However, the engines were definitely built by Fox Walker, and the altered photo points out once again that "things are seldom what they seem" in railway history, and one should be always wary of such pitfalls.

DRIVERLESS 95-CAR TRAIN JOYRIDE

Early Sunday morning, September 23, 1990, a driverless, engineless 95-car CP Rail freight train barrelled across a good piece of southern Manitoba, travelling almost 50 kilometres before it lost momentum. There were no injuries when the cars, without engines or caboose, rolled away from 24 other cars at the head of the train. The unlit, late-night "express" negotiated a series of sharp curves, ploughed through level crossings and raced down a series of inclines between Minnedosa and Gladstone Manitoba, about 150 kilometres west of Winnipeg.

The RCMP said that at 3:53 A.M. they received a dispatch that there were 95 runaway railway cars that had somehow been disconnected from an engine at Minnedosa. The cars were travelling at a very high rate of speed on their own momentum; one officer said that at one of the crossings they were just a blur. It took CP Rail officials nearly an hour to catch up to the runaway cars as they began to slow near Gladstone. Two engines, dispatched from Minnedosa, sped after the train of empty grain cars.

Although the cars activated the road crossing signals, it was still potentially quite dangerous for the cars were unlit, so motorists would think nothing was coming and try to cross. Fortunately no accident happened. Mr. Ovide Pelletier of Neepawa, who lives less than 50 metres from the tracks, noticed that when the train went through it did not blow its whistle. The racket woke him up around 4:30 A.M. and he did not see any lights but he said "I'm so damn used to those trains going through I never thought anything of it". Police estimated that the 95 cars zoomed past Mr. Pelletier's home at around 90 kilometres per hour (55 MPH).

Lorne Perrett, a CP Rail foreman in Gladstone, said he understood the cars were being switched from one track to another when they took off. They just got away from a switch, how he did not know but officials were investigating. Investigators are examining the recording device in the engine to see what it might reveal.

Most of the terrain in Manitoba is relatively flat, but the southern stretch is dotted with river valleys with fairly steep grades.

Source: Globe and Mail, September 25, 1990. David Roberts.

TRAIN HITS AIRPLANE

Loon Lake, Ontario: On September 11, 1990 Kevin Wolff had a bad day. First, the Edmonton man was forced to make an emergency landing on railway tracks after running low on fuel while flying his family over Loon Lake, about 80 kilometres east of Thunder Bay. Then, just after he had ushered his wife and two-year-old son out of the Cessna 172, an eastbound freight train rounded a curve and ploughed into the plane. No one was injured. Thunder Bay police constable John Brink said the train caused extensive (and expensive) damage to the plane's right wing, tail and windshield. Police said that the family plans to take the first available commercial flight to Edmonton.

Source: Montreal Gazette, September 13, 1990.

NEW FORMAT VIA TICKETS AND TIMETABLES

VIA Rail has introduced a new format ticket which replaces the airline-style forms previously in use. The new tickets are in card form, in which two coupons, the receipt and cover (replacing the former envelope) are all on a single piece of cardboard. The new form is much neater and more attractive, and should save a considerable amount of paper, much of which was discarded when the tickets were issued. Although the new form has only two coupons (compared to four in the old ones) VIA states that the great majority of trips involve only two trains. More extensive trips will require more than one ticket, but they are cross-referenced.

With the December 9, 1990 timetable, VIA also introduced a slightly different format which is more compact and somewhat easier to follow. One surprise is the elimination of metric distances. For years now, the distances have been shown in miles and kilometres, but with this timetable, miles only are used. Evidently this is to conform to the actual mileposts used on the railways which have never been converted to the metric system.

VIA TO TAKE OVER ONE CN LINE

Early in February 1991, the National Transportation Agency authorized CN to abandon the 21 mile line from Richmond, just west of Ottawa, to Smith's Falls. Since VIA uses that line for its Ottawa - Toronto trains, it has agreed to take over the line.

LAST GASP FOR GASPE?

In the same decision as above, the NTA authorized CN to abandon the 56 mile line between Chandler and Gaspe, Quebec. VIA has stated that it cannot afford to take over that line and, if another operator cannot be found to take it over, it may have to cut its Gaspe service back. This could mean the discontinuance of the entire run from Matapedia to Gaspe, although the line to Chandler will continue for freight service. The permission to abandon does not come into effect until February, 1992, so the Gaspe train (the "Chaleur") should run through 1991. Better ride it this year, it is very scenic and it is endangered.

THREE LINES TO STAY

The NTA has ruled that three lines between Owen Sound, Palmerston, Listowel, Wingham and Stratford, all in Ontario and totalling 136 miles, must continue to be operated by CN for another year. Although the lines are presently uneconomic, the NTA feels that they could generate up to 20,000 carloads of freight in 1991.

JUDGE ALLOWS SELLING D & H TO CP

Selling Delaware & Hudson Railway Co. makes better sense than liquidating it, a federal U.S. judge has ruled in denying an appeal by creditors. The ruling upheld a bankruptcy court decision and cleared the way for the sale, on January 16, 1991, of D & H to Canadian Pacific Limited. An earlier dispute with Conrail about running rights, which once threatened to scuttle the whole scheme, had already been resolved.

U.S. District Judge Joseph Longobardi said that creditors had been seeking better-than-adequate protection when it came to repayment of their secured loans. The three creditors, Guilford Transportation Industries Inc., Mellon Bank NA and Xtra Corp, sought to block the sale of D & H on the grounds that it would not raise enough money to pay their combined secured debt of $18 million U.S. They had argued that D & H's bankruptcy trustee was wrong in approving a sale to CP for $25 million when the railway could have been liquidated for between $67 million and $80 million.

Sale of the D & H will give CP its long-sought-for entry into the major U.S. ports of Philadelphia and Baltimore, and may well change the character of rail traffic from central Canada to the east coast. It will also ensure the continued existence of the railway which, with its predecessor canal, has been serving North America since 1823.

PLENTY OF DESIRE FOR BELGIAN STREET CARS

At least three major European cities want to buy some Belgian street cars that have been around for 25 to 30 years. The prospect is problematic for Belgian foreign-trade officials, because the street cars are practically indestructible and hence the three cities that want them, Bucharest, The Hague and Marseille, will be "lost markets" for new Belgian street cars.

The Societe des Transports Intercommunaux of Brussels, which owns the cars, once sold some of its old trams to Cairo which later sold them to Copenhagen. Some 40-year-old Belgian trolleys are still running in Asuncion, Paraguay. The company said that it had offers from the three European cities for 92 old cars, and would like to sell at least 50 for $50,000 U.S. each. This will make more room in the depots which will soon be filled by 48 new trams on order, from Belgian firms of course.

The company says that Bucharest wants to re-use the old cars, Marseille is mainly interested in the trucks, which are the same as the ones on its own cars, while The Hague wants them for spare parts. The company gave up the idea of modernizing the old cars, as it would have cost more than the new ones.

BACK COVER: In the mid-1980's, CP acquired two passenger cars from Amtrak. These units have been converted to serve as Track Evaluation cars. The two cars were photographed at Smiths Falls, Ontario in July, 1990. Car "CP-64" is equipped with track evaluation equipment and incorporates theatre style seating to offer officials a clear view of the rail infrastructure. Built by Pullman Standard for the Florida East Cocst (FEC) in 1954 as a 54-seat coach named "Hollywood", the car spent many years on New York - Florida trains. Subsequent owners were the Seaboard Air Line, Seaboard Coast Line and Amtrak.

Car "CP-65" serves as a staff accommodation car. The Budd Company turned out the 52-seat coach in 1949 for the FEC. The car was acquired to operate on the Detroit - Florida train the "Royal Palm", jointly operated by the New York Central, Southern and the FEC. The car went through the same changes of ownership as "CP-54".

Photo by Douglas N.W. Smith.

Canadian Rail

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