

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 460



SEPTEMBER - OCTOBER 1997



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION
PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875



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FRONT COVER: Locomotive No. 40 of the Canadian American Railroad, pictured at Moosehead, Maine on December 10, 1996. At that time it was the only locomotive to be lettered for this railway.
Photo by Mark Gustafson.

BELOW: This map shows the site of the proposed Downtown Historic Railway in Vancouver, as well as the display site for interurban car 1207.

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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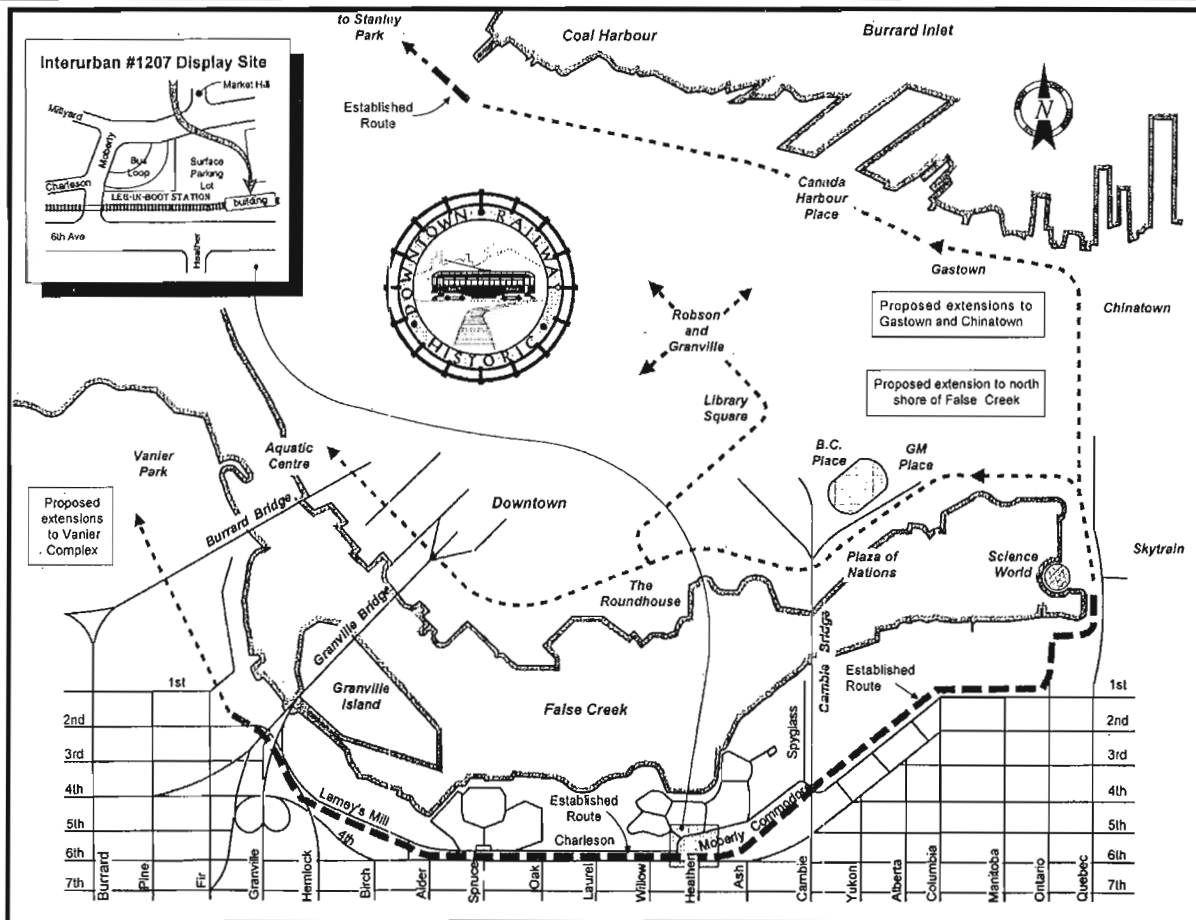
CO-EDITOR: Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

DISTRIBUTION: Gerard Frechette

LAYOUT: Fred F. Angus

PRINTING: Procel Printing



The Rebirth of 1231

By M. Peter Murphy

Editor's Note: We are happy to be able to publish an article by Peter Murphy, a long-time CRHA member and former editor of Canadian Rail. While Peter is interested in many aspects of railway history, he is best noted for his interest in electric street cars and interurbans. The following article describes an interurban restoration project that has somehow escaped the notice of most railway enthusiasts. Even Peter was amazed when he first found out about it! It might be described as a fish story that didn't get away. When you read it you will realize that traction restoration in Canada is alive and well.

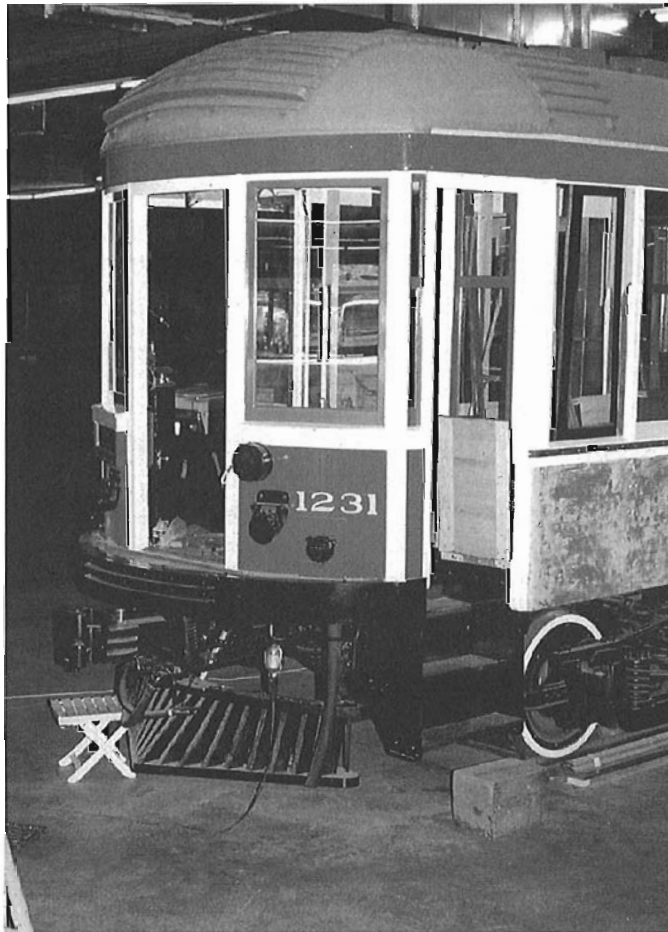
On a recent holiday visit to Victoria, British Columbia (July, 1997), I decided to look up an old traction friend who had retired back in 1988. William C. (Bill) Bailey, many will remember him from his fabulous auction of traction memorabilia which was held in Milton, Ontario, in November of 1987.

Having lost touch with Bill over the years, I was prepared for what was expected to be the usual B.C. answer to the question, "what are you doing with yourself these days?" Golf, fishing, hiking, many possibilities exist in beautiful Victoria, British Columbia, I wasn't prepared for the answer; "I'm restoring an interurban car", what gauge, twelve inches to the foot!

Was he serious, he played along, like a cat teasing a mouse. I was given little detail, but was invited to appear at the Victoria Transit Garage at 2:00 PM the next day. Bill would take two hours or so from his hectic schedule to show me around. Some retirement, you need an appointment to meet him!

What could this interurban car be (if in fact it was true at all, or just another 'fish story'), from the excitement in his voice, I knew that something was up. Recalling that interurbans haven't run on Vancouver Island since the Saanich line of B. C. Electric ceased operation in 1924, the mystery deepened. Furthermore, to my knowledge, no B. C. Electric interurbans were ever preserved in Canada (except 1235 which is in storage at the National Museum of Science and Technology in Ottawa).

At the appointed hour, I appeared at the Victoria Transit bus garage, summer temperatures prevailing, the doors were fully open. Looking in, at the back of the garage, bathed in construction lighting was B. C. Electric interurban car 1231 almost fully restored!



*The 'A' end of 1231, July 1997, windows and doors remain to be fitted.
Photo by the author.*

Restored isn't the word, this car was rebuilt from the sills up, an undertaking of major proportions. This rebuild includes structural members, all woodwork, trucks, motors and accessories. The restoration of the car has been accomplished by rebuilding it to the exact specifications as the original. Following is the exciting story of the rebirth of 1231.

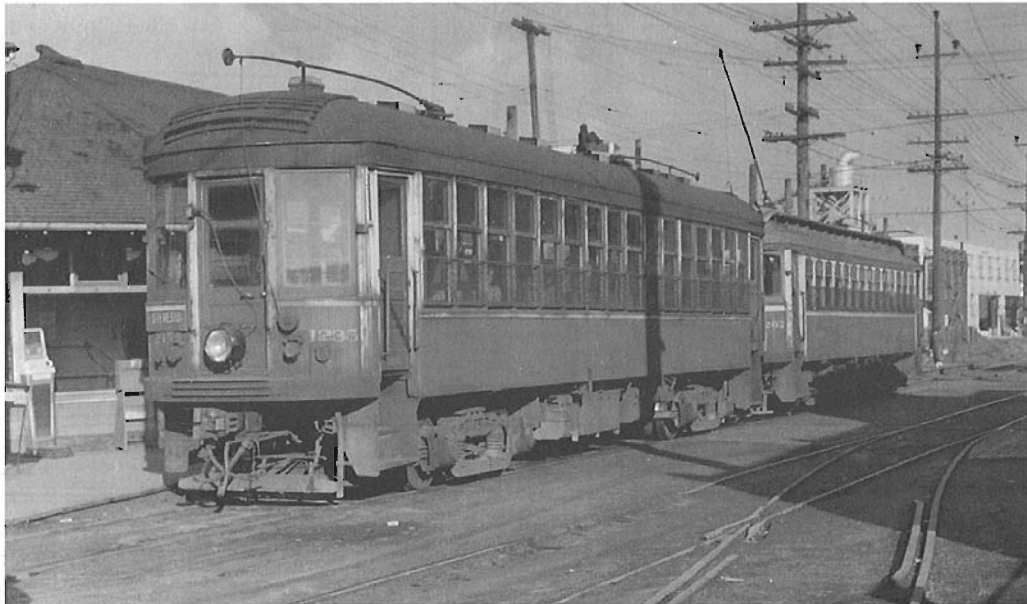
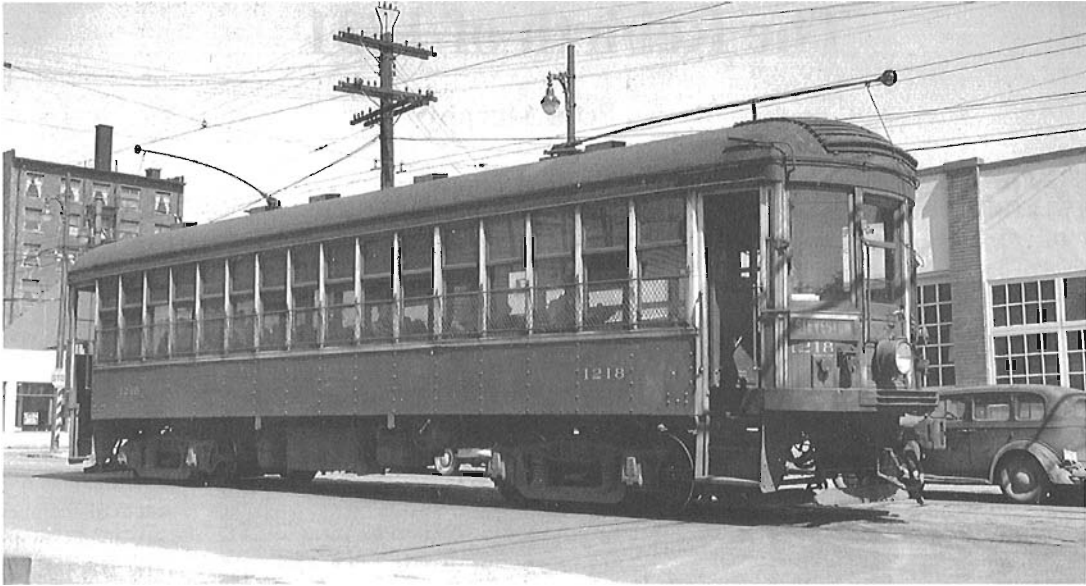
Following the discontinuation of B. C. Electric interurban service on February 28, 1958, several interurban cars found their way to Trolleyland USA at Olympia, Washington. They were never restored and in 1975 three cars were brought back to Canada on flatcars; 1235, 1231 and 1220. 1235 was sent to Ottawa as we have already mentioned, it is stored unrestored. The other two cars were placed in several locations in Vancouver before being stored in a metal shed on Mitchell Island.

In 1988 Bill got involved in restoring two 1957 Brill CD52 diesel busses (ex BC Transit) and operated a downtown shoppers bus service in Victoria in 1989 to cover the cost of restoration. Also in 1989, he was asked to take over an abandoned restoration

project involving ex Porto Portugal car 167, a single truck convertible car built by Brill in 1910. This car was restored and numbered BCER 30 which was an early Victoria car that was quite similar. Restoration costs were provided by BC Transit.

Because of the high quality of restoration on the ex Porto car, the Chairman of BC Transit asked Bill if he would tackle the restoration of one of the St. Louis built B.C. Electric interurban cars. The car was located in Vancouver and it was offered that the car would be moved to Victoria where Bill and his team were located.

1231 was chosen as it was the last B.C. electric interurban to operate in regular service. Bringing the car to Victoria was no easy task, too high for the Tsawwassen - Swartz Bay ferry, the car



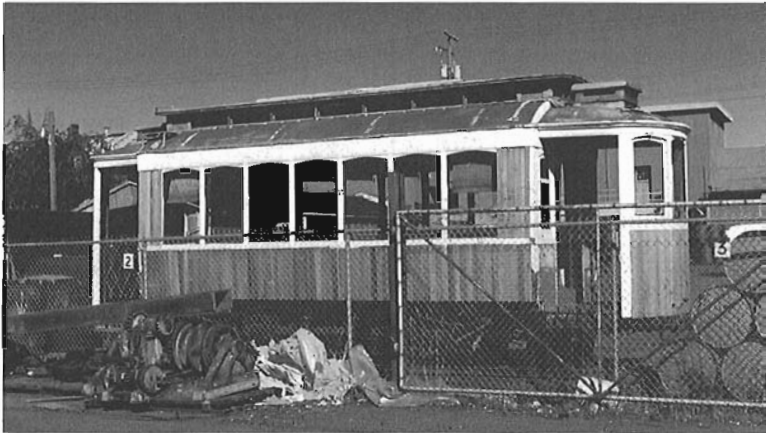
TOP: 1218 in downtown Vancouver in May, 1952.

CENTRE: 1235 and 1202 at Marpole in August, 1957.

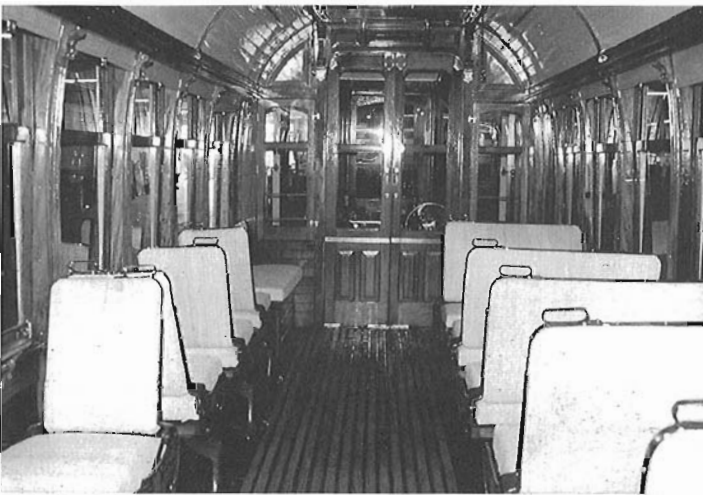
Both photos by Peter Cox. Collection of Peter Murphy.

BOTTOM: The two Brill CD52 busses restored by Bill Bailey and Norm Smith, this was the start of it all.

Photo courtesy Bill Bailey.



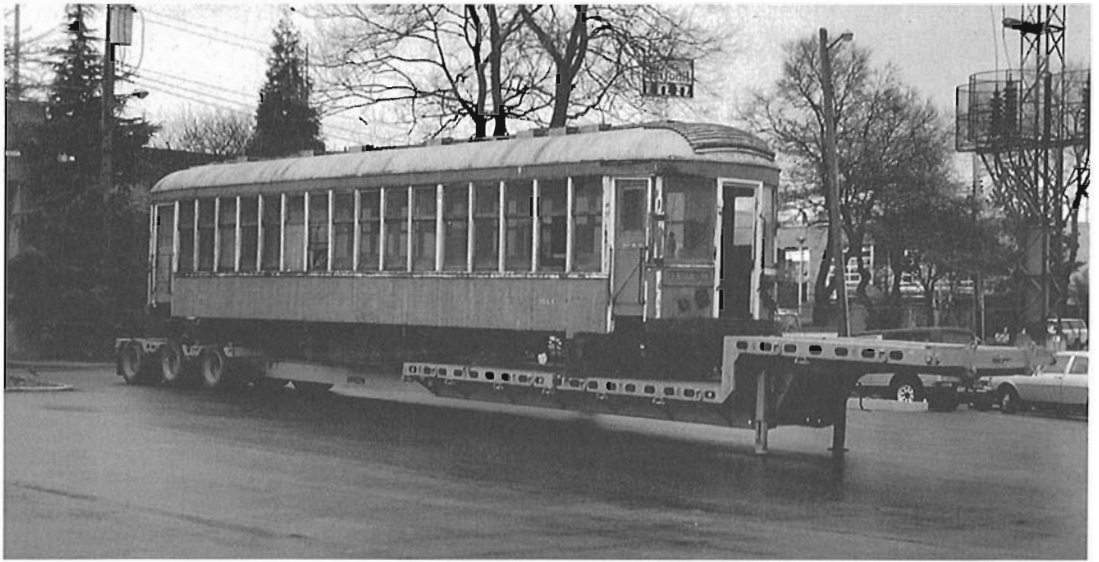
*The Porto car (before) as received on September 8, 1989.
Photo courtesy Bill Bailey.*



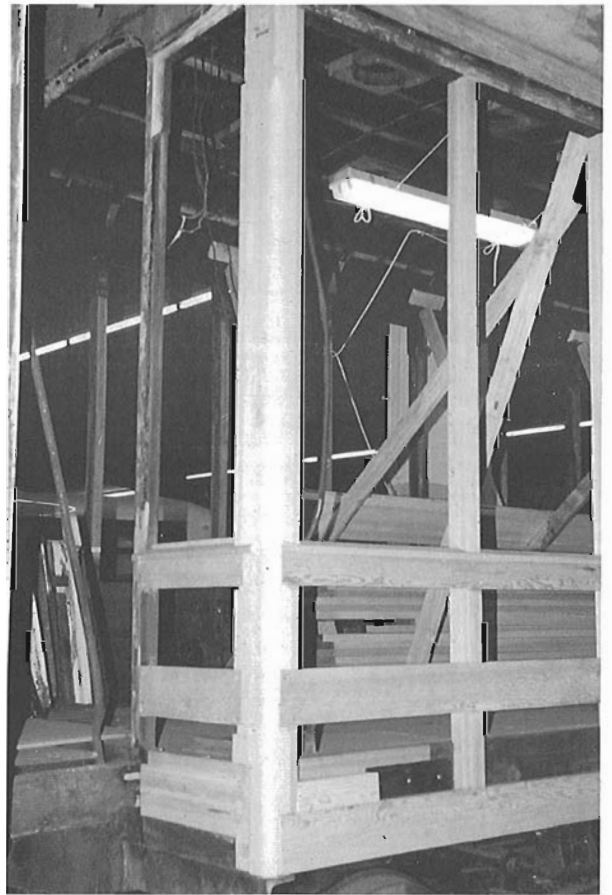
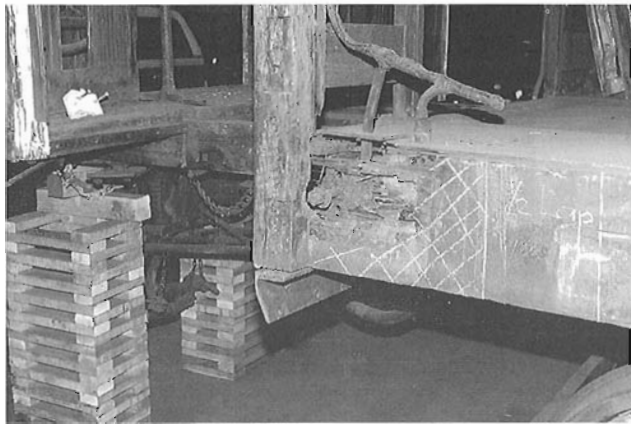
Three views of the Porto car (after) now lettered B.C. Electric Railway Co. 30. Photos courtesy of Bill Bailey.

had to be transported by Mid Island Express to Nanaimo and brought to Victoria on the larger (higher clearance) ferry.

Victoria Transit cooperated by providing restoration space in its bus garage. Getting the car unloaded and rolled to the back of the bus garage was no easy feat, today's modern bus garages don't have rails for such occasions. Restoration, funded by B.C. Transit (Vancouver) progressed through 1991 and 1992 with a mix of volunteer and paid professionals doing the meticulous work.



1231 loaded on the flatbed on February 12, 1991, en route from Mitchell Island to Victoria via the Nanimo ferry. Photo courtesy Bill Bailey.



LEFT CENTRE AND LEFT BOTTOM: Two views of major wood rot, the side sill and cornerpost

ABOVE: New corner post and framing.

OPPOSITE TOP: Rebuilding the structure; new wood from the floor up.

OPPOSITE BOTTOM: New composite hardwood and steel sills to support the vestibule, note how the wood is worked to surround the steel 'I' beams.

Photos courtesy Bill Bailey.



Fortunately a search for a highly qualified carpenter turned up Ms. Karen Robertson, actually a furniture refinisher by profession. Karen has made this project a 'labor of love', her knowledge of woods and her professional skill are evident from the first glance at the restored car.

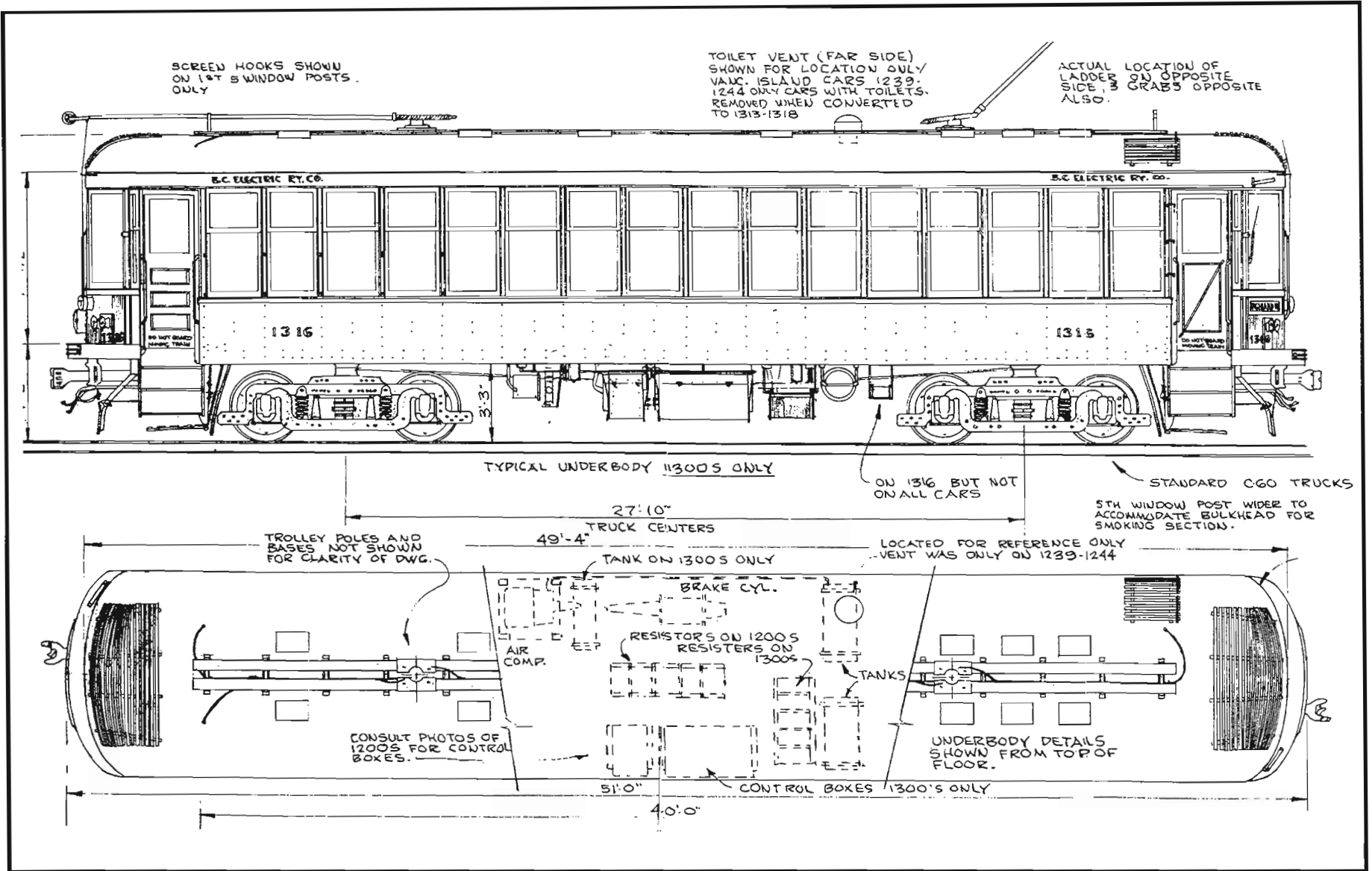
The team had their work cut out for them, the car was in poorer shape, especially structurally, than was evident. As with most interurbans, the company literally 'ran them into the ground' in later years as abandonment approached. Thirty three years of outdoor storage in the USA obviously didn't help, the car was in terrible condition.



The main structural problem that wasn't evident was the fact that all the vertical members between the windows had rotted through and were broken at the belt rail. The four partially rotted corner posts were literally holding the roof up. In later years the cars probably ran in this condition, some riders remember the roof lurching backwards as cars accelerated and lurching forward as the cars braked, a sure sign of structural problems. In addition, one vestibule had been destroyed in a collision, the other was sagging

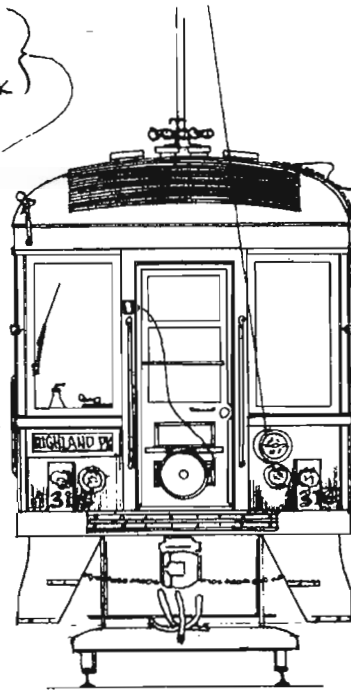
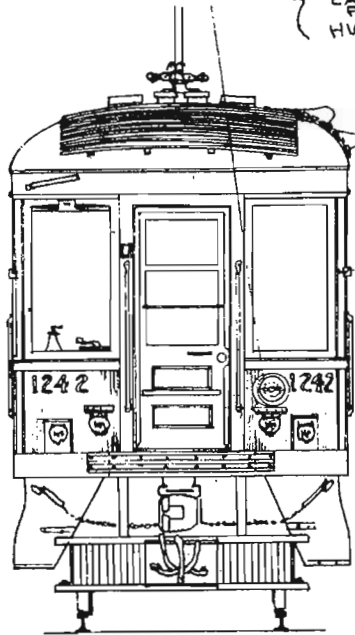
by 177mm (7 in.), the car operated like this as the doors had been cut to fit the sag!

Fortunately, an arrangement was made with Comosun Community College whereby their fully equipped carpentry and paint shop could be used to rebuild the wooden parts, windows, doors, etc. required. The school is located about five miles from the bus garage and many miles have been put on various vehicles shuttling parts back and forth.



PARTIAL ROLL SIGN
OF 1313-1320

VANCOUVER
CENTRAL PK.
CAREL AVE
HIGHLAND PK

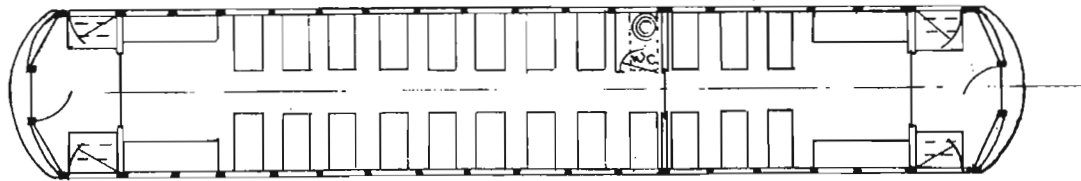


END VIEW

TYPICAL OF 1239-1244 AND
1318 ONLY. WHEN CONVERTED
THESE CARS LOST PILOTS.
1244(1318) RETAINED PILOT
TILL THE END.

END VIEW

TYPICAL OF ALL MAINLAND CARS
1217-1237 AND 1313-1317, 1319-1320
WHEN CONVERTED; EXCEPT M.U.
COUPLINGS WHICH ARE AS SHOWN
FOR 1242.








SEATING PLAN

RATTAN SEATS

SMOKING ~ WOODEN SEATS

NOTES:

1. MOTORMAN'S DOOR APPEARS PANELLED IN SOME PHOTOS.
2. WHISTLES VARY FROM CAR TO CAR, BOTH TYPES SHOWN
3. RAIN GUARDS VARY. SOME , SOME , AND SOME NONE
4. INDISCRIMINATE VARIATION OF TROLLEY HOOKS: , , 
5. WITH A TOTAL OF 28 CARS, 8 OF WHICH WERE CONVERTED AND WIT
REPAIRS OVER MANY YEARS IN SERVICE THERE EXISTS A MULTITUDE
OF MINOR MODIFICATIONS AND VARIATIONS. MANY OF THESE HAVE
BEEN INCORPORATED HERE IN DWG AND NOTES. IT IS BEST TO
CONSULT PHOTOGRAPHS OF SPECIFIC CAR NOS. FOR INDIVIDUAL
DETAILS.
6. EXTERIOR COLORS WERE DARK GREEN WITH GOLD LEAF LATER
CHANGED TO MEDIUM DARK VERMILLION WITH OFF-WHITE TRIM
AND GOLD LETTERING; UNDERBODY AND FITTINGS BLACK; ROOF
TAN; DOORS & SASHES CHERRY.
7. INTERIOR COLORS WERE DARK MAHOGANY WITH CREAM CELL
WITH DARK GREEN TRIM AND ARM RESTS.



TYPICAL SCREEN
SECTION USED ON
ALL ST. LOUIS CARS.

VANCOUVER
BURNABY PK.
DOUGLAS RD.
HORNE PAYNE
WESTMINSTER
MARPOLE
STEVESTON

PARTIAL ROLL
SIGN OF 1217-
1238

BRITISH COLUMBIA ELECTRIC RAILWAY

ST. LOUIS BUILT INTERURBANS

BUILT: 1913
WT: 69,700 lbs

1217-1238 ~ 1239-1244 & 1313-1320 CONVERT:
- TYPE 'M' CONTROL -

CAPACITY: 64 (62 IN
VAN. ISLAND SERVICE)

DRAWN: ALAN PRESCOTT

DATE DEC 1971



*Rebuilding the structure, interior view.
Photo courtesy Bill Bailey.*

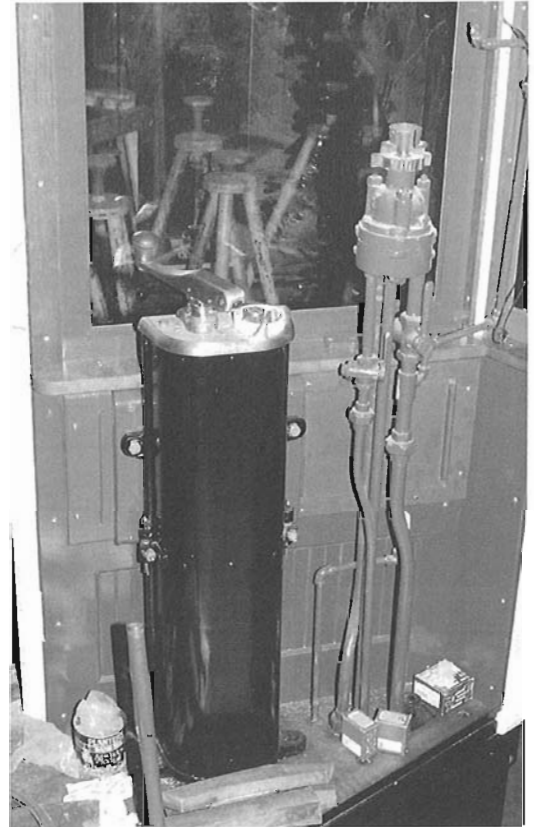


Working on the mahogany door to the 'smoking section'.

Photo by the author.

The car was taken down to the floor, steel (bolted on) sides removed, sills repaired and the sides completely rebuilt with the hardwoods as originally used in construction. Both vestibules were completely rebuilt including a laminated hardwood floor (like a butcher block).

One hidden advantage of the Victoria (marine environment) restoration location was the availability of brass hardware furnishing suppliers. All brass details right down to the window latches were sent out to a marine shop and the brass buffed and lacquered (or replaced if necessary). New windows were constructed of mahogany and glazed. The interior cherry wood, and mahogany trim and details were completely rebuilt, smoking section bulkheads and sliding door was removed, stripped down and varnished.



Rebuilt control stand, note the polished and lacquered brass, all brass parts down to window latches and toggle switches were restored in this manner.

Photo by the author.

Seats were completely rebuilt and recovered with rattan sourced and brought over from Malaysia. Blinds were silk screened with the original 'shell' pattern so common on electric railway vehicles of the era. Trucks were removed and the traction motors completely rebuilt by a local motor repair shop, the car was completely rewired to original General Electric MU specifications, unfortunately lack of 600V D.C. power prohibits testing in the Victoria bus garage.

The Provincial election of 1992 saw a change of government, one of the results of which was that work on the car was halted. After lying dormant for five years, the project was revived in 1997, and work was resumed. The job is now financed by the City of Vancouver although B.C. Transit owns the car.

1231 is scheduled to join restored interurban car 1207 and operate on the 'Downtown Historic Railway' which is being built by the City of Vancouver. The city has purchased the old Canadian Pacific False Creek railway corridor which will form the basis of a demonstration line from False Creek to Leg in Boot Station. Power will be drawn from the Skytrain power supply to operate the cars.

Proposed extensions of the demonstration railway include a line to the north side of False Creek, Chinatown, Gastown and eventually west to Stanley Park; the interurban era is returning to Vancouver. Incidentally, the third car 1220 is being restored in Steveston for local display and possible operation on a short line there.

Under the tireless and enthusiastic coordination of Bill Bailey, the following volunteers deserve special mention: Shirley Bailey, Norm Smith, Gordon Hatch, Doug Parker, Gordon Ellis

(electrician). Talented and dedicated staff include Karen Robertson (lead carpenter), John Doughty, Dave Carter, Doug White, Dave Collis, Pierre Gagnon.

When the project is complete, perhaps Bill and Shirley will really have time 'go fishing'.

HISTORY OF 1231

One of 28 identical cars purchased by B. C. Electric from the St. Louis Car Company in 1913, this was the largest order for new cars that the company would ever operate. Six of the cars (1239 to 1244) went to the Saanich line on Vancouver Island, the others operated in the lower mainland out of Vancouver. The six Vancouver Island cars were returned to the mainland in 1924 just before the line was abandoned.

Unusual in their construction, these were really wooden cars with bolted on steel sides below the belt rail. The object was to make the cars appear modern in 1913 when steel cars were being introduced by electric car builders. The original livery was dark green with gold leaf lettering and a red brown roof. In the mid 1920's the cars were repainted in their more familiar red and cream livery for improved visibility.

The cars had General Electric type M control with dual (parallel) jumper cable plugs both for trolley line and control MU cables (4 cables between cars). B. C. Electric cars could operate with only one trolley pole up because of this arrangement.

The car is 51' 0" long, 8' 6" wide and 12' 11" high to the trolley board, it rides on St. Louis trucks and has radial MCB traction couplers.



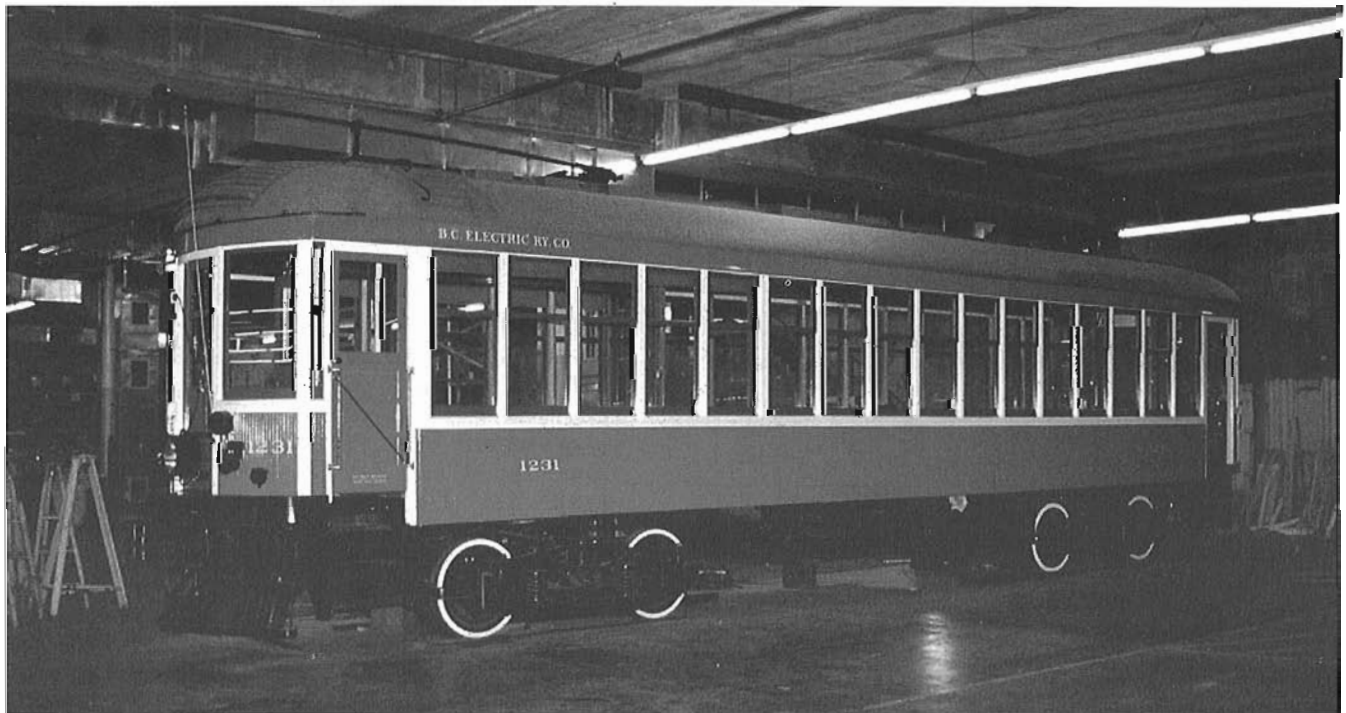
Pardon the debris, but this is 1231 in July, 1997, note the motorman's door and smoking section bulkheads leaning on the side of the car.

Photo by the author.

Special thanks to Bill and Shirley Bailey as well as all the volunteers who made not only the restoration of 1231 possible, but also this article for the readers of Canadian Rail.

EPILOGUE:

As this article is being prepared (September 8, 1997) we have received word that the restoration of 1231 is complete, and the car will return to Vancouver soon.



1231 restored as of late August, 1997, photo taken in the Victoria Transit bus garage. How do we get this darn thing out of here?

Photo courtesy of Bill Bailey

Rail Testing in Eastern Canada and Maine

With Emphasis on the Former CPR Montreal - Saint John "Short Line"

By Mark G. Gustafson

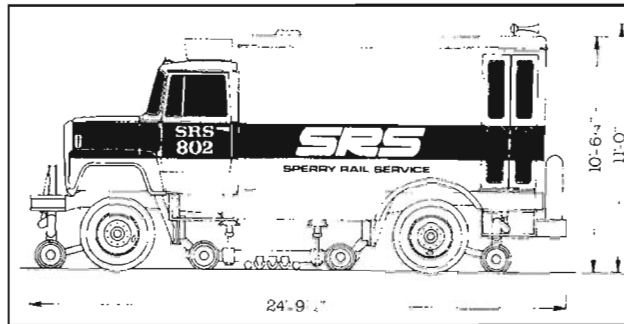
From late September to mid-December 1996, Sperry Rail Service hi-railer No. 807 was testing rails on several lines in eastern Canada and New England. Most notable was the test of the entire length of the former CPR "Short Line" from Lennoxville, Quebec to Saint John, New Brunswick. Mark Gustafson was the driver of 807 during this entire time, and these photos, taken during breaks in the work schedule, show these lines as they are today; working freight railways which, alas no longer have any passenger service.

On September 24, 1996, SRS 807, driven by the author, entered Canada and, after going through the required formalities to secure permits to work in Canada, proceeded to Chatham, Ontario. The first assignment was to test the rails of the CSX line between Chatham and Blenheim. This is all that remains in service of the former Chesapeake and Ohio line across southern Ontario. The first photo taken was of CN locomotive 4142 at Chatham station.

Testing the CSX line began on September 25 and was completed early on Friday, September 27. The next assignment was to be the Canadian American Railway at Lennoxville, Que., where work was scheduled to begin on Monday, September 30. This allowed almost three days to get to Lennoxville, so giving time for a weekend visit to Fred Angus in Montreal, including a trip by rented car to the Canadian Railway Museum at Delson. SRS 807 was parked for the weekend outside Fred's house, and was "inspected" by some of the local railway enthusiasts.

Departure from Montreal was about 4:30 A.M., as it was necessary to report to work in Lennoxville by 7:00 A.M. Due to the good condition of the track, testing went quickly, and the Quebec - Maine border was reached at Boundary siding about noon on October 1. There is little to show that this is the international border, and the former cleared area along the boundary line is largely overgrown. Because Sperry was required to complete the assignment in Canada before returning to the United States, testing on the Canadian American ended at the border; not to be completed until the Maine portion was done early in December.

Next assignment was the Roberval & Saguenay, and after a night at St. Georges, and a brief visit to Quebec City, the Sperry crew arrived at Jonquiere late on October 2, ready to begin work the next day. The R&S proved to be an interesting assignment, as there are many spurs and branch lines not shown in the usual maps and rail atlases. Unfortunately it was not possible to test all the railway, since much of the track was still being repaired after the disastrous flood of July, 1996. The importance of the R&S to the aluminum company was emphasized by the shutdown due to the flood. The company tried transporting bauxite by road, but it was far less efficient and more expensive than shipping it by rail, and they were happy when the railway reopened. This ended, for the time being anyway, talk of replacing trains by trucks.



A Sperry Hi-Railer

The R&S job was completed on Friday, October 4, and then it was on to the next assignment; the Canada & Gulf Terminal at Mont Joli. [some CRHA members may remember the great excursion we had on the C> with the diesel-electric "doodlebug" on March 14, 1964. Ed.]. So on Saturday it was down to St Simeon, across the St. Lawrence by Ferry to Riviere du Loup, and on to Rimouski. Due to an equipment

problem, testing on the C> was delayed one day, and actually took place on Tuesday, October 8. Then it was on to Saint John, N.B., and the New Brunswick Southern. Our base for this part of the job was Fredericton; rather ironic in view of the fact that that New Brunswick's capital city has joined the ever-growing list of major Canadian cities without any rail service at all! On October 10 and 11, 807 covered the entire distance from Saint John to the border at St. Croix, five miles west of McAdam. Then followed Canadian Thanksgiving weekend, which allowed time to ride VIA with Fred Angus between Halifax and Montreal, including the "rare mileage" diversions near Montreal due to work being done on Victoria Bridge. We also had time to pay a visit to Dave Morris in Fredericton; he is the "resident expert" on the Atlantic Limited, the much-lamented train that used to run between Montreal and Halifax via Maine and Saint John.

On Tuesday and Wednesday, October 15 and 16, 807 tested the branch from McAdam to St Stephen, and this completed the work on the N.B. Southern, and the assignment in Canada. Next was to cross back into the USA and continue on to the next assignment. It had originally been planned to continue on the portion of the ex-CPR line in Maine, but there was a more urgent need to go to Rutland Vt, in view of the impending introduction of Amtrak service to that city. After the Rutland assignment, it was off to St Albans and the New England Central, formerly the Central Vermont. This allowed time for another weekend trip to Montreal to go to the model train show there.

The NEC job was followed by one on the St. Lawrence & Atlantic (formerly Grand Trunk) between Portland and the border, and all this took until the end of November, and the base of operations moved several times. Finally it was all completed, and December 5 saw 807 back at Vanceboro, Maine, ready to continue where it had left off seven weeks before. For the next week the testing continued on the line that used to see VIA's "Atlantic" make its three-times-a-week nightly trips in each direction; almost 200 miles across the United States while running between points in Canada. Since the train ran only at night, the testing assignment offered an opportunity to see this scenic line by day. Finally, on Wednesday, December 11, the crew reached the border at Boundary, and so completed testing the whole line. There then followed a short assignment on the Bangor & Aroostook, then back to Danbury Ct., to deliver the 807 back to Sperry. After that it was time to go home to South Carolina for the Christmas holidays.

RIGHT: The station at Chatham on September 25, 1996. The switcher at that location is CN 4142.

All photos by the author.

BELOW: A closeup of 4142 at Chatham. The number brings back memories of CPR trains 41 and 42, the "Atlantic Limited", which used to run between Montreal and Saint John over the line that Sperry car 807 would soon be testing.



RIGHT: Blenheim, Ontario on September 26. The CSX track is on the left. Track on right is the former C&O main line across Ontario, now owned by a grain elevator for switching. SRS 807 is on the former C&O. The locomotive is a switcher owned by the grain company.





LEFT: The former CPR station at Scotstown, Que. on October 1. It was totally abandoned and derelict. Early in 1997 it burned to the ground.

RIGHT: Megantic is only a shadow of its former self, and most of the tracks in the yard have gone. However the station is still in good condition.



LEFT: This photo shows Sperry 807 at Boundary on October 1, just touching the international border. It tested right up to the border but was not permitted to continue into the U.S.A. In this view we are looking eastward into Maine. Notice the block signal turned at right angles to the track. The blocks are no longer used since the passenger train was discontinued.

RIGHT: After a day-and-a-half drive to Jonquiere, 807 began work on the Roberval & Saguenay. This view, taken at Laterriere, Que on October 4, shows an R&S crew repairing damage from the flood of July 1996.





LEFT: Nearing the east end of the Canada and Gulf Terminal Railway at Matane, Que. on October 8. Although owned by CN, the C> is still run as a separate company.

RIGHT: Crossing the Reversing Falls at Saint John on October 10. The water is flowing upstream because it is high tide.



LEFT: Some beautiful scenery on the New Brunswick Southern, 20 miles out of Saint John. This was one of the many scenic views once enjoyed by the passengers of the "Atlantic".





OPPOSITE, TOP LEFT: 807 in front of the magnificent station at McAdam. This building has been donated to the town of McAdam and is to be restored.

OPPOSITE, TOP RIGHT: A sign on the banks of the St. Croix River, warning as to the requirements for entry to the United States.

OPPOSITE, MIDDLE: New Brunswick Southern locomotives 3795 and 3764, in their attractive paint scheme of green with yellow trim, are seen at McAdam on October 15, heading up a southbound freight en route to St. Stephen.

OPPOSITE, BOTTOM: An Algoma Steel 80 lb. rail, made in February 1906 for the CPR, on the NBS at mile 22.8 of the St. Stephen branch. This was near the end of the time when the railway initials were placed on the rails. After more than ninety years, this old rail is still perfectly good, and passed Sperry's inspection.

TOP: Vanceboro station, seen here on December 5, is the point of entry to the United States. This part of the line is now known as the Eastern Maine Railroad.

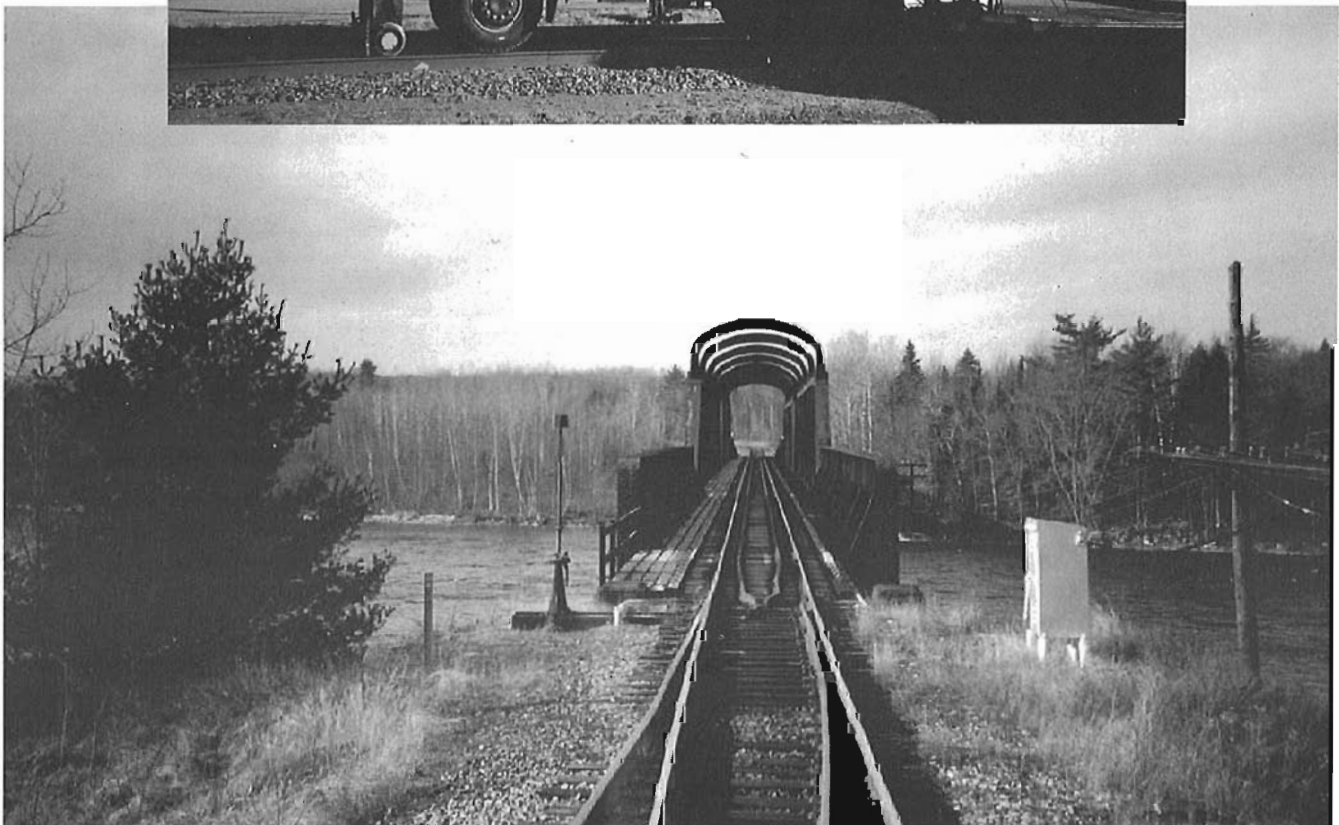
BOTTOM: The station at Danforth, built in 1871, is the oldest on the line. It gained this distinction in late 1991 when the similar 1869 station at Mattawamkeag was torn down. This portion of the line, then known as the European and North American, was opened in 1871 and so completed the first all-rail link between New Brunswick and the rest of Canada (via Portland). It replaced a stage coach which ran between Mattawamkeag and Vanceboro from 1869 to 1871.



LEFT: The hot box detector at Eaton, near Danforth, was well known to railway enthusiasts.

BELOW: The clock tower at Danforth, Maine was a favorite landmark for night time passengers on the "Atlantic". 807 stops by it at 12:52 P.M. (by the clock in the tower) on December 5.

BOTTOM: On December 6, 1996 SRS 807 departed Mattawamkeag and crossed the distinctive bridge across the river of the same name. This is the location where the newly-built CPR track met that of the Maine Central in 1888.



RIGHT: A memento of happier times. The plaque to commemorate the 100th anniversary of the laying of the last rail on the Short Line, December 10, 1888, is still in place at Packard Brook, where the event took place. The plaque was unveiled at a ceremony on December 9, 1988, and the photo was taken almost exactly eight years later; December 6, 1996.

BELOW: It was a cool morning, with the water frozen, when the Sperry crew stopped at Kingman Maine on December 6, 1996.

BOTTOM: There are still long freight trains in Brownville Junction, still an important interchange point. Photo taken December 9, 1996.



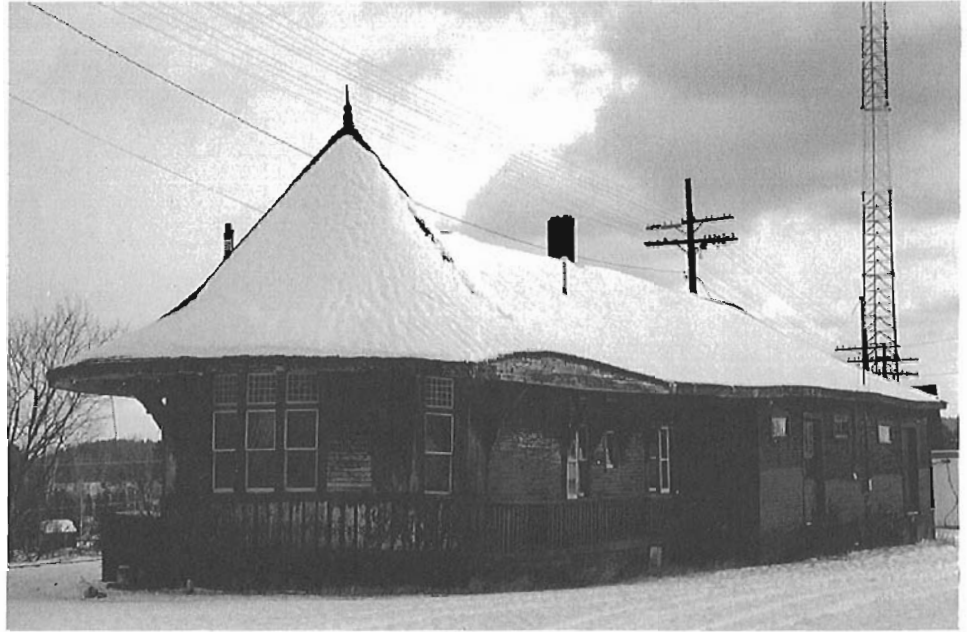


THIS PAGE: One of the most spectacular features of the Short Line is the famous Ship Pond bridge at Onawa, with the Boar Stone Mountain in the background. These photos show the bridge, and the view from it, on December 9, 1996. In 1889 a special train, carrying CPR officials, stopped on this bridge's predecessor as they enjoyed the view while having dinner. Remember June 1989 when 1201 had a runpast here?

OPPOSITE, TOP: Greenville station looks much like the now-vanished one at Lancaster (Fairville) N.B. Not long ago VIA stopped here.

OPPOSITE, CENTRE: A brief stop at Greenville allows the crews to be photographed, December 9, 1996.

OPPOSITE, BOTTOM: Along the shore of Moosehead Lake at Greenville, December 10, 1996, the 108th anniversary of the Last Spike on the Short Line.





ABOVE: An eastbound freight train of the Canadian American Railroad, hauled by 40 and 3610, in the siding at Moosehead ready to leave on December 10, 1996. The westbound has already passed, and SRS 807 is on the main line. Here we have a better view of the block signals turned at right angles to the track. This is where the eastbound and westbound "Atlantic" often used to pass in the middle of the night, and exchange customs crews (and the occasional railfan!).



LEFT: It wouldn't be Moosehead without Moose! Here are two of them leisurely "clearing the track" at mileage 29.5, near Greenville, while a third one waits safely down the embankment. In the days of the "Atlantic" there were often cases of the train hitting a moose, but SRS 807 stopped in lots of time.

RIGHT: A water and lunch stop at Jackman on December 11, 1996. A westbound freight is also waiting.



LEFT: A westbound Canadian American RR freight, hauled by Bangor & Aroostook 303, departs Jackman as SRS 807 clears.

RIGHT: Guided by the Maine Atlas (loaned by Fred Angus), SRS 807 passes milepost 82 on December 11, 1996. Later that day the testing crew reached Boundary, connecting with the previously tested Canadian section, and ending this rail-testing adventure on the Short Line.



The Waterloo St. Jacobs Railway

By Mark Paul

After much waiting, and many delays, Canada's newest short line passenger railway operation made its debut on Saturday, July 12, 1997. This was the Waterloo St. Jacobs Railway, running between the two places in its name. The railway had purchased an 18 kilometre section of the track between Waterloo and Elmira on April 13, 1996, and had hoped to begin operation last year. However a legal dispute delayed the startup until this year.

The trains will run daily until October 13, and then on weekends only until November 23. There will be four trains a day in each direction, except Sunday when the first train (10:30 up, 11:15 down) does not run. Day passes will also be offered for \$8.50 for adults, \$7.50 for seniors and \$5.50 for children.

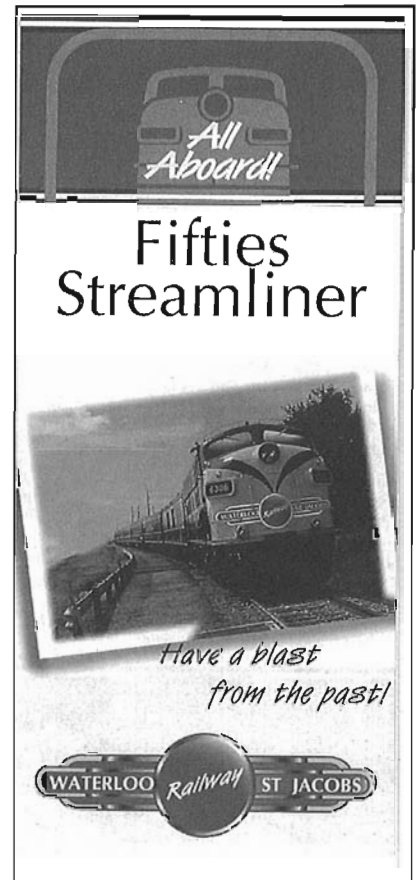
Mark Paul was there for the first run, and rode the first train. He took these photos, and also supplied the schedules and other material about the run.



The first revenue departure from Waterloo, 10:30 A.M., July 12, 1997. Photo by Mark Paul.



The logo painted on the sides of the equipment. Photo by Mark Paul.



The brochure used to promote the train.

Fifties Streamliner Schedule

Northbound Read down					Southbound Read up			
3 p.m.	1:30 p.m.	12 noon	10:30 a.m.	Waterloo	11:50 a.m.	1:20 p.m.	2:50 p.m.	4:20 p.m.
3:18 p.m.	1:48 p.m.	12:18 p.m.	10:48 a.m.	Farmers' Market	11:25 a.m.	12:55 p.m.	2:25 p.m.	3:55 p.m.
3:30 p.m.	2 p.m.	12:30 p.m.	11 a.m.	St. Jacobs	11:45 a.m.	12:45 p.m.	2:15 p.m.	3:45 p.m.



Morning trains do not operate on Sundays

WATERLOO Railway ST JACOBS

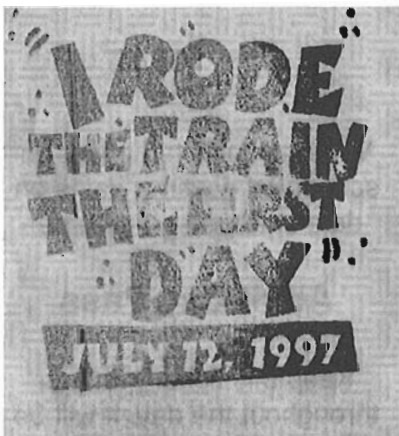
No 10541

Valid for unlimited travel on scheduled daytime trains on date stamped on reverse.

Adult Day Pass

Keep this ticket with you throughout the day. It will be checked each time you board the train.

JUL 12 1997
Group travel when punched ●



LEFT, TOP: A day pass issued to Mark on the first day.

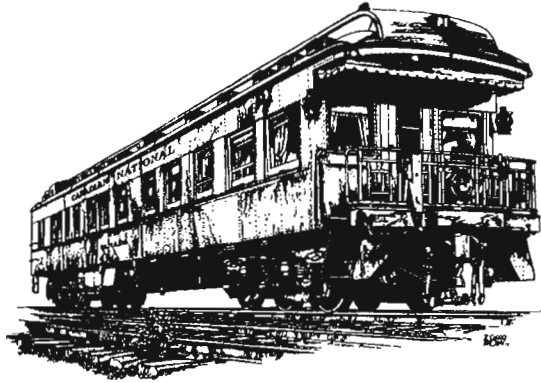
LEFT MIDDLE: The stamp applied to the back of the ticket to show that he rode the train on its first day of operation.

TOP: The 11:00 arrival at St. Jacobs on the first day. Photo by Mark Paul.

ABOVE: The first southbound departure from St. Jacobs, 11:15 A.M. July 12, 1997. Photo by Mark Paul.

LEFT: The 3:00 P.M. departure passing through Waterloo Park. Photo by Mark Paul.

The Business Car



NEW BOOK ON SCHOOL CARS

The School Car

Bringing the Three R's to Newfoundland's Remote Railway Settlements (1936-1942) By Randy P. Noseworthy

The main line of the Newfoundland Railway stretched some 547 miles from St. John's to Port aux Basques. During the mid-1930s there were scattered along the line a number of small, isolated settlements where railway workers and their families lived for part or all of the year. Being far removed from regular schools, the children living in these settlements had no way to obtain a formal education. In response to the situation, the Department of Education and the Newfoundland Railway, in co-operation with the Anglo-Newfoundland Development Company, devised an imaginative approach involving a School on Wheels. For six years, this mobile schoolhouse travelled back and forth along the main line of the Newfoundland Railway, bringing to the children of remote locations the opportunity to attend school and learn the Three Rs — reading, writing, and arithmetic.

In *The School Car*, Randy Noseworthy provides a detailed account of the School on Wheels program, from its beginnings in 1936 through to its discontinuance in 1942. In addition, the book documents the history of the railway car which was used in the program from its origin as the private car *Shawnawdithil* through to its last years of service and its ultimate fate. Drawing on the transcriptions of many hours of recorded interviews with the former head teacher, former students, retired railroaders, and others, Noseworthy presents much of their thoughts and recollections in their own words. The text is supplemented with original tables and figures, as well as selected excerpts from other published sources. In addition, the book is extensively illustrated with over 125 b&w photographs, most of which have never been previously published.

The School Car: Bringing the Three R's to Newfoundland's Remote Railway Settlements (1936-1942) by Randy P. Noseworthy. 202 pages. Soft cover. 6 x 9 format. Perfect bound, with glossy colour cover. Includes bibliography. ISBN 0-9682594-0-5.

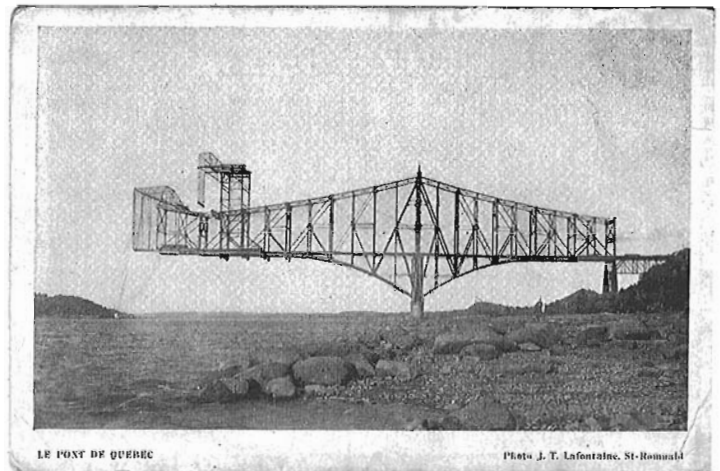
\$19.95 plus \$5.00 postage & handling.

Send cheque or money order to:

(U. S. orders, please add 15%).

Randy P. Noseworthy, P.O. Box 23, Main Street, Whitbourne, Nfld. AOB 3K0 Telephone (709) 759-2725.

QUEBEC BRIDGE POSTCARDS



Ninety years ago, August 29, 1907, occurred the collapse of the first Quebec Bridge while it was under construction. Within a very short time of the disaster, photographers were selling postcards showing the bridge "before" and "after" the collapse. This was the golden age of the postcard, a time when they could be mailed for one cent anywhere in North America. Three of these cards recently turned up. They were mailed, in November, 1907 to a recipient in St. Anseleme, Dorchester County, south-east of Quebec City. To commemorate the ninetieth anniversary of this spectacular tragedy, we reproduce the three cards.

HONEYMOON EXPRESS



The famous multiple-unit cars of CN's Mount Royal commuter service, in use from 1952 to 1995, have no doubt had many adventures in their long career. What may be a first for these cars occurred on August 25, 1997 in far away South Carolina when two of the cars were run as a wedding special! Our member Mark Gustafson was married that day, in his home town of Winnsboro, S.C., to Peggy Sue Patterson. Mark is no stranger to CRHA members, as he has been the author or co-author of several articles in Canadian Rail, including the major one starting on page 124 of this issue. As those of you who have read Canadian Rail No. 450 (January - February 1996) know, Winnsboro is the site of the South Carolina Railroad Museum, which has four of the Montreal M-U cars (6730, 6733, 6735, 6746).

Immediately after the wedding ceremony, about eighty of the guests proceeded to the Museum where they boarded the special train. It consisted of cars 6746 (ex T7) and 6733 (ex M4) hauled by 2015, an ex U.S. Army diesel locomotive. The train had been specially decorated inside, and carried a large banner, reading "Honeymoon Express" on the locomotive. The train proceeded to the summit of the line where the bride and groom boarded. A reception was then held as the train returned to the Museum by 8:00 P.M.

Your editor was present for the occasion and reports that a good time was had by all. The cars are in excellent condition and are being repainted. They will still be in the CN colours, but the roofs are painted silver; a necessity in the hot southern climate. On days when the Museum offers train rides, two of the cars are in use, and on special occasions (like the Santa Claus train) all four are run.

Needless to say, we wish Mark and his bride all the best in their married life.

ARCHAMBAULT PAINTING

The well known Montreal music firm of Archambault is commemorating its 100th anniversary this year. As part of this commemoration, they have special plastic shopping bags depicting their store in 1926. Of interest to CRHA members is the beautiful view of street car 1220, running on route 3A, passing the store on Ste. Catherine Street. The detail on the car is extremely accurate; your



editor examined it carefully and could not find any errors at all. In the distance, on St. Denis Street, car 1550 is also visible. The entire painting gives a wonderful glimpse of what a winter street scene was like in Montreal in the mid 1920s. As a matter of interest, 1220, built in 1912, was the very last Montreal Roof car to operate in regular service (June 1956). 1550 was the first of the class of two-car train lead units, and ran from 1917 to 1957.

Archambault has also produced a 4-CD set of 100 years of classical music. It plays for 4 1/2 hours, costs only \$20 (plus taxes) and bears the same picture on the box. Sounds like a good buy!

INFORMATION WANTED



John Doughty of 1009 Chamberlain St., Victoria B.C. V8S 4C1, phone (250) 598-5762, is looking for information on the Godscraft Ind. Endor Motor Division. They made a 38cc. bicycle attachment motor called the Pixie in 1949 in Montreal. It was a copy of a German motor. He has the owner's and parts manuals, but would like to know more about the company, how many motors were made, etc.

COLOUR COVER

By a special arrangement we have been able to produce colour covers for this issue. We hope to be able to do this occasionally next year, and make other improvements from time to time as finances permit.

BACK COVER: The 3:00 P.M. departure from Waterloo, Ontario of the new Waterloo St. Jacobs Railway on July 12, 1997, its first day of operation. The equipment was used in previous years for the now-defunct run east from Quebec City.

Photo by Mark Paul.

Canadian Rail

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