

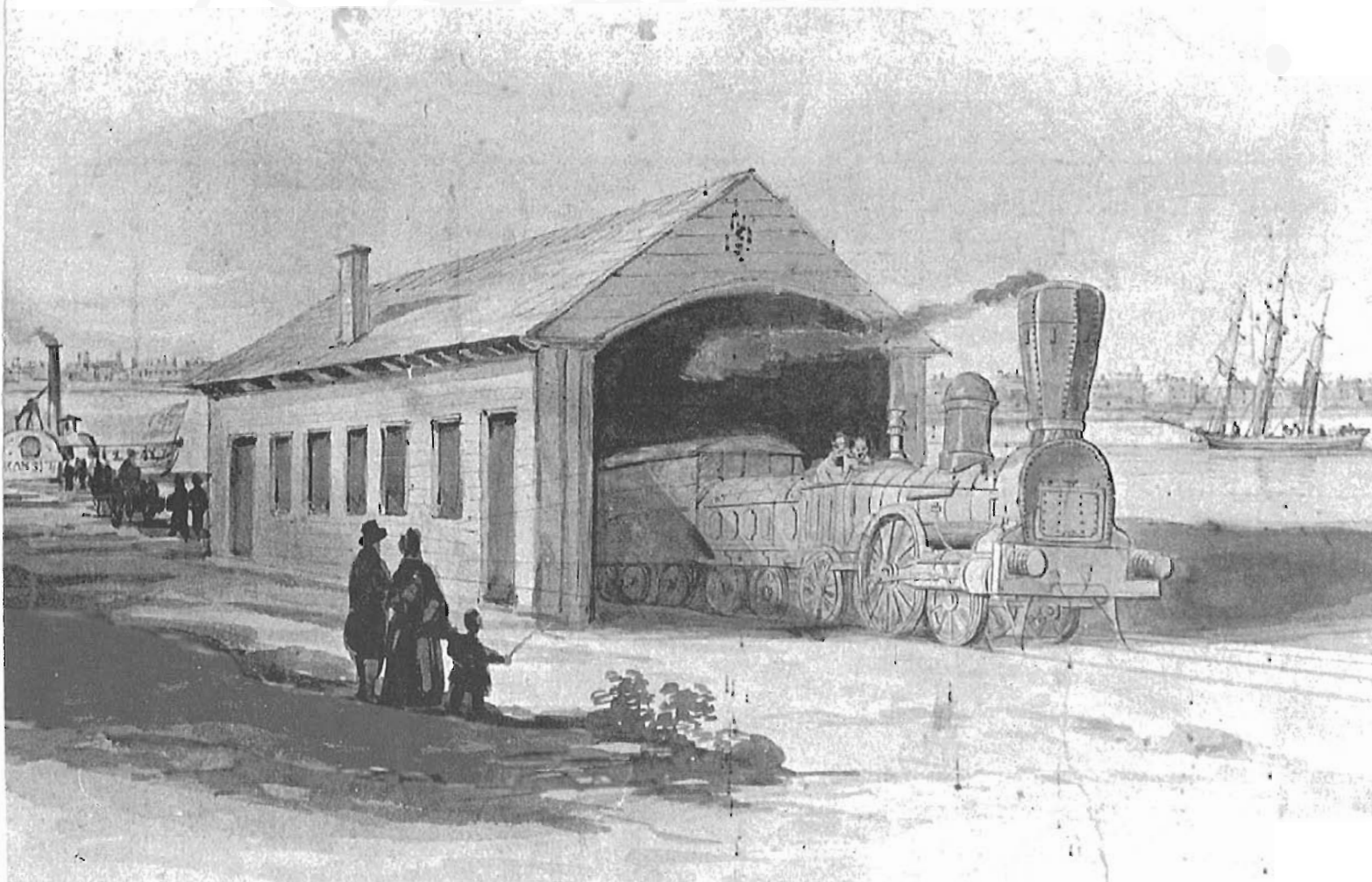
# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 467



NOVEMBER - DECEMBER 1998



WHAT IS THE TRUE IDENTITY OF THIS LOCOMOTIVE?

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



# CANADIAN RAIL

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*FRONT COVER: A view of the Longueuil terminus of the St. Lawrence & Atlantic, reportedly drawn in 1855. The locomotive was thought to have been one of the two 1839-vintage 2-2-2 Scottish engines bought second-hand from the Arbroath & Forfar. Recent research suggests that this may not be the case, and the depicted locomotive may be considerably newer; either the "Montreal" or "James Ferrier" of the Montreal & Lachine Railway, and similar to the "John Molson" of the Champlain & St. Lawrence.*

*BELOW: Canadian Pacific's famous one-of-a-kind M-640 number 4744, built in March 1971, in retirement at the Canadian Railway Museum on August 8, 1998. Behind it is former CNR multiple unit car 6734, built in 1952 as M-5.  
Photo by Fred Angus.*

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# Sandford Fleming's drawing of the "James Ferrier"

By John Thompson

Editor's Note: This is the first of a series of articles submitted to Canadian Rail by John Thompson, the noted railway historian. During the next several months it is intended to print all of them, covering such subjects as an 1869 rail photography expedition in a snowstorm, more information on the Beloeil Bridge disaster, and other historical subjects. Tragically, these articles are being published posthumously as Mr. Thompson died on October 31 1998, only a few days after sending the last of them.

This one, which was not quite complete and was finished by your editor, should be of great interest to the CRHA. Not only does it touch on a favourite subject, the Montreal & Lachine R.R., but it sheds more light on the appearance of the Kindmond locomotives, including the "John Molson", and shows that the replica at the Canadian Railway Museum is much more accurate than certain critics would have had us believe.

For many years there has been speculation as to the exact appearance of some of the earliest locomotives to operate in Canada. This question became of greater importance in 1970 when the CRHA commissioned a replica of the locomotive "John Molson" to be built in Japan. This engine was one of three built in 1848 and 1849 by the firm of Kinmonds and Company of Dundee Scotland. Two of these engines, the "James Ferrier" and the "Montreal", were for the Montreal & Lachine Railroad, and they went into service on that line in the spring of 1848. The third member of the trio was the "John Molson" which was for the Champlain & St. Lawrence Rail Road. It began its career there in 1849.

Unfortunately none of these engines seem to have been photographed although the "John Molson" survived until 1874, well into the era of photography. Thus when the replica, which I prefer to call "John Molson Junior" arrived at Delson there was serious criticism, from the late Omer Lavallée in particular, that it was not authentic. The chief evidence he gave was that the boiler length of the replica was less than that given for the original in the Keefer Report of 1859 - 1860.

The situation was complicated by the existence of the so-called "Walker drawing" which purported to show the first train to come into Montreal (November 19, 1847). It was soon realized that these 2-2-2 locomotives were not delivered until 1848, and the first train was hauled by a Norris 4-4-0 named "Lachine". This drawing was discussed at length in an article by Omer Lavallée which appeared in Canadian Rail No. 383, November-December 1984. The conclusion given, and since generally accepted, was that the drawing was made some time after the spring of 1848, and the caption was added by John Loye (1880-1962, the founder of the CRHA) sometime between 1918 and 1942.

The next conclusions made by Mr. Lavallée are more controversial, and it is here that Omer and I "agreed to disagree". He concluded that the engine in the Walker drawing was copied from a certain "wash drawing", inherited by Omer from John Loye (and this point will be of importance later), which is said to show the Longueuil terminal of the St. Lawrence and Atlantic R.R. in 1855. Since there many similarities between the locomotive in this drawing and that on the "wash drawing", Omer concludes that Walker based his drawing on that engine, and hence his drawing was done after 1855. Omer concludes that the locomotive in the "wash drawing" is actually one of

two elderly (1839) 2-2-2s, "Princess" and "Britannia", bought second-hand from Scotland by the St. L & A in 1848. He ends with the remarkable statement "Perhaps it is time that the Canadian Railway Museum considered renaming the 2-2-2 in order to conform more closely with documented history".

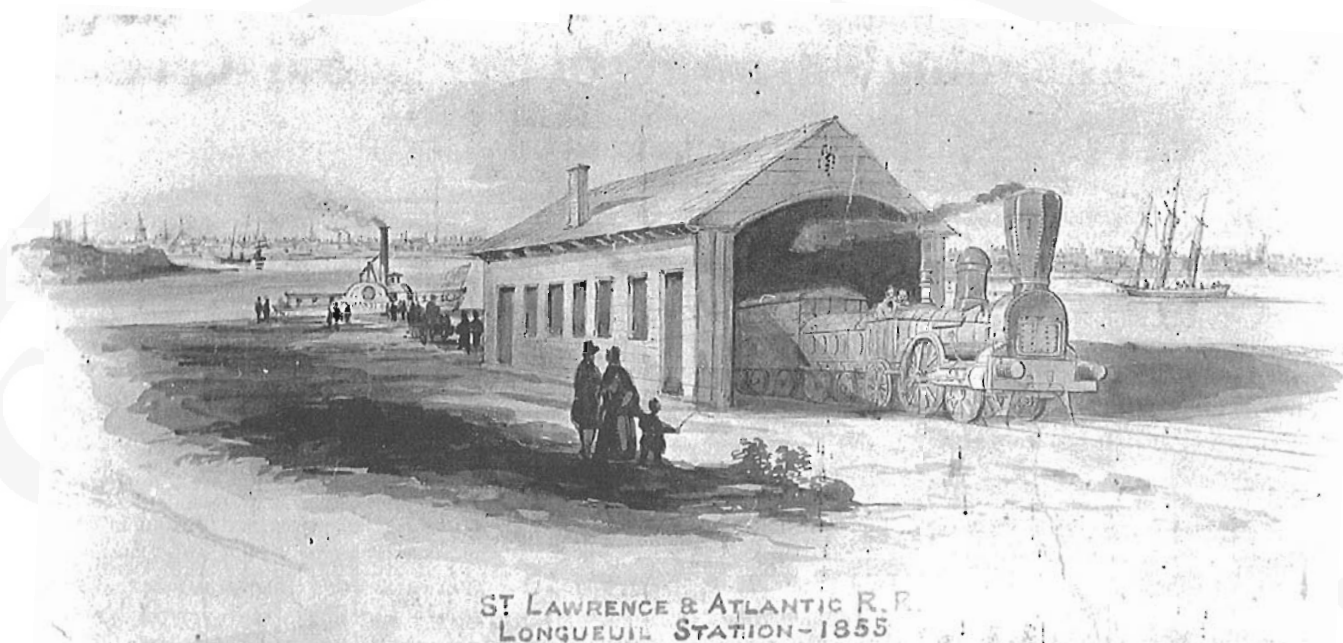
While this argument appears sound at first glance, the logic falls apart on closer inspection. On examining the drawing I do not think that this illustration is an authentic 1855 sketch, as did Omer. Some things about it do not look right, especially the fact that the smoke is pictured blowing back into the engine house in an unnatural way. While we were of different opinion on this, there was no very strong evidence either way, so we agreed to pass it by. However another document has come to light that provides very strong evidence. The authority is no less a personage than Sandford Fleming (1827-1915, later Sir Sandford).

In 1850, Sandford Fleming designed a diploma for the Mechanics Institute of Toronto. This organization, modelled after its parent in Great Britain, was founded in York (now Toronto) in 1830 to "to promote the broader education of its members and the public through libraries, classes, and lectures". Its library formed the beginning of the present Toronto Public Library. The Institute held exhibitions and gave prizes for the best exhibits. Some of these prizes took the form of diplomas, and in 1849 Fleming, then only 22 years old, was given the job of designing and producing the diploma. The composition was drawn on lithographic stone in both pen and chalk, and was printed in black and brown on either a gold or silver printed ground. An extremely handsome production, the diploma reflects Fleming's interest as an engineer, scientist and artist (in 1851 he designed the first Canadian postage stamp). Prominently featured on the diploma is a 2-2-2 locomotive named "Toronto", and it is with this that we are concerned.

The following extracts from the diary of Sandford Fleming are of great significance:

March 23, 1849: Received a letter from Mr. Hall suggesting that I go to Montreal and asking how much would be required to try the locomotive.

April 18, 1849: Went to the Lachine railway, made myself acquainted with the engine driver who comes from Dundas. He came down to Mac's Hotel in the evening to talk about the locomotive.



*The so-called "Wash drawing" which was thought to have been done in 1855. A close examination of the wording reveals that it does not actually say that it was done in 1855. In actual fact it is likely a composite drawing done in the 20th century.*

April 19, 1849: Went to the railway station to see the Engine driver McQuag again.

April 25, 1849: This is a memorable day. The Governor [Lord Elgin] gave his assent to the Rebellion Loss Bill which not excluding rebels from raising pay for loss sustained in 1837 gave a great deal of dissatisfaction. The Governor was pelted with eggs, the windows of Parliament House were smashed by the mob and lastly the building was set on fire, very little was saved. I assisted in saving the pictures of Queen Victoria and saved the crown, which was on the top of the picture, and took it home with me.

May 14, 1849: Left Montreal by railway for Lachine and got the Splendid steamer "Passport".

July 18, 1849: The Committee have agreed that I should engrave the Diploma, they to pay me 10 shillings per day. I thought it would cost about 20 pounds.

July 24, 1849: Commenced to trace Diploma for Mechanics Institute. I think it will take about 2 months.

August 8, 1849: Working on Diploma most of the time.

December 20, 1849: Got a proof of the Diploma from the two stones. It is likely to do pretty well.

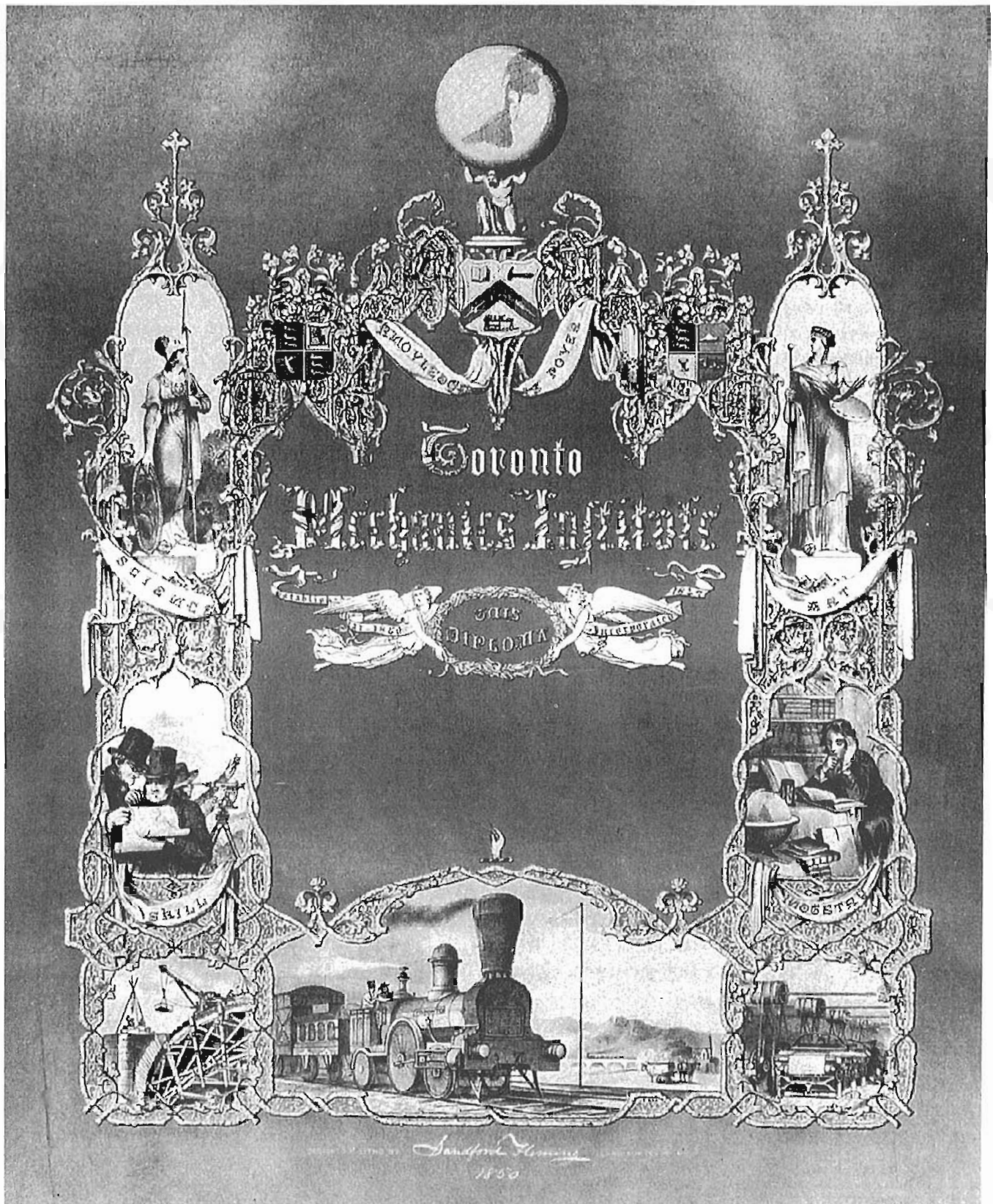
January 8, 1850: Showed a proof of Diploma to Committee of Mechanics Institute, received 10 pounds on account of it making 22 pounds 10 shillings received, the whole price will be 30 pounds.

April 21, 1850: Finished tint stone for Diploma.

From these entries we can deduce several important facts. Fleming was in Montreal in the spring of 1849, and witnessed the infamous riots when the Parliament buildings were burned. While there he visited the Montreal & Lachine Rail-

road, had lengthy discussions with the engine driver, and closely examined the locomotive. Soon after he returned to Toronto he was commissioned to do the diploma of the Mechanics Institute. This was a long painstaking job, done between July 24 1849 and April 21 1850, and he was paid the considerable sum of 30 pounds (\$120) for the job. This indicates the detailed accurate work done by Fleming. Since the diploma bears a fine drawing of a 2-2-2, we can make the conclusion that the engine depicted is the 2-2-2 that Fleming had seen only a few months before - either the "James Ferrier" or the "Montreal" of the Montreal and Lachine Railroad. The only change he made was the name plate; on this drawing the engine is named "Toronto" in honour of the home of the Mechanics Institute. In 1850 there were no locomotives in the city, the first one built there, coincidentally also called "Toronto", was not constructed until 1853, three years after the diploma was completed. There is no connection between the two locomotives named "Toronto".

Where does this leave the so called "wash drawing" of 1855? Since the locomotive shown in that drawing is almost identical to that on Fleming's diploma of 1849-50, it is obvious that whoever made the latter drawing copied the Fleming picture. The question is, when was it done? The style of lettering and drawing is similar to other illustrations made by John Loye, and the fact that the drawing came from Mr. Loye's estate is highly significant. Mr. Loye was an accomplished draftsman and quite capable of doing this work, as we know from other illustrations he did. I suggest that the drawing was made by John Loye, perhaps in the 1920s, by combining an illustration of a mid-19th century engine house with a copy of the Fleming drawing. It therefore shows the "James Ferrier" or the "Montreal" and not the "princess" or "Britannia" as stated in the 1984 article. A conclusive test would be to examine the original "wash drawing" (wherever it is now) to see if it is drawn on 1850s paper or that of twentieth century manufacture.

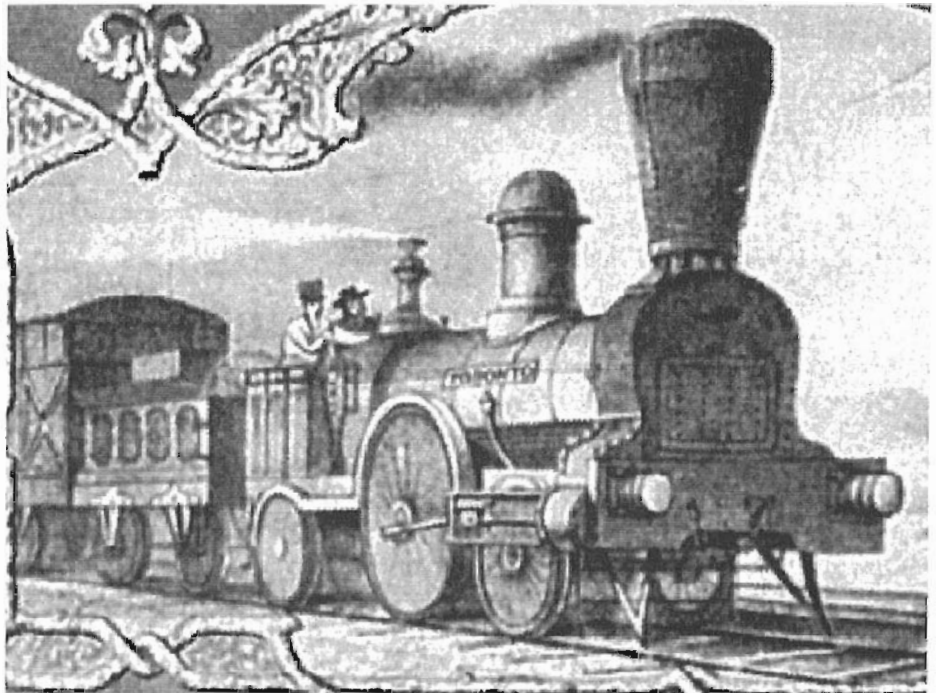


Scobie & Bellamy Lith. Toronto.

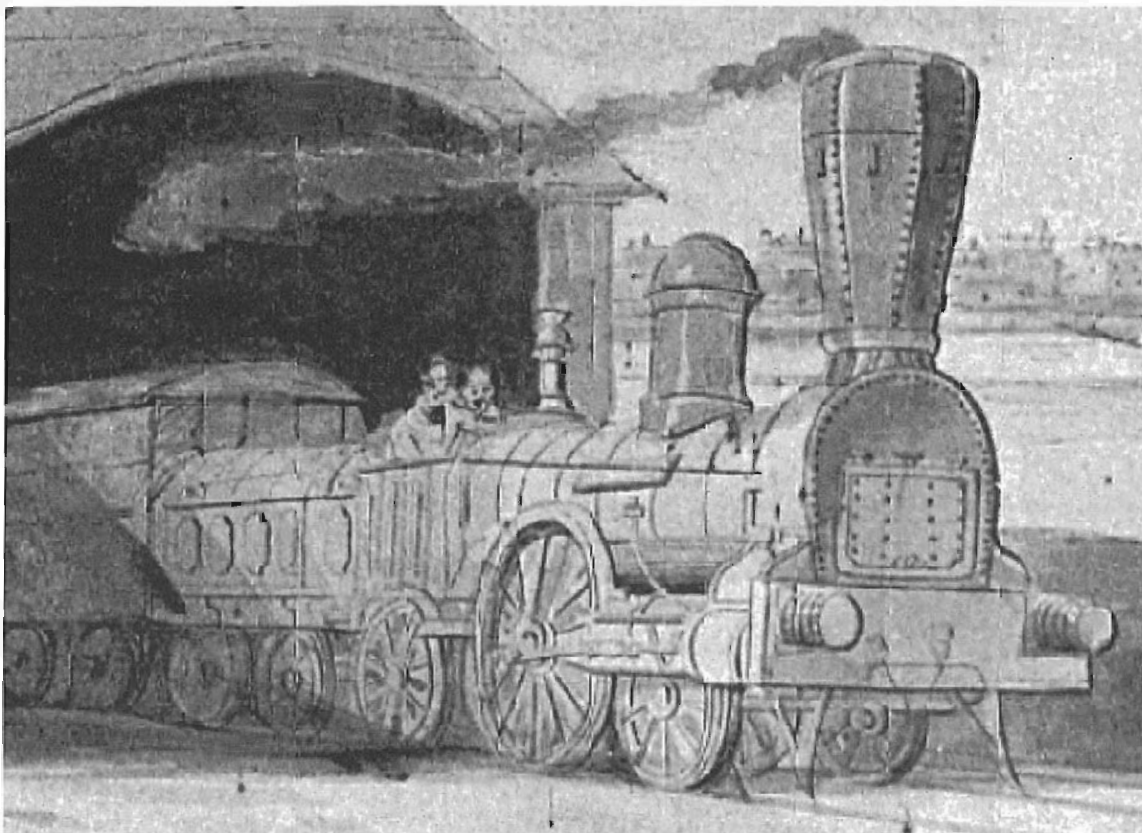
The diploma of the Mechanics Institute of Toronto, designed and prepared by Sandford Fleming and completed in April 1850 after nine months of work.

As for the Walker drawing, it was made from the same source as the Fleming drawing, the original M&L locomotive, and definitely not the "1855" illustration as Omer concluded. This seems to authenticate Walker's drawing as being contemporary with the early days of the M&L and likely quite authentic. Perhaps the woodcut itself was made later, but not much later, and from an original drawing now lost.

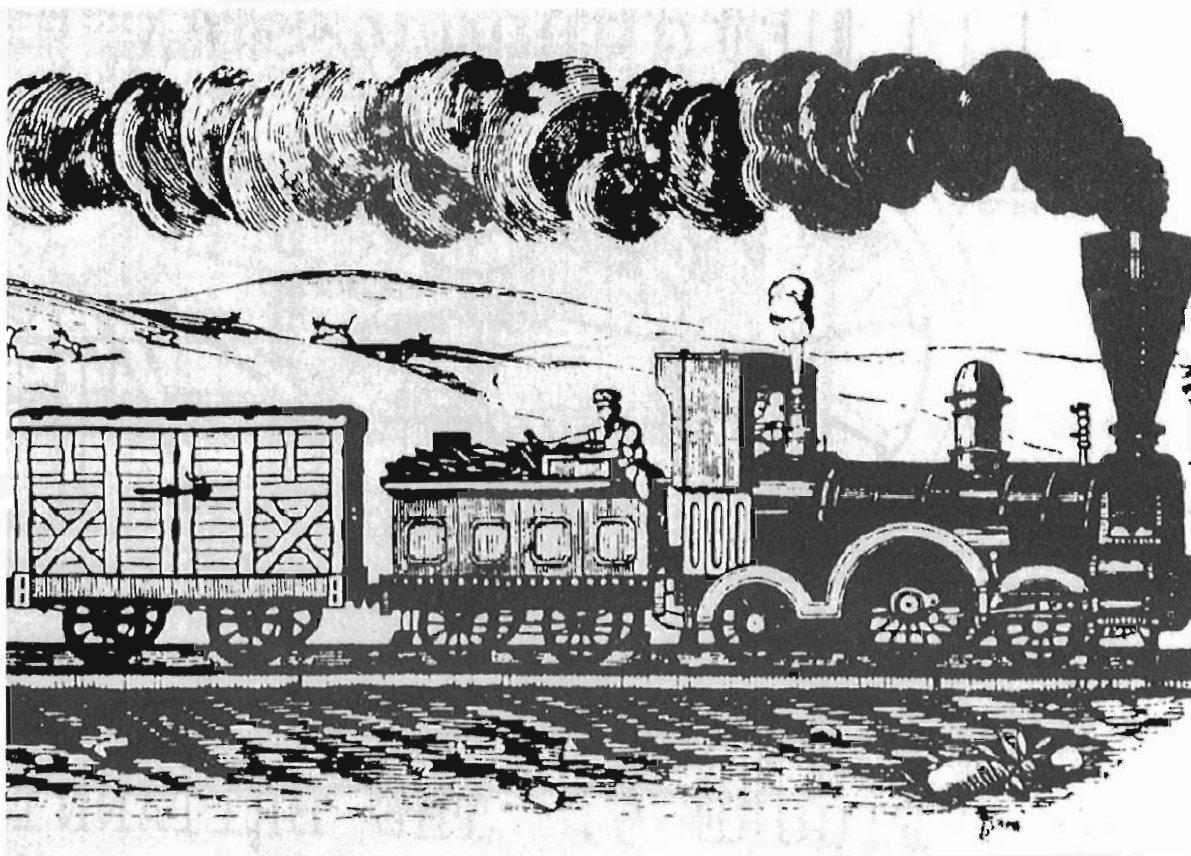
In conclusion I think that the so-called 1855 drawing was copied, long after 1855, from Sandford Fleming's diploma of 1849-50 which depicted a 2-2-2 of the Montreal & Lachine. Since these locomotives were similar to the "John Molson", we can plainly see that the 1970 replica is also very similar. The difference between the boiler length of the replica compared to that shown in Keefer can be explained by the fact that the 1970 engine is about 80% the size of the original. This does seem to vindicate the accuracy of the "John Molson Junior" at your museum.



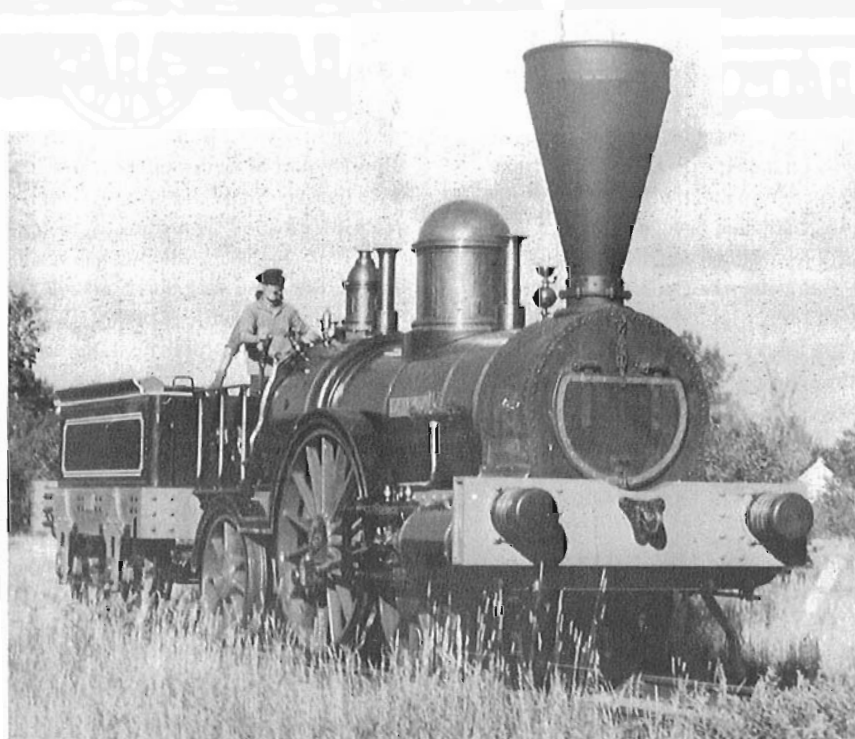
*An enlargement of the locomotive "Toronto" from the diploma of 1849-50 drawn by Sandford Fleming.*



*An enlargement of the locomotive on the "wash drawing". It is obvious that this was copied from the picture above; even the position of connecting rods and smoke are the same!*



*The locomotive that appears on the "Walker drawing" which was done sometime between 1849 and 1871. It was copied from the actual locomotive and not from the "1855" drawing opposite.*



*"John Molson Junior" at the Canadian Railway Museum. On the footplate is the late Gordon Small, its designer. Compare the photo to the drawings on the opposite page and note the strong similarity, showing that it is indeed an accurate replica.*

# The Tapestry of Craigleith Station

By Marco and Robert Marrone



*External view of station, looking south. It is on its original site, but has been turned 90 degrees from its former orientation.*

Railway stations symbolise many things to Canadians. Sewn with the grain elevators on the prairies and the lighthouses on our coastal shores, they serve as a patchwork quilt that professed to the development of a Canadian psyche. However, over the last three decades these objects have been disappearing from our collective landscape. Railway stations, in particular, have fallen victim to modernity and shortsighted corporate concerns. Many communities that were founded by the railway no longer boast rail service. Sometimes, however, we do encounter structures that are spared the wreckers; stations that reveal treasure troves of stories that contribute to the very fabric of Canadiana. This is the Tapestry belonging to "The Depot".

## THE BEGINNING

The history of Craigleith station is intrinsically connected with the history of the railway in Ontario: It is the oldest and last of the original stations built on the first long line of railway in the province. During the 1850s, British North America evolved from an economy primarily based on water transportation to one rooted in railways, which played a more dynamic role in the economic growth and development of young communities.

It was under these circumstances that the Northern Railway came into existence; originally named The Ontario, Simcoe

and Huron Union Railway, its purpose was to connect the far flung region of Georgian Bay with Lake Ontario. By 1853, the line had been completed to Machell's Corners (now Aurora) with the historic first train excursion taking place in May of that year. By 1872, the line had reached west of Collingwood and it was here that Sandford Fleming (Engineer-in-chief of the Canadian Pacific Railway, 1871-1880) encouraged his father Andrew to participate in the expansion of the railway.

Andrew Craig Fleming owned property in the surrounding country beyond Collingwood. Named Craigleith after his beloved Scotland, he eventually deeded the property to the Northern Railway in 1872 for the price of \$ 1.00. This stipend would later serve as the catalyst to propel the station well into the next century. In 1882 the Northern Railway was absorbed by the Grand Trunk System which was ultimately consumed by the Canadian National Railways (CNR) in 1923.

## THE STATION

The station is an exquisite example of nineteenth century railway architecture. The design consists of clean lines and practical framing with an intricate flourish pattern carved into the conical tower, which can be seen from a distance. The gables and the tower emulate, in a sense, the beauty and mystique of the surrounding Blue Mountains. The exterior is painted





*The authors with the Knapmans and friends at the Depot.*

in the traditional warm "railway red" creating an atmosphere that is indigenous to the landscape, which appeals to any discerning observer. The interior boasted spacious rooms with waiting area, baggage room and agent's office. Constructed of Georgian Bay pine, it is the quintessential example of millwork and construction that took place in 19th century rural Ontario. The grounds were immaculately groomed with an outstanding grove of lilac bushes planted in shale soil, reputedly planted in the early 1900s by a track foreman's wife.

The station went on to serve the community in the Collingwood area for almost a hundred years. It was designated a flag stop and last appeared on a CNR passenger timetable in 1959-60, after a long decline in passenger service. Freight traffic too, was almost non-existent by the 1970s, and by the 1980s CNR completely abandoned the line and lifted the tracks. A section of Canada's earliest railways solemnly disappeared.

### **YET... THE STATION SURVIVED**

With the cessation of passenger traffic, Craigleith Station suffered the plight of most railway stations; it became a derelict old building with a bleak future and demolition almost a certainty. However, such was not to be the case with Craigleith. Enter Kenn and Sureya Knapman.

Kenn Knapman was born in 1919 in South West Hamilton, he grew up during the Great Depression and had garnered a love for old artifacts. Kenn began his working career as a construction estimator, and later worked as a travelling salesman for a plastics firm. On his many excursions through the Georgian Bay area he eventually met and married Sureya Koury. Sureya grew up in Toronto. She began her working life with an insurance company. Later, her parents relocated to Collingwood to open a restaurant, where she helped out on weekends and holidays. Ultimately, Sureya left her job in Toronto to work full time in the family business. In 1959, Sureya's father died thereby increasing her responsibilities in the day-to-day opera-

tions of the restaurant. By 1961, Sureya and Kenn were married, and in time, Kenn joined in the operation of the restaurant. By 1966, the business was sold, and the Knapmans looked to the horizon in search of a new adventure.

Throughout, Kenn had been an avid collector of historical artifacts. These included: books; furniture; lamps; maps; letters; and, in particular, railway memorabilia. He recalls that during the early to mid-1960s, the federal government had encouraged local communities to get involved in the celebration of Canada's Centennial year. At length, it would all come together.

### **THE ACQUISITION OF THE STATION**

Kenn and Sureya resolved to purchase Craigleith Station, renovate and have it serve a new role in the

Collingwood area as a restaurant and museum housing many of their cherished artifacts. The newly revitalised station would be a perfect vehicle for celebrating the Centennial as well as honouring Sir Sandford Fleming, one of Canada's leading historical figures. The task of acquiring the station, though, was a difficult one.

For decades, as Kenn recalls, the CNR sold station property on the condition that the structures be torn down or moved. This was not the case with Craigleith since the CNR decided to keep the property and raze the station. A legal dispute arose when the Fleming estate brought the CNR to court challenging their decision. The Fleming estate argued that if the railway were to keep the property with no apparent use, they should return it as well the station back to the estate. During the court proceedings, it was discovered that Andrew Fleming did, in fact, receive \$1.00 for the property, therefore, it was deemed a legal sale. The CNR eventually won the case, however, they did not relish the idea of encountering future disputes with the Fleming estate over the property. Kenn surmises, that it is for this reason that the CNR put the property and station up for tender in 1964/65.

Craigleith station and its surrounding lilacs eventually came into the possession of Alex MacDonald, then mayor of Collingwood. In 1966, the Knapmans approached him intending to purchase it. Through a long and arduous journey their dream of owning the station was finally realized.

The station was affectionately named "THE DEPOT" and has become legendary in the Georgian Bay area over the last thirty two years. The Knapmans have spent an incredible amount of time, energy and money to make The Depot an exceptional enterprise not only for railway and history buffs but for everyone. Anyone wishing to recapture the simple pleasures of life - a wonderful meal, pleasant and informative conversation in a warm and inviting atmosphere, must go for an evening at the Depot, "To dine in the elegance of yesteryear".

THE STATION TODAY

During a pleasant evening there, you will be enticed by the atmosphere and, of course, the collection. Some of which includes:

Many personal papers of Sir Sandford Fleming.

Rare 19th century telegraph correspondences.

19th century Grand Trunk Railway tickets.

19th century Canadian Pacific Railway legal and other correspondences.

19th & 20th century railway tickets from around the world.

John Arnot Fleming's (Sir Sandford's brother) personal copy of "Assiniboine and Saskatchewan Exploring Expedition of 1858".

Fleming was a surveyor and artist. He was hired as assistant surveyor and draftsman on the expedition. He worked closely with Henry Youle Hind. The information contained here would be of paramount importance 20 years later with the building of the Transcontinental line.

An array of early postage stamps including the first postage stamp in Canada [designed by Sandford Fleming].

Rare railway, ship and legal books and periodicals.

ALLANDALE—MEAFORD

READ DOWN

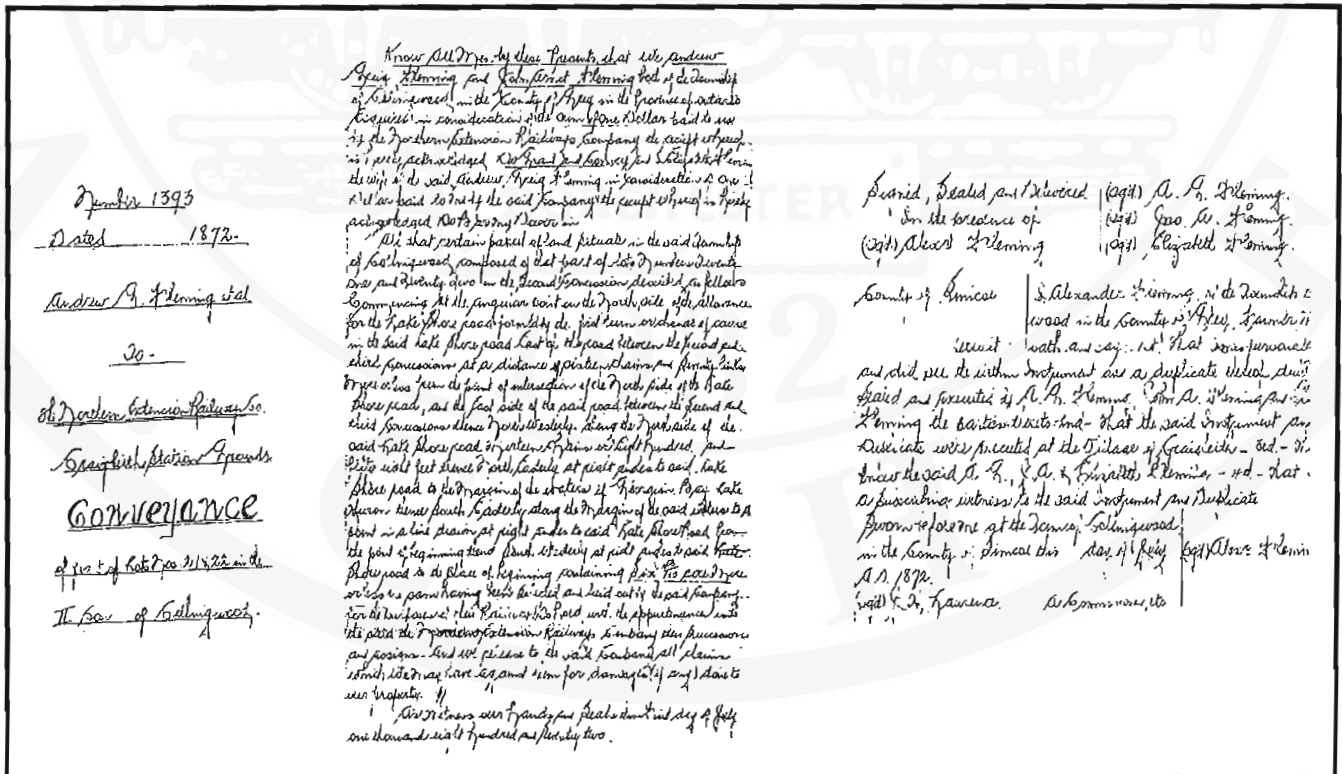
READ UP

Table 92 Eastern Time. Columns: #61 Ex. Sun., Miles, TABLE 92 Eastern Time, #62 Ex. Sun. Rows: A.M., 11.45, 11.54, 11.59, 12.05, 12.11, 12.16, 12.30, 12.40, 12.52, 1.04, 1.12, 1.20, 1.50, P.M., Lv Allandale Table 89, Colwell, Utopia, Angus, Brentwood, New Lowell, Stayner, Batteaux, Collingwood, Craigleith, Camperdown, Thornbury, Ar Meaford, Ont., Lv.

Craigleith Station as it appeared in the CNR timetable April 29 - September 29, 1956.

A 17th century Bible.

A lamp shade and a clock that belonged to James Stewart who represented Meaford in 1872 and helped get the railway into the area.



A copy of the land transfer agreement between Andrew Fleming and the Northern Railway. The document was dated July 5, 1872.

## *The Sandford Fleming Foundation*

*For the Encouragement of Industry - University Co-operation in Engineering Education*

Room 4301, Engineering 4  
University of Waterloo  
Waterloo, Ontario N2L 3G1  
(519) 885-1211, ext. 2408

March 30, 1977

Mr. Ken Knapmann  
105 Katherine Street  
Collingwood, Ontario

Dear Ken:

I want to thank you for the loan of some of your Sandford Fleming items for our recent display on Sandford Fleming. I am returning them via a Mr. Dick Crowther, who has a cottage near Blue Mountain.

The notice of knighthood, the personal letters and the copy of the third expedition all contributed to our display. The display was well received and along with our Foundation should help to make better known this great Canadian.

I will send you a copy of our talks etc. when it is published in the next few months.

Again, many thanks for the use of your Fleming holdings.

Yours truly,



John Shortreed

JS:cw

*A letter thanking Ken for the use of some pertinent artifacts of Sir Sandford Fleming.*

Another lamp shade and clock that belonged to a Mr. Tracey who worked on this line of railway, beginning as a water boy for 50 cents a day.

A fireplace mantle that was originally installed in Osier Castle which was located on Blue Mountain until it was destroyed. The Osier family was very prominent in Toronto and the Collingwood area in the late 19th and early 20th centuries.

The Knapmans have always been generous with their facilities, time and collection at The Depot. Over the years they have made their collection available to archives, local museums, libraries, writers, researchers, television and radio stations, universities and boards of education. They continue to do this at no cost to the user.

Photographers and artists have depicted The Depot in literally hundreds of renditions over the last few decades, it having appeared in various books and publications across the country.

Kenn Knapman views preserved stations as a vital medium in which part of our history is sheltered. When asked

what his desire for railway stations, in general, across Canada is, he stresses: "I don't think they should be torn down at random. We should preserve them if it is possible. But some of them are past the point where they are worth preserving anymore". He entreats: "I think our history is important. All history is important. There is an old saying that if you forget your past you won't have a future. Now a classic example of this occurred when I was a kid; people said that the Great War was the war to end all wars. And we know that within two generations we were back fighting another bloody war. If you forget your past, you lose sight of your future. Therefore, anything of historical significance should be preserved and I think that some of the railway stations are worth preserving".

The Depot was one of the first abandoned stations to be refurbished and converted into a restaurant. With its success some others have followed suit [e.g. Orangeville station]. In fact, some proprietors have come to the Knapmans to seek advice on assuming and completing such an endeavour.

Today, due to poor health and other considerations, the Knapmans are selling the Depot. They have come to realize that it may be time to move on. However, there is one passionate consideration for any sale. The new owners must agree to preserve the building and maintain its

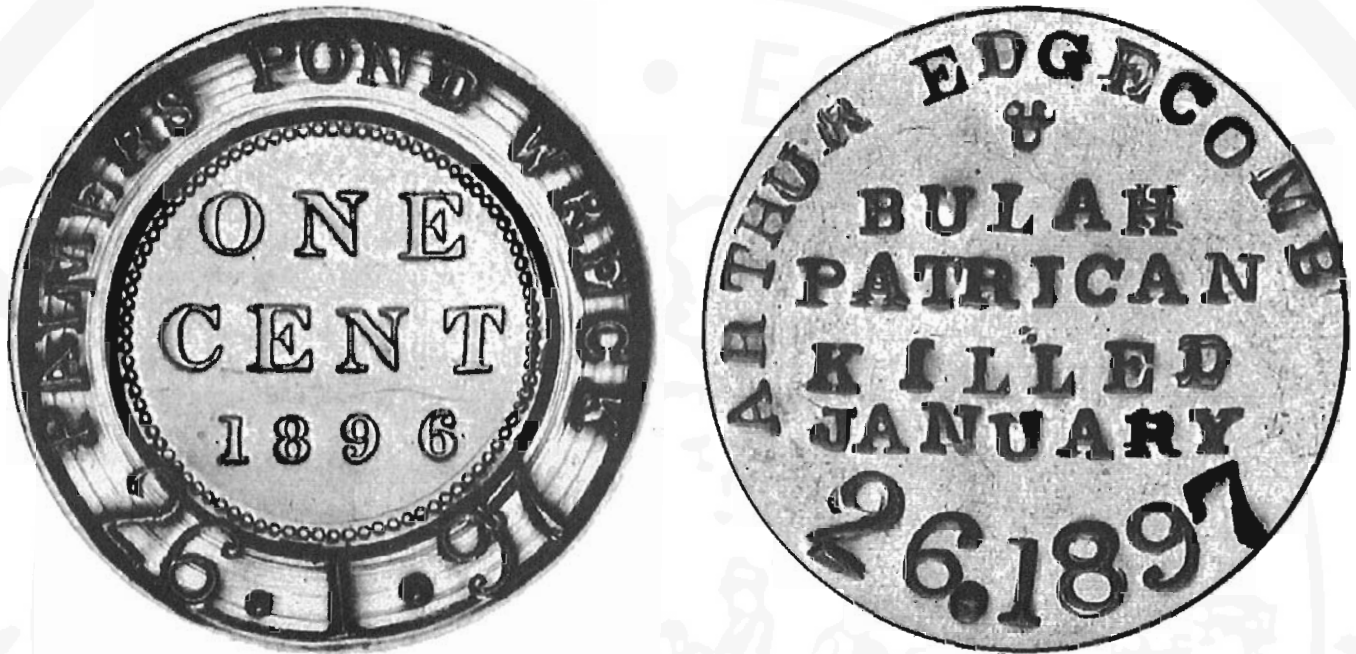
history. Kenn admits, "The one thing I don't want to do is to sell the building to someone who doesn't have respect for it and might tear the building down, because we spent the last 31 years preserving it, and 11 1/2 years fixing it up, renovating it and so on and so forth, and gathering all of the interesting artifacts that are in here".

### THE FUTURE

The fate of The Depot is unknown. But, at present, its aged facade still points towards the deep blue waves that beat along the rugged shore of Georgian Bay, which straddles Highway #26 at Blue Mountain Road. The most haunting image for any visit to the depot is the lengths of empty railway bed adjacent to the station. Its form and unobstructiveness is readily used by hikers and snowmobiles, and reminds us of a purpose long forgotten when ski-trains trundled to Craighleith station. In the end, it is the absence of the iron road that is the most foretelling of all, resounding like a silent locomotive whistle declaring that simpler times are places we can never get to, but blessed are those who try.

## The Penny Wreck Revisited

By Fred F. Angus



*A souvenir token made from an 1896 Canadian cent recovered from the "Penny Wreck" which took place at Palmer's Pond, near Dorchester New Brunswick, in 1897. The wreath of leaves on the reverse of the coin has been machined away and the inscription "PALMERS POND WRECK 26 . 1. 97" punched in with steel letters. The head side has been ground completely flat and a suitable inscription also punched in. Some of the letters are badly aligned, and the "E" in the word "PALMERS" is broken. The information given to the maker of the token must have been by word of mouth, for there are three spelling errors in the names of Arthur Edgcombe and Beulah Patriquin.*

It is a well known saying that "The bad penny always turns up". This time it is not a bad penny but the bad "Penny Wreck" which we featured in Canadian Rail in January 1997, the 100th anniversary of this unfortunate event. Since that article appeared, interest in this almost forgotten disaster has been reawakened; the article is one of the most popular we have ever printed in Canadian Rail. In the last two years there have been at least three articles in other publications, plus other information and stories about what happened on January 26 1897, the day the CPR train from Halifax to Montreal, running on ICR tracks, was wrecked at Palmer's Pond, near Dorchester New Brunswick. Some of this newly discovered information appears below.

The area around Dorchester N.B. has a long history going back several centuries. Permanent settlement of the region occurred after the Loyalists arrived following the end of the American Revolution in 1783. During the nineteenth century the shipbuilding industry in New Brunswick reached its peak, and ships from that province sailed to ports all over the world. Most coastal New Brunswick towns had a shipyard, and the Dorchester area was no exception. The Palmer family were involved in many aspects of the development of the area, and a pond, which had a direct connection to the sea, was named after them; Palmer's Pond. In the mid nineteenth century a

number of ships were built at Palmer's Pond from which they could easily reach the ocean. The coming of steamships, and the use of iron and steel for shipbuilding, spelled the end of the era of wooden ships, and by 1900 the industry was almost extinct.

Soon after 1850 plans were made for a new means of transportation in the area; the railway. By 1860, the European and North American Ry. had been completed from Saint John, through Moncton, to Shediac. Already plans were being made for a larger project, the Intercolonial Railway which would link the Maritime provinces to Canada. It should be remembered that until July 1, 1867 Canada and the four Atlantic colonies were separate entities.

It was obvious that any such Intercolonial line would have to pass near Dorchester because the isthmus connecting New Brunswick and Nova Scotia is so narrow. In 1865, two years before Confederation, Sandford Fleming, in his report on the Intercolonial Railway Exploratory Survey said: "*Between the tidal waters of the Bay of Fundy at the Bend of the Petitcodiac, and the waters of the Gulph [sic] of St. Lawrence at Shediac Harbour, the distance is only 13 miles, and within the limits of this narrow isthmus any Railway from the mainland to the Peninsula of Nova Scotia must necessarily pass.*" While the narrowest part of the isthmus is flat and only just



*A computer enhancement of the somewhat indistinct photo of the date side, showing more clearly the alignment of the letters of the punched inscription.*

above sea level, on the New Brunswick side between Dorchester and Sackville is a high ridge which extends from water to water forming an obstruction over which any railway would have to go. Fleming was well aware of the potential for trouble at this ridge for, in the same 1865 report, he says: "*Between Sackville and Moncton, the only obstacle of any moment is a high ridge near Dorchester. The profile on the line surveyed shows ascending and descending gradients at this point of about 80 feet per mile [This would be about 1.5%; the actual maximum grade is now 1.1%. Ed.], but I am induced to think that farther surveys may prove that these heavy gradients need not be adopted.*"

Soon after Confederation work on the Intercolonial (ICR) began in earnest. Construction was begun on the Nova Scotia Division to Connect Painsec Junction N.B., on the existing Shediac line, to Truro N.S. from which a line already ran to Halifax. Work began at Painsec and, by the end of 1868 the track was completed to Dorchester. During 1869 the work continued and reached Amherst N.S. by the end of the year, service to Sackville beginning on November 30, 1869.

Leaving Dorchester, the track made a sharp turn to the left, crossed the outlet of Palmer's Pond by a bridge and a high embankment, gained altitude by a series of curves, and eventually crossed the ridge, only to descend by a similar series of

## Tons of 1896 Cents Wrecked a Train

By Ray Mabee

The regular CPR run on the Intercolonial Railway from Halifax to Saint John was proceeding as normally as any other with the possible exception that the train was a few minutes late leaving Sackville for its scheduled arrival in Moncton at noon on Jan. 26, 1897. The train consisted of the engine and six cars with about 40 passengers and the crew.

As the train approached the first bend in a sharp S curve, some passengers braced themselves to prevent being thrown into the aisle. On the second turn a rumble caused the cars to vibrate and in the moments that followed the train was destroyed: cars ran off the rails and rolled down a steep embankment; other cars were telescoped. Finally, the train and coaches came to rest on the ice of Palmer's Pond.

Almost immediately after the train had made its unscheduled stop people began to pick themselves up. Some, in spite of their condition, assisted others who were pinned down by twisted wreckage. The amazing thing is that only two lives were lost.

After the dead and injured had been attended, and word had been sent to Moncton to dispatch a crew to remove the wreckage and restore rail and telegraph services, attention turned to the postal car where there was a shipment of more than 5 1/2 tons of copper cents from England, consigned to Saint John and Montreal. The 80 boxes, each weighing about 140 pounds, were smashed, and Palmer's Pond strewn with coppers, in some instances 2 and 3 feet deep. A crowd started to assist in the recovery of the money from the snow, and individuals helped themselves. In the evening the community was flooded with new cents that had evidently been taken from the wreck. As soon as it was realized that the 1896 cents, souvenirs of the ICR wreck, were in circulation Detective Ring and County Secretary Wilson were placed in charge of the situation.

An investigation into the cause of the accident showed that a broken draw bar was not the initial cause of the accident, nor was it a broken track. Many critics involved in the investigation blamed the accident on the overloaded postal car. All of the coins were placed at one end of the car and may have been too heavy, resulting in a broken journal. The popular belief was the load of copper shifted on the sharp curve and toppled the car. I first heard of the wreck at Palmer's Pond since when I was a child. My grandfather, Frank Atkinson, was the operator at Calhoun, a station a short distance from the wreck. My grandmother maintains that the accident was caused by a shifting of the coins on the turn. One of the first coins in my collection was from the CPR wreck: an 1896 cent with lustre. Some of these coins can still be found at the scene of the accident.

The mintage for the 1896 copper was 2,000,000 pieces. Calculating the weight of the shipment we can conclude that at least 40 per cent of coins minted were on board when the accident occurred. It is interesting to observe that a large number of the coins would either be lost or show the effects of handling at the scene of the wreck. Yet, the current BU [a numismatic term meaning brilliant uncirculated. Ed.] price does not reflect this historical event.

## ONE HUNDRED YEARS LATER - GIVE OR TAKE 5 MINUTES

by Wayne Gillcash

On the 26th of January, 1997, the Via Passenger Train "Ocean" bound for Halifax passed through Dorchester, New Brunswick and took the curve by Palmer's Pond at precisely 12:22 PM without incident. Fred Angus was on that train. Exactly 100 years earlier at 12:25 PM on January 26, 1897 part of the CPR "Western Express" failed to negotiate that same curve and spilled its wreckage down the embankment and onto the frozen pond. Weather conditions were about the same on both occasions but there was far less snow this past year.

Considering the extent of the damage, it is remarkable that only two lives were lost and there were few serious injuries. Most noteworthy of the cargo was 900,000 of the 2,000,000 Canadian cents minted in England during 1896 - just short of six and one half tons of shiny new coins packed in 90 wooden crates of \$100.00 face value each. Some accounts of the wreck claim the cause to be the uneven stacking of these crates and that they shifted in the turn causing the load to spill onto the pond with over one half of the boxes breaking open and piling up to two feet in depth on the snow covered ice. It is reported that many local "samples" were taken that day and some may still be family treasures to this day. Moore Numismatics has a catalogue of their October sale in Toronto and lists two 1896 large cents "with traces of lustre" estimated at \$175.00 each. Circulated examples catalogue for considerably less and there is no indication that the two cents mentioned are from Palmer's Pond. What are the percentages that they might be?

For an excellent and detailed account of this interesting bit of Westmorland County heritage, the article "The Penny Wreck" by Fred Angus can be found in the January / February 1997 issue of Canadian Rail on pages 3 through 14. I would like to thank Althea Douglas for bringing this article to my attention. Do any of our members have souvenirs from that wreck?

Source: The Westmorland Historical Society Newsletter, September 1998.

curves on the Sackville side. To complete the ICR story, the line finally reached Truro in 1872, thus completing an all-rail connection between Saint John and Halifax. The next job was to connect the Maritimes with the rest of Canada; the line north from Moncton to Chatham was finished in 1874. There remained only the gap from Chatham to Mont Joli which was finally spanned by the line through the Matapedia Valley, completed in 1876. So we see that the line by Palmer's Pond was constructed in 1869 as part of the ICR. Despite the grade and curves, it would be 28 years before there was any serious accident at that place, until the events of January 26, 1897, with which we are now quite familiar.

In the summer of 1998 your editor visited the Keillor House Museum at Dorchester. This historic building was constructed about 1820 and is one of the oldest stone houses in New Brunswick. It contains many exhibits relating to the history of the area, and it is here that I learned much about the early days, including the Palmers and their pond. Several relics of the "Penny Wreck" are on view, including a framed photo with four 1896 cents mounted on the corners of the frame. Barely half a mile away is Palmer's Pond itself, and one can easily see the place at which the train derailed and where it came to rest. Some of the buildings nearby are more than 100 years old and were clearly in view of the scene of the wreck. While no attempt was made to look for any 1896 cents, the general opinion locally is that there are still some there all right.

Meanwhile, an item in the Canadian Numismatic Journal showed a souvenir piece, in the Bank of Canada Collection, made from one of the coins from the wreck. With the help of Doug Smith and Geoffrey Bell I was able to obtain photos of this piece which were reproduced here. Since the date side was somewhat indistinct, I did a computer enhancement of this side to show the alignment of the inscription. The lettering was done by steel stamps, and the alignment left a lot to be desired as we can see. Evidently the letters available were much smaller than

the numbers, and the effect is quite interesting. Because of the spelling mistakes ("Edgecomb" instead of "Edgecombe", "Bulah" instead of "Beulah", and "Patrican" instead of "Patriquin") we conclude that the maker of the souvenir had heard the names by word of mouth rather than reading them.

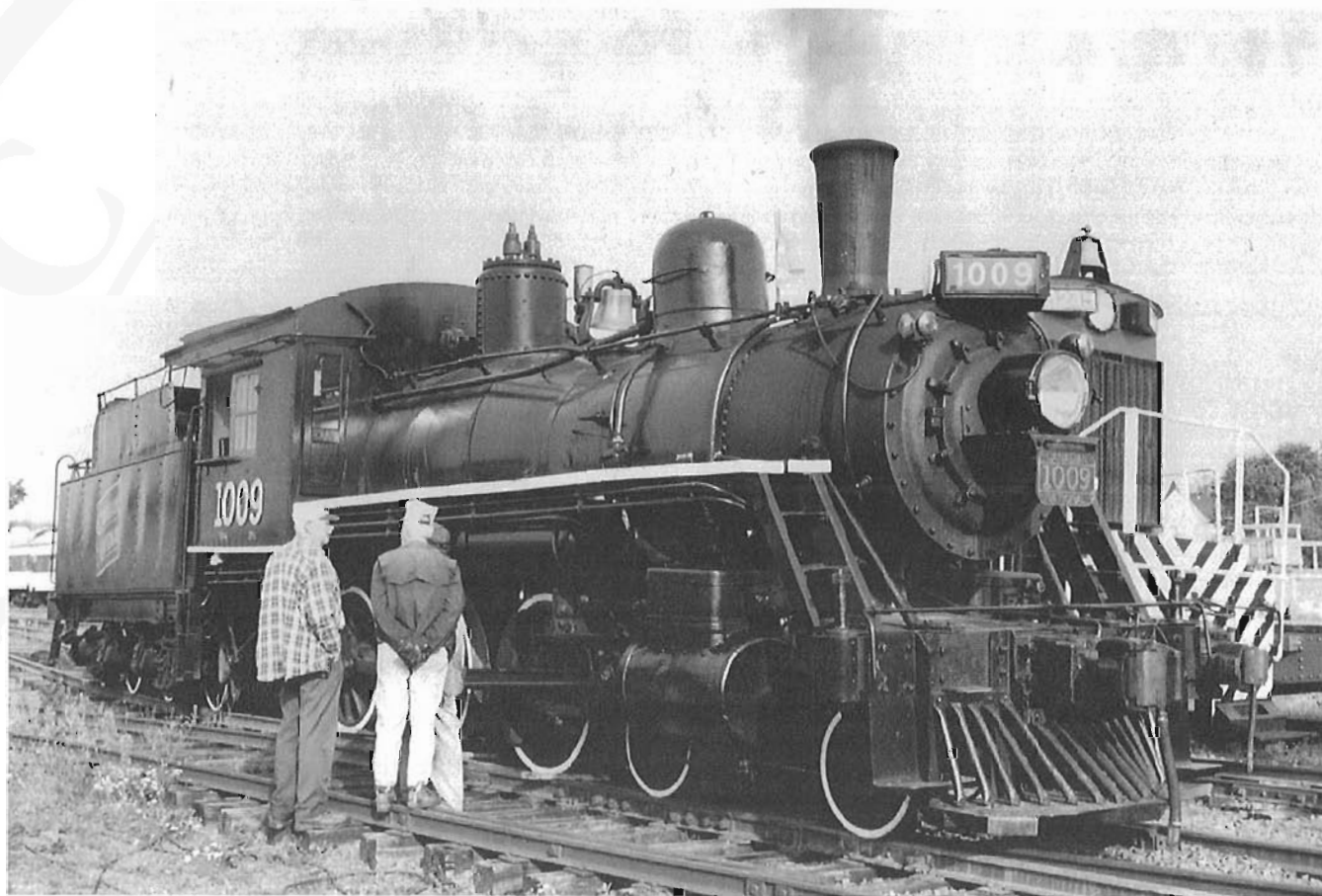
At the same time I was sent copies of articles that had appeared concerning this wreck. One of them is reprinted here. The most informative one was by Art Clowes, and appeared in the magazine Rail and Transit for January 1997 (the same month as our article in Canadian Rail, and the 100th anniversary of the wreck). An article by Wayne Gillcash in the Newsletter of the Westmorland Historical Society gives good credit to the Canadian Rail article, and even mentions that your editor was on the train exactly 100 years later. This piece, and another by Ray Mabee, both of which we reprint here, give a good overview of the story.

Recently, after much searching, I was finally able to acquire an uncirculated 1896 cent which might (or might not) have been one saved from the wreck. It still showed some original brightness, but did not cost anything like the \$175 mentioned in the article reprinted here.

So it is that, after more than 100 years, the story of the "Penny Wreck", like the bad penny itself, keeps turning up. Gradually more and more of the details are coming to light and it is hoped someday to produce a complete publication on the subject. Especially needed are the records of the cars involved and the discussions of how and where they were to be repaired. Another desirable item would be the mint reports regarding the shipment of the coins with exact dates and perhaps even the name of the ship. This would also solve the nagging question of just how many cents were on the train (estimates range from 800,000 to a million, we split the difference and said 900,000 in the article). This data exists, all that is needed is to find it. Thanks to all this interest, it seems that the story of what happened on January 26, 1897 will not be forgotten.

# Movie Shoot on the Salem & Hillsborough Starring 1009

by David Othen



*1009 being steamed for the movie, August 18, 1998.*

*All photos by the author*

Steam engine 1009 was brought back from its retirement to take part in a half hour drama (one of a series of 13) called "Paradise Siding" being filmed by a private company in collaboration with the Canadian Broadcasting Corporation and Global Television. Watch for it, possibly this winter on CBC.

A group of four or five volunteers led by Richard Viberg have worked hard to overhaul many parts of the 1009 - our 1912 4-6-0 steam engine built by the Montreal Locomotive Works for the contractors building the National Transcontinental Railway (the third across-Canada railroad). A grant of about \$5,000 was received from the New Brunswick Government to help get the engine into a steamable state and one local youth was hired to assist. The objective was to safely raise at least enough steam to blow the whistle and have smoke coming out of the stack. Consequently such things as the air pumps were not overhauled and it was planned to use a diesel locomotive for braking purposes.

In the early evening of Saturday August 16th a fire was lit in 1009's boiler (she had previously been given a cold water

hydrostatic test to 200 psi using the pump on the Hillsborough fire truck). Sincere thanks go to the members of the Hillsborough fire department for all their invaluable assistance. John Whitmore and I were soon involved in shovelling coal and getting steam raised. We had a large group of onlookers who were delighted to see steam coming out of 1009 again.

There were a lot of minor leaks but apparently nothing major and it was felt that many of these leaks would slowly settle after more steaming. So the old lady (1009) was allowed to cool slowly and by midnight the fire was out and the boiler pressure down to zero.

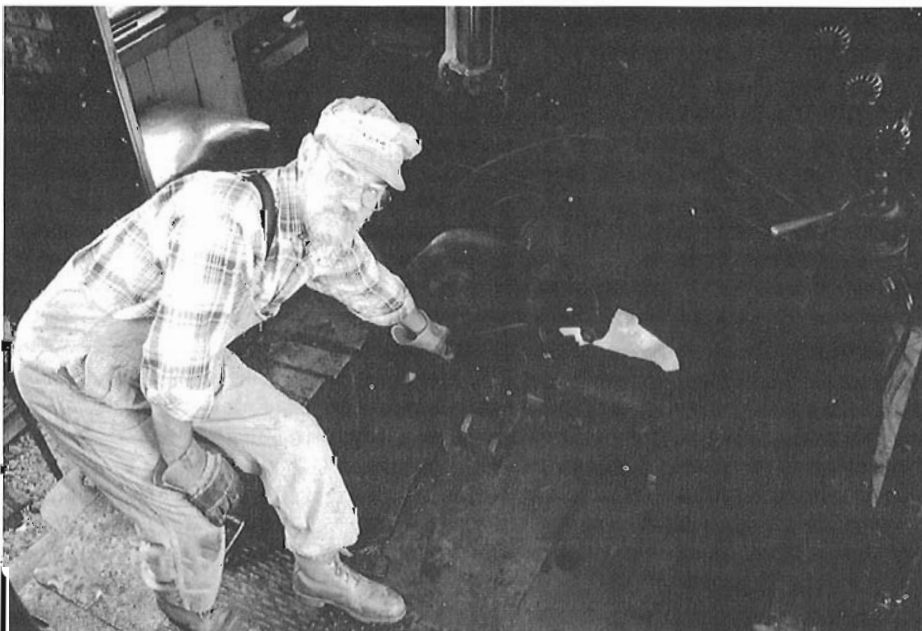
On Sunday we ran our regular two diesel-hauled excursion trains but because the movie set had our run round loop at Salem blocked (with the CRHA caboose and an old box car that had ended its working life with CN as a clothes drier for the work crews) we had to have a diesel on both ends of the train.

But back to the main story! On Monday a few minor repairs were done to 1009 to try and stop some of the leaks,



*John Whitmore and George Parks inspecting 1009 on the marsh, August 19, 1998.*

particularly in the lubricator, and she was turned on our wye (which the track crew had cleaned of three years vegetation) to face the direction needed by the movie producers.



*John Whitmore shows 1009's fire. August 19, 1998.*

On Tuesday our three catering staff (Jill Nelson, Bessie O'Brien & Pat Othen) fed the 50 to 60 actors and film crew an enormous lunch in our dining car train. The movie staff were thrilled to have a nutritious home-cooked meal served on real china (normally catering at movie sets is sandwiches and paper plates!) The catering crew served a meal to the actors and film crew for each of the next four days.

On Tuesday afternoon the provincial and federal boiler inspectors arrived for the official tests. Again 1009 was hydrostatically tested to 220 psi and after a lot of discussion the OK was given to start the fire. After two and a half hours and a lot of shovelling of coal by John Whitmore and myself (we are not used to shovelling anything heavy especially coal into a firebox with accurate positioning!) the water was hot and the steam pressure began to rise. Slowly over the next one and a half hours the pressure was raised to 100 psi and despite a few leaks everything seemed to be satisfactory. The boiler inspectors then asked us at what maximum pressure





*A view of 1009 and 1754 with the movie train as a scene is being shot at Jonah's farm. August 19, 1998.*



*8245 and the movie set at Jonah's farm, August 19, 1998.*



*Two views of 1009 with the movie train at Jonah's farm, August 19, 1998.*

we would like to operate (the pop valves are set for 162 and 165 psi) but in deference to her age we said 120 - enough for her to move herself and three cars.

The word was given to raise the pressure to 120 psi and this was done successfully. With the diesel coupled for braking the engineer George Parks opened the throttle but the locomotive did not move: instead the steam appeared to be going directly out of the stack, by-passing the cylinders. Nevertheless she was towed around the yard and the whistle blown to let

the rest of the village know that 1009 had indeed been resuscitated. (We already had a large and appreciative audience).

After all the excitement the boiler was filled with hot water using the two injectors alternately and then 1009's fire was allowed to cool and a small fire was kept in the back of her 8 foot long firebox. By 11:00 pm the water level had dropped below half because of a leak in the blow down valve and it was agreed that the fire should be dumped into the ashpans and everything allowed to cool.



*1754 and the movie train at the "prisoner of war camp" at Salem on August 20, 1998.*

On Wednesday at 5:30 am we had no water in the glass and so after an emergency discussion with the CRHA (NB) Chairman, Pat McKinley, water was put into the top of the boiler using a garden hose. This risked seriously depleting our well - Hillsborough is a small village and only some of the houses are on the public water system! By 7:00 am we again had half a glass of water and John Whitmore started the diesel (as an air compressor to give a draft for the fire) and lit the fire. We slowly raised steam and by 9:30 am we had 40 psi and were able to run the blower and injector (which forces water into the boiler against the pressure of the steam).

At about 10:15 am we were towed to the shooting location about two miles away and John & I took turns with the shovel, under the watchful eye of Eldon Lutes, as we made steam and smoke and the engineer (George Parks) blew for the crossings.

It was then eight hours out in the hot sun as the same piece of action was filmed again and again from three or four different angles (there was only one camera) and the train was moved backwards and forwards using either a diesel on the front (8245) or rear (1754) of the three car train (box car, hart car and flat car). (Chris Viberg drove the diesel every day and skilfully and accurately positioned the train for each shoot and Pat McKinley drove the second diesel on Wednesday and worked with Chris on Thursday).

The movie directors - there were an Executive Director, Director and 1st, 2nd & 3rd Assistant Directors - were delighted with Wednesday's shoot and everything had gone as planned. That day about three minutes of the actual movie was shot. We returned home and let 1009's boiler cool down slowly by leaving the fire to burn itself out. This it had done by midnight! A long day!

On Thursday the action needed only the three cars and a diesel to move them. I was thus able to spend about three hours on the set watching the action from the other side! It is absolutely incredible the energy of the movie people. Almost everything is done at a rush - in fact there were several minor injuries with people falling over bushes or off the flatcar. Even the paramedic had to be helped off the set when he sprained his ankle and pulled several tendons!

There are long periods with little happening as camera angles are checked, sound tests are made, actors are briefed (many of the local students had been hired) and rehearsals are conducted. A group of staff are equipped with headphones and walkie-talkies and suddenly a shout goes up ROLLING! and absolute silence is expected. One shoot had to be stopped because of the sound of a transport truck about 2 miles away! Then it's ACTION! and the actors go through their paces, the train moves and the sounds are recorded. Then it's CUT! and either everything is complete for that scene or it's a retake and everything has to go back to its initial position including of



*John Whitmore oils 1009 on August 21, 1998.*

course the train. Because of the multiple takes from different angles everything has to be the same for each shot of a scene, including the lighting - so if it was cloudy on the first take it must be cloudy in all takes of that particular scene. So we all wait for the next cloud before reshooting!

Often activity on the set starts as early as 6:00 am and may go as late as 10:00 o'clock at night, so it can be a very long and tiring day for some people. Water and light snacks are available for everybody, all the time, and the location / security crew advise everybody to wear sunblock and caution you about dehydration. It is incredible how many things have to be looked after!

About the middle of the day's shooting (which can be anywhere between 12:00 and 3:00 pm) the main meal is taken and everybody including the train crew are hastily transported by van back to Hillsborough to eat on the dining train. The crew are used to eating on the move and can consume a large meal in 10 to 15 minutes. In less than an hour everyone is back at work!

On Friday the steam engine was needed again (the boiler had been filled the previous afternoon by the fire department). I was awake at 3:30 am and checked the water level about 4:00 am. Repairs to the blowdown valve had reduced the leak and there was plenty of water in the boiler. At 5:00 am, after a look in the smoke box to check a theory about the mysterious steam loss, John Whitmore started the diesel locomotive (to again provide air for drafting the fire) and we began the fire. The boiler was still warm and everything went perfectly and by 7:30 am we had 50 psi with both blower and the injector on. We left Hillsborough about 8:20 am hauled by 1754 driven by Chris Viberg and arrived at Salem (5 miles away) after climbing the 1.5% grade just after 9:00 am.

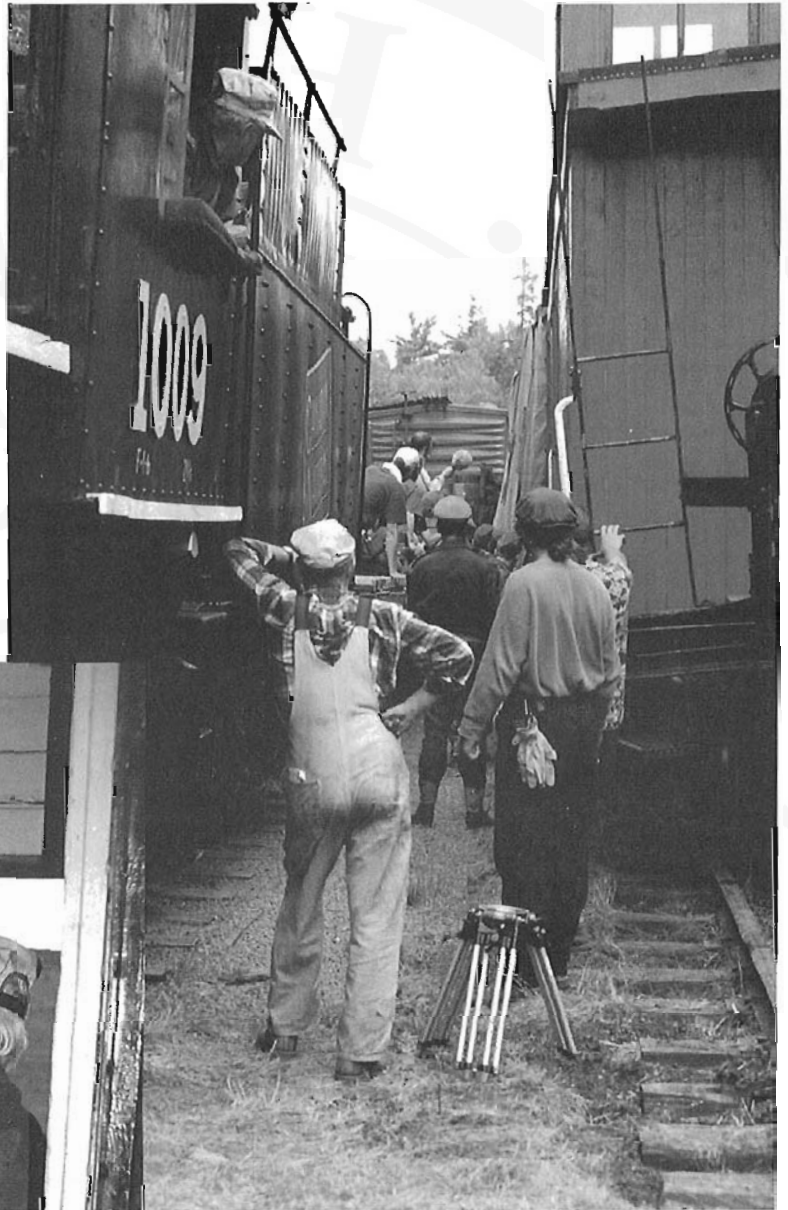
Shooting involved the train arriving at the railroad camp where it was stopped by Canadian soldiers who were looking for escaped German Prisoners of War (they jumped out of the Hart car before the soldiers stopped the train and escaped into the surrounding woods!). We stopped for the meal at about 2:00 pm so by then we were hungry and thirsty despite the snacks and water!

At about 4:30 pm the train was released from the set and 1754 hauled us back to Hillsborough where we triumphantly arrived about 5:15 pm with a full boiler, 40 psi, and the fire almost out! just what was needed! The boiler was allowed to cool slowly, what little remained of the fire was dumped into the ashbox about 8:00 pm and by 10:00 pm the pressure had dropped to zero.

About 20 volunteers and track crew had done it! A steam engine that had not been steamed for over 3 years had been resuscitated. We had successfully raised 120 psi of steam and raised some much-needed funds for the Railroad.

By the way, the mysterious leak seems to be due to a crack in the T-pipe and possibly also to a leak where the dry-steam pipe is joined to the saddle that contains the cylinders. Apparently there is a metal donut that makes a metal to metal contact with the pipe and this is not seating properly. A simple thing to fix, but since our boiler certificate was granted for one week only it may be a long time before we are able to test whether these explanations are correct.

*RIGHT: The movie shoot at Salem, August 21, 1998.*



*LEFT: George Parks in the cab of 1009, August 21, 1998.*



## Some More Photos from the Salem & Hillsborough

By David Othen



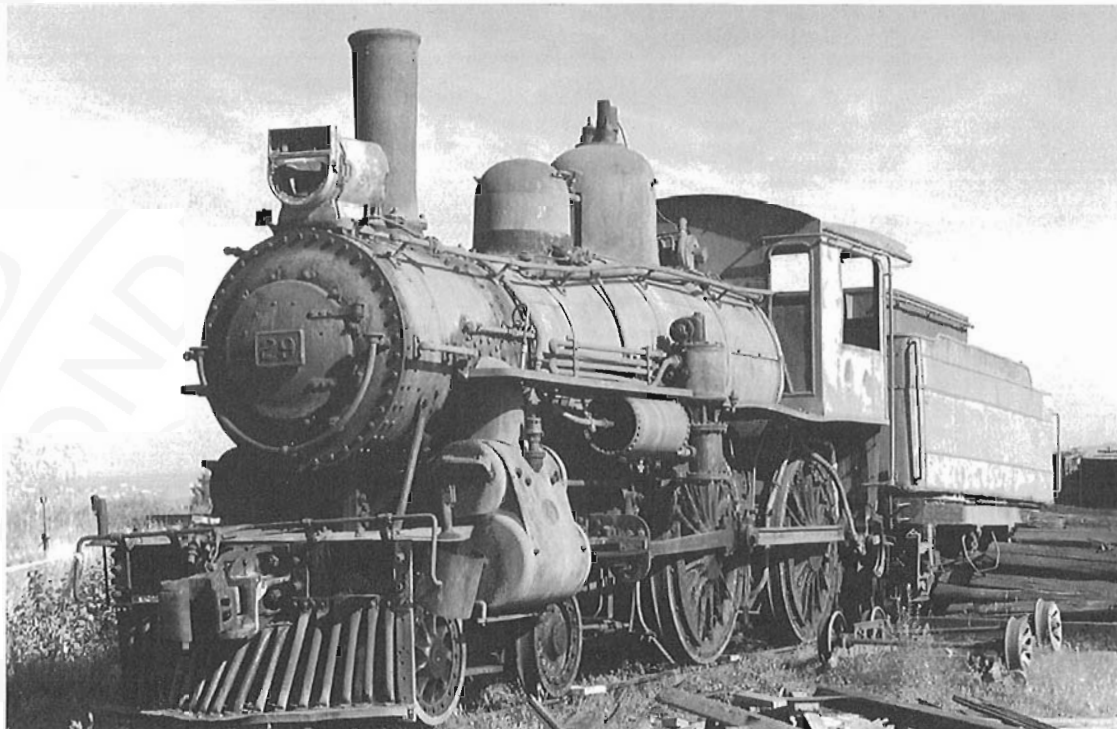
*On October 20, 1997 the Salem & Hillsborough ran one of its longest trains, one of 7-cars, which carried 370 school children from the west Riverview School near Moncton, N.B. These photos show the train and some of the happy travellers on that memorable day.*



*This photo, taken at the S&H on October 14 1996, shows the new shed under construction to replace the one destroyed by fire on September 16 1994. On the right is the museum building.*

## CPR No. 29 Before and After its Restoration

By David Othen

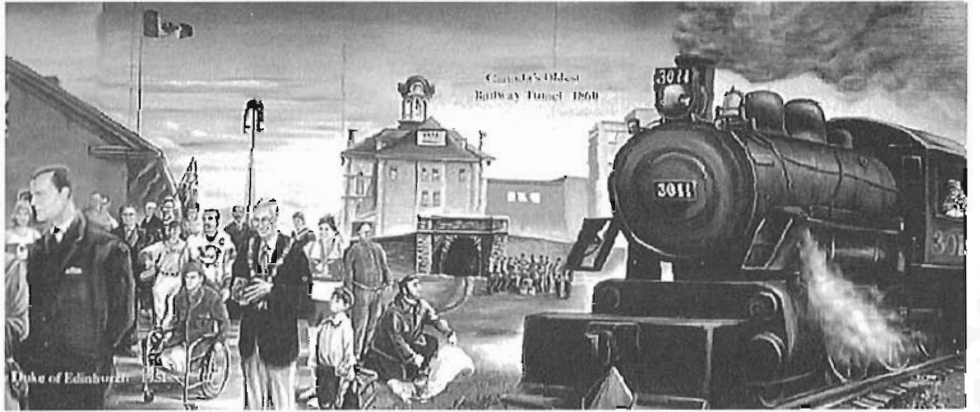
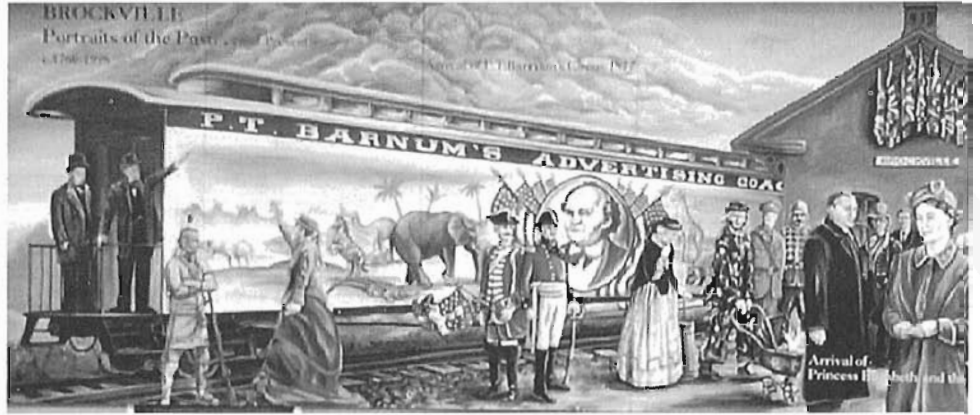


*Former CPR 4-4-0 locomotive No. 29 soon after the fire at Hillsborough on September 16 1994. While seriously damaged, 29, built originally in 1887, survived the fire in remarkably good condition. However everything burnable had burned, including the entire interior of the cab and both buffer beams. It looked as if it would be a long time before it was restored.*



*Thanks to the CPR, old 29 looks like its former self again. Under a long-term lease from its owner, the CRHA, 29 has had a painstaking cosmetic restoration and is now proudly displayed outside the company's headquarters in Calgary. Here we see it on June 28 1997.*

# More Murals



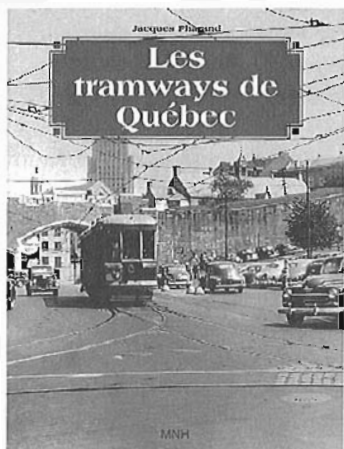
As promised, here are two more murals continuing our “Mural Mural on the Wall” series we began in the September-October issue. To the right, and enlarged at top, is a magnificent mural at the Brockville, Ontario station. This mural was unveiled in the spring of 1998 and shows historic events that have taken place there over the last 200 years.

Immediately above is a photo, submitted by Ray Corley, showing a mural on the west wall of “Stop 17” variety store at 2835 Kingston Road, south side, just west of St. Clair Ave. in Toronto. It shows car 213 of the Toronto & York Radial Railways Scarborough Division, and was dedicated on July 16, 1996. We do not know what the cow is doing!



## Book Reviews

### LES TRAMWAYS DE QUÉBEC



Par Jacques Pharand

Published by: Publications MNH, 3947 Rue Chabanel  
Beauport, Que. G1E 4M7

Price: About \$30.00

This is the second in what we hope will be a series of tramway books by Jacques Pharand. The first one, "A La Belle Epoque des Tramways" dealing with Montreal, was reviewed in the last issue. This time it is Quebec City that is covered; a system that has never before been the subject of a major publication. The CRHA has long been considering a book on Quebec street cars, treated from a different point of view, but so far it has not been done.

"Les Tramways de Québec" begins where all good street car histories should begin, with the horsecars. The first horsecar line in the provincial capital began running on August 18, 1865; the company being known as the Quebec Street Railway. In 1877 another company, called the St. John Street Railway Co., was formed to build a horsecar line on its namesake street. In 1897 the Quebec District railway electrified the lines which were consolidated under the Quebec Railway Light & Power Co. on June 10, 1899.

Meanwhile, in 1881 a company called the Quebec Montmorency & Charlevoix Railway Co. was formed to build a railway on the north shore of the St. Lawrence downstream from Quebec City. This line ran to St. Joachim, five miles beyond Ste. Anne de Beaupré, and was completed, as a conventional steam railway, in 1889. It too became part of the QRL&P in 1899, and it was electrified in 1900. It was a true interurban, and was operated as the Montmorency division of the QRL&P, while the city car lines were considered to be the Citadel division.

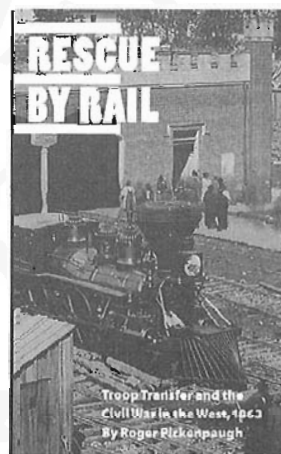
City street car service in Quebec City lasted until 1948, but the interurban continued until 1959. Sold to Canadian National Railways in 1951, it continued on, still using some wooden cars of 1902 vintage, as well as trailers converted from the original passenger cars of 1889! The end finally came on the Ides of March 1959, when the oldest interurban in North America finally ceased electric operation (the track is still in use, and until 1996 a tourist train ran on that line).

"Les Tramways de Québec" covers both city and interurban lines, as well as the little-known Tramway de Mastai. There are many photos and maps, but no car roster. Also included are organizational charts and lists of operating officers over the years.

As in the case of the Montreal book, this one is presently available only in French, but it is hoped that someday there will be enough demand to warrant an English translation. Even if you don't know much French, the photos and maps are worth the price.

### RESCUE BY RAIL

Troop Transfer and the Civil War in the West, 1863



By Roger Pickenpaugh

Published by: University of Nebraska Press, P.O. Box 880484  
Lincoln, NE 68588-0484 U.S.A.

Price: \$27.95 U.S.

Usually our reviews concern Canadian publications, but this one by Roger Pickenpaugh, a journalist and teacher in Caldwell, Ohio, was recently sent to us by the publisher, and is of such great interest to a vital period in railway history, that we make no apology for reviewing it here.

Between 23 and 25 September 1863 the Eleventh and Twelfth Corps of the Army of the Potomac were sent across the Appalachians to strengthen Union troops in the struggle for supremacy in Eastern Tennessee. The Battle of Chickamauga - a Confederate victory that just missed being a complete Federal rout - had ended, exhausting both armies and leaving Union troops perilously bottled up in Chattanooga. Upon the prodding of newspaperman Charles Dana, who was on the scene, Secretary of War Edwin Stanton resolved to provide Union commander General William Rosecrans with reinforcements sufficient to hold that key town. After a late-night meeting with Lincoln and other cabinet members, Stanton's proposal to send more than twenty thousand men to Chattanooga by rail within a week was adopted.

This is the story of that first great Federal troop movement by rail and of the corresponding Confederate transfer of General James Longstreet's troops a few weeks previously. The contrast between the two operations points up the Union advantages in technology, infrastructure, and mobility that would offset the Confederate advantage of interior lines.

An important study of a critical movement, the work also benefits from an assembly of anecdotes and comments from the troops involved.

This 244 page hard cover book contains maps, contemporary photos and an amazing amount of information of this historic move, one of the first times ever that the railway showed what it could do in an emergency in wartime. In so doing railways changed world history both in war and peace.

## The Business Car



### HELP WANTED

Mr. Don Grove, retired CNR conductor living at 36 Lakeview Avenue, Grimsby, Ontario L3M 3M2 writes:

I have just finished reading your article "Through Russia by Steam" and found it very interesting. I was surprised to read about the number of steam engines that were built in Canada for the Russian Railways. This led me to ask you a question.

During the 1940s and 50s, the CNR had the 2447 working around Hamilton, Ontario. This was a 2-8-0 consolidation, but it was vastly different from the 2500 and 2600 series consolidations, which we called "Hogs". The 2400 series locomotives were called "Doukhobors". I have always wondered why they were given this nickname.

The 2447 was built by the Canadian Foundry in 1917-18, for the CNOR. It has been suggested this engine was the same design as the engines shipped to Russia and hence the name Doukhobor. Do you have any information on these engines and why they are called Doukhobors? I will watch for your answer in The Business Car.

Can anyone help Mr. Grove? I apologise for the long delay in getting his letter into print, but I admit I misplaced it.

### ANECDOTES OF CLIMATE EVENTS

Our member Mr. A.S. Walbridge writes:

The following may be of interest - I was 13 years old at the time, and am relating from memory.

Late in May, 1928, a "tornado" type of wind blew from west to east about noon across flat farm land. It blew across Canadian Pacific's Stanbridge Subdivision, Mystic is 9.1 miles from Farnham, Quebec. The wind blew down a swath of hardwood trees, then it blew across the railroad track at exactly the time that the "noon" train was passing. The train consisted of a wood express car, plus a wood passenger car. The train was hauled by a 4-4-0 CPR locomotive No.29, built in 1887, which today is on exhibition in front of Canadian Pacific's Head Office building in downtown Calgary [see page 167 of this issue for photos of this locomotive. Ed.] The wind hit the train broadside, and blew the two wooden cars onto their sides in the ditch. The locomotive was not derailed, but had the coupler ripped out of the back of the tender.

From memory, one person was killed. The locomotive left for Bedford, a town about two miles away, for medical assistance.

If this incident is of more interest, the Missisquoi Historical Society, P.O. Box 186, Stanbridge East, Quebec JOJ 2H0 has some pictures; and probably could refer to newspaper articles about it.

### CPR AMALGAMATES

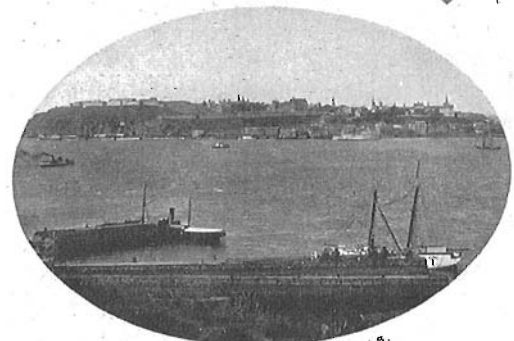
Calgary - Canadian Pacific Railway has completed amalgamation of its eastern Canadian subsidiaries Ontario & Quebec Railway Co., Toronto Grey & Bruce Railway Co. and St. Lawrence & Hudson Railway Co. CP Railway, which said the subsidiaries now form St. Lawrence & Hudson Railway, said the amalgamation is part of a plan of arrangement approved by the Ontario Court's general division. Montreal Gazette. October 15, 1998.

### THE BEAVER IN THE DEEP SOUTH

Our member Mark Gustafson has been working on a Sperry car in the Carolinas and Georgia. He reports that he has seen freight cars with SOO Line reporting symbols, bearing the CPR's new beaver insignia. Unfortunately he was unable to get any photos, but it is the first report we have of the beaver reappearing on freight cars.

### LAST TRAIN TO LEVIS

On Sunday, October 25 1998 VIA Rail's new timetable came into effect and with it the "Ocean" ceased to use the station at Levis, opposite Quebec City. Instead the train, in a backup move, will use Charney station to serve Quebec. This ends an era going back more than 140 years, since the first Grand Trunk train arrived in 1854. Through trains to Riviere du Loup (and after 1876 all the way to Halifax) went from the junction at Chaudiere, bypassing Levis. Thirty years later (1884) a connection was built from Levis, via Harlaka, to the Intercolonial at St. Charles. Thus the line through Levis became a through route used by passenger trains until this year.



An ace of diamonds depicting the view of Quebec City from Levis. This was one of a deck of cards, issued by the Intercolonial Railway about 1904, showing scenes along the line. Now this view will no longer be seen by passengers on the "Ocean".

## W. P. & Y'S NON-RAIL ASSETS GONE FROM YUKON



White Pass is pulling out of Whitehorse for good. In fact it's already gone. This may sound paradoxical in view of the fact that only last year a White Pass train reached Whitehorse for the first time in many years, as we see in the photo above. What is going is the non-rail part of the company, now known as WPT Holdings; the railway is now a separate company.

Once one of the major companies in the far north, the company, originally called the British Columbia Yukon Railway Co., was founded in April, 1897. Construction of the WP&Y began in May, 1898, and was completed all the way to Whitehorse on July 29, 1900.

The railway, based today in Skagway Alaska, is in excellent shape, carrying record numbers of passengers. It hopes to run trains through to Whitehorse in 2000, the 100th anniversary of its completion.

Based on an article in the Yukon News, October 28, 1998.

## BOMBARDIER TO BUILD PASSENGER CARS IN CHINA

Bombardier Inc. has decided to supply the long-term Asian market for passenger railcars from within China, using a new joint-venture plant to be built in that nation. From now on, the Montreal-based transportation giant said, it intends to use that Chinese plant to fill almost all of its Asian orders for such equipment. In past years, it had channeled that type of work to its wholly owned plants in North America and Europe. In tandem with an arm of the Chinese government, Bombardier has partnered in the venture with Power Corp. of Canada. For starters, the two Montreal-based firms have each committed \$27.5 million to launch the Chinese company. Its initial order is to build from 300 to 500 intercity passenger railcars, similar to the Horizon cars built for Amtrak, near Qingdao, China, over the next three to five years - using Bombardier technology. "The next step will likely be to move from (production of) intercity cars to subway cars" said Jean-Yves Leblanc, president of Bombardier's transport group. "We're targeting five or six" of the nine cities where the Chinese government has authorized the construction or expansion of subway systems.

Bombardier/Power's Chinese partner is Sifang Locomotive & Rolling Stock Works, which has earmarked \$55 million for the venture. That brings the total initial capital invest-

ment in the project to \$110 million. As is the norm with these types of deals, control is split on a 50-50 basis between the Chinese and the Canadians. "The total amount of the order, including the option, is estimated to be \$550 million," the two firms said in a statement.

The first run of 300 railcars is expected to take about three years to complete, following an assembly-line start in mid-1999, Coates said. The work will be carried out in a new, 50,000-square-metre facility to be built adjacent to Sifang's existing factory in Jihongtan, near Qingdao. That's in Shandong Province, on a peninsula jutting into the Yellow Sea opposite South Korea. Plant production capacity could later be doubled "with no difficulty whatsoever" Leblanc said. Internal Chinese demand is considerable, he noted - with a requirement inside that nation for 2000 to 3000 new passenger cars annually over the next five years.

Montreal Gazette. November 21, 1998.

## CENTURY OLD NOTES

All from the Railway and Shipping World.

Following is a literal copy of a report made by a track foreman on a Chicago road recently "Mike was Carrying A plank himself & 5 More men & he was going backward with the plank & he fell in his seat in the Nail & went threw him at 10.30. - Foreman". November, 1898.

**Brockville.** - It was recently reported that the tunnel built for the Brockville & Ottawa Railway at Brockville, Ont., would be closed up and other improvements made by the company [CPR] at a cost of \$50,000. We have received an official denial of the report. November, 1898.

**Mountain Divisions.** - Revelstoke is being made the divisional point of the CPR main line in the mountains between Laggan and Kamloops, and the work of erecting the necessary shops and round-houses is well under way. The work at Calgary is also making substantial progress. In an interview with Sir. William Van Horne the people of Donald were informed that all those who desired to move to Revelstoke and had lots in Donald would receive an equal area at the new divisional point and their goods would be moved free. The shops at Donald will be shut down shortly, but the company intends to do all in its power to make the change as advantageous as possible to those who are affected. November, 1898.

**CPR.** - One of the conditions under which the CPR received a subsidy of \$3,500,000 from the Dominion Government for constructing the Crow's Nest Pass Railway was a reduction of 3 cents a bushel in the rate of freight on grain. This went into effect December 5. December, 1898.

Editor's note: This was the start of the famous "Crow's Nest Pass freight rates" which lasted until recently.

**Montreal Island Belt Line.** - The cars between Montreal and Bout de l'Isle have been fitted with an arc light reflector on the front vestibule, which acts as a powerful searchlight, small objects a quarter of a mile ahead being plainly visible to the motorman. December, 1898.

*BACK COVER: One of Canada's newest railways is the Hudson Bay Railway which now owns and operates the former CN routes north of The Pas, Manitoba, including the lines to Churchill, Thompson and Lynn Lake. This view shows HBR locomotive 2506, in its attractive paint scheme of green with white and yellow trim, at The Pas on May 20, 1998.*

*Photo by Fred Angus*

# Canadian Rail

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