

Canadian Rail

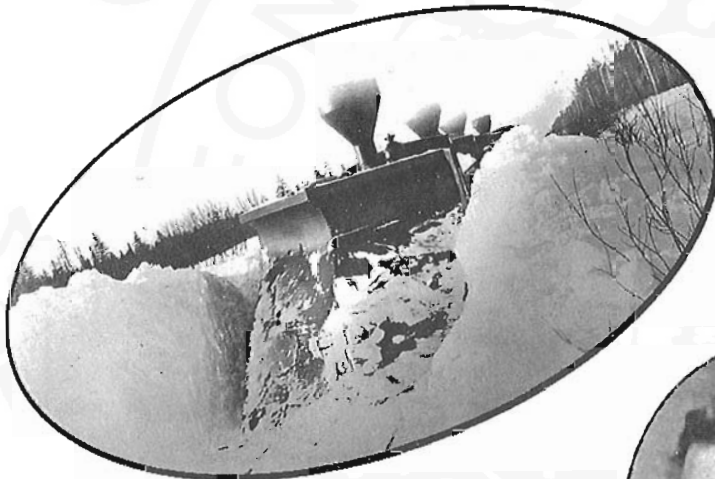
THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 468

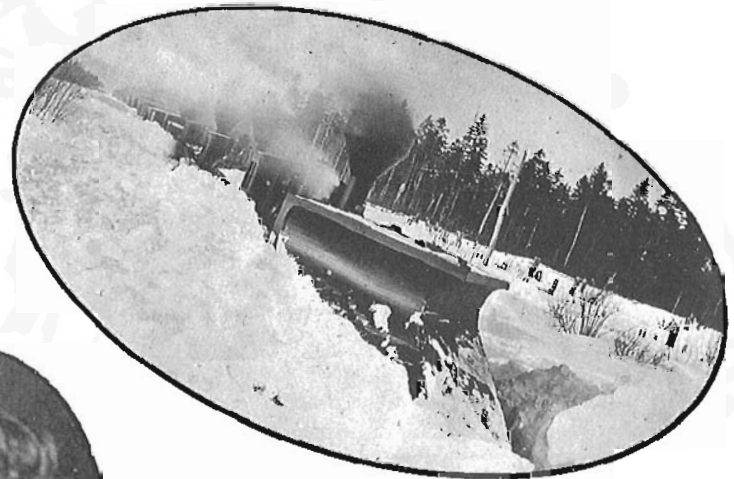


JANUARY - FEBRUARY 1999

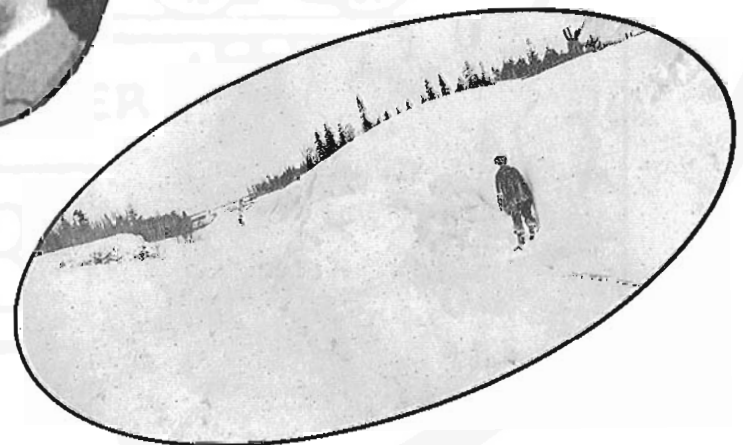
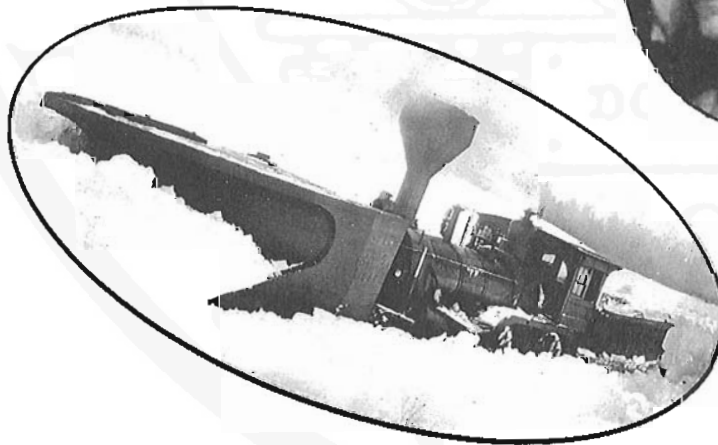
-- 50TH YEAR OF CANADIAN RAIL --



1869



1999



ALEX HENDERSON'S WINTER TRIP
130TH ANNIVERSARY

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION
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FRONT COVER: A display of the four photos, cropped to fit oval frames, taken by Alex Henderson when snowbound on the Quebec and Richmond branch of the Grand Trunk in February 1869. In the centre is a portrait of Henderson himself. The entire photos are reproduced in the article starting on page 3.

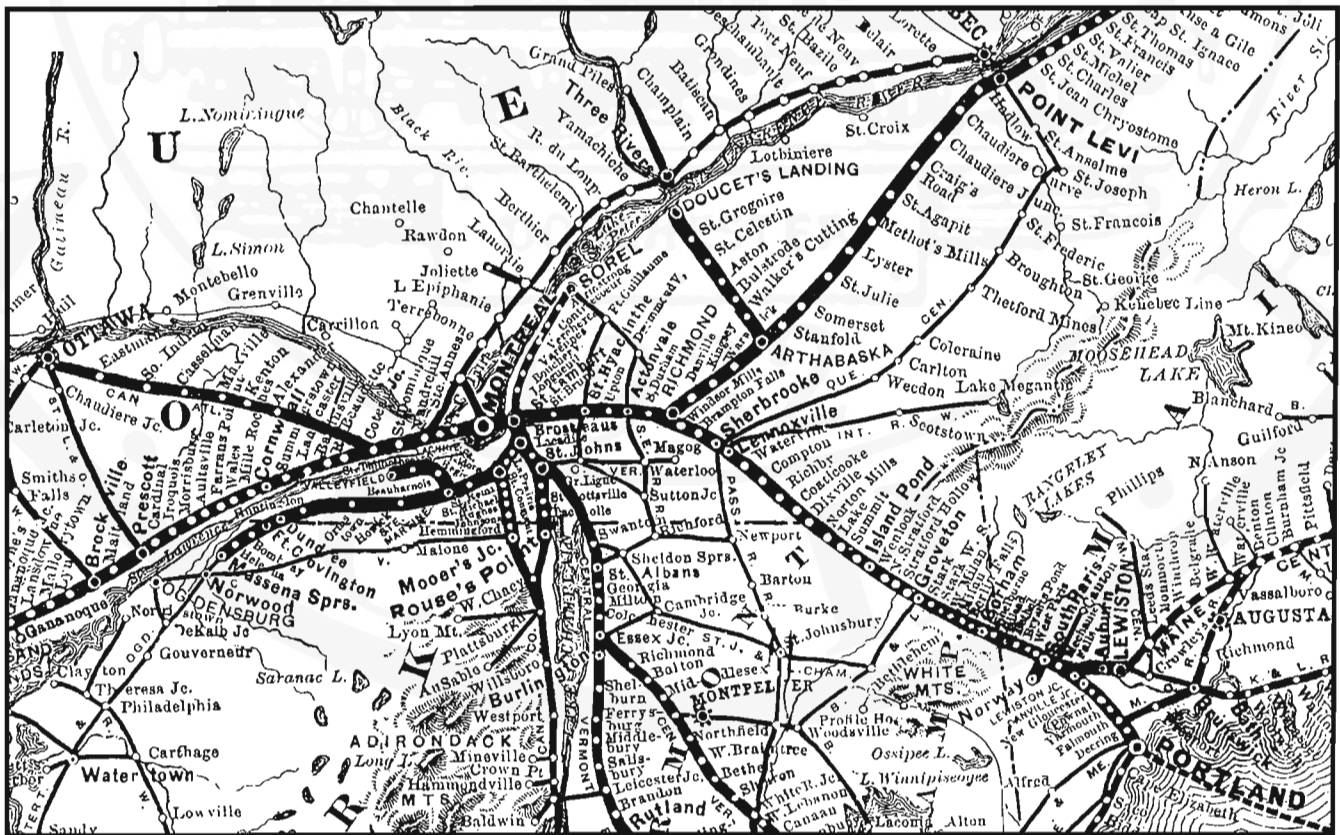
National Archives of Canada, photos Nos. C-19385, C-4902, C-6055, PA-149747, C-76042.

BELOW: A portion of an 1888 Grand Trunk map, showing the line between Montreal and Quebec. By that time Black River had become St. Agapit, but all other names were as they had been in 1869.

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Alex Henderson's Winter Trip

By John Thompson

Since the beginning of railways, snow and ice have been major obstacles, especially in Canada and other northern countries. The ice storm of 1998, and the recent snow storm of January 1999, amply demonstrated that transportation at the end of the twentieth century is no more immune to disruption than it was in the mid-nineteenth century. Today when such interruptions occur, one may expect to see some rail enthusiasts out with their cameras, and perhaps videos, recording snowplows and special moves on film or tape. It is now relatively easy to photograph plows at work, when one has 35 mm cameras and fast film, and one thinks little of it.

One hundred and thirty years ago the situation was very different. The year was 1869, and the month was February. The Dominion of Canada was less than two years old, and did not extend any further west than Ontario. The first transcontinental railway in North America was still three months away from its completion at Promontory Utah, and in far-away Egypt the Suez Canal was also destined to be in operation before year-end. The world was indeed getting smaller, a fact that Jules Verne would make the subject of his book "Around the World in Eighty Days", published less than four years later. In Canada, the Grand Trunk, and most other major lines, were still running on 5-foot 6-inch gauge track, although the change to standard gauge was less than five years away. Photography had been around since 1839, but the wet-plate process in use before 1873 was extremely cumbersome and not at all suitable for photographing snow plows in action and few photographers at that time would even consider attempting it!

This story, by the late John Thompson, tells of one photographer who did attempt it, not by design but by a "fortunate" combination of circumstances that put him in the right place at the right time, and with the right equipment. In so doing he obtained the best photos ever taken of snow fighting in the early days of Canadian railways; and he did it in the snowiest winter ever recorded in southern Quebec.

OFF TO QUEBEC

At 10:10 pm on the night of Monday, 22 February 1869, the Grand Trunk Railway's "Night Express" left Bonaventure Station in Montreal bound for Point Levi / Quebec City. In the sleeping car on that train was photographer Alexander Henderson. Checked up front in the baggage car were his large "view camera" and tripod, a wooden case containing the chemicals and trays he would need to make pictures, and a bulky contraption that looked like a cross between an umbrella and tent on legs that he called his "portable darkroom."

Alex Henderson, 38, called himself a "Portrait and Landscape Photographer". A wealthy Scot, he had lived in Montreal for about 13 years. Not long after arriving, he took up photography as a hobby. As an amateur he won prizes for his landscape photographs at several World's Fairs. Around 1867 he decided to try to earn his living from photography and opened a studio at 10 Phillips Square¹. Lately, winter photographs had been popular with the public. Other photographers in Montreal used props and fake snow to stage



*Alexander Henderson and daughter, about 1867.
National Archives of Canada, Photo No. C-76042.*

indoor winter scenes. Henderson, with his portable darkroom, went outdoors to take winter pictures. "Sleighs photographed", he advertised in *The Montreal Daily Witness*, "Tobogganing, snow-shoeing and other winter sports"².

Outdoors there was a lot of snow — "ten feet"³. [304 cm] according to *The Gazette*. February began with a big storm, then on Valentine's Day, eastern Canada was hit by what the paper called "the severest snow storm experienced for years."⁴ Snow blown by high winds from the east blocked roads and drifted-in railway cuttings. And it continued to fall off and on all week and over the weekend. Monday the 22nd was sunny and mild (around -6 Celsius) - good for outdoor photography. Since business was slow because of the snow; Henderson decided to do some travelling.

The train was scheduled to arrive at Point Levi the next morning around quarter to eight and if Alexander Henderson took the ferry "Arctic" across the St. Lawrence at 8:15 a.m., he could be taking snowy pictures of Quebec City by mid-morning⁵. But the barometer was falling fast. Another storm was coming!



One of the finest nineteenth century Canadian winter photos is this one, entitled "Beauport while snowing", taken by Alexander Henderson about 1865. It appeared in an album called "Views and Studies by an Amateur". Soon after this, Henderson went into business as a professional photographer.

National Archives of Canada, Photo No. PA-135026.

Photographic.

ALEX HENDERSON,
PORTRAIT AND LANDSCAPE
PHOTOGRAPHER.

SLEIGHS PHOTOGRAPHED:
TUBOGGANING, SNOW-SHOEING, and other
winter sports.

CANADIAN LANDSCAPES: always on view.

10 PHILLIPS SQUARE,

This ad appeared in the Montreal Daily Witness every day from January 7 to mid-February 1869, just before Alex Henderson made his memorable trip to Quebec.

National Archives of Canada.

SNOWED-UP

Sometime in the middle of the night [scheduled time was 2 am], the train reached Richmond, Que., 113 km east of Montreal, and here it was divided in two; one section heading southeast to Portland, Maine, the other northeast to Point Levi and Rivière du Loup. Here a new crew took over the "Quebec Express". In charge of the train was a conductor beginning his day's work. Up front a brakeman attached a fresh locomotive to the cars. In the cab of the locomotive the engineer and fireman waited for the signal to depart. The storm had started.

Alex Henderson did not reach Point Levi at eight that morning. Instead, at that hour, he looked out of the train window at snow driven by high winds. It was a fierce storm. From Quebec city the Toronto Globe's correspondent reported, "Another tremendous snow storm and northwesterly gale set in this morning. The western trains were stuck at Arthabaska."⁶

Arthabaska [now Victoriaville] was 51 km from Richmond. The drifts were too much for a single locomotive. That afternoon three locomotives and a plough arrived from Richmond to assist the train, but it took the rest of the afternoon to travel the next 56 km through the blizzard. At suppertime they reached Methot's Mills [present-day Dosquet]. Here passengers and crews had dinner — engineers who had stood

POINTE LEVI AND MONTREAL DISTRICT														
Leave.					Sept 16, 1867					Arrive.				
Acc.	Exps.	Mis	STATIONS.		Dis	Exps.	Acc.	Acc.			Acc.			
P. M.	A. M.					A. M.	A. M.	P. M.			P. M.	A. M.	P. M.	
7 30	8 30	0	Quebec ...		172	7 45					7 20			
8 10	9 15	8	Pointe Levi		164	7 20					6 40			
8 40	9 35	15	Chaudiere Curve		157	7 00					6 00			
9 00	10 25	20	Craig's Road..		152	6 40					5 30			
9 35	11 15	28	Black River..		144	6 10					4 40			
10 05	—	37	Methot's Mills.		135	5 45					4 00			
10 20	12 30	41	Lyster ...		131	5 30					3 30			
	12 45		Becan- { lv								3 15			
			lv } cour { ar											
10 05	1 30	49	Somerset ...		123	5 0					2 35			
11 10	2 00	55	Staufold ...		117	4 45					2 00			
11 45	2 50	64	Arthabaska..		108	4 10					1 15			
12 15	3 40	71	Warwick ...		101	3 45					12 10			
12 55	4 45	84	Danville ...		88	3 05					11 05			
1 40	5 50	96	Bich- { lv		76	2 30					10 00			
			lv } mund { ar			2 00								
2 45		106	New Durham.		66	—					5 20			
2 55		110	Old Durham..		62	—					5 0			
3 20		118	Acton ...		54	1 00					4 45			
3 40		125	Upton ...		47	—					4 25			
3 50		128	St. Liboire..		44	—					4 18			
4 00		130	Britannia Mills		42	—					4 10			
4 20		137	St. Hyacinthe.		35	12 10					3 50			
4 40		143	Soixante ...		29	—					3 25			
5 00		149	St. Hilaire...		23	11 35					3 05			
5 12		150	Belœil ...		22	—					2 57			
5 40		157	Bon. Mountain.		15	11 10					2 45			
6 00		162	St. Hubert..		10	—					2 32			
6 12		165	St. Lambert..		7	10 48					2 23			
6 35		172	Montreal.		0	10 10					2 00			
A. M.	P. M.		ARRIVE	LEAVE		P. M.	P. M.	A. M.						

A Grand Trunk timetable in effect about a year before Alex Henderson's trip. In February 1869 the schedules were little changed from those shown above. The Quebec Express was due to arrive at Pointe Levi at 7:45 A.M. This is west of the later Levis station which saw passenger service until 1998.

all day on partly-open cabs peering into the whiteness, driving into the drifts; firemen who had shaken snow from every piece of wood they had thrown into the fire boxes; brakemen who had uncoupled the cars from the engines all day in the blowing snow whenever a long plunge had to be made into the compacted drifts. Hours and hours of cold, hard, work, and after the meal, 46 km to go.

"The down train from Montreal on Monday is still stuck on the road," reported the Globe's Quebec correspondent. "It only reached Methot's Mills, 20 miles above the Chaudière curve on Tuesday at 5 o'clock; from that Black River, 9 miles, though drawn by four engines with the snow plough."

Black River [present-day St. Agapit] was 32 km from Point Levi. Here the exhausted train crews had to stop. Here Alex Henderson spent his second night on the train. Around 11 that night, the storm finally began to abate.

WINTER PICTURES

Wednesday the 24th was a photographer's day. Beautiful light; not too cold (about -6 Celsius)⁸. The storm had gone. At Black River, Henderson struck. With the cooperation of the conductor and the crews he arranged to take a photograph.



A "portable darkroom" of the 1860s similar to the one that Alex Henderson used on his field trips during the wet plate era.

First he determined where to take the picture — making the most of the light — then he brought his camera out of the baggage car, opened the tripod and placed it half-way up the snowbank in a dug-out area beside the tracks. He unfolded his portable darkroom and set it up. On a relatively mild day he could have his portable dark room set up right beside the camera. Next he brought out the bottles of chemicals he would need. Some of these chemicals were quite dangerous, either poisonous or explosive! He poured ferrous sulphate into one shallow tray and some fixer (either "hypo" or the highly toxic potassium cyanide) into another and placed both trays on a shelf inside the darkroom tent. Into a third tray he poured some silver nitrate solution and left it out.

Henderson then took out a 5" x 8" [11.9 cm x 19.6 cm] piece of clear glass, cleaned it carefully and then painted it with a thin coat of a sticky substance called iodized collodion. This was guncotton dissolved in ether, with a soluble iodide added. Once in the dark, he dipped the tacky plate into the pan of silver nitrate so that a thin, even, film of the chemical stuck to the collodion, and formed light-sensitive silver iodide. Then he placed the tacky plate into a "light-tight" plate holder and slipped it in place in the back of the view camera. The plate had to be exposed and developed while wet, or it would be no good; hence the name "wet plate" photography. He slid open the front of the plate holder and took the lens cap off the camera and allowed for, say, a 10-second time exposure.

He then replaced the cap, slid shut the front of the plate holder and slipped it out without exposing the plate to light. He took it to his portable darkroom, where he removed the "wet plate" from the holder and dipped the plate in the tray of ferrous sulphate, waiting while this chemical reacted with the silver iodide to produce the image. Experience told him when to remove it. He then dipped it into the tray of "hypo" to stop the chemical reaction and brought the plate into the daylight.



"A. Henderson 2487", also titled "Preparing to Charge", was the magnificent result of Alex Henderson's first attempt. "He could see that he had a good photograph". Indeed he could; it was one of the best of its type ever taken!
National Archives of Canada, Photo No. C-19385.

Next he had to thoroughly wash and then dry the wet plate, possibly using the heat from a small alcohol lamp to speed the drying. When it was completely dry, he painted the plate with a light, protective coat of varnish. This he had to dry very carefully so the varnish did not run. He could see that he had a good photograph: "A. Henderson 2487".

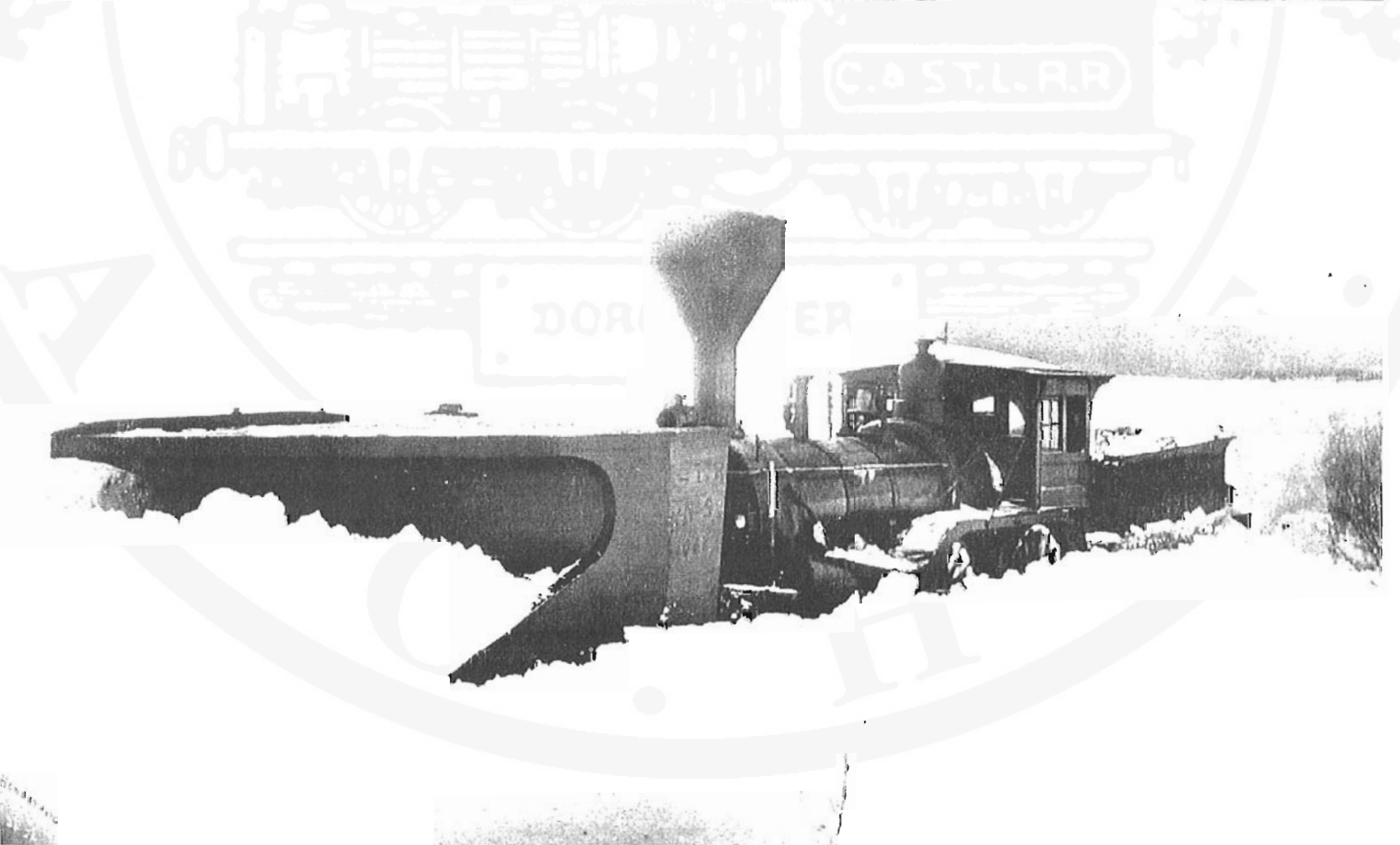
The train moved on. All that Wednesday, whenever he could, Henderson kept taking photographs. To get Plate 2493, he brought his camera to the top of the drift in front of the plough and shot the scene of the four smoking locomotives in the deep trench.¹⁰ He must have had a difficult walk atop the snowbanks with this plate to get to his darkroom — unless he brought his darkroom with him to the top of the snowbank, itself an arduous undertaking.

Another photograph is a mystery. Its number is unclear and seems to have been marked on at a later time in pencil. Is it 2496, 91 or 92?¹¹ In it a lone locomotive stands seemingly defeated at the edge of the drift, overpowered by the snow. The weather appears worse than in his other pictures and it seems this might have been his first photo, taken the previous day, the 23rd, except he entitled one copy "Snowed up / 24 Feby. 1869"¹². — the only photo in the series he dated. Is this a posed picture?

Was the negative handworked to create the stormy effect? What happened to the other engines? Did the crew detach them and back them up so that Henderson could capture this picture of the power of winter? Where is the crew of the locomotive? Behind him having helped carry his equipment? And where was his portable darkroom? Beside the camera?

OPPOSITE, TOP: "A. Henderson 2493" is also known as "After the Charge". Under an original print of this photo is the handwritten inscription "In the Snow Near Black River G.T.R.". It was taken from atop the large snow drift.
National Archives of Canada, photo No: C-4902.

OPPOSITE, BOTTOM: This photo (numbered 2496 or 2491 or 2492, the last digit is indistinct), shows a single "Birkenhead" locomotive with the plow up hard against the drift. The lettering on the plow reads "G. T. R. No. 9 Q. & R.", referring to the Quebec & Richmond. This photo is somewhat of a mystery. It may have been taken the first day, although one copy bears a handwritten notation "Snowed Up / 24 Feby. 1869".
National Archives of Canada, photo No. C-6055.





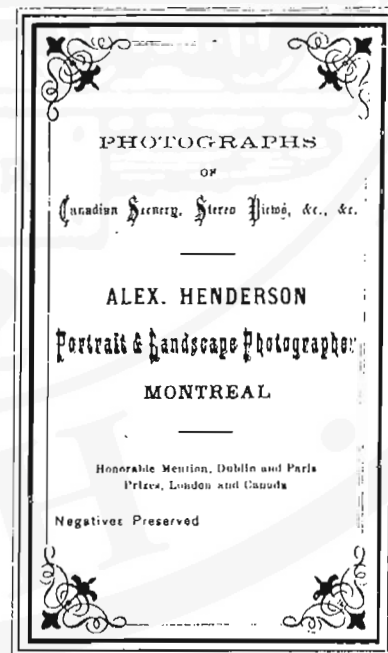
Henderson Plate 2497 shows the bleak wilderness through which the train would have to pass. Despite the title "Track after Snowplough was Backed", the photo was taken before the plough tackled the drift. National Archives of Canada, photo No. PA-149747.

For the last photograph, Plate 2497, Henderson turned towards Point Levi and showed what the train crew was up against. Whiteness everywhere. The picture — somewhat over exposed — was later captioned, "Track after snowplough was backed."¹³ In fact it shows the snow covered track before the plough moved through it. Only part of one rail can be seen. There is no visible "track."

Later that Wednesday, 24 km from Point Levi, the train ran into more great drifts: "It again stopped at Craig's Road [Saint-Etienne-de-Lauzon]", The Globe's Quebec correspondent reported that evening, "and will only arrive late tonight."¹⁴ Sometime that night the crew of the "Quebec Express" brought their train into the station at Point Levi and, around 48 hours after leaving Montreal, Alex Henderson finally reached his destination.

Henderson does not seem to have taken any photos at Point Levi or Quebec while he was there. How long did he stay? Did he take the next train back home? If so, when? The next express train to Montreal was scheduled to leave around 5:30 on Thursday evening, but at that hour that evening the Tuesday Express from Montreal had not yet reached Point Levi, although it was close."¹⁵ It is unlikely that any train left until Friday evening. And, as The Globe reporter noted the next day, that train also got stuck: "...the up train from here last night has only reached Danville [19 km from Richmond]. The freight from Montreal is stuck at Black River and the passengers are completely without food being 15 miles from any dwelling.... Snowing heavily again today."¹⁶

On Monday the train had still not made it to Montreal. "Quebec up train last heard of at Danville" reported the Montreal Daily Star that day. Its arrival here is anxiously looked for."¹⁷



An advertisement for Alex Henderson's photo studio about 1869. National Archives of Canada, Photo No. PA-147392.

Whenever Henderson did return home, the journey would have been a slow one. Certainly he was back in Montreal by Thursday, March the 4th, because on that day he placed a new advertisement in *The Witness* offering to photograph private residences "in the snow" and noting that he had new winter landscapes on view at his studio."¹⁸.

"FORTUNATE ENOUGH..."

A total of 187 cm [74 inches] of snow fell in February — the heaviest fall for the month ever recorded — making a total of 330 cm [130 inches] for the winter up to the first of March. And there was more to come. On Tuesday 10 March 1869, John Dougall, the Editor of *The Witness*, noted at two in the afternoon, "A cold drifting snow storm with a strong north east wind prevails since early morn."¹⁹. His competitor at *The Star* wrote: "The Weather. Today is simply disgusting - The wind which blows in fitful gusts is accompanied with small particles of hail.... The cold in unsheltered places is intense."²⁰.

It was a perfect day for Alex Henderson to walk down to the *Witness* office and give a copy of his snowplough pictures to Editor John Dougall²¹.

The next day Dougall reported: "The snow storm yesterday and last night was, perhaps the worst of the year. The wind blew with great violence, and the snow fell and drifted with great rapidity Trains out on the Railroads also must have been snowed-up with the compact drifts and what passengers would do for food we cannot imagine."

In another item in that issue, Dougall gave his fellow Scot a plug: "Snowed up — Mr. Alex Henderson of Phillips' Square, photographer, has been fortunate enough to secure some large photographs of a train labouring in the terrible snow-drifts. The long line of locomotives with snow ploughs attached is represented as in the deep cutting which it is slowly making and just preparing for a new plunge into the deep beds of snow. If anything could awaken sympathy for a Railway Company, a pondering of these pictures could hardly fail to do so."²².

In time, Alex Henderson sold many copies of his snowplough pictures. No one had ever seen anything like them. He had been "fortunate enough" to have been in the right place at the right time — on the "Night Express" to Quebec in the snowiest winter of the century.

EPILOGUE

The line on which this adventure took place was the Quebec and Richmond Railway, a branch of the Grand Trunk. It was constructed in 1854 and connected Richmond, on the Montreal-Portland main line, with Pointe Levi and Quebec City. In 1855, work was begun on a branch from near the present day Charny which eventually reached Rivière du Loup in 1860, and after 1876 became the main line of the Intercolonial. In the 1890s the Intercolonial built its own line from St. Rosalie, through Drummondville to the west end of the Chaudière bridge and, after the CNR took over both the GTR and ICR, this became the main line, while the old GTR Quebec branch through Victoriaville became a secondary route. Passenger service was cut back to Lyster in the 1960s, and discontinued a few years later, but this scenic line was the route of several memorable steam excursions to Victoriaville in the 1960s. In 1989 the entire line from Richmond to the Chaudière bridge was abandoned.

Photographic,

PHOTOGRAPHY in the SNOW.
 (— Private residences, &c. photographed;
 new winter landscapes. Apply at ALEX. HENDERSON'S
 Portrait Room, 10 Phillips' Square.

ABOVE: Within days of his return to Montreal, the indefatigable Alex Henderson was offering to photograph private residences in the snow.

The Montreal Daily Witness, March 4 1869.

BELOW: Two photos of private residences, taken by Alex Henderson at the time of the great snow storms of 1869, are seen below. The top one is Henderson photo No. 2489 and shows a horse and sleigh standing outside an unidentified house on the aptly named Cote Des Neiges Road near Montreal. Its number falls within the range of those taken on the trip, showing that he did not number his negatives consecutively. It was most likely taken just after he returned from Quebec. The other Henderson photo (number unknown), probably taken while the snow was still falling, is a rather bleak and gloomy view of the home of Mr. Albert Furniss, also on Cote Des Neiges Road. This house, built in 1848, still stands and, considerably altered, is presently the home of your editor.



All that was left was the short line from the bridge to Levis station which still had through passenger service to Halifax and Gaspé. Now that branch too has gone with the rerouting of the eastern VIA trains over the freight line between Charney and St. Charles. Thus, except for the bridge and less than a mile to Charny, it is no longer possible to ride any of the line on which Alexander Henderson was snowbound 130 years ago.

THE ILLUSTRATED LONDON NEWS PRINTS THE HENDERSON PHOTOS

The fame of Alexander Henderson's photographs of the snow ploughs in action spread well beyond Montreal and well beyond Canada. Prints of these views were sold by Henderson himself for many years, indicating that the original negatives survived for a long time. However it is believed that they, along with most of the original Henderson negatives, were tragically destroyed in more recent times. Actual prints made from the original negatives are now quite rare, however copies and other reproductions of them are seen in numerous archives.

These photos were also reproduced, usually by woodcut engraving, in several contemporary publications, both books and periodicals. The most noted of these was the English weekly magazine *The Illustrated London News*, which reproduced them in 1870. At that time the ILN, founded in 1842 and still in business, was one of the greatest, if not the greatest, illustrated publications in the world. Its circulation extended all over the British Empire (which then extended over much of the globe) and other English-speaking countries as well. Thus the pictures of the Grand Trunk snow ploughs in action might be seen in England, Africa, India, Australia, or anywhere else in Queen Victoria's far flung empire.

Accompanying the illustrations was a very interesting article on snow on railways. This article is reprinted here exactly as it was published:

THE RAILWAY SNOW-PLOUGH.

There is nothing in the ordinary phenomena of the seasons that is so apt to interrupt the traffic of railways as the accumulation of snow. The Mont Cenis summit-line, constructed by Mr. Fell, with its gradients, as steep as the old street of Holborn-hill, easily and safely climbed by the grip of the horizontal wheels upon the central rail, is yet subject to the loss of three or four days' working receipts almost every winter from this common accident of the Alpine heights. The Highland Railway of Scotland, and others in the northern parts of Britain, are frequently exposed, in winter, to very troublesome occurrences of the same nature. It may even be remembered that the Lancashire and Yorkshire Railway, and several other lines, including part of the London and North-Western Railway, near Manchester, were closed during two whole days, in a season of extraordinary severity, about eighteen years ago, by the masses of snow that filled the cuttings, so that both travelling and postal communication were stopped. The Grand Trunk Railway of Canada, with its magnificent extent of 900 miles, comprising the branches, through a country which never fails to exhibit the effects of winter in full force, has of course had to contend with this enemy to locomotion. Its engineers have invented for that purpose a very powerful kind of snowplough, the form and use of which are shown in the Illustrations we have engraved, from photographs by Mr. A. Henderson, of Montreal. The shape of the mighty shield, carried in front of the engine, with its hollowed face, and with its cutting edge at each side, is well adapted to make its way through the deepest and densest snowdrifts. It is such an implement as the Canadian climate demands.

In those days photo-engraving had not been developed, so the ILN relied on highly skilled engravers to copy the illustrations by the woodcut process, which meant engraving them on hard wood blocks which are then set up with the type and used to print the publication. Each issue contained many such illustrations, which today are a fine depiction of what was happening at the time. As would be expected, some changes were made by the engravers. In these ones, the most notable are the addition of people into some views, perhaps to show the size of the snow drifts, and also to add interest to the published views. Other retouching was done, perhaps to clarify some features, but the result is very pleasing, and a tribute to the ILN's engravers as well as Alex Henderson himself.

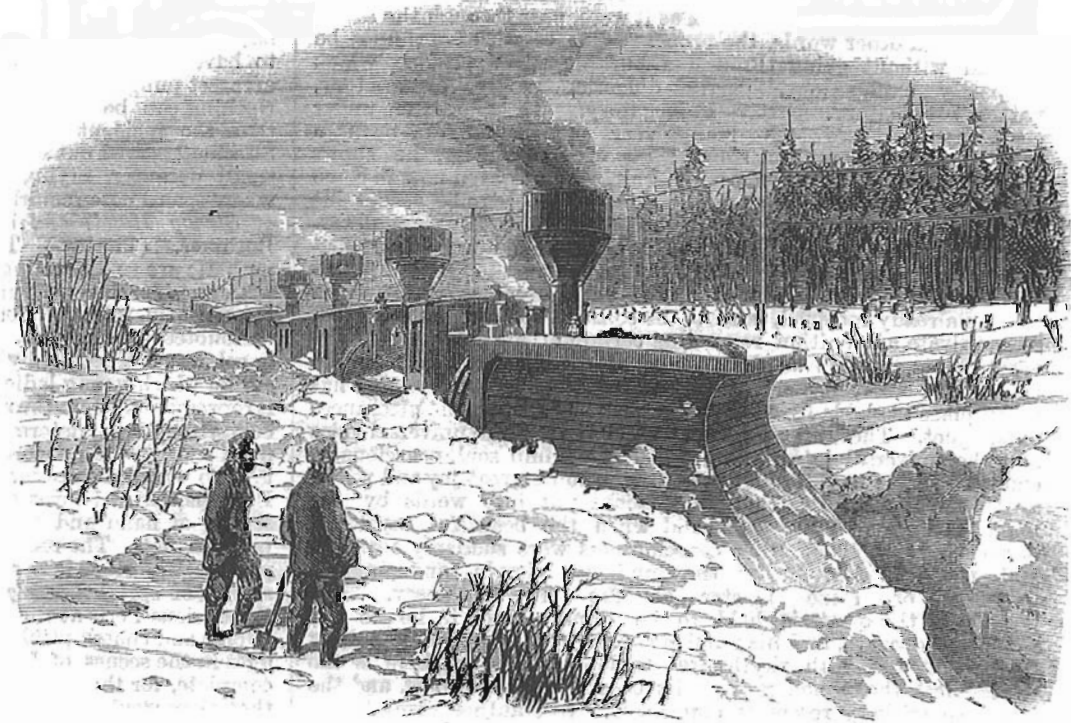
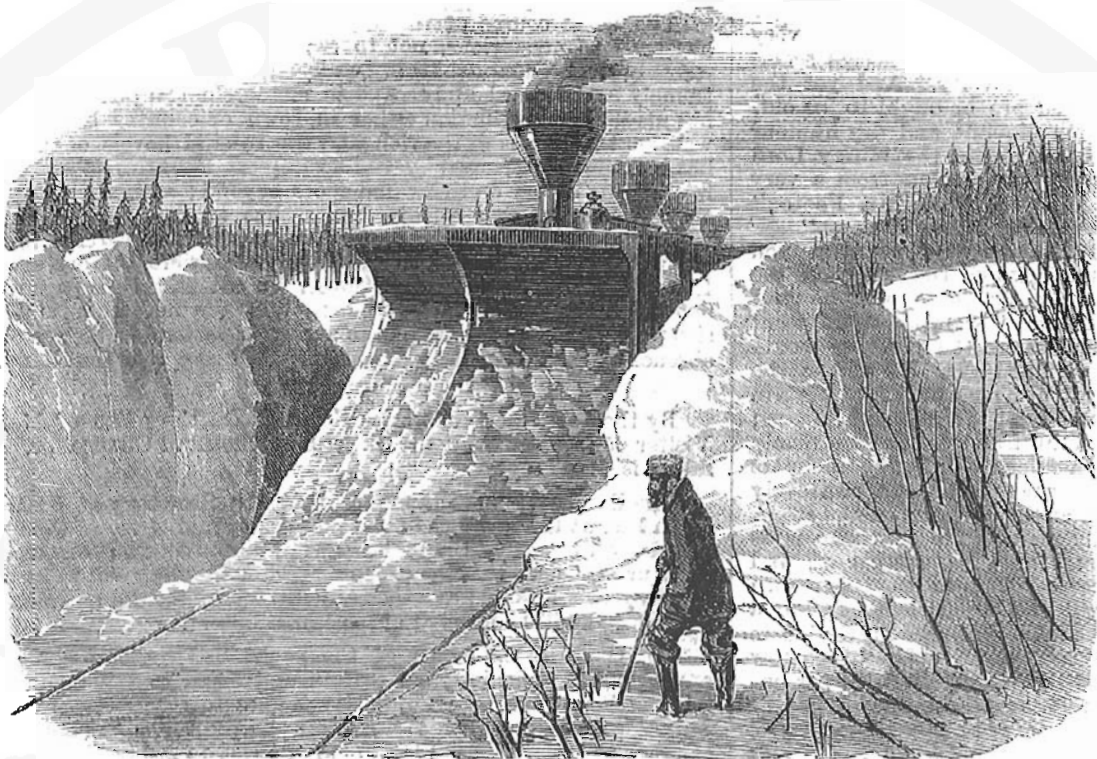
Our copy of the article, cut from the original magazine, does not show the date. However the paper on which it is printed has a watermark in which can be clearly be read the words "MAKER 1870". This indicates that the paper was made in 1870 and, since the ILN was a large publication and did not stockpile its paper for long, we can assume that the article was published in 1870, i.e. about a year after the photos were taken.

Over the years other publications (including *Canadian Rail*) have used both the photos and woodcuts, so it is very likely that Alexander Henderson's snowbound views will be seen for many years to come.



OPPOSITE: Woodcut engravings of two of the Henderson photographs, slightly enlarged, but otherwise exactly as they appeared in the Illustrated London News in 1870.

ABOVE: Reduced-size prints of the original photos, included here so that one can compare these with the engravings and observe the differences.



END NOTES

1. Stanley G. Triggs, "Alexander Henderson: Nineteenth-Century Landscape Photographer," *Archivaria*, v, (1977-78), pp. 45-59. I wish to thank Stanley Triggs for his advice and assistance in the preparation of this paper.
2. The Montreal Daily Witness, 7 Jan.- mid-Feb. 1869 (Fig. 4: see above)
3. The Gazette [Montreal], 19 Feb. 1869
4. Ibid., 16 Feb. 1869
5. The morning Chronicle [Quebec], 22 Feb. 1869
6. The Globe [Toronto], 24 Feb. 1869
7. ibid., 25 Feb. 1869 citing Quebec Report of 24 Feb. 1869
8. The Gazette, 24 Feb. 1869
9. National Archives of Canada, Photography Division, Photo C-19385 [Henderson 2487]. "Preparing to Charge". I am indebted to Nora Hague, Curator of the Notman Photographic Archives of the McCord Museum in Montreal for information on the wet plate process. See also Ralph Greenhill, "Early Photography in Canada" (Toronto: Oxford University Press, 1965), p. 30.
10. Ibid., Photo C-4902 [Henderson 2493 "In the Snow / nr Quebec"; also entitled "After the Charge."
11. Ibid. The photo is listed in the NAC under both 2491 and 2492; it could also be seen as 2496. Stanley Triggs, an expert on Henderson, does not place much stock in Henderson's numbers necessarily being chronological (a very good example of this is photo 2489 on page 9). See *Archivaria*, op. cit., p. 53.
12. Ibid, Photo C-6055. He also entitled it "Plough in drift". On the plough is marked "G.T.R. No. 9 Q & R." Behind it is a freight locomotive with 5-foot driving wheels, built by Peto & Co. of Birkenhead, England in the mid-1850s, no number visible. Two such engines are known to have been on the Quebec and Richmond line, GTR, 47 and 49. Nine others were assigned to the larger "Eastern Section" — Nos. 46, 48, 50, 51, 59, 64, 79, 83 and 84.
13. Ibid., Photo PA 149747.
14. Globe, 25 Feb. 1869 citing Quebec Report of 24 Feb.
15. Ibid., 26 Feb. 1869 citing Quebec Report for 25 Feb. The train arrived in at 6 p.m. Thursday.
16. Ibid., 1 Mar. 1869 citing Quebec Report of 27 Feb.
17. The Daily Star [Montreal], 1 March 1869
18. The Montreal Daily Witness, 4 March 1869
19. Ibid., 10 Mar. 1869
20. The Daily Star [Montreal], 10 Mar. 1869
21. In the Henderson Correspondence in the Notman Photographic Archives, is a letter dated 12 Nov. 1908, from Alex Henderson, then 78 years old, to his daughter. In it he confides, "I cannot go in a storm or snowshoe in a blizzard as I used to and enjoy it now."
22. The Montreal Daily Witness, 11 Mar. 1869.

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Quebec City:

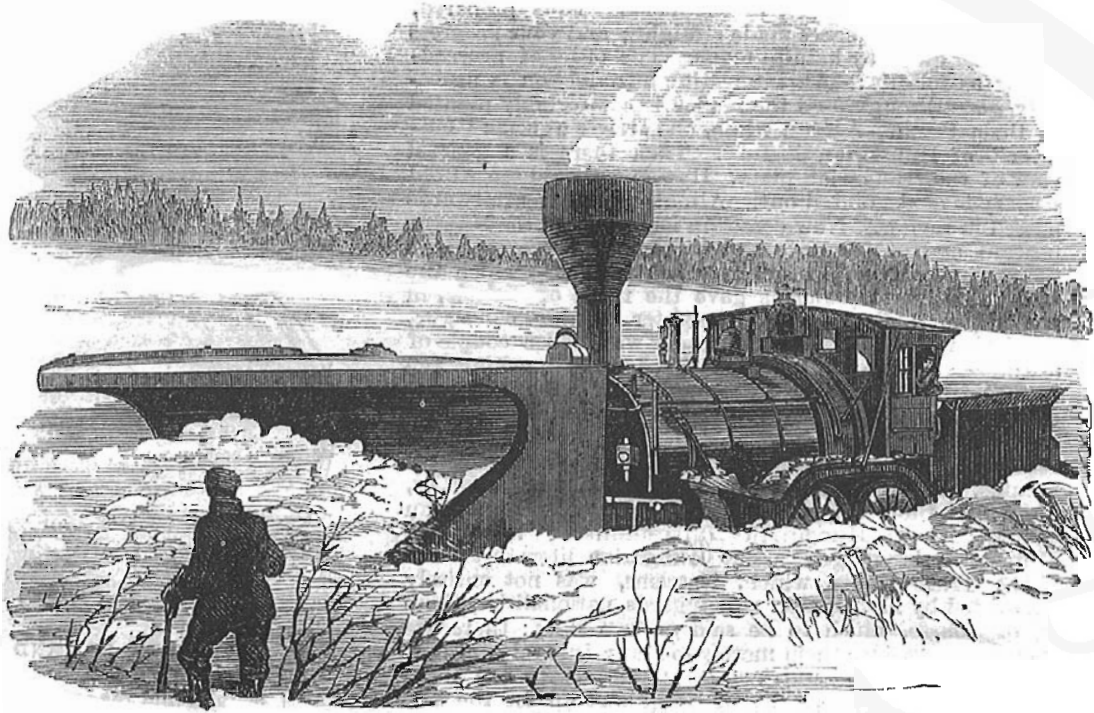
The Morning Chronicle

Toronto:

The Globe



OPPOSITE AND ABOVE: As on the preceding two pages, these are the other two Henderson photos as engraved by the *Illustrated London News*, with reduced-size copies of the originals for comparison.



In Memoriam, John Thompson, 1941 - 1998

Noted historian John Thompson died at Wakefield, Que., near his home at Low, on October 31, 1998. Many members of the CRHA will remember him for his great work on our publication on the Sesquicentennial of the Champlain and St. Lawrence Rail Road in 1986. He has also written articles for Canadian Rail, including the lead article in this issue. Born on October 28, 1941, he was a native of Hudson, Quebec, although his actual birthplace was Ottawa when his father was stationed there during World War II.

In 1963, at the age of 22, he co-founded the Hudson Historical Society with another young history student, Maben Poirier. He graduated with an MA in History from McGill in 1965; his thesis on the history of the English-speaking settlers of Hudson was published by the Hudson Historical Society and has been reprinted twice. He taught for 4 years at Stanstead College, in Stanstead, Que., and was employed as Historian for the Historic Sites service of the Federal Government from 1969-74. During this period he did much research, both as an employee and for his own interest, on the early history of railways in Canada. John had been interested in railways since his childhood; he kept albums of

photographs, some taken by him with his Donald Duck camera. From 1974 until his death John worked as a free-lance writer. Most of his research and writing was historical - articles for journals and magazines, papers for the government and for native groups. A hiatus in his historical work took place from 1977 to 84. Fuelled by a belief that Canadians should be able to cross Canada, staying at bed-and-breakfast places as they do in Britain, he cajoled country people all over Canada to offer bed-and-breakfast. His book "Country Bed and Breakfast Places in Canada" was published annually for 6 years, by which time bed-and-breakfast was commonplace in Canada. He always said that he would feel he had succeeded when his book was no longer necessary.

Just before his death, John Thompson sent three manuscripts, and some smaller items, to the editor for use in Canadian Rail. Two of these have now appeared, and the remainder will in future issues. Recently his family has presented to the CRHA his books, periodicals and notes concerning railways.

To his family, we offer sincere sympathy. The railway historical movement has lost a good friend.

REMEMBERING JOHN THOMPSON

On Saturday, October 31st a native son of Hudson passed away after a courageous battle with leukemia. John Thompson really was a native of Hudson though for the past number of years he had lived with his family in the lovely Gatineau Hills town of Low, Quebec. Though only fifty-seven years old John had already accomplished more than the average person of his age in his special line of work - History. John Thompson was Hudson's foremost historian par excellence. His best selling book, "Cavagnal 1820-1867" has been the basis of all historical research on this fine community we now know as Hudson since it was first published in 1967 as John's thesis for a Master of Arts Department of History at McGill University.

In the fall of 1963 during a CPR commuter ride to Montreal John was sitting with another Hudson historian, Maben Poirier. They had often discussed their mutual interest in local history. That fall day, they decided to form a small group of local citizens into a 'History Society'. The Hudson Historical Society had been founded. Both men became Life Members and contributed immensely to preserving local history. John moved from Hudson many years ago but he kept in close contact with his "mentor" until his death a few years ago - Canon E.C. Royle. In many of our long talks about local history, Canon Royle's name would almost always come up. He had shown great interest in John's career and had helped him out many times. John even worked for the Hudson Gazette, producing numerous articles relating to, what else? Hudson history!

In 1824 a poor family of farmers from Drigg, Cumberland, England settled on Lot 41 in Cavagnal. It was John Thompson and his wife Jane Shackley and their family of ten children. Their descendents have lived here ever since. "Thompson Park" in Alstonvale was once land farmed by another descendent, Mr. Frank Thompson, whose original farmhouse is still at 693 Main. The last John Thompson, 1941-1998, was also a direct descendent and he was VERY proud of his heritage. Maybe that is why he got so involved with that and local, and above all Canadian, history. John was an expert on native histories, especially those relating to our neighbours across the river in Kanesatake, the Mohawks. He wrote numerous articles in many Canadian magazines and did immense research projects studying their history and land claims. Many of these are now in the National Archives of Canada and with the Mohawk Band Council and Longhouse members in Kanesatake. If John was not an honorary member of the Mohawk nation, he should have been. He cared for them so much.

Just three weeks ago I asked John if the Hudson Historical Society could reprint his book, "Cavagnal 1820-1867". He replied, "Only if you do some changes that I wish to have done." I agreed immediately and even though John knew he had only days to live, that brave and courageous man never stopped writing, calling or mailing articles and letters to me. His last wishes concerning Hudson history was to have his book redone in a modern way and updated with corrected material concerning the genealogy section. We both were in contact with Shirley Lancaster of Thornhill, Ontario and she agreed to handle the genealogy section and I would handle the rest. It should be ready by April, 1999 and have a new title: "Hudson, The Early Years up to 1867". Even though his time with us was limited, this now frail man kept his mind working until the end. His love of history was unbelievable and he encouraged me to continue with my own historical research projects right until the last time I spoke to him, three days before he died.

John Thompson died peacefully and he left his wife and two daughters and a sister who still lives in their family home in Hudson Heights. John will be greatly missed by all those who had the pleasure to know him and respect him. Not only Hudson but also Canada has lost a true native son who cherished his job of preserving our country's past for those who follow. Rest in peace John, I'll always remember how you have influenced my career as a historian.

Rod L. Hodgson, President, Hudson Historical Society

Source: The Hudson Gazette, Wednesday, November 11, 1998.

In Memoriam, Sanborn S. Worthen, 1917 - 1999

By Fred Angus

On December 11, 1940, World War II was in its second year, and things were not going well for the Allies. On the home front, the railway enthusiasts movement was in somewhat of a decline after all the activities of the 1930s, for most people had more serious matters to contend with. Nevertheless, the CRHA continued its meetings, albeit with much reduced attendance, all during the war years, and it was at one of these meetings, on the aforementioned December 11 1940, that Sanborn S. (Sandy) Worthen joined the Association and received membership number 83. For the next fifty-eight years, Sandy Worthen would be great friend of the CRHA, serving in many positions within the Association, as well as a personal friend to so many of the members. On January 8, 1999 Sandy died at the North York General Hospital in Toronto at the age of 81.

Sandy Worthen was a native of Montreal and Ayer's Cliff, and graduated from Bishop's University in Lennoxville, Que. During the war he worked at Defence Industries, a division of Canadian Industries Ltd., which made ammunition for the military, at a special war plant at a place called Nitro, near Valleyfield Que. During this time he edited a small newspaper called "The Nitro News", an experience which would be of benefit in later years as editor of Canadian Rail. Our member Steve Walbridge, who also worked there, recalls those days well. After the war he was employed by Abbott Laboratories until his retirement.

In the late 1940s, the CRHA was revitalized and membership began to increase again. Excursions began to be run, the News Report (now Canadian Rail) started in 1949, and the first discussions began about starting a railway museum. This received a big boost with the acquisition of the first piece of rolling stock, Montreal street car 274, in 1951. During all this important time Sandy was very active in the Association, serving as Trip Committee Chairman from 1953 to 1955, Custodian of Artifacts 1954 to 1955, and then as President of the Association from 1955 to 1957. After his term as President, he continued his activity unabated, remaining a director until the 1980s, and Vice President for many of those years.

In 1965 the Canadian Railway Museum opened, and the old system of the museum committee was inadequate for the new enlarged operation. Despite the protests of those used to the old ways, an elected Commission was set up. As these were controversial times, the Commission wanted a Chairman (the actual title was "Spokesman" for he was to report to the CRHA Board) who would be unbiased, and make productive decisions. The choice was, of course, Sandy Worthen, and he occupied this position until the Commission was fully operational and had been functioning for some years.

During those years, the News Report had grown, and in 1962 was re-named Canadian Rail. Sandy Worthen was always involved in the publication, but in 1968, upon the reorganization of the publications committee, he was appointed Editor of Canadian Rail, effective with the February 1968 issue. This is what many CRHA members remember him for today, and he raised the quality of the magazine to a level which is still the standard the present editor follows today. After nine and a half years, and 111 issues, Sandy relinquished the editorship in June 1977, in favour of Peter Murphy, who had been Production Manager for many years under Sandy. Peter's memories of Sandy are printed in a separate editorial. This was not the end of Sandy Worthen's connection with Canadian Rail, for he was named Editor Emeritus, which he was for many years.

Some thoughts on Sandy Worthen

By Peter Murphy

Sanborn (Sandy) Worthen made a significant contribution to the CRHA, especially during the critical years when the Canadian Railway Museum was being planned and initially built. When, like most non-profit organizations, the CRHA went through a period of internal upheaval, around 1965, Sandy above all could be counted on for an unbiased opinion, he always kept a level head, always looking at both sides of the issues at hand.

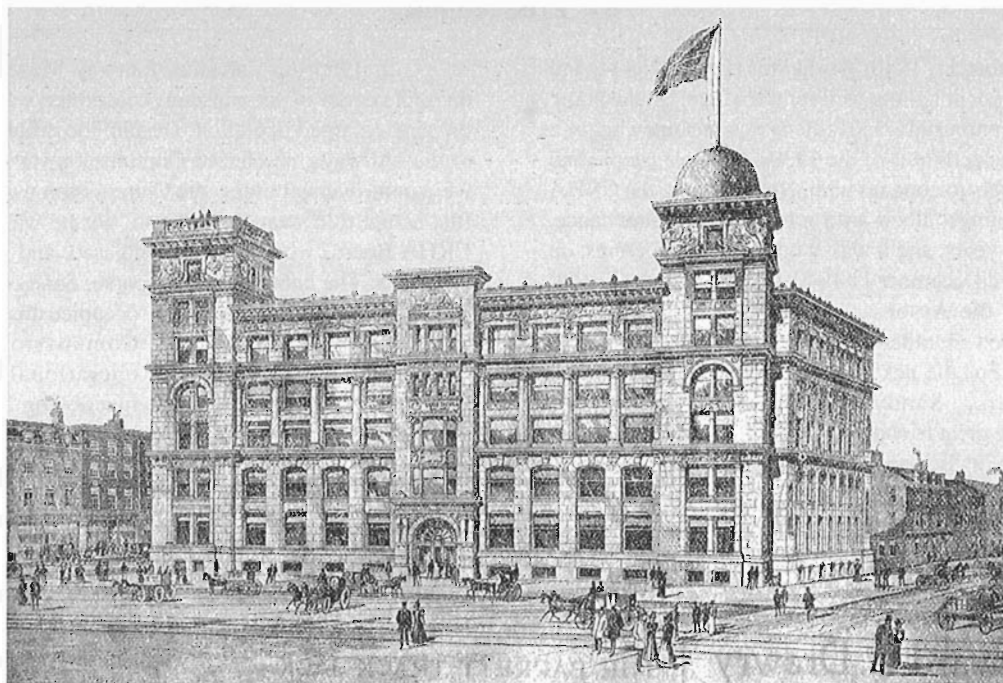
Sandy was active in all aspects of the CRHA including: The archives; he was primarily responsible for the acquisition of the E.A. Toohey collection of excellent negatives after Allen's untimely passing. The museum; he was active on numerous committees which met on a regular basis to establish the CRM, and served as the first chairman of the Museum Commission. Above all, Sandy as editor of Canadian Rail set new standards of excellence for the CRHA journal which to this day are still difficult to maintain. His command of the English language was unparalleled, he was one of those few people who would rather write than phone.

The term 'the red door' will always have a special meaning for those who knew Sandy while he lived in Montreal. When you went to 'the red door', you were visiting Sandy at his home on Mira Road, which obviously had a real red door. He will be remembered for his dry humor, bow ties, obliging manner and above all his excellent editing of Canadian Rail.

He was one of the true 'pioneers' of the CRHA and will be sadly missed. We extend our sympathy to his wife and surviving family members.

After retirement, Sandy went to live in the Toronto area, and he relinquished many of his former CRHA activities. Nevertheless his interest in railways continued, and he was often seen at special activities, including the commemoration, at Craigellachie B.C., of the 100th anniversary of the driving of the Last Spike on the CPR. In recent years Sandy had not been in very good health; nevertheless it was with great sadness that all who had known him heard of his death. Even at the end he thought of the CRHA, for his obituary in the papers said that donations could be made to the Association. With Sandy Worthen's death another link with the "old days" of the CRHA is gone, and we have all lost a friend. To his wife, Mary, and his family we offer our deepest sympathy.

The New Headquarters for the Grand Trunk in 1899



GRAND TRUNK IMPROVEMENTS, &c.

The illustration on this page shows the handsome structure which the G.T.R. will erect in Montreal. It will occupy the entire square bounded by McGill, St. Paul, William and Wainwright streets, covering an area exceeding 30,000 sq. ft. Its principal frontage - 200 ft. - will be on McGill street, and will be very imposing in appearance. The splendid adaptability of McGill street to attractive buildings designed for financial and commercial purposes is well illustrated in the new G.T. offices. The width of the street will enable the structure to be seen to great advantage, and the florid nature of the sculpture work and the outside ornamentation will not be lost, as is the case with many of Montreal's stately structures.

The building will be one of the finest architectural productions in the Dominion, a remarkable union of richness and breadth as well as dignified simplicity. The style of architecture is Neo-Grec, that is, a modern adaptation of Greek and Roman - not a servile copy, but from the spring, from which marvelously simple and logical inspirations of the art of the Greeks is obtained. Architecture is required to modify its forms in accordance with the conditions of light, of temperature, of needs and purposes. The plans are calculated to give good light in a maximum of apartments combined with striking adaptations to the complex needs and purposes, as well as an effective appearance. There is an easily accessible basement, and 5 storeys above, with strongly accentuated corner treatment - one symbolic of the G.T.'s alliance with one-half of the globe, another, of strength, and a third of swiftness. Strength is represented by mythological griffins, and swiftness by the winged dragon.

The basement will be utilized for express storage and mail purposes. On the ground floor the Auditor's, Treasurer's and Paymaster's departments will be situated. The 1st floor

will accommodate the General Purchasing Agent, Divisional Freight Agent, and Freight Claims Agent. The executive departments will be situated on the 2nd floor. These will include the private and general offices of the General Manager, General Assistant, General Traffic Manager, General Passenger Agent and the Company's Solicitor.

The offices of the General Superintendent and the Chief Engineer and the car service, telegraph and telephone departments will be located on the 3rd floor. The upper or 4th floor will contain a large assembly room, where deputations may be received, and the superannuated, medical and stationery departments; as well as the offices of the Express Auditor and his staff. Waiting rooms and lavatories will be fitted up on each floor. There are 2 towers to the building, one of which will be surmounted by a dome and flag pole. The other will be flat and will be used for the purpose of showing visitors and railway officials the Victoria Bridge and the Point St. Charles property of the company. From this vantage Point an excellent view of the city may also be obtained.

The material for the exterior walls has not yet been selected, but it is probable that a mixture of sandstone and granite will be decided upon. The interior furnishings will be of oak and marble.

The corridors will be wainscotted with marble, and above that the panels will be fitted in with ornamental plaster work. The wainscoting in the different offices will be of oak, richly panelled and carved. The offices will open out on the gallery corridors, and the whole building will be well lighted and ventilated. The structure will be heated by steam, and lighted by electricity. Its cost will amount to about \$500,000. It is expected that the building will be ready for occupancy in January, 1900.

The Railway and Shipping World, January 1899.

CPR Tourist Cars 100 years ago

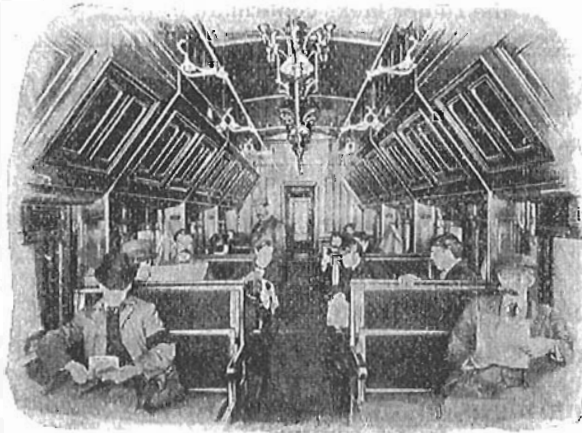
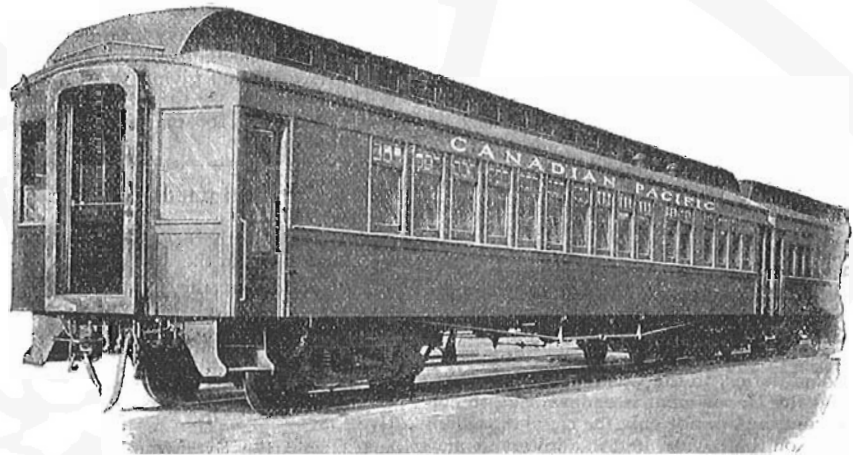
CANADIAN PACIFIC TOURIST CARS

The C.P.R. Passenger Department has issued an illustrated pamphlet "Travelling Comfort," describing the Company's new tourist sleeping cars, 20 of which have recently been put in service. It states they are strongly constructed of the best material, and claims that they are higher, wider and heavier than those in general use and that the substantial structure reduces swinging to a medium [sic]. The special features of the new cars are wide vestibules (full width of car) latest car range [stove], double standard lamps and the general arrangement of the interior. The wheels are of steel, 40 inches diameter, with steel axles.

Each tourist sleeper contains 14 sections, each section having double upper and lower berths. At night the sections are divided by wooden partitions, and by curtains as in the palace sleepers. Each tourist sleeper has 2 toilet rooms, with car range in kitchen in a compartment in the centre. The sleepers are equipped with mattresses, comforters, pillows and linen. The seat frames are of wood, and the cushions and backs of the seats are upholstered in corduroy. Each berth is provided with hooks. The aisle is carpeted. In addition to steam heat from the engine, each car is equipped with a heater for emergency use. Detachable side leaf tables are provided for meals, &c. Each car is accompanied by an uninformed porter.

Some of the illustrations from the pamphlet are reproduced on this page. The pamphlet, which is terse and forcible, was written by J.G. Brignall, of Assistant General Passenger Agent McPherson's Office, Toronto, and was printed most effectively by the Mail Job Printing Co., Toronto.

The Railway and Shipping World, February, 1899.



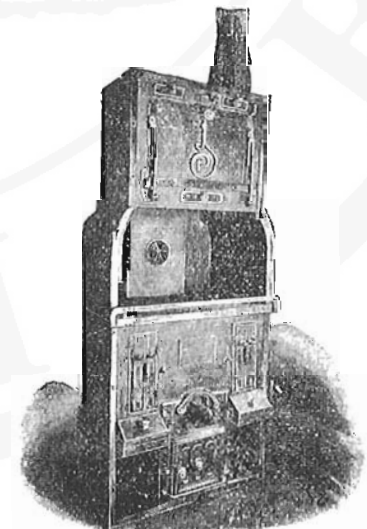
INTERIOR, C.P.R. TOURIST SLEEPER



SECTION, C.P.R. TOURIST SLEEPER



TOURIST SLEEPER TOILET ROOM



TOURIST SLEEPER RANGE

The Day the Sperry Car Replaced the Budd Car

For some time there was a story told of how a Sperry car was pressed into passenger service on the Sudbury to White River run usually operated by two of the few remaining Budd RDCs in use in Canada. There were, however, no details and we could not be sure if the story was true or just a rumour. The mystery was solved when Mark Gustafson gave us a copy of "Sperry News" which tells the story and confirms that the "rescue" did indeed happen.

The photos, were not taken that day, but were by Fred Angus at Cartier on August 15 1998. However they do show the same car on the same line. Furthermore the passengers waiting for VIA train 185 look as if they were about to board the Sperry car, but how they would have got the canoes aboard is another mystery!



their bags in the bedrooms. Everyone squeezed into the lounge, I put on a video, gave them some bottled water and proceeded to run light backwards about seven miles to where the railroad had some vans waiting to pick them up.

After they departed we waited several hours for further information. Finally at 9:30 we decided to get some sleep. No sooner do we turn out the lights, BAM! BAM! BAM! It's a railroad pilot banging on the side of 148. He's come to take us to Chapleau. We had to creep along at 10 MPH or less over track torn up by the broken wheel. Several hours later we finally got to Chapleau and were able to sleep.

Between the snowstorms and traffic CP insisted on running over the track, it took us a week to test the 21 miles affected by the mishap. Several broken angle bars,

switch points, frogs, and rails later, we finally made it to Sudbury. By the way, the Inco Mine in Sudbury has the world's tallest smokestack.

THANK YOU FOR THE RESCUE, Shirley & Howard Goheen, Chapleau, Ontario. Once more I would like to thank you as it was very important that my daughter Bonnie get back to town as the next day she had to be in Timmins for her cancer treatment. It's railroaders like you who go the extra mile that make a difference.

Reprinted from Sperry News

SPERRY TO THE RESCUE

By Jan Olejnik

I was working on SRS 148 when we ran light from Thunder Bay to Sudbury, Ontario. We were following two signal blocks behind a hot intermodal train through some of the most beautiful and rugged scenery I've ever seen, around the northeastern shore of Lake Superior. Everything was running smoothly until we got about 30 miles west of Chapleau. We received news on the railroad radio that the train we were following was having "some sort of trouble" and was stopping to inspect it. We were told to stop and wait further instructions. Well it turns out that one of the wheels on the train was broken and dropped into the gauge and dragged for 21 miles.

A Budd car was to run west from Chapleau to White River. (For those of you that may not know what a Budd car is, it's a self-propelled passenger car, Budd being the name of the company that built them). When the railroad found out about the train dragging the wheel, they cancelled the Budd car, stranding the people waiting to catch it.

Backing up to clear, we picked up all these people, eight as I recall, and one dog. We managed to fit all

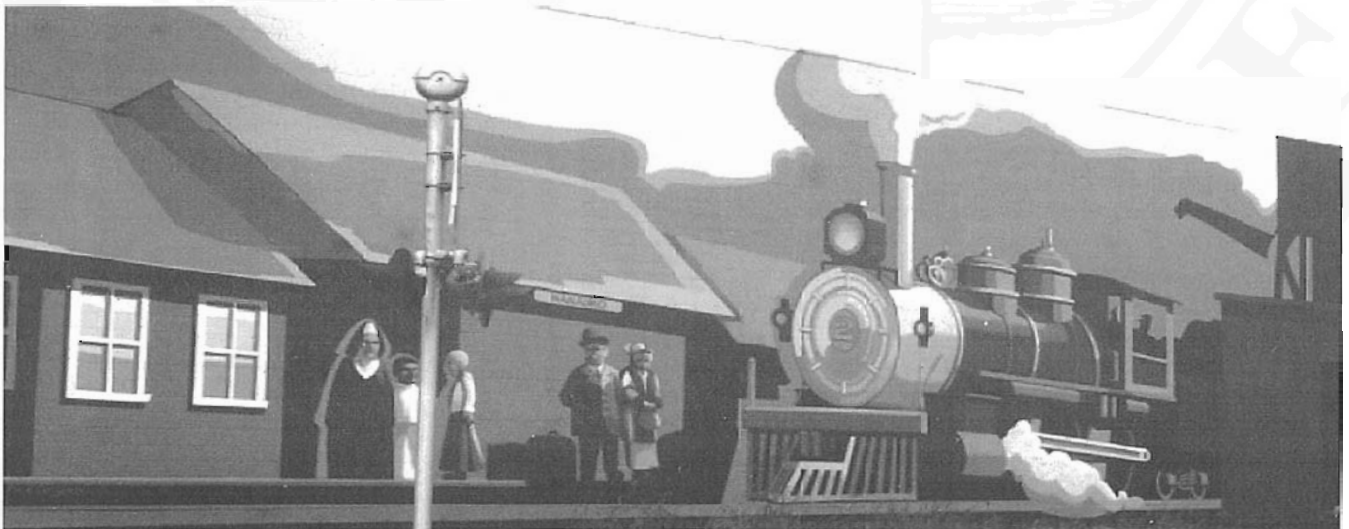


Still More Murals

Continuing our feature on railway murals in Canada, we are pleased to present seven sent to us by Mr. Robert Sandusky who took all these photos. So far the project has turned up a large variety of these impressive works of art. Please keep sending them in!



This mural near the Burlington Northern station in Salmo, B.C. commemorates the good old days when the Great Northern ran to Nelson. June 28, 1994.



This lengthy mural showing the Esquimalt and Nanaimo station in Nanaimo, B.C. is just north of the existing station there, and is passed twice a day by the RDC to and from Courtenay. May 24, 1986.



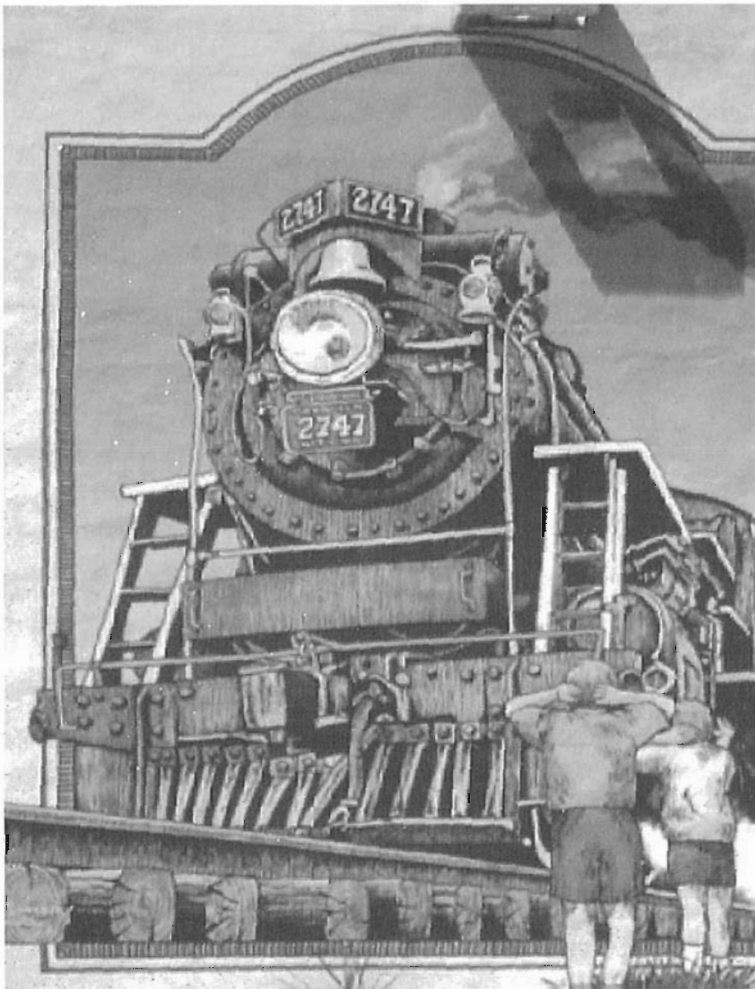
ABOVE: At the cutoff from highway 4 into Port Alberni, B.C. is this carved wooden mural. The Shay locomotive shares its historic significance with the Martin Mars water bomber, two of which still operate. May, 1986.

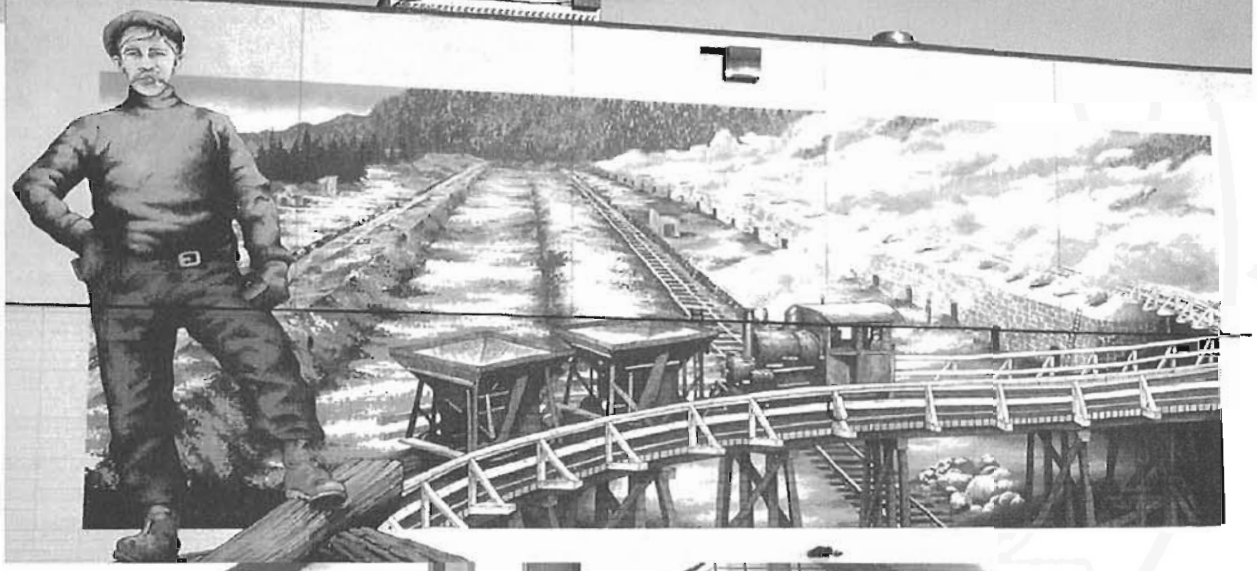
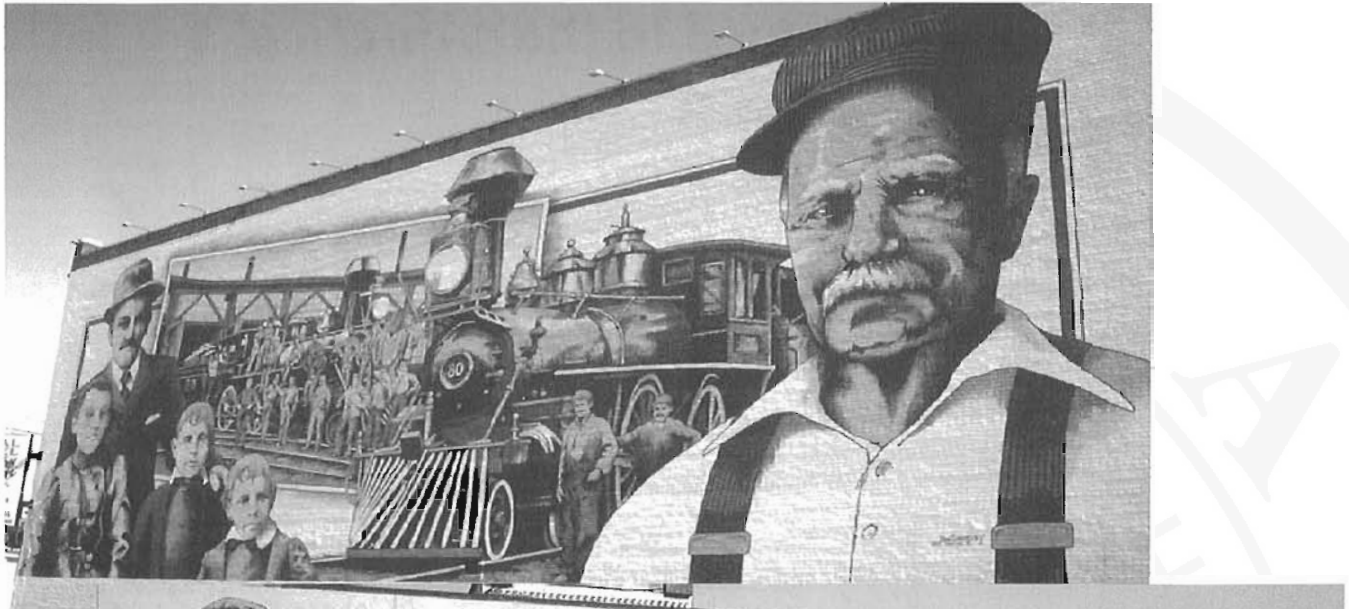
LEFT: Mural of CNR 2747 (original in nearby park) on the Toronto-Dominion Bank, Bond and Regent Avenue, Transcona, Manitoba. July 2, 1993.

OPPOSITE, TOP: CPR mural on the west wall of the Royal Hotel in Moose Jaw, Sask. April 10, 1992. Painted by Dan Sawstsky from Chemainus, B.C., a town also noted for its recent murals.

OPPOSITE, MIDDLE: The Crowsnest Pass coke ovens (possibly at Michel) are commemorated by this mural at a shopping centre beside highway 3 in Sparwood, B.C. December 4, 1997.

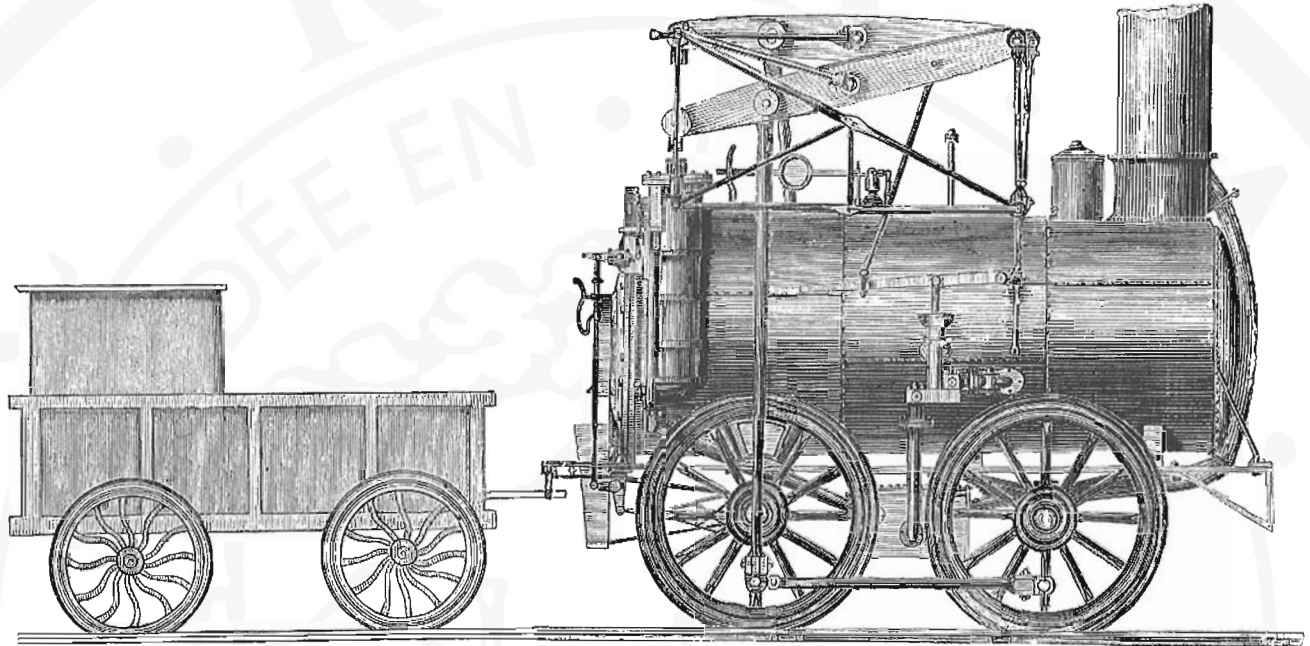
OPPOSITE, BOTTOM: Near the Royal Alexandra Theatre in Toronto, Ontario is this mural depicting a PCC car and several of downtown's well-known characters. Could the artist have been foreseeing the return of streetcar service to Spadina Avenue? September, 1989.





What Happened to the “America”?

By Fred F. Angus



STOURBRIDGE LION.

The “Stourbridge Lion” as it appeared in the year 1829. From an engraving in “History of the First Locomotives in America” by William H. Brown, second edition, 1874.

The story of the first locomotives to operate in America is familiar to most railway historians. The Delaware and Hudson Canal Company, founded in 1823, began as a canal system to transport coal from the mines of Pennsylvania to New York. However a steep stretch over the mountains was not suitable for canal construction, and it was decided to build a portage railroad over this section. The radical decision was made to use locomotives on this section, something that had never before been done anywhere in North America. It is well known that a locomotive, called the “*Stourbridge Lion*” was brought out from England, that it was tried out at Honesdale Pa. in August 1829, was found to be too heavy for the track, and was almost immediately retired. The use of locomotives on the so called “gravity railroad” was abandoned, although the railroad itself lasted until the canal was abandoned in 1899. Meanwhile, of course, the D&H had built conventional railway lines and changed its name to drop the word “canal”.

Many of us remember the occasion of the 150th anniversary of the D&H, in 1973, when a special steam train came to Montreal bearing, among other things, a full-size replica of the “*Stourbridge Lion*” complete with the fierce-looking lion’s face painted on its smokebox door. Today the D&H is part of the Canadian Pacific system, so could perhaps be considered as the oldest constituent of the present-day CPR, as well as being the oldest company operating a railway in the American continent.

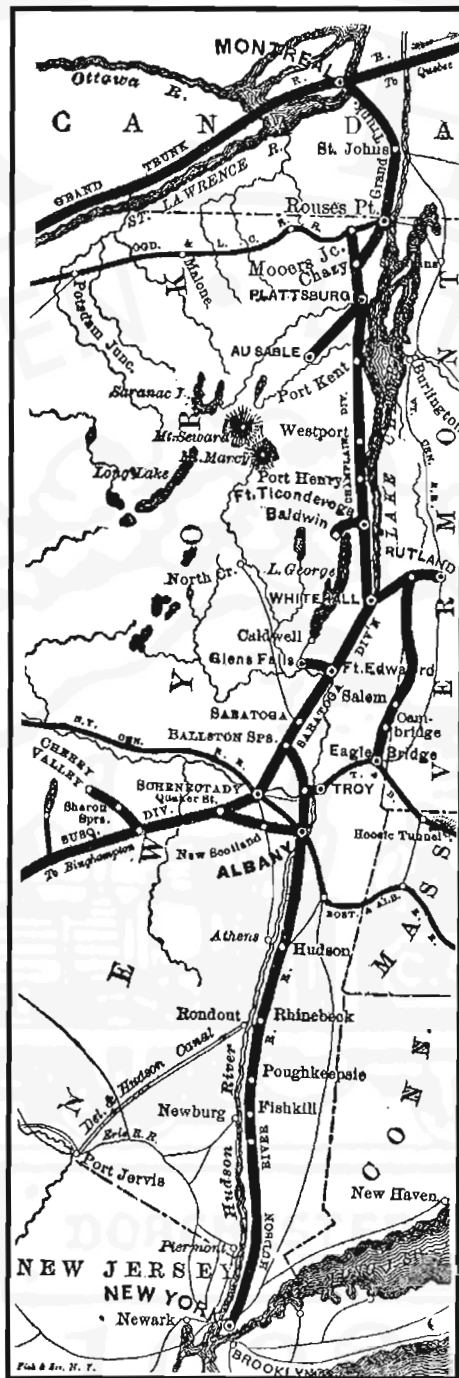
What is not so well known is the fate of the other D&H locomotives of 1829, for there were more than just the “*Stourbridge Lion*”. The “*Lion*” itself was a “one-off”, vertical cylinder 0-4-0 (although the Whyte classification system had not yet been invented), built by Foster, Rastrick and Company at Stourbridge England. It arrived in New York “sometime in May” 1829 in charge of Horatio Allen. But, Allen had ordered more than one locomotive, the others being from the famous Newcastle firm of Robert Stephenson and Company who, later that very year, would build the “*Rocket*” which would win the Rainhill Trials and establish the feasibility of modern steam locomotion. The story of the “*Stourbridge Lion*” has often been told, but what about the Stephenson engine (or engines). There has always been doubt on this subject but, according to an article in the October 1998 issue of *American Heritage* magazine, the mystery may be solved at last.

Much of what we know about the locomotives of those days is thanks to a book entitled “*History of the First Locomotives in America*”, written by William H. Brown and published in 1871, with a second edition in 1874. Brown had been doing research for that book at least as early as 1859, for a letter to him from David Matthew (who had assisted in fitting up the engine) dated December 6 of that year, said in part “*Some time about the middle of May, 1829, the locomotive called the Stourbridge Lion arrived from England, on the ship John Jay. It was landed at the wharf of the West Point Foundry Works,*

foot of Beach Street, New-York City.... The locomotive was blocked up in our yard, and steam put to it from our works, and it became the object of curiosity to thousands who visited the works from day to day, to see the curious "critter" go through the motions only, as there was no road for it about the premises." Bear in mind that this letter was written in 1859, only thirty years after the events related, well within living memory.

Another letter to Brown, from none other than Horatio Allen himself says about the Stephenson engine: "This locomotive, or motive (but not progressive motion), was not the engine which made the first run on the railroad at Honesdale, Pennsylvania. This engine (built by Stephenson at Newcastle-upon-Tyne) was set up at an iron-yard on the East River side of New York, and being blocked up, so that the wheels could not touch the ground, the engine could go through the motions without running." Brown was led to believe (erroneously as it turned out) that this locomotive arrived in September 1829, long after the "Lion". In his excellent history of the D&H, Jim Shaughnessy confirms that the Stephenson engine, called the "America", arrived in New York on January 15, 1829, and was demonstrated (with wheels blocked up) on May 27, the day before the similar demonstration of the "Lion". However he was not able to find out its fate, except that one cylinder appears to be preserved in the Smithsonian. It is possible that another Stephenson engine arrived in September, and this is the one referred to in Allen's letter to Brown, but this is not likely. In the end, unable to find out any more (although there were those then living who undoubtedly knew the true story) Brown did not refer further to the Stephenson engines. All that was known was that the "America" and the "Stourbridge Lion" were shipped from New York to Honesdale, the "Lion" (and presumably the "America" too) arrived on July 24 and had its famous trial on August 8 1829, and the "America" vanished behind a veil of mystery.

Fast forward now more than 150 years, to 1981 when a small carved wooden box, in the form of a coffin, turned up in an antique store in New York. It is this box that is the subject of the article "The Case of the Vanishing Locomotive" by John Demos and Robert Thayer, published in "American Heritage" for September 1998. Anyone wanting more detailed information is referred to the article in question which has the suspense and mystery of a "who dunnit". Suffice it to say that the box was



By 1881 the D&H was a major railway in its own right, extending all the way to Montreal, a far cry from the days of the "America" and "Stourbridge Lion". Note the canal, in use until 1899. Official Guide, February 1881.

undoubtedly carved, at the time, probably as a memorial, by someone who was present when the events took place. On the cover is a carving of the locomotive and tender, on the front side is the inscription "THE IRON HORSE", and on the back side is the name "AMERICA". Underneath is carved (in three lines) "JOHN B. JERVIS / 18 D&H 29 / CANAL COMPANY". But it is the inscription on the underside of the lid that tells the story. Its message is very clear, saying simply "BLEW UP JULY 26 1829".

So after all these years we know what happened. The "America" was the first to be tried, secretly on a Sunday, two days after it arrived, at some isolated part of the line near the summit. Thereby it became the first locomotive to operate on a common carrier railroad in America. How far it got, and how it performed we do not know except that it had a tragic ending. Perhaps, like the "Best Friend of Charleston" a year and a half later, someone tied down the safety valve. Perhaps the engineer let the water get low. At any rate there immediately ensued what Demos and Thayer call "the first corporate cover-up in America". Worried what would happen to D&H stock if the news of this fiasco leaked out, all concerned agreed on a conspiracy of silence, a silence that was still apparent more than thirty years later when Brown was doing his research. So it fell to the "Stourbridge Lion" to be the first to be tried publicly, 13 days later. Like the "America", the "Lion" also failed, not in a spectacular way like the "America", but because the rails were too light to carry the weight of an operating locomotive. So the D&H gave up the idea of steam locomotives, for the time being, and operated the gravity railroad by horses, and winches run by stationary steam engines. By this decision the D&H lost the chance of becoming the first steam railway in America. That distinction went to the South Carolina Railroad which put their first locomotive "Best Friend of Charleston" in service in December 1830.

This story shows that railway historical research is never complete. Even after more than 150 years, a small box, which might have been passed over by most seeing it, was appreciated for the story it could tell, and the story was told. How many other artifacts are "out there" with interesting stories to tell? No one knows, but it is certain there will be many more surprises as a result of research as we go into the 21st century.

The Business Car



THE TRAIN DRAIN

Allan Swift Canadian press

MONTREAL - While some bemoan the brain drain of Canadians to the United States, there is also a train drain going on. Canada's two major railways are increasingly putting their focus on the United States - at the same time as they continue to cut jobs and abandon track in Canada. For the last few years, Canadian National Railway Co. and CP Rail have described themselves as continental, rather than just Canadian, freight carriers. In 1998, they stepped up efforts to increase and protect their U.S. presence as that country's rail industry goes through a massive consolidation. Canadian National is a good example. This year, it announced a \$2.4-billion U.S. takeover of Illinois Central of Chicago, to form the fifth-largest railway in North America. It expects to get final approvals in the spring. CNR also extended its reach in the U.S. with a long-term alliance with Kansas City Southern, a big railway in the U.S. midwest states. Spokesman Mark Hallman said about 39 per cent of CN's business is in the U.S. or across the Canada-U.S. border. With the acquisition of Illinois Central, this will rise to 50 per cent. "North-south trade is growing at about 10 per cent annually, vs. east-west trade at around 3 to 4 per cent," Hallman said. "We're very much cognizant of the whole influence of NAFTA and the growing north-south trends, and it's important to position CN customers to be able to compete in the North American economy".

Meanwhile, back in Canada, more CN employees will be cut from the ranks of the Montreal-based company. The railway angered its unions with a surprise announcement in October, just after signing new contracts, that it would cut another 3,000 jobs from its payroll, by the end of 1999. The railway employed an average 21,800 in the last year, down 1,000 from 1997. But Hallman was quick to point out that job reductions were proportional on both sides of the border and were not connected to the merger. CN operations are greater in Canada than in the United States, he said, which explains why only 200 jobs were lost south of the border. Canadian Pacific was also active in the U.S. during the year, trying to protect its northeastern subsidiary Delaware and Hudson from being squeezed into oblivion in the wake of major consolidation by U.S. carriers. The strategy appears to have worked. After the city and state of New York demanded that a competitor be

allowed into the region, CPR was chosen to compete with CSX, a mega-railway company that grew into a dominant regional carrier through acquisitions. CP Rail will get direct access to New York City and other east-coast markets, a potential boon to the company. Calgary-based CP Rail has also signed an alliance with Norfolk Southern so it can develop a doublestack container service for a north-south corridor bypassing Chicago as well as New York. CPR's trans-border corridor between Chicago and Vancouver is also poised to expand. Major expansions were completed to intermodal yards in Toronto and Calgary, while expansion of the Vancouver yard will be completed in 1999. Analyst Winnie Siu, of Salman Partners in Vancouver, said coal and grain shipments by rail are expected to fall in 1999, and the North American economy will slow next year, "so this is going to affect traffic." At the same time, she said she expects railways will do well financially as cost-cutting measures kick in and opportunities in the U.S. start providing new revenues.

A parallel trend to the train drain by the majors is the creation of more short line railways in Canada, as entrepreneurs take up track sold off by CN and CP Rail and try to make a profit carrying local traffic, and feeding freight to the two majors. There are 48 railways in Canada, up five from the same time last year. Railway association spokesman Roger Cameron said that since the Canadian rail industry was deregulated in mid-1996, 7,231 kilometres of track were transferred to new owners, and 1,213 kilometres were discontinued.

NEW LOOK AT VIA DORVAL

Sheila McGovern, The Gazette



Via Rail Canada showed off its renovated Dorval station yesterday (January 11, 1999) - an \$850,000 project it hopes will appeal to globetrotting Ottawans. The formerly flat, utilitarian building - first constructed in 1967 - has a new red roof and tower reminiscent of bygone stations. The new roof should also make the station easier to find, and the government-owned passenger railway hopes the Via sign, very visible at its summit, will remind passers-by that the train is an option for travelers. The spruced-up interior has improved seating, a bank machine, vending machines and a small first-class lounge. And as of Feb. 8, it's going to be busier. Via intends to boost its weekday service between Montreal and Ottawa to five trains from four. The fifth train has been timed to coincide with the



Old Dorval station, photographed in 1893.

arrival and departure of international flights at Dorval airport. Passengers will be offered free shuttle service to the airport from the station, plus baggage handling.

Via president Rod Morrison said the railway is making a concerted effort to draw more passengers and is convinced, given congested roadways and airports, that it can sell itself as a good way to get to the airport. Residents in the Ottawa area take about 300,000 international flights a year, he said, but in many cases, they have to travel to Montreal or Toronto to get a flight. He said he doesn't know how many of those passengers the railway carries now, but he's convinced it could carry more. Direct rail links to airports are common in Europe, and Morrison said Via is convinced such a service would work at Dorval and at Pearson Airport in Toronto. Via is looking at linking Pearson with London and Windsor, he said, but the Dorval project is farther ahead. "Aeroports de Montreal" and the St. Lawrence & Hudson Railway, a division of Canadian Pacific Railway, are studying the feasibility of building a rapid shuttle service between downtown Montreal and Dorval within three to four years. Morrison said such a project would complement rather than compete with Via's service,

Via would dearly love to have a spur line right into the airport, he said, and would be willing to work with those involved in the shuttle service. Federal Transport Minister David Collenette, who attended the inauguration, acknowledged Via has had a tough time in recent years with severe cutbacks in federal funding. But he insisted the government is now committed to improving rail service as an alternative to congested highways. He said he hoped that on his next visit he would be announcing government involvement in a shuttle service. Morrison said the government's renewed commitment to passenger rail is helpful, although it hasn't increased the railway's subsidy of \$170 million a year. Still, he expects the railway will be able to improve its revenues and find additional ways to cut costs - such as renting or leasing equipment rather than buying.

Source: The Gazette, January 12, 1999.

JAPAN TO RETIRE ORIGINAL "BULLET" TRAINS

Once the fastest railway cars in the world, Japan's original bullet trains will make their final runs in 1999. The trains will be gradually retired throughout next year to make way for a new, faster express, Central Japan Railways said on December 30, 1998. Billed as the "super-expresses of the century" when they debuted in 1964, the first-generation trains

traveled between Tokyo and Osaka at a speed of more than 200 kilometres per hour.

Sleeker, faster trains have been introduced, including the *Nozomi*, which travels the 400 kilometres from Tokyo to Osaka in just 2.5 hours vs. four hours on the original train. A new version of the *Nozomi*, with a maximum speed approaching 300 kph, debuts in March.

IRON HIGHWAY TO EXPAND

Thousands of trucks that intimidate car drivers on the busy expressway between Montreal and Detroit will instead piggyback on railway cars, thanks to Canadian Pacific Railway's Iron Highway project. CP hopes that this will open a brand new market for short hauls, which are dominated by trucks. The railway has been testing the Iron Highway for two years, running two weekday trains each way between Montreal and Toronto, able to carry 20 trailers each. Some of the early trains ran empty, but CP is now a believer in the project. After investing about \$20 million into the Iron Highway, CP Rail will invest another \$40 million this year. By early February, capacity will double on the Toronto-Montreal run. By summer, it will triple, and the service will be extended to Detroit, gateway to the industrial states in the U.S. midwest. Iron Highway is now running 80 to 85 per cent full, which amounts to at least 64 trailers a day, or 16,640 a year. Triple that capacity works out to about 50,000 trailers a year. By comparison, the Ontario Transportation Ministry has clocked 2,500 commercial trucks of all sizes going west each weekday on Highway 401 - the main highway across southern Ontario.

Trains have for years carried intermodal cargo, steel containers and reinforced truck trailers that also go on trucks and ships. These boxes, strong enough to be hoisted by cranes and double-stacked on railway cars, are efficient for long hauls over 2,400 kilometres. But for relatively short distances, such as the 560 kilometres between Montreal and Toronto, trucks dominate because they're faster and more flexible. For the railway to win back business from the trucking industry in those shorter distances, Iron Highway has to provide scheduled fast trains, short terminal turnaround times, the ability to carry light truck bodies, and a smooth ride.

NO FURBIES IN THE CRHA?

Your editor recently read a news item which caused some concern. It seems that the CRHA was planning to dissect a Furby, one of those new electronic toys that were such a hit at Christmas, to see if they would interfere with electronic equipment. Intrigued, and puzzled how this toy could upset the functioning of the Association, I continued reading the article. However I was relieved to read that "The CRHA has no voice-activated machines" that could be upset by a Furby. Still concerned, however, I continued the article and eventually found out that the CRHA in question is not this association, but is the Calgary Regional Health Authority!

CRHA CONVENTION TO BE IN REVELSTOKE

The convention of the CRHA will be held at Revelstoke British Columbia in 1999, a year which also marks the centennial of the incorporation of Revelstoke as a city. All who were at the last convention there will remember the interesting time had by all. More details will be sent later.

OHIO CENTRAL TO CONTINUE PASSENGER TRAINS



Ex - CPR 1293 on the Ohio Central on October 11 1998.

Contrary to our report in the September-October 1998 issue of Canadian Rail, the Ohio Central will continue to operate regular excursion trains out of Sugarcreek Ohio in 1999. The original announcement of the discontinuance of these popular trips caused great disappointment among railway enthusiasts and others, and sufficient letters of protest were written that the OC reversed its former announcement. Thus it will still be possible to see, and ride behind, ex-CNR 1551 and ex-CP 1293 as they run through the scenic Ohio countryside. Anyone in the area should ride these trains, as this is the best way to ensure their survival.

INTERNATIONAL FESTIVAL OF RAILWAY FILMS



For the third year running, Saint-Pierre-des-Corps (near Tours, France) welcomes the Cinerail Festival from 21st to 24th of April 1999. The only festival in the world dedicated to short-footage films inspired by railways, offers the opportunity to watch international productions each year comprising creative short-footage films, advertisements, television documentaries and reports and corporate films.

Cinerail is a festival for professionals as well as for the general public. It opens its doors to every one and offers enthusiasts screenings of productions of any nationality, that railways have inspired. In 1998, 16 countries came to share their ideas of the train in registering their films for competition. The prize list, from 68 films, selected from more than 100 films registered, honours the international characteristics of this festival : productions from Yugoslavia, Spain, Australia, Germany, Japan and France have been awarded.

But the organizing committee is going further in their desire to make this Festival a railway observation post. The spectators will discover the different facets that trains can take in examining technical or artistic photos, drawings, models ... or participating in the cultural excursion by train through the "Garden of France".

The entrance to the projection room, where the competition is held, is free. Only a registration fee of 30 French francs is asked for opening and closing ceremonies.

For further information, contact:

Cinerail - 9 Quai de Seine

F-93584 St. Ouen Cedex

France

Tel: 01 40 10 98 07 - Fax: 01 40 10 58 05

e-mail: cinerai@aol.com

LINDSAY MODEL ENGINEER'S SHOW

The 25th Anniversary show, sponsored by the Lindsay and District Model Engineers will be held on April 10th and 11th, 1999 at Victoria Park Armoury, 210 Kent Street West, Lindsay, Ontario. On Saturday, April 10, the show will run from 11:00 A.M. to 5:00 P.M., while on Sunday April 11 it will be from 11:00 A.M. until 4:30 P.M. Admission is \$4.00 for adults, \$3.00 for students, and \$1.00 for children. For more information call George Morgan, show co-ordinator at (705) 887-5892.

SPERRY'S CALENDAR FEATURES CPR PHOTO

The 1999 calendar produced by Sperry Rail Service features a large colour photo of Sperry car 132 "in the clear" on a siding at Canmore, Alberta, with a rainbow in the background. This is the second year in a row Sperry's calendar has featured a scene on the CPR, for in 1998 it showed SRS 127 beside CPR locomotive 6029 on a bridge at Port Coquitlam, B.C.

CENTURY OLD NOTES

All from The Railway and Shipping World.

Canadian Pacific Railway

"We'll have a faster service than has been" is evidently the determination of Sir William Van Horne.

January, 1899.

[Editor's note: This is a takeoff on the motto "We Hold a Vaster Empire Than Has Been" which appeared on the famous Canadian 2-cent map stamp issued in December, 1898.]

C.P.R. Western and Pacific Divisions

General Superintendent Marpole, of the Pacific Division, has issued the following circular, with the approval of Manager Whyte, of the Western Lines:

"On Feb. 1 that section of the Western Division from Donald to Laggan [now Lake Louise] will be operated as part of the Pacific Division, and together with the Selkirk section will form one operating section extending from Revelstoke to Laggan, and will be known and designated thereafter as the Mountain Section. The Selkirk section will lose its identity, and Donald will be abolished as a divisional point by this arrangement. Supplementary Time Bill No. 1, affecting current Time Bill 13, so far as relates to that section of the Pacific Division between Donald & Revelstoke, will be issued before Feb. 1. This supplement will include the addition to the Pacific

Division from Donald to Laggan, and all employees concerned are directed to immediately familiarize themselves with its contents, particularly noting that the Pacific Standard Time will apply on and after Feb. 1, throughout to Laggan. The jurisdiction of E. J. Duchesnay, as Superintendent, is extended to cover all the Mountain Section ; the Despatching Office will continue to be at Revelstoke, with T. Downie as Chief Train Despatcher. T. Kilpatrick, as Bridge Inspector, will have jurisdiction over all the Superintendent's Division. The limits of the roadmaster's sections will be continued as at present, viz. : Revelstoke to Donald, with W. Newmaan in charge, with headquarters at Revelstoke, and from Donald to Laggan with H. C. Killeen as Roadmaster, with headquarters at Field."

In reference to the foregoing it may be added that Laggan station and yard will remain a portion of the Western Division. Field will become an important divisional point, and engines and crews will run through from Field to Revelstoke. The heavy consolidation engines working on the Kicking Horse grade will have their headquarters at Field, and will be used entirely to move the traffic between Field and Laggan, under the supervision of the Pacific Division officials.

The dispatching on this portion of the line will be done from Revelstoke. Heretofore it has been done during slack seasons from Medicine Hat, and when traffic was particularly heavy by dispatchers stationed at Field. Another result of this change is the abolition of Gleichen and Canmore as divisional points on the Western Division, and the substitution of Calgary. Engines will run from Medicine Hat to Calgary, 180 miles, and from Calgary to Laggan, 116 miles.

The new shops at Calgary are covered in, and the installing of machinery is commenced. The turntable is in place, and the running shed will go into immediate use. The shop will not be in operation till the end of Feb. A running shed with 6 stalls has been established at Laggan, for the Western Divisions which turn around at that point. The building is solid stone, as is also the new 12-stall roundhouse at Field. Large additions have been made to the tracks at Field, Laggan and Calgary, for the accommodation of through business.

January, 1899.

Columbia & Western

On returning to Rossland, B.C., lately from Montreal, D.J. Fitzgerald said he had gone east in the hope of securing payment from the C.P.R. for certain fuels and stores, the property of the B.C. Smelting and Refining Co., which the C.P.R. specifically agreed to purchase separately, and which he alleged were not included in the transfer of the smelter and railway when F.A. Heinze sold out his B.C. interests to the C.P.R. last spring. He said the two companies had failed to adjust their differences, and that as the C.P.R. had refused to treat with him and fulfill its alleged covenant, Mr. Heinze was forced to sue R.B. Angus and Thos. G. Shaughnessy, as representatives of the railway, to secure payment of his claim.

January, 1899.

BACK COVER: On August 15, 1998 Sperry Rail Service car 148 pulls up to the CPR station at Cartier, Ontario. The passengers are not waiting for the Sperry car, but for VIA train 185, the "Lake Superior", which has already left Sudbury bound for White River. In a few minutes car 148 will depart, and the passengers, with their fishing equipment (including the T shirt saying "I fish, therefore I lie"), will board Budd cars 6205 and 6250 and be on their way. However, one day not so long ago the Budd cars were blocked by a derailment, and SRS 148 saved the day by picking up the passengers.

Photo by Fred Angus

Toronto Union Station



The illustration on this page shows the north and east sides of this building, and the extensions towards the lake, with a portion of the north train shed. Most of the views heretofore published have shown the north and west sides. We do not publish this illustration with any idea that it may serve as a model, for the general consensus of opinion is that the Toronto Union is one of the most inconvenient stations in America, expensive to run and unsatisfactory in very many other respects.

January 1899.

Newfoundland Northern & Western

Last month the Governor of Newfoundland received a dispatch from Colonial Secretary Chamberlain, refusing to grant the petitions praying for the disallowance of R. G. Reid's contract, on the ground that he could not interfere with the legislative acts of a self-governing colony.

January, 1899.

Quebec Bridge

An item which has been going the rounds of the daily press to the effect that the Dominion Government has invited tenders for a bridge over the St. Lawrence at Quebec is incorrect. The tenders have been asked for by the Quebec Bridge Company, the time for making them being extended to March 1. We understand several large bridge builders are preparing designs, and will submit tenders.

February, 1899.

White Pass & Yukon

The Customs Department is completing arrangements for the transit of goods to the Yukon over the White Pass Railway in bond. Trains are now running from Skagway to nearly the Canadian border, and as soon as the line reaches Canadian territory a sealed car will be placed on the route to carry Canadian bonded shipments from Skagway across the disputed strip.

February, 1899.

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

