CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT NO. 74 INCORPORATED. JANUARY 1957

MONTREAL, CANADA

ANOTHER YEAR... With this issue, we begin another year of publication. 1957 is destined to see the Association's Twenty-Fifth Anniversary observance, in March, which it is expected will be marked by a Banquet. Our News Reports are of more recent date, having been commenced in the fall of 1949. With the exception of the latter half of 1951, publication has been carried on, eleven issues per year, since that time. An earlier series of Bulletins had been published in the late Thirties.

In the more than seven years existence of the current publication, our circulation has increased greatly. The October 1949 issue was distributed to 35 members and associates; with the January 1957 issue, our circulation is close to two hundred and fifty. We could never have achieved our present status without the support of our members and subscribers, and to them, one and all, the Editorial Committee would like to extend its sincere thanks.

We regret that the two bulletins scheduled for publication in 1956 have not as yet materialized, but the unusual amount of preparation necessary for our history of the Montreal & Southern Counties Railway has resulted in an unbelievable amount of work. This Bulletin, No.20, and No. 21, Part 1 of Self-Propelled Rail Cars in Canada, will both be sent to all who have paid their 1956 subscriptions. We will do everything in our power to ensure their early release.

Omer S.A. Lavallee
Chairman, Editorial Committee.
and the Members of the Editorial Staff.

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MEMBERS AND SUBSCRIBERS are respectfully reminded that the dues for 1957 are now payable, in accordance with invoices sent with the December News Report. You are invited to make your remittance as soon as possible, $3.00 for regular members, $1.50 for subscribers, payable, preferably by money order, in Canadian Funds at par in Montreal.

The Treasurer.

BACK COPIES OF PUBLICATIONS - A limited number of back copies of the News Report are still available, and a list of them, with prices per copy, is appended at the end of this issue. Small supplies of certain issues previously reported as exhausted have been located, and you are invited to examine the present list with this in mind. Disposal will be made on a first-come first-served basis, as usual.

RAILWAY & MINERAL RAILWAY MAP OF CAPE BRETON, with Chronology, Dates, and Principal Mines. Compiled by R.R.Brown. Drawn by Anthony Clegg. 36" x 36" - blueprinted. Subscribers- $1.00 Others-$1.25(postpaid).

AN EXPERIMENT IN COLLECTIVE RESEARCH .....

What do you know about the rolling stock of the Calgary Municipal Railway ? This month we are conducting an experiment in cooperative research by our members and subscribers. Much documenting remains to be done on motive power and rolling stock records, and in particular, we suffer a dearth of information on rolling stock of western Canadian electric lines. Included with this issue are two pages of roster of known information on the Calgary system, which ceased operation several years ago. If you possess additional information, you are invited to insert it on the sheets in your copy of this Report, remove them, place your name and address in the space provided, and send them in to the Editorial Committee. In return, when all returns have been assembled and correlated, we will send another copy of the roster, duly corrected and supplemented, to all those who have submitted information, or to those who send in a specific request to the Editorial Committee.

If this experiment is successful, other railways, both steam and electric, will be dealt with from time to time, in a similar manner.

It seems fairly obvious, in examining the Calgary roster, as compared with information on hand of equipment orders placed with the Preston and Ottawa Companies from time to time, that there has been an extensive renumbering and rebuilding. Anyone possessing information on former numbers of equipment listed is asked to place this information to the left of the column of numbers shown on the roster, which are the numbers last used by the cars concerned. Similarly, mechanical and physical data is open to correction.

The rest is up to our readers. The results of the experiment will be commented upon in a forthcoming issue. A-Pages 3 and 4.

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EARLY CANADIAN PACIFIC SLEEPING CAR UNCOVERED

OVER SEVENTY YEARS AGO, the first Canadian Pacific Railway transcontinental train made its eventful journey from Montreal to Port Moody. While it is to be expected that the cars which made up this train might have vanished by now, it was discovered recently that one of them, the sleeping car "Yokohama" is still in use by the CPR as a boarding car carrying the number 411186, and assigned, we believe, to the Sudbury Division. The "Yokohama" was built by Barney & Smith, Dayton, Ohio, USA, in 1885 and was later renamed "Palisade". In 1922, it exchanged its name for the number 2718, and in 1936 it was remodelled into Service car 411186.

This is undoubtedly the last surviving unit of a train that made Canadian history in 1886.

(Does anyone have a photo of it ? -Ed.)

NEW RAIL LINE PROJECTED IN QUEBEC ORE DISTRICT

Early in January, the Provincial Government at Quebec indicated that a new railway, initially of 100-mile length, but eventually to extend 200 miles or more, has been projected to link new iron ore bodies with the Gulf of Saint Lawrence ports. The new line is planned to extend northwesterly from Shelter Bay, about 50 miles west along the coast from Sept Iles, the southern terminal of the Quebec North Shore & Labrador line. Further details will be furnished when they are received.

CALGARY MUNICIPAL RAILWAY

Car	Builder		1	2	3	Motors	Truck	4	Control	Length	Remarks
1	Ottawa	1909	DT	44	R	4-WH101B	Brill	33"	GE K6	41'6"	
2	"	"	"	"	"	"	"	"	"	"	
3	"	"	"	"	"	"	"	"	"	"	
4											
5											
6	Ottawa	1909	DT	44	R	4-WH101B	Brill	33"	GE K6	41'6"	
7											
8	Ottawa	1909	DT	44	R	4-WH101B	Brill	33"	GE K6	41'6"	
9											
10											
11											
12											
13	Ottawa	1910	DT	54	R	4-WH101B	Brill	33"	GE K6		RB in Calgary.
14	"	"	"	"	"	"	"	"	"		"
15	"	"	"	"	"	4-GE 247	"	"	"		"
16	Preston	1910	"	52	A	4-WH101B2	"		"		"
17	"	"	"	"	R	"	"		"		"
18	"	"	"	"	"	4-GE 247	"		"		"
19	"	1913	"	54	"	4-GE 80	Std'd	33"	"	46'6"	Ex Saskatoon 1919
20	"	"	"	"	"	"	"	"	"	"	"
21	"	"	"	"	"	"	"	"	"	"	"
22											
23											
24											
25	Preston		DT	50	D	4-GE 80	Std'd		GE K6	44'0"	RB in Calgary.
26											
27	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE K6		RB in Calgary.
28	Preston	1913	"	54	R	4-GE 80	STD'd	"	"	46'6"	Ex Saskatoon 1919
29	"		"	50	D	"	"		"	44'0"	RB in Calgary
30	"		"	"	"	"	"		"	"	"
31	"		"	48	"	4-WH101B2	Brill		WH"K6	41'6"	
32	"		"	50	"	4-GE 80	Std'd		GE K6	44'0"	RB in Calgary
33	"		"	54	R	"	"		"	46'6"	Ex Saskatoon 1919
34			ST		D	2-					
35											
36	Preston		DT	48	A	4-WH101B2	Brill		WH K6	41'6"	
37											
38	Preston		DT	48	D	4-WH101B2	Brill		WH K6	41'6"	
39	"		"	"	"	"	"		"	"	
40											
41	Preston		DT	48	D	4-WH101B2	Brill		WH K6	41'6"	
42	"		"	"	"	"	"		"	"	
43	Ottawa		"	56	R	4-WH101B	"	33"	GE K6		RB Calgary
44	"		"	"	"	"	"	"	"		"
45	"		"	"	"	"	"	"	"		"
46	"		"	"	"	"	"	"	"		"
47	"		"	"	"	"	"	"	"		"
48	"		"	"	"	"	"	"	"		"
49											
50	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE K6		RB Calgary
51											
52	Preston		DT	52	R	4-WH101B2	Brill		GE K6	46'6"	RB Calgary
53	"		"	"	"	4-GE 247	"		"	"	"
54	"		"	"	"	4-WH101B2	"		"	"	"
55	"		"	"	"	"	"		"	"	"

Calgary Municipal Railway - sheet 2

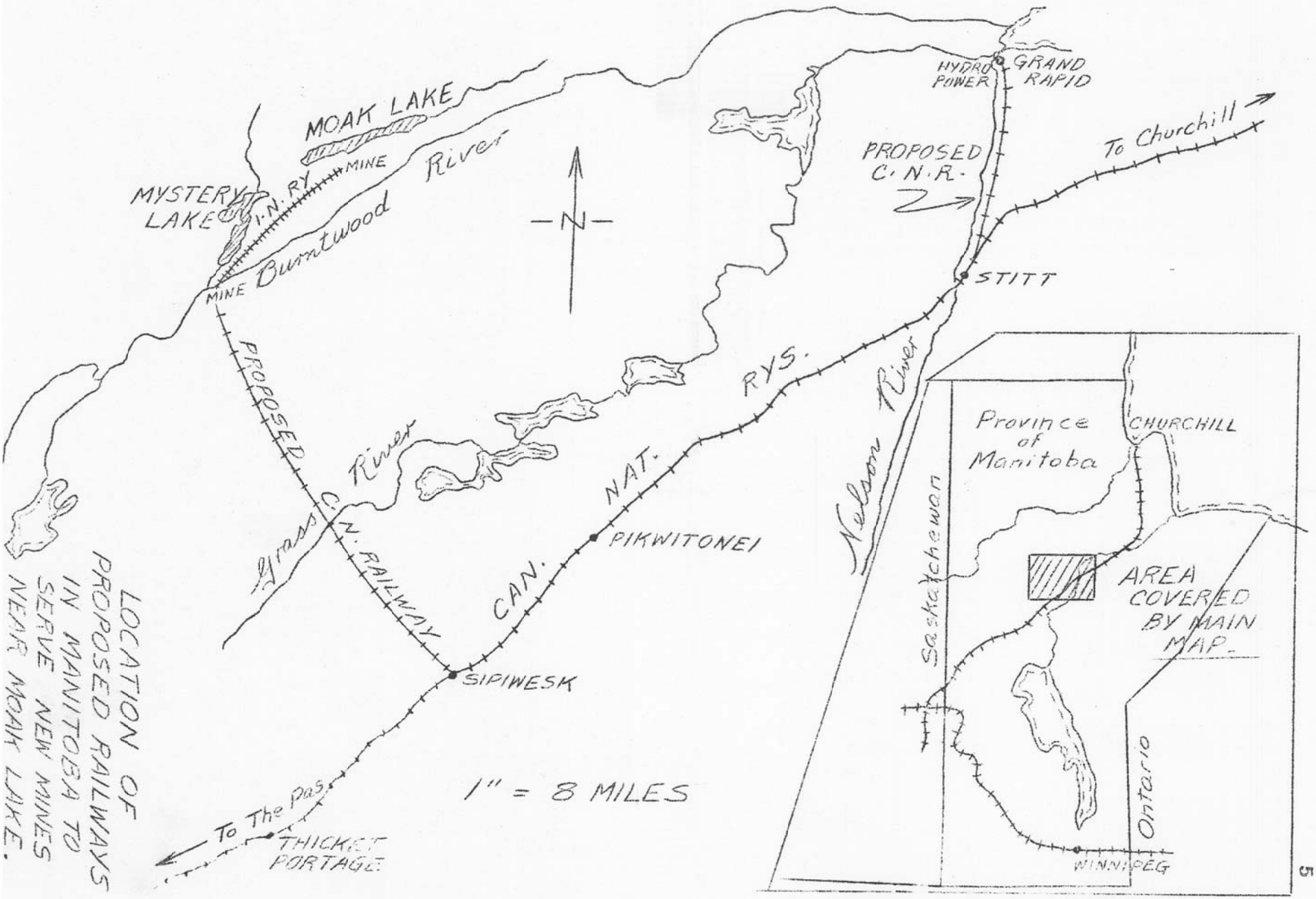
56	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE	K6	RB in Calgary
57	"		"	"	"	"	"	"	"		"
58	"		"	"	"	"	"	"	"		"
59	"		"	"	"	"	"	"	"		"
60	"		"	"	A	"	"	"	"		"
61	"		"	"	R	"	"	"	"		"
62	"		"	"	"	"	"	"	"		"
63	"		"	"	"	"	"	"	"		"
64	"		"	"	"	"	"	"	"		"
65											
66	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE	K6	RB in Calgary
67	"		"	44	"	"	"	"	"	41'6"	
68	"		"	"	A	"	"	"	"	"	
69	"		"		R	"	"	"	"	"	
70											
71	Ottawa		DT	44	R	4-WH101B	Brill	33"	GE	K6	41'6"
72											
73	Ottawa		DT	44	R	4-WH101B	Brill	33"	GE	K6	41'6"
74											
75	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE	K6	RB in Calgary
76											
77	Ottawa		DT	56	R	4-WH101B	Brill	33"	GE	K6	RB in Calgary
78			"		"						
79	Wason		"		"	4-GE 67	Std'd			K6a	19 ex Spfld ?
80											
81											
82	Wason		DT		R	4-GE 67	Std'd			K6a	19 ex Spfld ?
83	"		"		"	"	"			"	"
84	CC&F	1928	"	50	A	4-WH510A	CC&F			K6	46'0"
85	"	"	"	"	"	"	"			"	"
86	"	"	"	"	"	"	"			"	"
87	"	1929	"	"	"	"	"			"	46'2"
88	"	"	"	"	"	"	"			"	"
89	"	"	"	"	"	"	"			"	"
90	"	"	"	"	"	"	"			"	"
91	"	"	"	"	"	"	"			"	"
92	"	"	"	"	"	"	"			"	"

201	Ottawa	1913	DT	A	none	Trailer
202	"	"	"	"	"	"
203	"	"	"	"	"	"
204	"	"	"	"	"	"
205	"	"	"	"	"	"
206	"	"	"	"	"	"

EXPLANATION OF SYMBOLS: Column 1 - wheel arrangement: DT - double truck
ST - Single truck
Column 2- Passenger capacity
" 3- Roof: R - Monitor; A - Arch; D - Deck.
" 4- Wheel diameter.

Returned by .....

Address: .....



LOCATION OF PROPOSED RAILWAYS IN MANITOBA TO SERVE NEW MINES NEAR MOAK LAKE.

CANADIAN LOCOMOTIVES -- by Robert R. Brown

Champlain & Saint Lawrence Railroad - DORCHESTER 1836

One day early in the summer of 1836, a grimy little brig from Liverpool dropped anchor in the harbour of Quebec and began discharging its heterogenous cargo. Just when this was exactly is not known and the identity of the ship has not been ascertained. The manifests of every ship were carefully scanned but not a trace of the locomotive could be found; there were numerous importations of boilers and machinery, however, and presumably one of these was Canada's first locomotive. Even in the records of the Customs House there was no mention of a locomotive. So, when severaly large and heavy, but poorly identified pieces, were put over the side of the ship into a lighter and consigned to a little-known upriver village called Laprairie, the men concerned had no idea that they were playing a minor role in the opening of a new era.

Unfortunately, there was been more nonsense written about the first locomotive in Canada than about any other engine in the world. Some of these "fairy tales" have appeared in recently-published reference works and text books. Such a book, published in 1954 and intended for schools and children's libraries, contains the following gem of misinformation:

> " The first steam railway began operation in Canada in 1837. It was a very primitive railway. The line was less than sixteen miles long, connecting St.Johns on the Richelieu with LaPrairie on the St.Lawrence, opposite Montreal. The rails were of wood with thin bars of iron spiked to them. These strips of iron, when the sun warmed them, often curled up like a snake raising its head. As a result, the rails came to be known as snake rails. The first year the cars were drawn by horses. In 1837, an engine, which its owners called the Kitten, was imported from England. The Governor and several distinguished citizens were invited to be passengers on the trial run. When they were all on board, and the word was given to start, the Kitten would not budge. Finally an engineer from the United States advised "Give her more wood and more water". That was done and soon the Kitten puffed away, attatining the great speed of twenty miles an hour. For ten years this little railway was the only one in Canada. "

These incorrect stories first appeared in Trouts' "Railways of Canada - 1870-71" and apparently were based on the recollections of some old timer, generally a notoriously unreliable source of information. The Trout story was written 35 years after the arrival of the engine, and six years after its destruction and thus was not even contemporary. However, to casual historians it seemed authoritative and it has been copied many times, usually verbatim.

There was no other early course which stated that the engine was called KITTEN: in fact, the Keefer Reports of 1859-60 referred to it by its correct name DORCHESTER, so if the name KITTEN was used at all, it must have been a nickname. When the engine first appeared on the road, it probably did not have a name. There were many references to it in 1836 but never by name so that there is a reasonable presump-

tion that it was given the name DORCHESTER only in 1837 after the arrival of the second locomotive JASON C. PIERCE. Dorchester was the official name of the town of St.Johns from 1815 to 1825 and was still used occasionally in 1836 and 1837.

Now for a few facts ! The order for the locomotive was booked by Robert Stephenson and Company on October 25th, 1835 and it was assigned builder's number 127. It was shipped from Newcastle-upon-Tyne at the end of March 1836 but when it arrived at Laprairie is not certain. Peter McGill, the President of the Company of the Proprietors of the Champlain and Saint Lawrence Rail Road, reportedat the semi-annual meeting of the stockholders, held on May 9th, 1836, that the locomotive had not yet arrived but was expected soon. An entry in the minute book of the Gilchristiana, a social club for young men and devoted mainly to the consumption of enormous quantities of ham, bread, cheese, olives and champagne, stated, under date of June 16th 1836:

> " Went and looked at the new locomotive carriage, compact and elegant, and the fuel car and feeder, well built and very neat. "

So probably it would be safe to say that it arrived at Laprairie about the first of June 1836.

Some time was spent in setting up the engine and tradition relates that it washidden from the public view and that the trials were made by moonlight, which created quite an air of mystery. Probably the truth of the matter was that the directors were a bit afraid of public reaction to the use of such a dangerous monster and also, being very busy men, they held the trials in the evenings after their regular work was done.

Then trouble developed. The Quebec Gazette of July 13th 1836 reported a mishap several days before; it was an embarrassing setback too because the official opening of the railroad was only ten days away:

> " An accident has happened to the locomotive for the railroad. The fireman let the water out of the boiler and kept the fire going until the flues were burnt. She will require new ones before she can proceed. "

The opening of the road, on July 21st 1836, as reported in the Montreal Gazette, the Morning Courier and La Minerve, was a very inauspicious beginning for the locomotive. With half her tubes plugged, she was very feeble.

> " Before starting, the locomotive engine made two short trial trips with its tender and, as the accident which occurred lately to it had not been thoroughly repaired, it was deemed advisable to attach it to only two of the covered passenger cars -- while the other cars with the rest of the company were drawn each by two horses. The locomotive with its complement soon shot far ahead of the other cars ..... The locomotive in returning took four cars with it, and the other twelve were dragged back, as before, to Laprairie by horses ..... The return trip of the locomotive on Thursday was completed in fifty nine minutes but we learn that yesterday, with four passenger cars and two loaded freight cars, it

effected the journey in 45 minutes and returned in 30, over a line 14½ miles in length. A few repairs have been made to the engine and her regular trips commence on Monday next. " (July 25th, 1836)

On July 30th 1836, the engine was taken out of service again because the engineer, who had been sent out by Robert Stephenson and Company to set up and run the engine, succumbed to the insidious lure of the Almighty Dollar and, deserting his job, departed in a southerly direction for parts unknown. Possibly his departure was hastened by the recent unfortunate damage to the boiler, which must have annoyed the Directors and resulted in heated criticism. In this extremity, the Company enlisted the aid of Ziba Pangborn, an engineer on one of the steamboats plying the Saint Lawrence River, between Montreal and Quebec. John Molson asked him if he could run the locomotive, and he replied confidently, "It's an engine, isn't it?" After examing it, he opined that "It just needs plenty of wood and water" but deep down inside he must have been very uneasy; he was accustomed to marine condensing engines which worked with a steam pressure of only 5 or 6 pounds, and the 60 pounds pressure of the locomotive must have seemed an appalling danger.

A few days later, on August 9th 1836, the Montreal Gazette reported:

" We are glad to learn that the locomotive engine is again in operation on the St.Johns Railroad. The new engineer has given it an examination and made a trial of its speed yesterday. With four cars attached to it, it went to St.Johns in 48 minutes and returned with five cars in 41. From Montreal to St.Johns a person may now be conveyed in an hour and a quarter; a slight change from the old system of travelling, when some four to six hours of most uncomfortable jolting were by no means unusual. "

The same issue of the Gazette (August 9th 1836) reported the first fatal railroad accident:

" An accident recently occurred on the St.Johns Railroad in consequence of an attempt made by a Canadian, who had been employed on the work from its commencement, to jump upon one of the cars while it was impelled with great velocity by the locomotive. Missing his grasp, he was vaught by the wheels, by which his leg was broken. The wound proved so serious that he died the next morning.

But what kind of an engine was it ? It was like many others of that far off day but unfortunately the many contemporary Canadian references to it failed to give any information abouts its appearance or its mechanical details. If only Fanny Kemble had visited Canada ! The only early Canadian sources to give any such information were the Keefer Reports of 1859-60 and the traditions of the Pangborn family.

Many years of hunting have failed to unearth a single authentic picture of the DORCHESTER although, unfortunately, there are dozens of modern drawings -- most of them imaginary and utterly unreliable. It has been depicted as 0-4-0, 4-2-0, 2-4-0, 2-2-2-0, and above all the absurd drawing showing it as a 2-4-2 type -- a picture which still

crops up in new text books and reference works. Some of these drawings show a four-wheel flat car serving as a crude tender with water contained in a large barrel, which is very doubtful. Stephenson had been building proper tender for six or seven years and furthermore the Gilchristiana papers referred to the "fuel car and feeder, well-built and very neat". The height of nonsense is found in some modern reference works which state that, behind the tender, there was a flat car piled high with bales of cotton to shield the passengers from injury if the boiler exploded. That was actually done in South Carolina but one wonders where in Canada bales of cotton could be found in 1836 !

The most accurate representation of the DORCHESTER is the full-size replica now resting, in somewhat dilapidated condition, in the cellar of the Chateau de Ramezay Museum in Montreal, The similar replica in Le Vieuz Chateau in Lachine is also a good likeness but is less accurate since it lacks cranks, side rods and other details.

About 25 years ago, sources of information in England were explored with considerably better results and we learned not only what the general appearance of the DORCHESTER was like but also the complete details of its construction. The authorities consulted were:

1. Robert Stephenson & Company, which built the original engine and is still in business.
2. The late J.G.H. Warren, formerly mechanical superintendent of the Stephenson Works and author of "A Century of Locomotive Building by Robert Stephenson & Co."
3. The late C.F.Dendy Marshall, probably the leading authority on early British locomotives and locomotive builders.
4. Francis Whishaw's "Railways of Great Britain" 1840.
5. Nicholas Wood's "Practical Treatise" (3rd Edition) 1838.

From these sources, we gleaned the following leading particulars:

Gauge	4'8½"
Wheels	Wood, two of 4 feet diameter, driving; two of 4 feet diameter, carrying.
Cylinders	9 x 14"
Boiler (barrel)	6'6" x 2'3"
Tubes, number	64
" diameter	1-5/8"
Heating surface	213.53 square feet.
Grate area	5.16 square feet
Firebox, length	18¼"
" Width	43"
" height	28" above grate bars.
Weight in working order	112 cwt. 0 qrs. 19 lbs. (12,563 lbs)
" empty	110 " 2 " 19 " (11,275 ")

The wheel arrangement, as reported by Whishaw, suggests that the wheels were not coupled and that the engine was a 2-2-0 Planet type with the leading wheels the same size as the driving wheels; a very unusual arrangement and unhappily perpetuated by the Lachine replica. Seeking authoritative opinion on this point, Mr. Dendy Marshall was consulted and he stated most emphatically that the DORCHESTER was 0-4-0

type and that Whishaw had made the same mistake in other instances. Mr. Warren stated that the engine was a standard 0-4-0 SAMSON type except that the boiler fittings were arranged a little differently, the dome was on top of the front section of the boiler barrel, the blow-off cannon was in the middle, the pressure gauge aft and the man-hole over the firebox.

It is interesting to wonder why the Champlain and St.Lawrence Railroad ordered a very nearly obsolete 0-4-0 Samson type. Around 1830, the 2-2-0 Planet type was the standard passenger locomotive on British railways and it was also a popular type on many of the early American roads. Similarly, the 0-4-0 Samson type was the favourite freight hauler on both sides of the Atlantic. However, the British railways began using the 2-2-2 type for passenger service about 1834 and, for goods traffic, the 2-4-0 and 0-4-2 types a little later. American roads, after experimenting with a variety of wheel arrangements, soon found that the 4-2-0 type was best suited for the rough and cheaply-built strap iron tracks they were forced to use. Even Robert Stephenson had built at least a dozen 4-2-0 type before the DORCHESTER was ordered but he built no more after 1835 and evidently did not like them. It seems to have been a period of indecision when the railways and the locomotive builders were finding out, by trial and error method, which wheel arrangements were best for the various kinds of service. British builders continued sending 2-2-0 and 0-4-0 types to American roads until 1837 and one American builder, the Proprietors of the Locks and Canals, built 2-2-0 locomotives as late as 1842.

In 1835, the American railroads best known to Montrealers were the lines in the vicinity of Albany, N.Y. -- the Mohawk & Hudson, the Saratoga & Schenectady and the Rensselaer & Saratoga -- all of which were worked exclusively by 4-2-0 locomotives. When the Mohawk & Hudson RR commenced operations in 1831 it had two locomotives, both 0-4-0 type, the DEWITT CLINTON built by the West Point Foundry and the ROBERT FULTON (better known as one of the several JOHN BULLs) built by Stephenson. The DEWITT CLINTON was unsuccessful and ran for less than a year, finally being scrapped in 1836. The JOHN BULL, which oddly enough was then almost exactly the same as the DORCHESTER, had to do all the hauling for a time and it did so very successfully except that it was very unsteady on the rough track. Meanwhile, the West Point Foundry was building the EXPERIMENT, designed by John B. Jervis; it was the first 4-2-0 type and began running in 1832. It was not a powerful engine but it was very speedy and its three-point suspension enabled it to run on the rough tracks with great steadiness. It was so successful that the JOHN BULL was converted from 0-4-0 to 4-2-0 type -- a very simple operation -- and, with its improved wheel arrangement, it began running again in 1833. The EXPERIMENT and the rebuilt JOHN BULL were so satisfactory that the road ordered two more 4-2-0 types from Stephenson for delivery in 1834.

In view of the experience of the Albany roads, it seems strange that the Champlain & Saint Lawrence Railroad ordered a locomotive of an almost obsolete type but, apparently, the directors were influenced by Stephenson who perhaps told them that, while he had built a number of 4-2-0 engines for some American roads, there were others -- notably the Portsmouth & Roanoke and the Boston & Worcester -- which were still buying 0-4-0 engines and that in his opinion, they were superior at moderate speeds.

During its first few months of operation, the DORCHESTER often attained speeds of over 30 miles per hour but, with its overall length of 13 feet and its short wheel base of 4'6", its tendency to teeter must have been alarming. Eventually, it was converted to the more satisfactory 4-2-0 wheel arrangement but the exact date of conversion is a mystery which has baffled rail historians for years. As has been usually supposed, it might have been in 1838 or 1839, after the arrival of the JASON C. PIERCE, but it is equally possible that the conversion was made during the first winter. The necessary information and perhaps even working drawings could have been obtained easily from the Mohawk & Hudson Railroad, and it is known that the DORCHESTER was out of service for repairs in the St.Marys Foundry, Montreal, for about five months from the end of October 1836, to the beginning of April 1837. The Keefer Reports of 1859-60 stated that the DORCHESTER then had 10x15" cylinders, probably changed at the time of the conversion, and that the weight of the engine had been increased to 9 tons.

The DORCHESTER remained in main line service until 1846 when it was relegated to shunting duty at St.Johns; it was retired in 1848 and in the spring of 1849 sold to La Compagnie du Chemin . Rails du Saint Laurent et du Village d Industrie, running between Lanoraie and Industrie Village (now Joliette, Que.) and up the branch to Rawdon. After 15 years on the Joliette line, it was destroyed in a derailment and boiler explosion (or a boiler explosion and a derailment -- we are not sure which came first) near the village of St.Thomas, in 1864. One of its brass nameplates, bearing the name DORCHESTER, was wrenched off in the accident and lost but some twenty years later, a farmer turned it up with his plough and then presented it to the Joliette Seminary where it remains to this day. After the wrekc, in 1864, the engine was sent to Carrier & Laine Foundry, in Levis, for repairs. However, it was found to be in such had condition that it was not worth repairing and so the little DORCHESTER came to an untimely end.

During the past two years, a new and high-class residential area has been opened up in the north-west part of the city of St.Johns, Que. and one of the principal streets was given the name of Dorchester Avenue so, although the engine has been gone for many years, it is not entirely forgotten in the town it served so well.

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TWELVE MILES PER HOUR

Some time ago, we carried details of train times as they appeared in an 1868 Railway Guide. This Guide, the International Railway Guide for June 1868, was published by the Montreal Printing & Publishing Company, 67 Great St.James Street, Montreal, and it contains several very interesting early schedules. For the information and reference of those of our readers who are interested in schedules, we are including this month, from the same source, the timetable for the New Brunswick & Canada Railway, which at that time extended from St.Andrews and St.Stephen, NB to Richmond, NB. Richmond, now Dibblee, was just a few miles short of Woodstock, NB. McAdam, now an important junction and division point on this route was not in existence, being then an unmarked spot in the woods between Maudslay and Deer Lake, both still listed in Canadian Pacific Railway timetables. South of Maudslay was the settlement of "Toby Guzzle". The originaf the name of this place is not known to us, but we might do well to use the explanation carried by our contemporary, Canadian Pacific's house organ "Spanner" some years ago, that

it no doubt marked the location of some prodigious drinking bout! Be that as it may, "Toby Guzzle" is no more.

The northern portion of the old route, north of McAdam, is now covered swiftly by Canadian Pacific "Dayliner" rail cars. Eighty-one years ago, however, the route was travelled at an average speed of twelve miles per hour, including stops. A connecting train service operated between Junction (now Watt, NB) and St.Stephen, over the Saint Stephen Branch Railway.

NEW BRUNSWICK & CANADA RAIL'Y December 9, 1867

St.Andrews to Richmond				Richmond to St.Andrews			
Miles	Stations		Time	Miles	Stations		Time
	ST.ANDREWS	D	9:00 AM		RICHMOND	D	9:00 AM
5	Chamcook		9:25 "	2	McKenzie		9:15 "
11	Bartlett's		9:55 "	5	Debeck's		9:25 "
13	Waweig		10:05 "	8	Wickham		9:37 "
15	Roix Road		10:15 "	13	Eel River	A	9:57 "
19	Hewitt's		10:35 "			D	10:07 "
20	Rolling Dam		10:40 "	23	Canterbury	A	10:47 "
24	Dumbarton	A	11:00 "			D	11:02 "
		D	11:09 "	29	Deer Lake	A	11:30 "
	ST.STEPHEN	D	9:30 "			D	11:40 "
5	Maxwell		10:00 "	43	Maudslay	A	12:47 PM
8	Moore's Mills		10:15 "			D	1:00 "
10	Baillie		10:27 "	50	Toby Guzzle		1:28 "
15	Meadows		10:55 "	54	Barber Dam	A	1:44 "
19	Junction	A	11:10 "			D	2:04 "
27	Junction	D	11:21 "	59	Lawrence's		2:24 "
29	Lawrence's		11:29 "	61	Junction	A	2:32 "
		A	11:49 "		Junction	D	2:38 "
34	Barber Dam	D	12:09 PM	65	Meadows		2:54 "
38	Toby Guzzle		12:25 "	70	Baillie		3:14 "
45	Maudslay	A	12:53 "	72	Moore's Mills		3:22 "
		D	1:00 P"	75	Maxwell		3:34 "
59	Deer Lake	A	2:06 "	80	St.Stephens	A	4:00 "
		D	2:11 "	64	Dumbarton	A	2:50 "
65	Canterbury	A	2:35 "			D	3:00 "
		D	2:45 "	68	Rolling Dam		3:20 "
75	Eel River	A	3:25 "	69	Hewitt's		3:25 "
		D	3:30 "	73	Roix Road		3:45 "
80	Wickham		3:50 "	75	Waweig		3:55 "
83	Debeck's		4:02 "	77	Bartlett's		4:05 "
86	McKenzie		4:15 "	83	Chamcook		4:35 "
89	RICHMOND	A	4:30 "	89	ST.ANDREWS	A	5:00 "

- These trains leave St.Andrews and St.Stephen's for Richmond every Monday, Wednesday and Friday. Returning, leave Richmond for St.Andrews and St. Stephen's every Tuesday, Thursday and Saturday.
- The Up Trains connect at the Junction. The Down Trains at Barber Dam.
- The Time will be regulated by the clock at St.Andrews Station.

HENRY OSBURN, Manager, St.Andrews, N.B.

NEW RAIL LINES IN CONNECTION WITH MINING DEVELOPMENT IN MANITOBA

AN ACCOMPANYING MAP shows the location of three lines of railway which are being built in connection with new ore deposits to be developed by the International Nickel Company, in the Sipiwesk area of northern Manitoba.

A branch line is to link a new townsite at Mystery Lake, one of two new INCo mining localities, with Sipiwesk on the Hudson Bay Railway, 200.1 miles northeast of The Pas, and nearly 700 miles by rail from Winnipeg. A company railway will link Mystery Lake with the other mine site at Moak Lake.

A power development at Grand Falls, a little further northeast, will supply electricity to the mining area and a short branch line will connect the power station with the Hudson Bay Railway.

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THERE ARE NO "NOTES AND NEWS" THIS MONTH.....
Our "demon, hot-off-the-press" reporter, Mr. Forster Kemp, has been off on extensive rail tours over the holiday season, and he promises us quite a lot of material next month. We are informed, on good authority, that the rush of year-end rail travel is prompted by the imminent expiry of his 40-trip Montreal-Toronto "commutation ticket". (!)

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Forster Kemp reports on ...

DEVELOPMENTS ON THE LONDON & PORT STANLEY RAILWAY

Intelligence just received in the Upper Canada mail indicates that the fate of the London & Port Stanley Railway electric passenger service between London, St.Thomas and Port Stanley, originally scheduled to have been discontinued at the end of the year, has still not been settled. In the meantime, service over this line continues, apparently awaiting a de ion respecting an application before the Board of Transport Commissioners.

As we have noted previously, the abandonment of the passenger service, and replacement of the electric freight service by diesel motive power, has come about as the result of a decision not to make a considerable capital expenditure on a new substation at st.Thomas which will be required following conversion of the frequency of electric current in that area from 25 to 60 cycles. The changeover is slightly behind schedule, and as a consequence the service continues, presumably on a day to day basis.

Car No.2 was involved in a collision near Glanworth when struck in the side at a level crossing by a heavy truck. Extensive damage was sustained and it is probable that it will be scrapped.

LARGEST FREIGHT UNIT ON ANY NORTH AMERICAN RAILWAY, is the claim made by the Canadian National Railways for its new automobile double-deck transporter car, which was demonstrated at Montreal December 18th. There are 25 of these CNR-designed cars, built by Canadian Car & Foundry. Each is 74 feet long, 16'6" high, and accomodates eight autos on the two decks.

MOTIVE POWER NOTES

Early in January, Canadian National Railways placed orders for 222 diesel-electric locomotive units, to be supplied during 1957 by the Montreal Locomotive Company, and the General Motors Diesel Limited at London, Ont., Details are as follows:

10	Class	GPA-17d	G.M.D.L.	1750 hp	Psgr.	A units	Nos.6523-6532 ✱
10	"	GPB-17d	"	"	"	B "	" 6621-6630 ✱
56	"	MR-18b	M.L.W.	1800	"	Road Switchers	" 3615-3670
28	"	GR-17m	G.M.D.L.	1750	"	"	" 4560-4587
22	"	GR-17n	"	1750	"	"	" 4588-4609
34	"	GR-17p	"	"	"	"	" 4100-4133 ✱
5	"	MR-10d	M.L.W.	1000	"	"	" 1730-1734
18	"	GR-12k	G.M.D.L.	1200	"	"	" 1271-1288
29	"	MS-10n	M.L.W.	1000	"	Yard Switchers	" 8206-8234
10	"	GS-9c	G.M.D.L.	900	"	"	" 7233-7242

Units marked with asterisk (✱) will be geared for 90 m.p.h.

Details of Canadian Pacific Railway Company's recent order for 152 diesel-electric units are as follows:

20	Kingston	1600 hp	Road	Switchers	Nos.8709-8728
73	G.M.D.L.	1750	"	"	" 8636-8708
20	M.L.W.	1800	"	"	" 8729-8748
39	"	660	"	Switchers	" 6562-6600

It is understood that orders will be placed shortly for two supplementary switcher units (frames with traction motors only for use with diesel-electric yard switchers, similar to B-100 and B-101), and for five 44-ton units.

Electric B-B steeple cab electric locomotives Nos.15 and 20 of the Springfield (Vermont) Terminal Railway, were shipped on or about December 11, 1956 for Cornwall, Ontario, presumably for the Cornwall Street Ry. The Springfield Terminal operation was dieselized during the past summer.

The German "MaK" diesel-hydraulic demonstrator locomotive #1000 was painted again in Canadian National colours (the correct ones this time) and has been sent to the CNR Western Region for cold weather tests of the hydraulic transmission. On November 29th, it passed through Winnipeg en route to Prince Albert, Sask., for a three-month testing period. John Dixon, CNR Mechanical Department inspector from Montreal is supervising the tests.

Not to be outdone by Maschinenbau Kiel A.G., General Motors has unveiled a diesel-hydraulic yard switcher. Its first public display was at the GM Motorama im Toronto recently. From photos, it appears to have a radically designed center-cab body, and two four-wheel trucks.

CANADIAN RAILROAD HISTORICAL ASSN.INC.

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