

# Canadian Rail



# Canadian Rail Contributor's Competition

## COMPETITION WINNERS ANNOUNCED

The first "Canadian Rail Contributor's Competition" closed on September 15th, 1967. Many entries were received -- several of which have already appeared in "Canadian Rail". Others will be in future issues.

Awards to winners will be in the form of books from publishers such as Kalmbach, Ian Allen, Howell-North and others. Each winner will be notified by mail.

It was extremely difficult to rate winners, due to the varying subject matter covered by each writer, and the varying quality or quantity of information on each subject available. However, the judges have done a yeoman job, and the results follow.

The highest awards go to those in Category A winners, with particular merit for those preparing historical articles requiring a fair amount of research. Category D covers primarily those articles with limited information -- photos and captions or short 1-page items.

Category E is an "Honourable Mention" group, with thanks to those who contributed helpful news items and clippings.

### Category A

Richard M. Binns -- MTC 1900 Cars -- MTC Wartime Cars  
-- The Grey Cars -- Metro Vacuum Train  
Tiv Wilkins -- Narrow Gauge (Away out East)  
J. B. Thompson -- The Royal Tour of 1901 \*

### Category B

C. W. Anderson -- The St. Andrews & Quebec Railway  
Dr. R. V. V. Nicholls -- Rotary Ploughs  
George Harris -- Winnipeg Interurbans \*  
Fred Angus -- Three Rivers Traction  
Forster Kemp -- Centennial Summer Schedules  
Murray Dean and Bill Blevins -- Canadian National FP 9A's, FPA's  
Jim Shaughnessy -- Mystery in Maine \*  
J. I. Cooper -- The Traction \*

### Category C

S. S. Worthen	Peter Murphy	S. H. Jones
Douglas Campbell	Roger Boisvert	Derek Boles
	R. I. Stronach	

### Category D

E. M. Johnson	T. A. Downing	William Houston
Eric M. Smith	Carl Gay	W. F. McDermott
K. Gordon Younger	Geoffrey Southwood	W. McKeown
H. A. Lee	W. Linley	W. Bedbrook

### Category E

D. Davies	D. R. McQueen	C. Steeves
D. W. Hatley	J. J. Hilton	L. Keiller
D. S. Robinson	F. M. Kerr	D. E. Stoltz
H. MacPherson	Clayton F. Jones	E. Modler

Many thanks also to everyone who sent in contributions. Please keep them coming! News items, articles, photos... they're of interest. Send them to Editor, Canadian Rail, Box 22, Station B, Montreal 2, Quebec.

\* Not yet published

# WAR TIME CARS

R. M. Binns



**P**romises made by the New York, New Haven and Hartford Railroad to improve the facilities of its street railway subsidiaries in Springfield and Worcester, Mass., culminated on March 22, 1927 with the placing of orders for 100 cars costing \$1,650,000. Contracts for 50 cars for the Worcester Consolidated Street Railway were awarded to the Osgood-Bradley Car Company, and 50 for the Springfield Street Railway to the Wason Manufacturing Co. The cars were one-man, double-end light weight units of modern design, with particular attention paid to passenger comfort and a pleasing appearance inside and out. Both lots were identical except for trucks and equipment, - the Worcester cars used Osgood-Bradley trucks with GE motors and control, while the Springfield cars were on Brill 177-E-1-X trucks and had Westinghouse equipment. There were other differences in body dimensions too slight to be noticed.

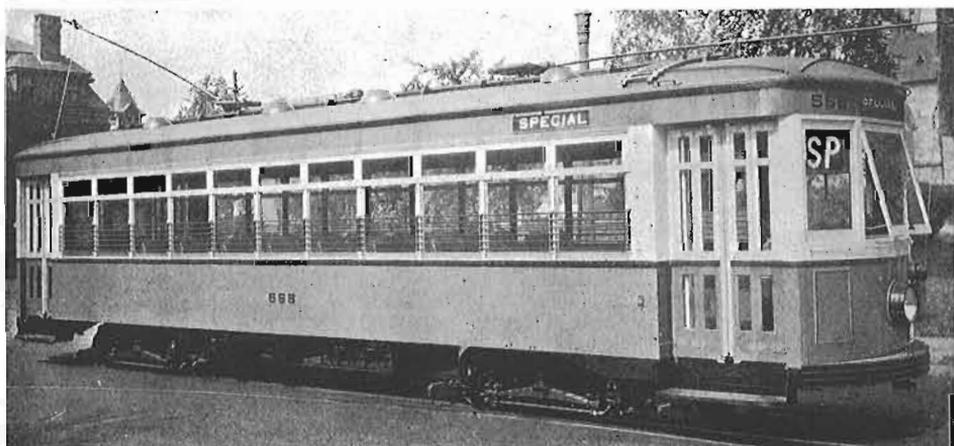
On September 16th 1927, the Mayor of Springfield, civic officials and community leaders were taken for a tour of Springfield lines on two of the newly arrived cars. The cars were acclaimed by all for their good riding qualities, comfort and smart appearance, enhanced by a striking colour combination of black, light yellow, cream and red. The Springfield cars were numbered 555 to 604 inclusive.

Who could imagine during that colourful inaugural ceremony, that not many years hence, most of these fine new cars would be in a foreign country, contributing, albeit indirectly, to the industrial efforts of a great world conflict? Yet such was to be the case.



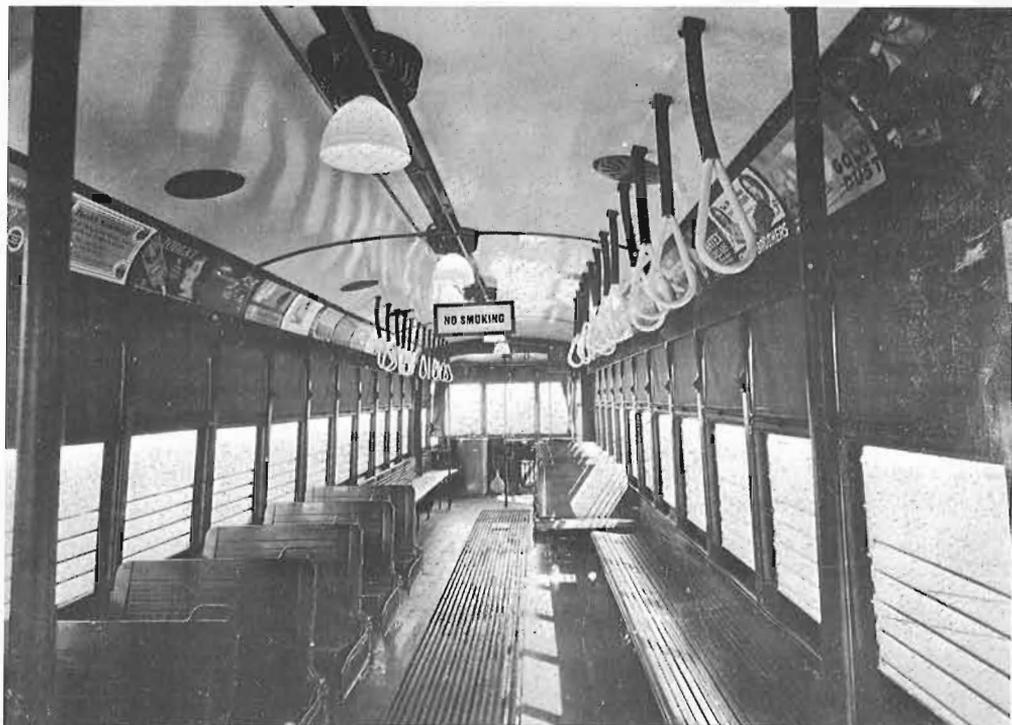
Montreal Tramways Company was relatively well equipped with rolling stock at the outbreak of World War II. Some 300 new streetcars had been purchased between 1926 and 1930, and bus substitutions had been small, - principally the Bout de l'Île line in 1936. In 1940 the Company had 927 passenger cars. It was apparent, however, that the stepped-up wartime industrial activity would result in much additional transit traffic, and despite the pressing into service of obsolete surplus cars, it was thought wise to obtain more electric cars in view of the expected restrictions on the use of gasoline and tires.

In 1940 there were literally hundreds of surplus streetcars in the United States, - victims of abandonments during the depression years and massive bus substitutions. Most, however, were of an obsolete type and in poor condition due to deferred maintenance. G.T. Abel & Company of New York, a prominent dealer in second-hand street railway equipment, supplied the M.T.C. with listings of cars they had been commissioned to sell, either for re-use or scrap. Among those were the Springfield cars, some Wilkes-Barre, Pa. cars, and others. Montreal Tramways Company officials inspected some of the more likely prospects, and found that the Springfield cars were the most suitable. They were of good quality construction and had been reasonably well maintained. Just before a final decision was made, however, ten were purchased by Virginia Railway and Power Co. for its lines in Norfolk, Va., where the great U.S. Naval Base was stepping up activity. Naturally they picked out cars which were in the best condition.



Montreal's No. 2085 was numbered 555, the first of the series, when delivered to Springfield Street Railway in 1927 by the Wason Manufacturing Company.

Of the remaining forty cars, one had been severely damaged, so only the trucks and equipment were purchased. Thirty-nine cars were therefore bought by M.T.C. and shipped to Youville Shops, where they were overhauled and altered to conform, as nearly as possible, to M.T.C. standards. The major work consisted of changing to single-end operation, and because the end platforms were rather small (5'-4"), one platform was lengthened to seven feet to serve as the operating end. Controls were left at the other end for back-up purposes. The reversible seats were bolted in the forward position, and other minor changes made in fixtures and equipment. This group was designated as the 2050 class (Nos. 2050 to 2088 inclusive) and all went into service in February, 1941. They were distributed in all divisions except St. Paul and were used in regular and extra service on most one-man car lines. Because they had WH 510E (35 HP) motors, they were not permitted on the Cote des Neiges or Westmount Blvd. lines.



A popular feature of these cars was the leather upholstered seats which, up till then, had not been seen in Montreal cars. The body style was rather "boxy" compared with Montreal one-man cars, and the interior somewhat darker due to the mahogany woodwork, brown leather seats and brown battleship linoleum on the floor, but they were comfortable and easy riding, although rather noisy until helical gearing was installed later.

When converted for single-end operation, the general dimensions were: Body length 30 ft. - overall length 42'-4 $\frac{1}{2}$ " - extreme width 8'-6" - height from rail to trolley board 10'-11 5/8". Seating capacity was 49 and the weight 35,650 lbs.

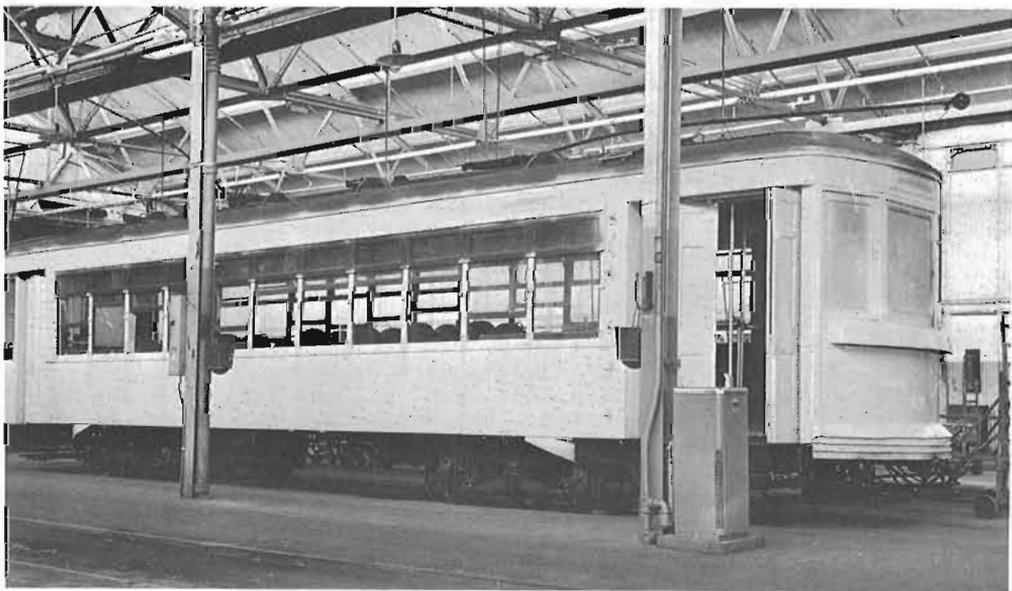
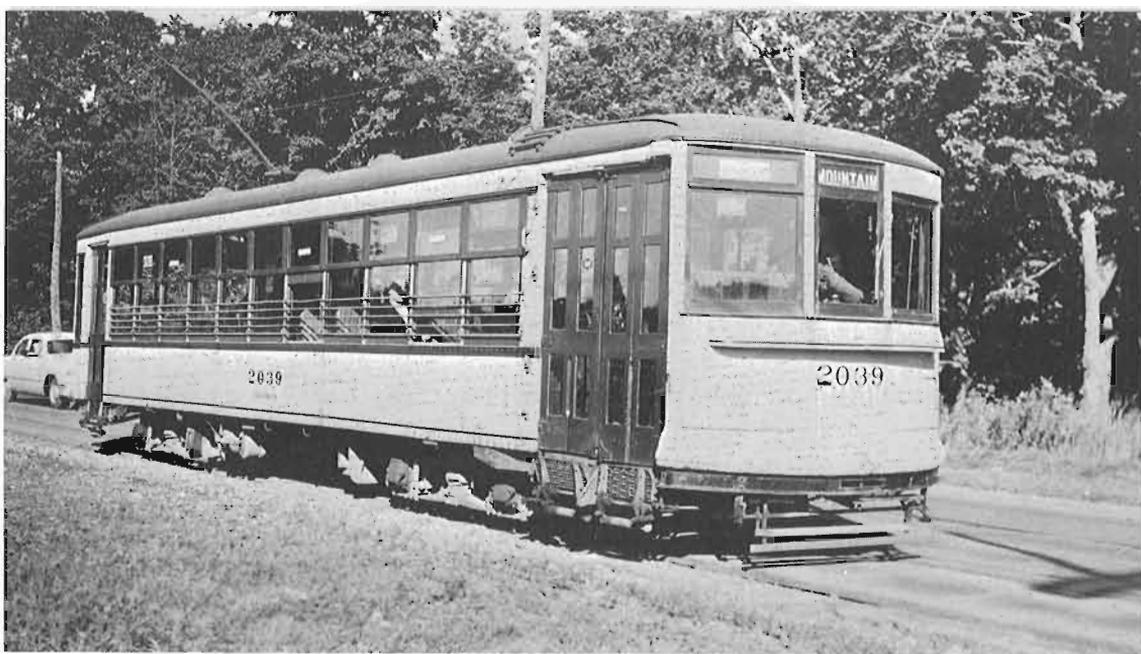
By 1942, with the United States in the war, second hand street cars were becoming scarce: nevertheless a further effort was made to find some suitable for Montreal. Between 1939 and 1942 the number of revenue passengers had risen from 209 million to 319 million and was climbing at an alarming rate. A Federal Transit Controller had been appointed under the Department of Munitions and Supply, with Regional Controllers empowered to establish staggered working hours, allocate rolling stock and re-instate abandoned electric railway lines.

Through the Transit Equipment Company of New York, the Montreal Tramways Company was able to obtain six one-man cars from Schenectady Railway. Before delivery, it was learned that six more were available from Schenectady, but before the sale could be completed, the United States Government placed a prohibition on the export of transit vehicles of any kind, the only exception being a limited allotment to Canada of P.C.C. car bodies produced by St. Louis Car Company. However, before the deadline, the M.T.C. was able to obtain, in addition to the six Schenectady cars, five one-man cars from the Alabama Power Company's lines in Tuscaloosa, Alabama.

The Schenectady cars were from two groups of identical cars by Brill, - the first lot of ten (Nos. 200-209) delivered in April, 1924, and the second lot of twelve (nos. 210-221) delivered in December 1925. The cars bought by M.T.C. were Numbers 200 and 208 from the first group, and Numbers 214, 215, 217 and 221 from the second group. They were double-end, but had 6 ft. platforms, so they were easily converted for single-end operation without lengthening, - the unused doors simply replaced by body panels and sash. Trucks were Brill 77-E with GE 265 motors. These cars had wood slat seats.

The Tuscaloosa cars were also from two groups. Three were an elongated version of the Birney design, built by Brill in the early 1920's, and two of a pleasing design, somewhat like M.T.C. 1900, class, built by Southern Car Company, Highpoint, N.C. c.1926. All five had WH 510E motors, - the Brill cars being on Brill 77-E trucks and the Southern cars on Taylor trucks. All were double-end and converted by Montreal Tramways to single-end. The Schenectady and Tuscaloosa cars, while differing in many respects, were all put into a single classification; the 2030 class, and numbered consecutively 2030 to 2040.

The 2030 class cars were put into service in July and August 1942, and were stationed exclusively in Mt. Royal and Hochelaga Divisions: consequently they were rarely if ever, seen west of Place d'Armes.

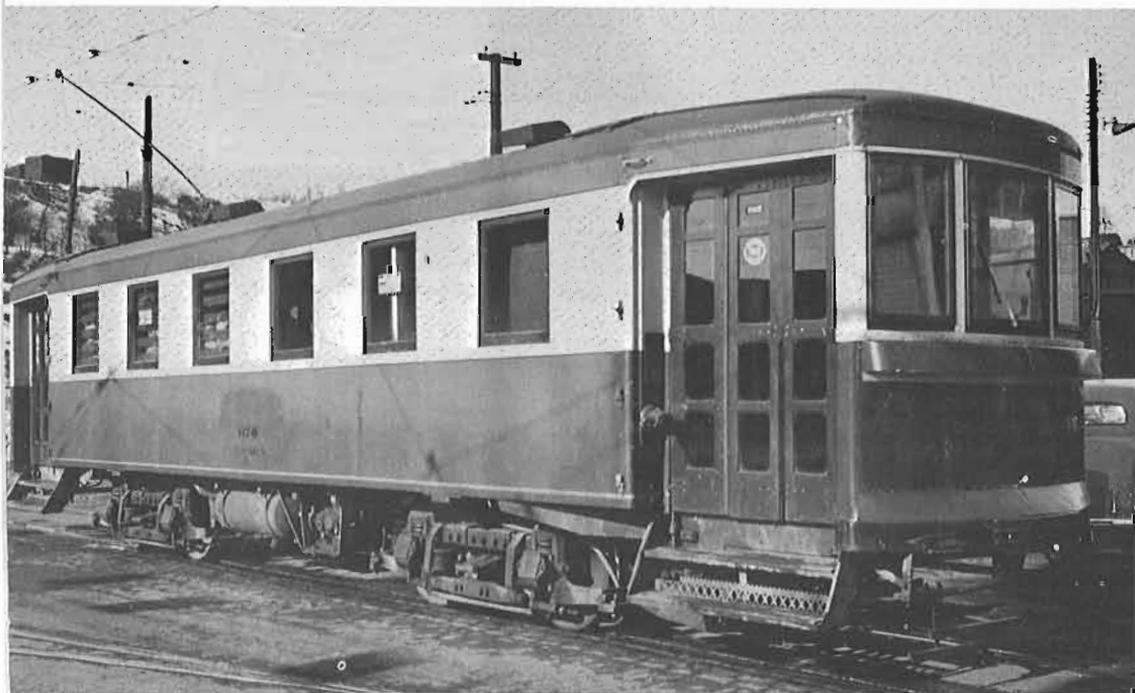


Upper photo: MTC 2039 - ex Tuscaloosa 202 - on Remembrance Road --- an unusual assignment for one of these cars.

Lower photo: Identity of MTC 2054 - ex Springfield 563 - was hidden as the car passed through the paint shop at Youville, April 1956.

Opposite: Six windows to a side gave the 1175 class of wooden wartime cars a most unusual exterior appearance. No. 1176, shown as converted to a Brine Car. Note older trucks used after Observation Cars took back their trucks, used on the 1175 class originally. (Compare with photo below car-diagram.)

In 1943 with industrial activity at its height and increasing demands being made on the system, the Montreal Tramways Company felt that its Observation car service was unessential within the framework of the war effort. Consequently an attempt was made to adapt the Observation cars for regular service during rush hours. No. 3 was fitted with a canopy type roof and the side panels extended upward. In this fashion No. 3 was operated for a time in the summer of 1943 on the Cartierville Line as a war workers' extra. Obviously this was not suitable for winter months and the scheme was dropped. Instead, four car bodies were built at Youville Shops to be used with the trucks and equipment from the four Observation cars. These cars were numbered 1175 to 1178. Because of the shortage of metal, the bodies were constructed entirely of wood with masonite side panels. Even the wiring was in wood box conduits. The cars were of a simple single-end two-man design with manually controlled doors and intended for rush hour extra service only. They were assigned to the St. Denis Division.



Although the 1175's were 43' - 2 3/8" overall and the body was 30' long, they were built with only six windows to a side, the intervening spaces being filled with wood panels. While this gave the cars a most unusual exterior appearance, the interior was rather attractive. For cars with longitudinal seating, this design was quite satisfactory. The seats were made up of surplus transverse seats turned sideways.



1932  
Interior of one of the  
3500 class P.C.C. cars  
during construction.

C H

About the time the 1175 class cars were built, the Company also seriously considered building some simple wooden trailers to be pulled by the 1325 class cars for wartime service, but nothing came of this project.

While the P.C.C. cars (3500 class) were probably not thought of as "wartime" cars, they were indeed just that. Allotments to Canada from the St. Louis Car Company's production line were limited. At the end of 1943, the Canadian Federal Transit Controller was assigned 100 cars, of which 25 were to be purchased by the Montreal Tramways Company. The allotment to Canada was subsequently reduced, and as a result Montreal received only eighteen. The Company was prepared to take a further allotment in 1945, but as the end of the war drew near, the need did not materialize.

So, in all, seventy-two additional streetcars were acquired for the wartime traffic in Montreal, which finally reached almost 400 million revenue passengers per year. The cars were rather a strange conglomeration of second-hand, homemade, and brand-new units, but all played a part in the drama of wartime transportation in Montreal.

LISTING OF CARS ACQUIRED BY MONTREAL  
TRAMWAYS COMPANY FOR WARTIME SERVICE - 1941 to 1944.

2050 class - from Springfield Street Railway - 1941 (39 cars)

<u>M.T.C. No.</u>	<u>S.S.R. No.</u>	<u>M.T.C. No.</u>	<u>S.S.R. No.</u>
(c) 2050	559	2070	556
(c) 2051	582	2071	576
(b) 2052	570	2072	592
(a) 2053	603	2073	599
(b) 2054	563	2074	578
2055	579	2075	574
2056	575	2076	586
2057	573	2077	595
2058	584	(c) 2078	594
2059	602	(c) 2079	562
2060	577	(c) 2080	597
2061	591	(c) 2081	583
2062	572	(c) 2082	588
2063	589	2083	604
(a) 2064	560	2084	600
(c) 2065	598	2085	555
(c) 2066	601	2086	569
(c) 2067	590	2087	585
2068	565	2088	587
2069	596		

- (a) Converted for double-end operation in 1948 - Other platform lengthened.
- (b) Converted for double-end operation in 1952 - Other platform lengthened.
- (c) Converted for double-end operation in 1953 - Other platform NOT lengthened.

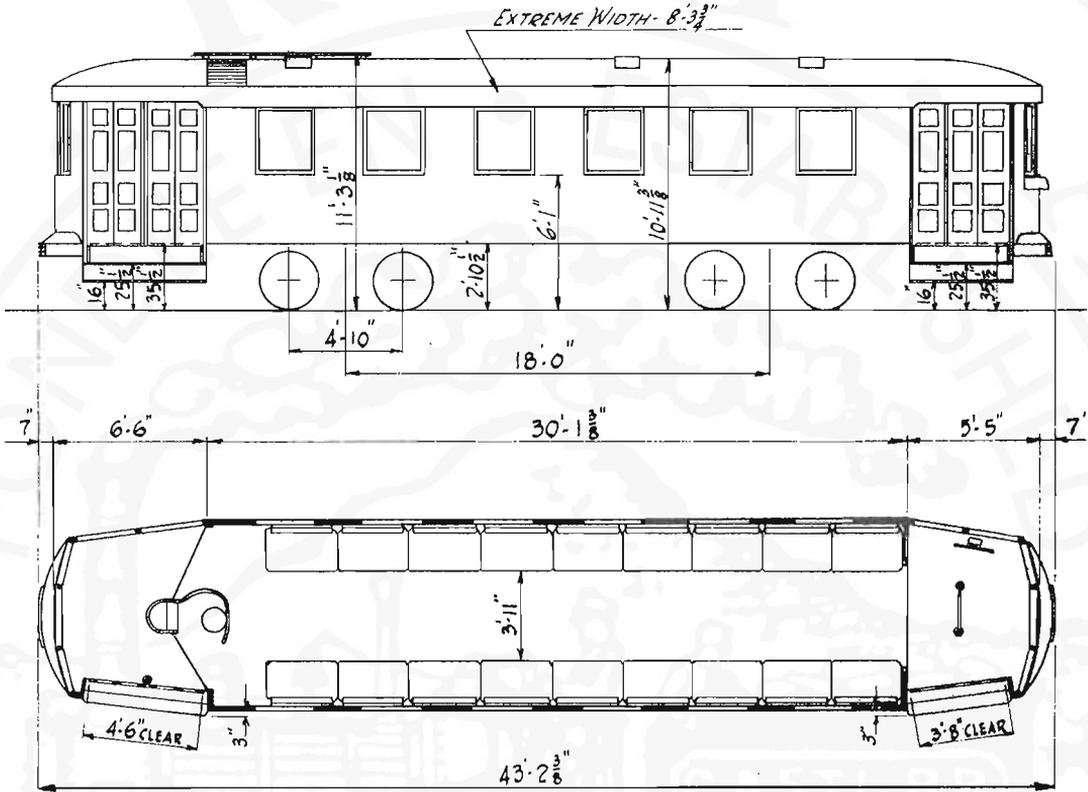
# CLASS-1175.

SEATING CAPACITY - 36.

WEIGHT - 40,240<sup>#</sup>

NUMBER IN SERVICE - 4

DATE - NOV. 1943.



Notes: No.2066 damaged by fire and scrapped in 1955.  
 No.2077 wrecked by runaway concrete mixer and sc'd 1956.  
 No.2070 scrapped in 1957.  
 No.2056 sold to Connecticut Elec.Ry.Ass'n. in 1959.  
 No.2052 sold to Seashore Electric Ry. in 1963.  
 All others scrapped in 1958.

2030 class - from Schenectady Ry. and Alabama Power Co.  
 -- 1942 (11 cars).

<u>M.T.C. No.</u>	<u>Sch.Ry. No.</u>	<u>M.T.C. No.</u>	<u>Tuscaloosa.</u>
2030	200	2036	402
2031	215	2037	220
2032	208	2038	204
2033	214	2039	202
2034	217	2040	200
2035	221		

Note: No.2038 scrapped in 1955. Others scrapped 1957-1958.

1175 class - Built by M.T.C. Youville Shops - 1943 (4 cars).

1175 - Converted to BRINE CAR in 1947 - Retired in 1958.  
 1176 - Converted to BRINE CAR in 1947 - To Seashore Electric Railway in 1963.  
 1177 - Converted to INSTRUCTION CAR in 1949 - To Seashore Electric Ry. in 1963.  
 1178 - Converted to BRINE CAR in 1950 - Retired in 1958.

3500 class - P.C.C. type. Built by St.Louis Car Co. and Canadian Car & Fdy.Co. - 1944 (18 cars)

3500 to 3517 inclusive.

Note: No. 3517 was the last streetcar to operate in Montreal, Aug. 30, 1959. To C.R.H.A. in 1963.  
 Others sold for scrap in 1963.



Mr. Richard M. Binns, the author of the foregoing article on the Montreal Tramways Wartime Cars, and a frequent contributor to 'Canadian Rail' and other C.R.H.A. publications, has recently retired from the Montreal Transportation Commission and has moved to the West Coast. The Publications Committee wish to express our appreciation to Mr. Binns for all his willing co-operation during past years, and to wish both Mr. and Mrs. Binns every happiness in the future.



COMMENCEMENT OF THE ST. ANDREW'S AND QUEBEC RAILWAY.

# The St. Andrews & Quebec Railway

(The Pioneer railroad of New Brunswick)

- by C. Warren Anderson -

In the United Service Journal of 1832, an English paper of that period, a Mr. Henry Fairbairn published the first notice, so far as is known, of a project of applying the railway system to Canada. He said - "I propose to form a railway for wagons from Quebec to the Harbour of St. Andrews upon the Bay of Fundy, a work which will convey the whole trade of the St. Lawrence, in a single day, to the Atlantic waters."

A meeting was called on October 5th, 1835 by the citizens of St. Andrews when an association was formed and an executive committee was appointed consisting of the following:

Hon. James Allenshaw,	Chairman	
Thomas Wyer, Esq.	Deputy Chairman	
Harris Hatch	}	Committee of management
John Wilson		
James Rait		
Samuel Frye		
J. McMaster		
Adam Jack	Secretary-Treasurer	

One expects to find the "best brains" of a community to be interested in anything which promotes progress, but this is indeed an imposing list.

During the early part of December, 1835, a delegation proceeded to Quebec to bring the matter to the notice of the Government of Lower Canada, and on the 19th day of the same month resolutions favourable to the railway undertaking were adopted by both Houses of the Legislature of Lower Canada. Similar resolutions were adopted by the Houses of Assembly during the same week.

In January, 1836, another delegation proceeded to England to lay the matter of a railway before the King and Imperial Government. Resolutions similar to those passed by the Legislature of Lower Canada were passed by the Nova Scotia Government during March, 1836, and a bill was passed by the New Brunswick Government during the same month incorporating the "St. Andrews and Quebec Railroad Company" for the construction of a line from St. Andrews in New Brunswick to Lower Canada. (Authority 13-14 Vic. Cap. 117). Several other resolutions pertaining to the railway were passed at the same time.

By April 27, 1836 an estimate of the cost of construction and probable traffic had been made and laid before Lord Glenelg, Secretary of State for the Colonies. Estimated cost was placed at \$4,000,000 and the income derived from the railway was placed at \$606,000 apart from the contract for the carrying of the mails.

On May 5th 1836 Sir George Grey, under Secretary of State informed the delegation which had proceeded to England on behalf of the railway, that the sum of £10,000 had been granted by the Imperial Government to the railway to be expended on exploration and survey work, and June 9th the delegation returned from England. The day after the return of this delegation several resolutions pertaining to the railway were passed at a public meeting held in St. Andrews.

On July 24, 1836 Captain Yule of the Royal Engineers was entrusted with the work of the survey, commencing at Point Levis in Quebec and running through what was thought to be wholly British territory, the survey to be made and completed by 1837.

Early in 1837 the United States Government objected to the surveys because they claimed it ran through what was United States territory. Promoters of the railway were made aware of the attitude of the United States Government on July the 3rd, 1837 and they at once interviewed Lord Glenelg. On July 24th, 1837 Sir John Harvey, New Brunswick's Governor, received from the Imperial Government in consequence of a representation from the United States, a request to prohibit any further proceedings in the construction of a railway between St. Andrews and Quebec. Captain Yule sent his regrets to the Railroad Association on the turn of events, and so the proceedings of the Association were abruptly closed. During the year 1838 an attempt was made to revive the project, but as the boundary question had become grave nothing could be done.

In February, 1839, a group of armed men from Maine tried to take possession of the disputed territory and the organization of a force to repel this invasion established the necessity of a military road through British territory. Open hostilities were averted by the "cool headedness" of the leaders on both sides. This incident is sometimes referred to as the "Aroostook War."

On October 24th, 1839 Sir John Harvey was informed by the Imperial Authorities that they were resolved to advertise for tenders for the carrying of the mails between England and Halifax by steam instead of by sailing vessels. From that time on attention seems to have been directed towards Halifax and Quebec, rather than between St. Andrews and Quebec.

The famous, or infamous, according to your view point, Ashburton Treaty, was signed at Washington, August 9, 1842, giving to the United States much of the territory thought to have been in New Brunswick, and through which the surveys for the railroad had been made.

During the year 1845 a revival of the St. Andrews - Quebec Railroad project took place apparently recalled to life by the proposal of a new scheme, namely the Halifax and Quebec Railway, the prospectus of which had been issued in England.

On October 8th, 1845 a meeting was held at St. Andrews at which a delegate was appointed by the Railroad Association to wait upon the Colonial Secretary in furtherance of the general interest in the undertaking.

A special meeting of the Saint John Chamber of Commerce was held in that city on October 24th in the same year, at which meeting two delegates from St. Andrews were heard. Resolutions were passed assuring the delegates of the Chamber's attention and consideration regardless of local interest. The people of St. Andrews continued their exertions on their own behalf. Subscription lists were opened in December, 1845 and liberal amounts were taken in the province. The capital asked for was £750,000 in shares of £25 each. At this time, in order to reduce cost, it was proposed to use wooden rails, but iron rails were eventually decided upon.

On November 26th, 1846, a meeting of the stockholders of the railway was held in St. Andrews when a local board of directors was elected. Several shares were taken in England and a London board appointed, of which a Mr. William Briggs became secretary. Notwithstanding all this enthusiasm the settlement of the Boundary question placed St. Andrews at a great disadvantage as it could not obtain a direct connection with Quebec without crossing territory which now formed part of the State of Maine. Thus the confident hope which the people of St. Andrews had formed with respect to their town becoming the Ocean terminus of a great railway was fast passing away.

However the work of grading had been commenced by day labourers in November 1847, ground having been then first broken in the rear of the town on the farms of Thomas Wyer and Henry O'Neill. Proposals were also publicly invited for the earth work, masonry, and bridging on the first four miles to Chamcook, which was let out by contract, and the sum of £74 15 S had been expended upon construction to 22nd January 1848.

Earl Fitzwilliam had made a proposition on 12th May, 1847 to the London Board to send out to the Province one hundred able bodied labourers from his Wicklow estates in Ireland, and in order that the men might obtain work upon the railroad and be subjected to no disappointment on their arrival, he placed the sum of one thousand pounds to the credit of the Company to pay their wages, at the rate of two shillings a day, for so long as it would last, probably sixteen weeks, for which the Company was to credit his Lordship in stock. This proposal having been accepted the noble one hundred left on the ship "Star" on the 17th April. The Directors had wooden shanties built for their reception.

Progress on the construction of the line was very slow as between November 1847 and February 1851 grading was only completed to Bartletts Farm, 10 miles from St. Andrews and all further work was ordered stopped.

In February 1851 a contract was let for the building of the first ten miles out of St. Andrews and on March 11th the barque "Avon" from Newport arrived with a locomotive, together with the first shipment of rails. This locomotive called the "Pioneer" is presumed to have been the first locomotive to arrive in the province having been built in England by the firm of Robert Stephenson & Company the year before. This engine was an interesting type with cylinders inclined and four coupled driving wheels, but no leading or trailing wheels. It had no cab, bell, headlamp or pilot, so common to our locomotives today. These were probably added later.

As it was hard to sell stock, and much harder to obtain money on the stock already subscribed for, it was only the bold and persistent energy of the promoters which enabled the company to continue its work. Trains were running as far as Chamcook, 4 miles out of St. Andrews early in 1851, probably the first train service in the province.

A new contract was granted to James Sykes & Company of Manchester, England, on April 15th, 1851, as very little work had been done by John Brookfield who held the first contract and William Jackson his English engineer. During the same month the second cargo of rails arrived on the ship "Ansdale", which through stress of weather had been forced to put back twice to Cork and once to Halifax. It is said that a great many were sick on board and were disembarked on one of two small islands lying off St. Andrews, where a hospital was constructed to care for them. Because of this fact one of the islands is known as Hospital Island today. The new contract had been let for the entire distance from St. Andrews to Woodstock, the latter place which, for some time past, had been the goal of the company.

The construction of the line was re-commenced June 4th, 1852. A contemporary English paper, presumed to have been the "Illustrated London News", published under the date of August 14th, 1852, has the following say: "Commencement of the St. Andrews and Quebec Railway .... The first section of this important work was commenced with great ceremony on June 4th, 1852, which will long be remembered by the inhabitants of St. Andrews and County of Charlotte generally.

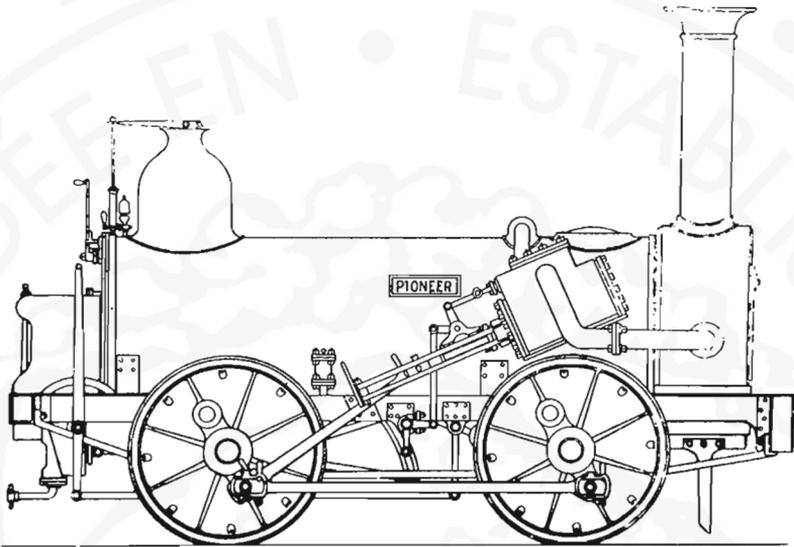
"At nine o'clock the carriages, wagons, etc., with the directors, shareholders and guests, drew up into line at Courthouse Square, and half past nine the immense procession advanced headed by the carriages of the Directors ..... and passed through Frederick, Water, Elizabeth, Queen and Harriet Streets to the St. John road; thence via Chamcook to the Frye-road; and after a pleasant drive through the woods the procession arrived at Bartlett's farm, ten miles from St. Andrews ..... Mrs. Murray, wife of the Administrator, raised the first turf, deposited it in the barrow, and tipped it at the end of the plank provided for that purpose..... a salute of 19 guns was then fired in honour of the occasion....."

The work on the building of the line was energetically pushed forward for by 1853 it was well advanced and this despite constant financial friction and misunderstandings between representatives of the English stock-holders and the local railway Association.

Notwithstanding all this the "Reformer", a paper published in St. Andrews, stated in an issue of 1853:

"We had the pleasure of taking a ride the other day on the first Railroad car which had been brought to the Province. The road from St. Andrews to Woodstock is now made fully eleven miles, the distance to which the car goes. There are now about 400 men working on the line."

Early in the spring of 1855 James Sykes, head of the contracting firm building the railway, left England to come to Canada to inspect the various contracts his firm had, but the sailing ship he was on was lost at sea with all hands aboard.



After the loss of James Sykes, the financial backer of the firm of Sykes and Company, Charles de Bergue of Manchester, thinking that the other Sykes brothers, William, Alexander and Samuel were incompetent to carry on, withdrew his support and the firm was thrown into bankruptcy.

As the company had had trouble with the contractors it took possession of the road in June, 1855 and all work and traffic was suspended.

On August the 10th, 1855 "Notice of Sale of the Plant and Materials" used in the construction of the St. Andrews and Quebec Railway was issued in the form of hand-bills, by Thomas Jones, Sheriff of Charlotte, at St. Andrews, N.B. By this date 25 miles of the railway had been constructed.

It is presumed that the sale was never carried out as internal evidence shows that too much had been invested in time and money to allow the road to be abandoned altogether, so in May, 1856 a new company the "New Brunswick and Canada Railway and Land Company" was formed in London to complete the railroad to Woodstock.

Satisfactory arrangements agreeable to the stockholders of the earlier companies were completed, the St. Andrews and Quebec Railroad Company ceased to exist, and work was actively resumed by the new company.

It is not within the scope of this paper to trace the progress of the "New Brunswick and Canada Railway and Land Company" (Sometimes known as the "St. Andrews and Woodstock or/and the St. Andrews and Canada Railway"). Suffice to say that some advancement

was made and the road was formally opened for the first 34 miles in October, 1857. By 1858 it had reached Canterbury 64 miles from St. Andrews and by July 1862 it was opened for traffic to Richmond a few miles further, but it passed into the hands of a receiver in 1863.

During the Trent Affair, 1862, a body of British troops travelled from St. Andrews to Richmond by train, continuing their journey by sleigh to Rivière du Loup via Woodstock. It is presumed that this was probably the first troop movement by rail in the Province. Branches were built to St. Stephen in 1866 and to Woodstock in 1868.

In 1870 the rails which had been laid as far as Richmond (simply an accidental stopping point on the road to Quebec) were removed as far back as Debec Junction a branch from this point to Houlton was completed in 1871.

A further re-organization took place in 1873, the new company to be known as the New Brunswick and Canada Railroad. This company acquired the New Brunswick and Canada Railway and Land Company, the St. Stephen Branch Railway, the Woodstock Railway Company and the Houlton Branch Railway, altogether giving the railway much more mileage than the original road. The new Company built the railway from Woodstock to Edmundston, but the Intercolonial Railway which had been completed in 1876, made this route to Quebec of little value and it was not until 1887 that the Temiscouata Railway was built and closed the last link between St. Andrews and the Province of Quebec.

This was the final realization of the dream of the promoters more than half a century before. But it came far too late for the attainment of their hopes.

Meantime the New Brunswick Railway building out of Gibson (Fredericton) in 1870 for Edmundston acquired the New Brunswick and Canada Railroad July 1, 1882, and during the same year the Canadian Pacific Railway acquired a controlling interest in the New Brunswick Railway, the New Brunswick Railway retaining its own identity.

In 1883 the rails of the New Brunswick and Canada Railway running parallel with the then New Brunswick Railway, between McAdam and Vanceboro, were removed. In 1889 the trackage of the New Brunswick Railway became part of the Canadian Pacific Railway by a long term lease and is operated by them at the present time.

This concludes a short sketch of the St. Andrews and Quebec Railroad and its successor roads. Very little seems to be known of its early history, perhaps being overshadowed by the building of the European and North American Railway a few years later. It must be remembered that the people of St. Andrews were very sincere in their efforts to obtain rail transportation and their efforts should not be forgotten by subsequent events.



# POWER



## CANADIAN INDUSTRIES LIMITED

Miscellaneous: up to 12 October 1967.

The following paragraphs are taken from CIL's biweekly magazine, "Contact", of 17 July 1967.

"A magnum of champagne and the National Transportation Act of 1967 both helped send the first-ever Canadian railway "unit train" out of a freight yard at Copper Cliff, Ontario on the inaugural run of a fast, regular, shuttle service of trainload shipments of sulphuric acid.

"The departure of the 37-car Canadian Pacific train, carrying 3,700 tons of sulphuric acid from the Copper Cliff works to the ammonia and fertilizer complex near Sarnia, signalled a first for CP as it began Canada's first regularly scheduled "unit train" movement of a single chemical commodity. The train is also the first in Canada to have a continuous promotional message painted along its length.

"In a send-off ceremony on 11 July 1967, 21-year-old Copper Cliff employee, Mrs. Bonnie Violino, traded the telephone she normally uses to schedule freight cars in and out of the acid plant yard, for the bottle of champagne with which she 'launched' the train on its 33-hour, 490-mile journey.

Attending the ceremony were representatives from CIL; the Board of Transport Commissioners; the International Nickel Company of Canada, whose smelter fumes are used to make the sulphuric acid at Copper Cliff; Procor Ltd., which built and leased the cars to CIL; Canadian Pacific Railway; and the Chesapeake and Ohio Railway, which will take the train from Chatham, Ontario, to Lambton.

"Freight rates for the new system of operation are based on trainload shipments of sulphuric acid in 37 or 56 car lots with precise scheduling for loading and unloading times. This freight rate approach was made possible for the first time in Canada by the National Transportation Act which became law earlier this year. Previous legislation prohibited railways from setting freight rates on any basis except single carloads.

"Twelve of the 37 cars were painted by CIL with lettering which identifies them as part of the first Canadian unit train, and provides a continuous and mobile promotional message.

"Initially, the unit train will carry 3,700 tons of sulphuric acid from Copper Cliff to Lambton twice a week, but it is expected that the system will be expanded to a 56-car train operating between Copper Cliff and other destinations in Ontario and Quebec, involving a movement in excess of 300,000 tons of sulphuric acid annually.



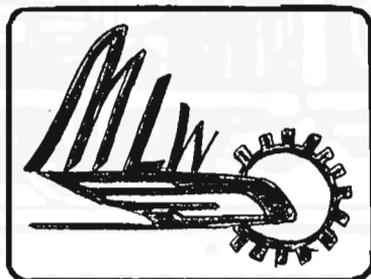
CANADIAN NATIONAL RAILWAYS

Deliveries: up to 06 October 1967.

SD-40's 5000 to 5007 have been received.



SFP&P's new locomotive is shown here in Walkley Yard, Ottawa, at 14:30 on 14 July 1967. The unit, which is adorned in a medium green, with yellow stripes, was in transit to Kapuskasing, Ontario. (Photo by R. Ian Stronach).



Indian State Railways: up to 04 October 1967.

The first six locomotives for India have been outshopped. They are bound for Madras.

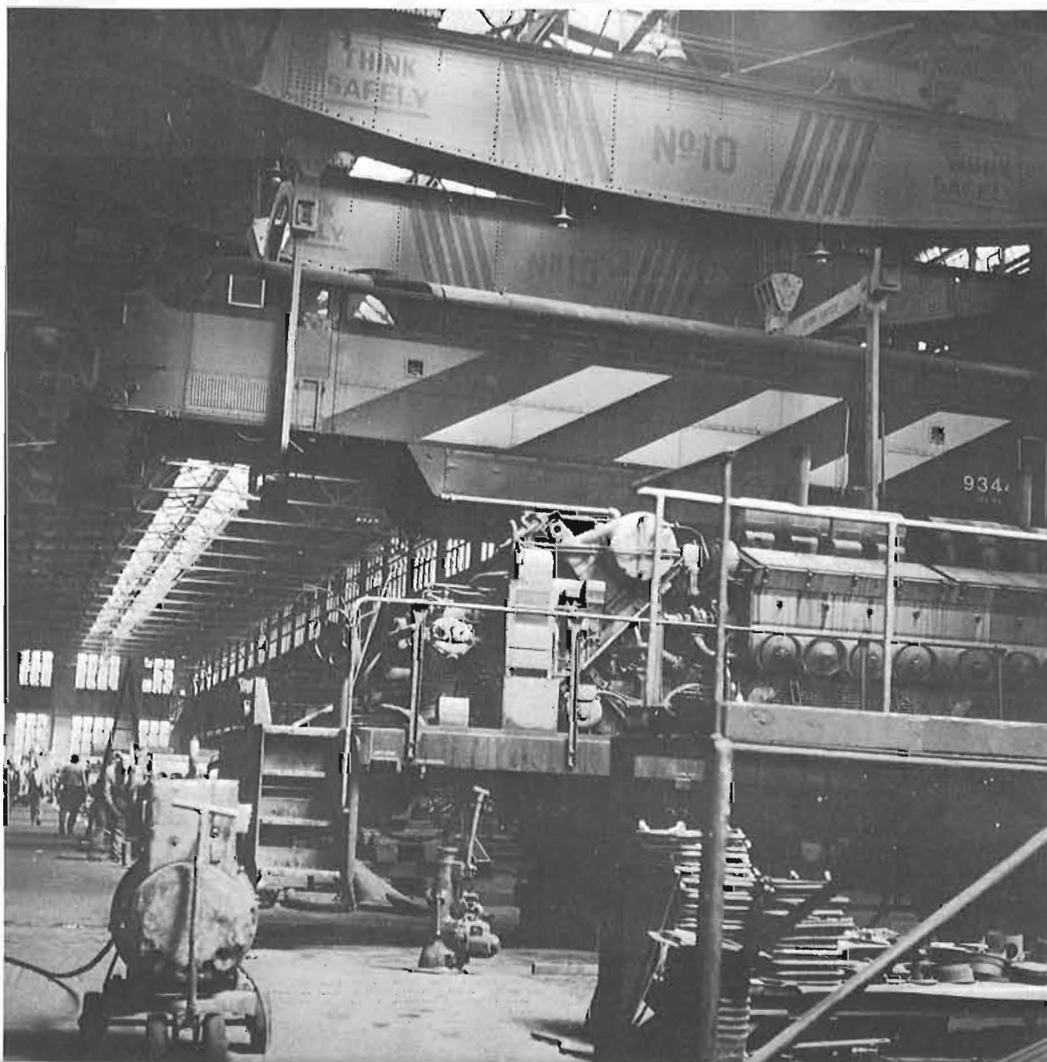
ROAD NUMBER	DATE OUTSHOPPED	SHIP	DATE SAILED
6167	07/09/67	Jaladuhita	09/09/67
6168	07/09/67	Jaladuhita	09/09/67
6169	18/09/67	City of Singapore	25/09/67
6170	18/09/67	City of Singapore	25/09/67
6171	29/09/67	Jaladharati	05/10/67
6172	29/09/67	Jaladharati	05/10/67

# Canadian Pacific

Miscellaneous: up to 11 October 1967.

A couple of weeks ago CPR announced that it was planning purchases of equipment totalling \$30 million, which would include a small order of 3000 horsepower locomotives. Readers may recall that in Canadian Rail #181, "Power" published a rumour that CP was contemplating a push-pull train for Montreal commuter service. Readers may have concluded by now that this was "wishful thinking" on the part of their power editor. However, indications are that the locomotives mentioned in the above press release may well be for this service. Rumour from various sources also has it that the rolling stock for the train or trains, will be double-decker coaches with seating capacities in excess of 160 persons each.

The body of CN 9344 is raised off its frame (hidden by the frame of a roadswitcher) shortly after its arrival inside CP's Erection Shop at Ogden on 07 August 1967. (Photo by Clayton F. Jones).





CHAMPAGNE AND SULPHURIC ACID - Bonnie Violino, clerk, shipping, watches the bottle of champagne she has just swung to "launch" Canada's first sulphuric acid unit train. In the background are K.W. Harmon, Ontario district sales manager, C&O railway (left), and J.M. Roberts, vice-president traffic, CPR.

Canada's first unit train leaves Copper Cliff, Ontario, headed by CP 4248 and 4202, en route to Lambton, carrying 3,700 tons of sulphuric acid. The 37-car CP train made its inaugural run on 11 July 1967 from the acid plant at Copper Cliff. It was the first shipment of a regularly scheduled bi-weekly service between the two plants. (CPR photo courtesy CIL).



# *Rails Gone Forever*

- by Stephen H. Jones -

*A*nother closing chapter of railroading in Iberville, Quebec, was enacted recently. The last remaining tracks of the Central Vermont and the well known pile bridge between St. Johns and Iberville were removed. This line between St. Johns and St. Albans, Vermont, was built about 1865 and carried much traffic, including famous trains such as the Ambassador, the New Englander, the Montrealer and the Washingtonian.

In the late 1940's the few remaining trains were diverted to the CNR tracks on the west side of the Richelieu River, using the old Canada Atlantic bridge at Cantic for crossing the Richelieu. In the early 1950's tracks were removed between Swanton, Vermont and Iberville, Quebec. However, trackage and station were left intact in the Town of Iberville with an agent in attendance until December 15th 1965. This was known as the Lemoyne subdivision and consisted of about a mile of original C.V. tracks and a half mile of the old Q.M. & S. which served in later years to join the C.V. to the C.P.R. The Q.M. & S. once had a fair sorting yard in Iberville and was taken over by the CNR on July 16th 1929. The line dwindled rapidly with the simultaneous advent of the automobile and the 1930 depression. Tracks were lifted in 1936 and the only remaining vestige was the half mile link between C.P.R. and C.V. In earlier days there was an additional link between the two roads which ran parallel to the Q.M. & S. about 300 feet distant.

When the steam cars were at their best, Iberville was well served by the Central Vermont, C.P.R., Grand Trunk, Q.M. & S., Rutland Railroad and with the Grand Trunk and Delaware & Hudson passing through St. Johns less than a mile away. There were also four railroad stations in the town. Today there are none except the typical solid brick C.V. which was saved from the wrecker's ball just in time by a sympathetic member of the C.R.H.A. who rented it as a warehouse. This building was put up in 1876 by the Town of Iberville on land furnished by them. A treaty was signed by both parties saying that the railroad would stop their trains if a station were provided free of charge. But should service ever be discontinued, the property would revert back to the town and this is exactly what happened 90 years later. This proves that we never know what might happen because certainly in 1876 nobody could foresee the replacement of railroads by autos.

Other branch lines were in existence, such as the one between Farnham and Iberville, as well as the Q.M. & S. between Iberville and St. Hyacinthe and Iberville south to Noyan. Certainly Iberville had an excellent network of rail lines leading in all directions. Today the only remaining line is the C.P.R. main line to Halifax, with only a few trains remaining as compared to former years when a double track line existed. Their station is also being demolished at this very moment.

Nostalgic memories remain of great trains laden with many passengers or umpteen tons of freight rushing in and out, and also events such as winter blizzards holding up trains for a week at a time while men shovelled to help the snow ploughs and rotaries

## NOTES & NEWS

- ★ The early part of September was a rather tragic time for the railway enthusiast in this part of the world. First was the news of the aviation accident which claimed the life of F. Nelson Blount, the proprietor and guiding hand of Steamtown. "Steamtown" needs no explanation in a publication such as this, but what may not be so generally known is the amount of time, money and effort which Mr. Blount put into the project. He was also director of the Edaville Railway, which the late Ellis D. Atwood built around the cranberry bogs near South Carver, Mass. Mr. Blount, 48, was a Christian, a preacher and an evangelical businessman. He is survived by his wife and five children.
- ★ Another tragedy occurred on Sunday, September 10th, when one of the little trains on the Mount Washington Cog Railway jumped the tracks at an open switch and fell off the trestle over which it was passing. Eight persons were killed in the mishap --- the first fatal accident involving a passenger on the line.
- ★ On a more cheerful note, GO Transit at Toronto received its self-propelled cars from Hawker-Siddeley during the first half of September, and inaugurated passenger services with them as soon as tests showed the units to be reliable. Full scheduled passenger operations had been instituted September 5th, using locomotive-powered trains exclusively, but the receipt of the self-propelled units will enable more economical and flexible operations.

An interesting note concerning one of the early railway lines in Denmark.

In 1868, so few people travelled from Lyngby to Copenhagen in the morning that it was not considered financially sound to run a train on the whole line. Therefore, transport facilities were provided for travellers from Lyngby to Hellerup by means of a horse-drawn coach; however, on the last stretch, where the track falls steeply, the horses were unhitched, and the coach gathered sufficient momentum to be able to proceed to Hellerup, where it was coupled to a train running from Klampenborg to Copenhagen.



### RAILS GONE FOREVER -- Continued

combat the snow, while others pumped water by hand in farm houses and carried it to thirsty locomotives in milk cans.

The rails and ties are now gone, the bed has been levelled and after 100 years the land has reverted to its original use, crops and hay. The present generation will never know the immensity of important steam traffic which traversed those long narrow strips of land. An era has come to an end and will never return and all that happened therein will be forgotten forever because no traces remain.

Impressive and mighty as our mechanical era is, it is certainly more quickly forgotten than former eras, such as the Egyptians with their pyramids and temples, or the Middle Ages which are remembered by examples of wonderful architecture, painting, music and other enduring monuments.

- ★ Montreal Transportation Commission employees went on strike September 21st, creating the disruption that lack of public transit services always entails. One of the basic causes appeared to be the wages of city bus and Metro operators who were receiving an average of \$2.77 an hour compared with the \$3.32 an hour paid to the City's street-cleaning broom operators. Their complaint seemed justified but the means of achievement left something to be desired!! Expo Express, operated by M.T.C. employees, was the only service not affected by the walkout. Metro and M.T.C. bus lines which normally give access to the Expo site, however, were strikebound. During the period of the strike, the Canadian National Railways operated a special shuttle service between Central Station and Bridge Street on an half-hourly basis, using two trains each consisting of a road switcher and ten to twelve coaches. A 25¢ fare was charged in each direction. Much of the time the trains operated at their capacity of 4000 passengers per hour. (Why this service was not a regular feature of Expo transit in normal times is something of a mystery!! )
- ★ Canada's newly-created Transport Commission is to be headed by J. W. Pickersgill, formerly Minister of Transport. He will be succeeded in the Government's Transport portfolio by Paul Hellyer, former Defence Minister. Mr. Pickersgill will assume control of the body which he himself was instrumental in creating -- a super board to regulate all phases of transportation in the country. Other appointees to the Commission include: John Magee, a leading figure in the Canadian trucking industry;; David H. Jones, a Winnipeg lawyer; Laval Fortier, from the Unemployment Insurance Commission; and Alan Campbell, shipping director of the Canadian Transport Company.
- ★ A bouquet of flowers, a scroll, two medallions and a travel bag were the gifts received September 14th by Mrs. Rose Mary Carlson of Toronto, who was picked as the one-millionth passenger to ride Ontario's GO Transit. The presentations were made by Ontario Premier John Robarts and CNR Vice-president D.V.Gonder.
- ★ "The Newfoundland passenger train service...to be or not to be, that is the question...is still very much in the news, and likely to remain so for many months to come," says an editorial in the Grand Falls, Nfld, Advertiser.

## Information, please !

A detailed listing of all locomotives constructed by the Canadian Locomotive Co. at Kingston, Ont, is being prepared by Mr. Donald R. McQueen of 38 Lloyd Manor Crescent London, Ontario. He is missing certain details, however, and would appreciate any help other readers of 'Canadian Rail' could give. He writes: "below is a list of major weak areas....rosters of Q&LStJ--LE&DR--PEIR-- AC&HB --- TH&B---QCR.... a scrap list for CPR locos years 1949-58, and any information on the foreign locomotives built by CLC, ie. Russian Decapods, British Gov't Consolidations, Jamaica 4-8-0's, Belgian 2-8-0's, French 2-8-2's etc...



*"I've been flying for years, but this is the first time I've ever been on a train."*

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