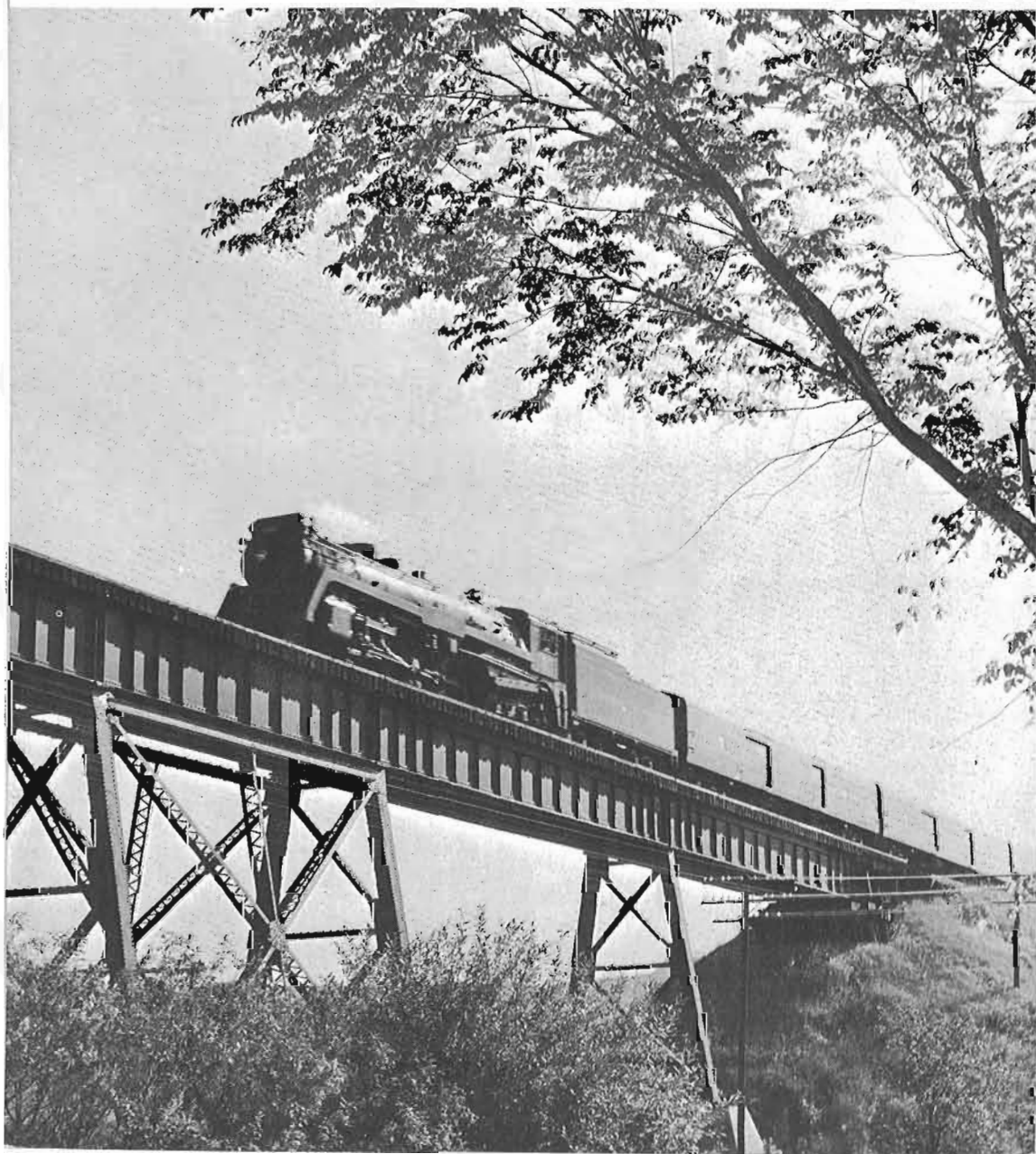
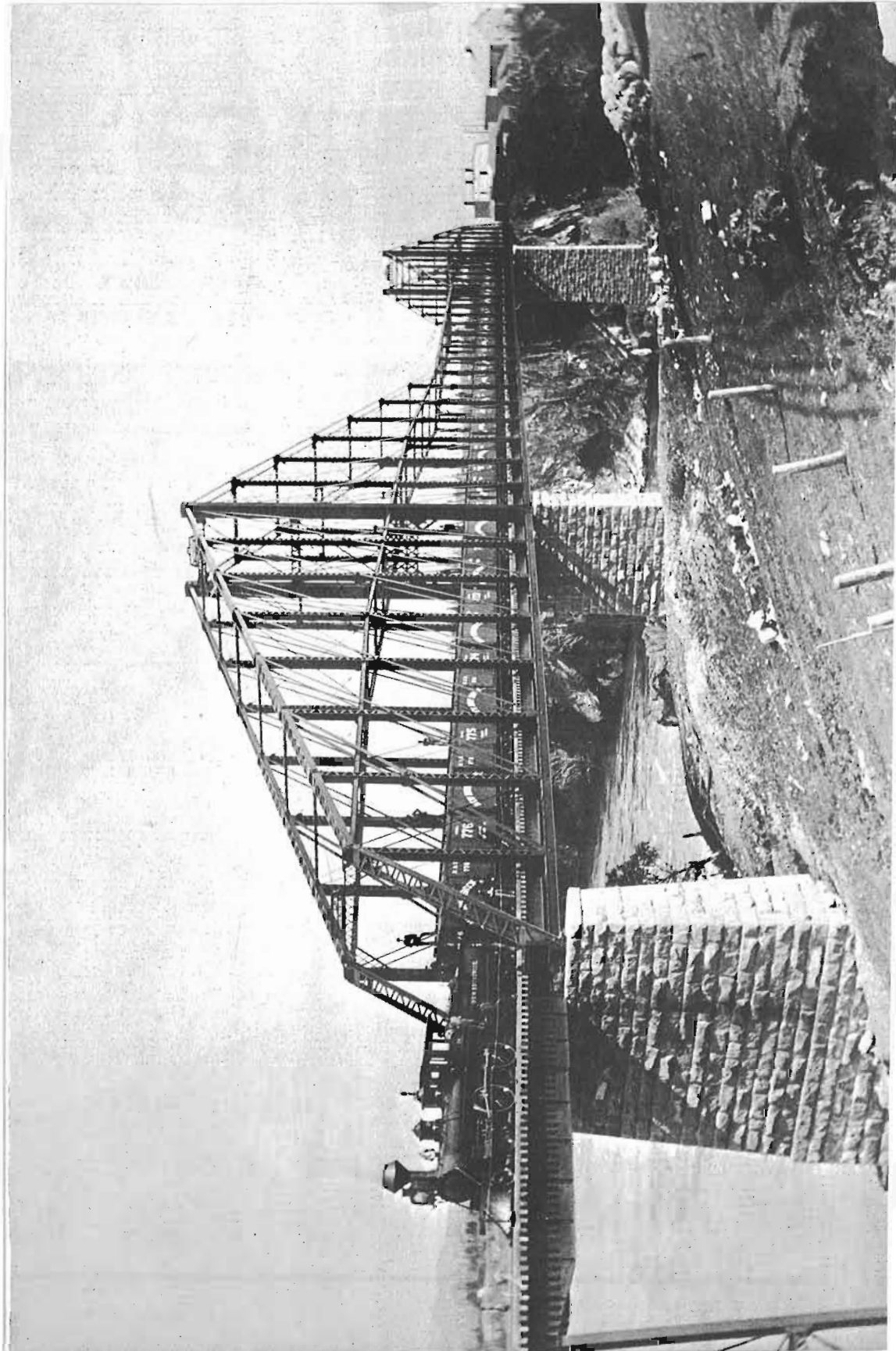


# Canadian Rail



NO. 211  
JUNE 1969







# THE EIGHTIETH ANNIVERSARY OF 'THE SHORT LINE'

F.F. Angus

"NO DOUBT, NO UNCERTAINTY NOW EXISTS. The Short Line is a fact.....'Mid the shriek of tug whistles, the pioneer train of the Canadian Pacific Railway Short Line steamed into the I.C.R. depot at 3.15 (standard time)." With these words, the newspapers of Saint John, New Brunswick, dated June 3, 1889, announced to the citizens of Saint John and to the Maritime Provinces, that the Canadian Pacific's line from Montreal, through northern Maine to the Bay of Fundy was open and that the traveling distance between these cities would henceforth be reduced by more than two hundred miles!

BEFORE THE ERA OF THE RAILWAY, the eastern seaboard of British North America was virtually isolated from the then-separate provinces of Canada East (Québec) and Canada West (Ontario) and the trade of the maritime regions was more directed to the New England portion of the United States than to the Canadas. As early as 1851, a scheme had been proposed to build an "intercolonial" railway, to join the Canadas and the Maritimes, but, by the time of Canada's confederation in 1867, the line had not yet been constructed. However, in 1871, the completion of the European and North American Railway, from New Brunswick to Portland, in the neighbouring State of Maine, made possible an all-rail journey, albeit with a change of gauge, from Montréal, via the Grand Trunk to Portland, thence to Bangor and the E. & N.A., onward to Saint John, Moncton and east to Halifax. Five years later, in 1876, the famous Intercolonial Railway was completed, but as it followed the valley of the St. Lawrence River for many miles north-eastward before turning south to New Brunswick, the length of the line was excessive and the journey consequently prolonged.

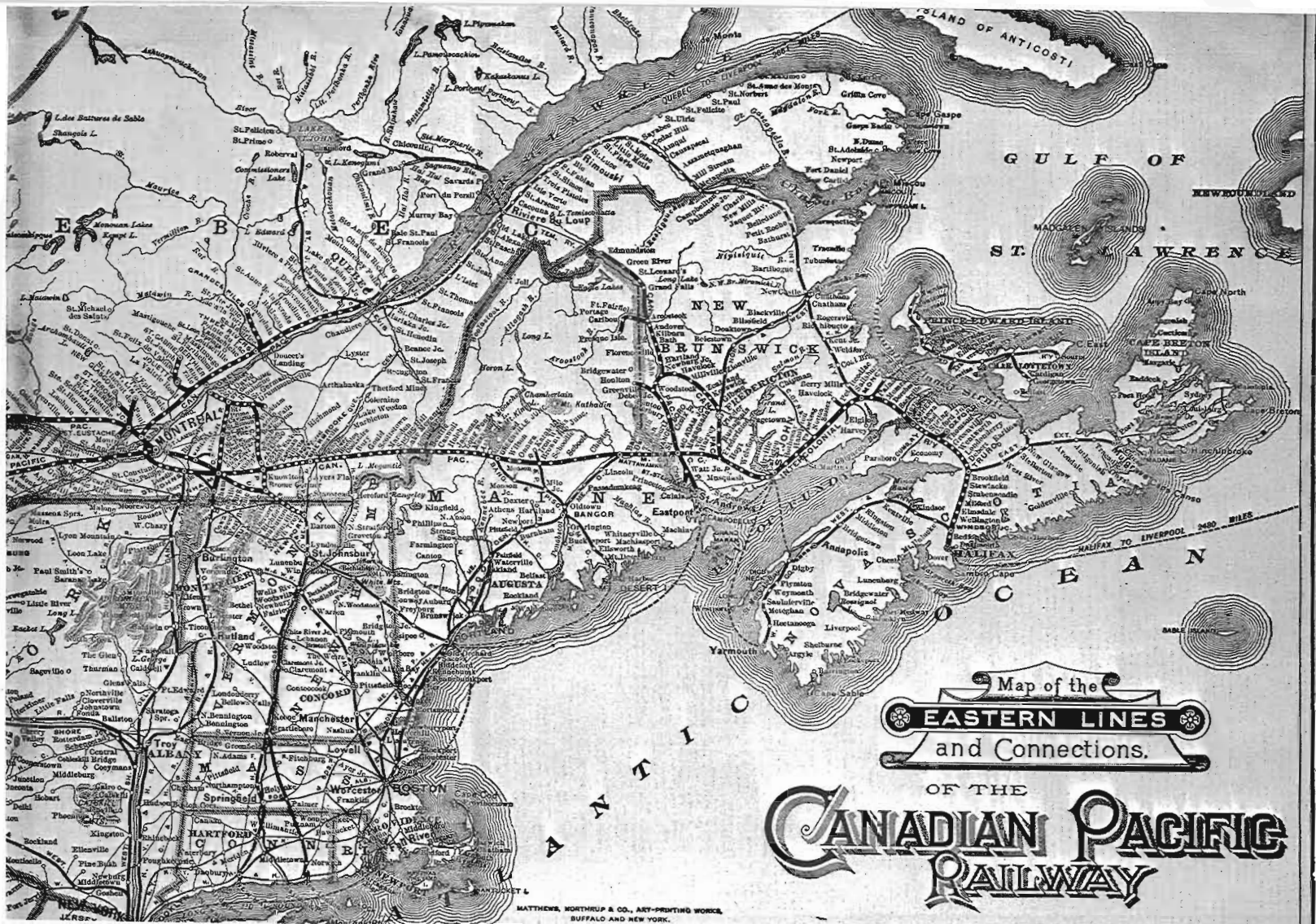
THE REASON FOR BUILDING the Intercolonial Railway in this direction was, of course, to have a railway running through Canada in its entirety and well away from the United States boundary, but this stipulation so lengthened the line as to cause much extra cost and inconvenience. The city of Saint John was especially affected, as the rail line from Montréal was 745 miles long, whereas the direct distance "as the crow flies" was and is scarcely 450 miles. A glance at the map quickly reveals that a straight line from Montréal to Saint John passes through the vast wilderness of northern Maine, the territory ceded to the United States by the Webster-Ashburton Treaty of 1842.



← New Brunswick Railway's no. 24 poses on the Cantilever Bridge over the Reversing Falls of the St. John River, about 1885. No. 24 hauls a train of new box cars over the bridge which was in use from 1885 to 1921.

Photo courtesy Maj. C.W. Anderson.





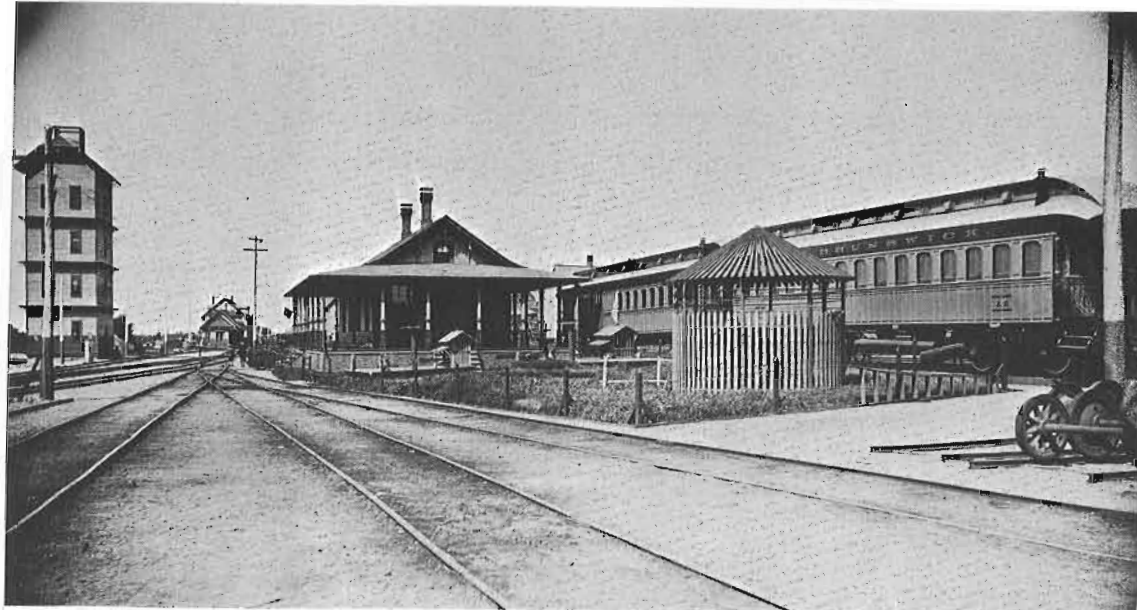


Scarcely had Confederation become a fact when farsighted industrialists and politicians were envisioning a "short line" through the wilderness, to link Montréal with Saint John. In 1870, the St. Francis and Megantic International Railway was chartered to build a part of this line. It was to run from Sherbrooke, Québec, a city about 100 miles from Montréal, to the town of Megantic, some 75 miles to the east. Clearing for the line began in 1870-71, but it was not completed until 1879, after which time it was renamed the International Railway Company, in 1885, and in 1887, was sold to the Atlantic and North-West Railway, a subsidiary of the Canadian Pacific Railway. But ten years before, the line through Maine was not begun immediately and the whole idea of what was to be the Short Line was still a dream of the future.

THE FIRST HALF OF THE 1880's saw the construction of the Canadian Pacific's transcontinental railway, from Montréal to the Pacific Coast and it was not long after the completion of this line before this dynamic new Company was casting its corporate eye eastward, with a view to making the railway a truly coast-to-coast system. By early 1885, before the transcontinental line was completed, the idea of a short line to New Brunswick was revived and plans were being made to enable the C.P.R. to sponsor this venture. Needless to say, when the Grand Trunk Railway officials heard of this impending competition to their Portland line, they did all in their power to block the scheme.

THE GENERAL MANAGER OF THE G.T.R., Joseph (later Sir Joseph) Hickson, in a letter dated April 15, 1885, violently attacked the proposed short line, on the grounds that it would pass through a state of the United States, - a strange argument since the G.T.R. line to the eastern sea-coast itself terminated at Portland, in the State of Maine! After pointing out the possible dangers of the line being severed, in the event of hostilities between Canada and the United States and the extra delays due to customs' and immigration procedures at the International Boundary, the G.T.R. President declared that a route between Rivière du Loup on the St. Lawrence and Edmundston, New Brunswick, in the valley of the St. John River would do as well. Soon thereafter, this line, the Temiscouata Railway, was built, but it never became a main line. In conclusion, Hickson had this to say, as a parting shot: "There is no justification for the short line through the State of Maine, apart from the promotion of personal interests, which ought not, for one moment, to enter consideration, when such a matter is being discussed". Despite the pot-shots and strong arguments, the facts were clear. In western Canada, the Canadian Pacific had gone to much extra expense to construct a line well-north of the International boundary, since it was a vital lifeline of the Dominion. In the east, the case was much different, for the Intercolonial Railway could still be used, even if the short line were blocked. Furthermore, Canada-United States relations had much improved since the late 1860's and so, by 1885, the time was ripe for the construction of the Short Line.

ONCE THE CANADIAN PACIFIC had trains in regular service between Montréal and the Pacific, in mid-1886, the short line scheme began to move at an ever-increasing tempo. By 1887, the International Railway Company had been acquired and a new line from Montréal to Sherbrooke was being built. Among the impressive engineering works of the new line were the St. Lawrence River Bridge, from Lachine to Caughnawaga, the 3,770-foot trestle spanning the north branch of the Missisquoi River at Eastman, and the 3,900-foot trestle, across the Cherry River swamp, near Magog. The 8th. of August, 1887, marked the opening of the Montréal-Farnham portion and the following spring, the new line entered Sherbrooke. Here, it connected with the International Railway and thus was completed the entire route from Montréal to Megantic, just fifteen miles away from the International Boundary.



▲ The scene at McAdam Junction as it appeared about the time of the opening of the Canadian Pacific's "Short Line". Two beautiful coaches of the New Brunswick Railway grace the station platform.

Photo courtesy Maj. C.W.Anderson.



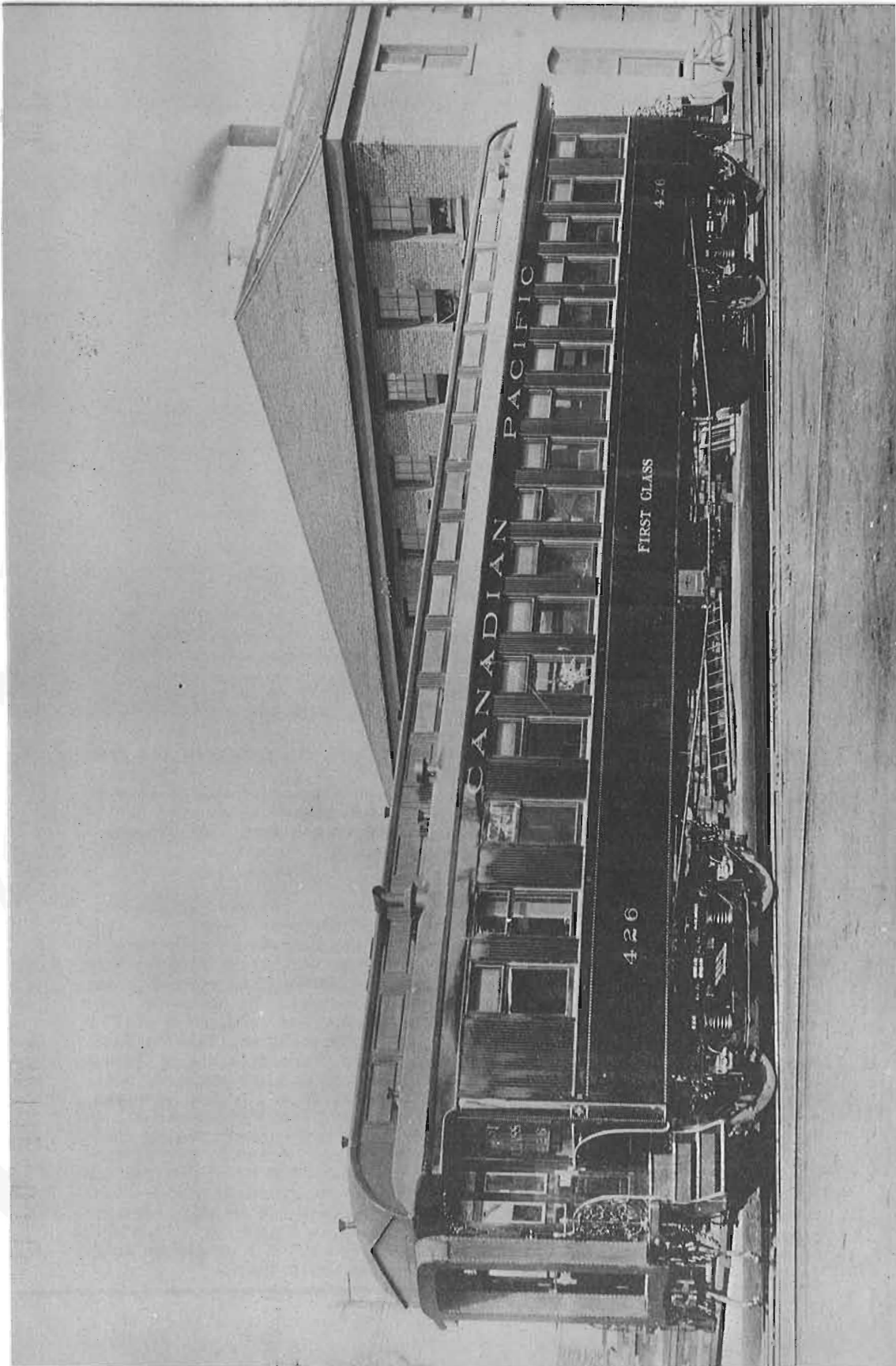
MEANWHILE, AT SAINT JOHN, NEW BRUNSWICK, a great cantilever bridge had been constructed in 1885, spanning the Reversing Falls of the St. John River, affording the then New Brunswick Railway direct entrance into the Provincial metropolis and a connection with the Intercolonial Railway from Moncton. During 1887 and 1888, construction crews pushed through the rugged, wild, remote hinterlands of Maine, towards the village of Mattawamkeag and a connection with the Maine Central Railroad. Running rights over 56 miles of this railroad to Vanceboro would take Canadian Pacific trains to a connection with the New Brunswick Railway leading to McAdam and thence to Saint John. In the spring of 1889, the rails were at last joined and, following official inspection, by the beginning of June, all was in readiness for the grand opening of the "Short Line".

THE EVENING OF SUNDAY, JUNE 2, 1889, was one of more than usual activity at Canadian Pacific's new Windsor Street station at Montréal. In the station were several hundred persons, including many Company officials, who had come to witness the departure of the inaugural train to travel on the Short Line. Among the 20 first-class passengers on the train were representatives of many Maritime newspapers, present in Montréal especially to report this event. Engine no. 174, formerly no. 25 of the Toronto, Grey and Bruce Railway was on the head-end of a four car train, consisting of a Crossen-built combination baggage-mail-express car, a combination colonist car and smoker, a first-class buffet and the sleeping car CALGARY, resplendent in white mahogany and red plush. Promptly at 8.30 p.m., Conductor John Cunningham shouted "All aboard!", Engineer James Wells opened the throttle, the train slowly pulled out of the station amid the loud cheers of those present and started its historic 481-mile journey to the eastern shores of Canada.

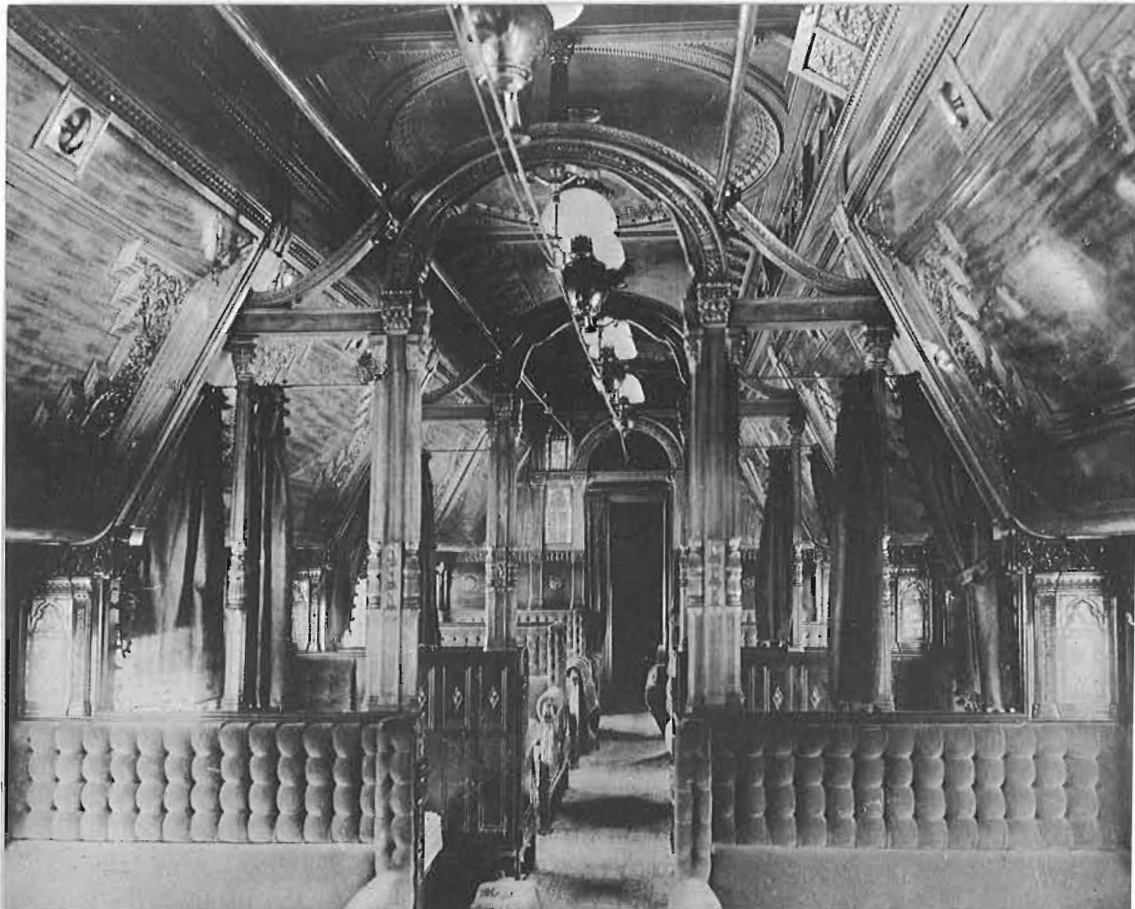


A first-class narrow-vestibule coach, built by the Crossen Car Company in July 1890, for the Montreal-Saint John "Short Line" service. This car, later converted to cafe car no. 42 and boarding car 407869, survived until 1968.

Photo courtesy James A. Shields.







↑ An extraordinary picture of the sumptuous interior of one of the four sleeping cars (KATAHDIN, MEGANTIC, SHERBROOKE & MOOSEHEAD) specially built for the "Short Line" service by Barney & Smith, in 1890. The sleeper SHERBROOKE, considerably rebuilt inside, has been preserved as the "British Columbia" by a group in Vancouver, B.C. Photo courtesy J.A. Shields.



THE TRAIN MADE AN UNEVENTFUL JOURNEY to Farnham, but was delayed there for 20 minutes, due to a hot-box on the rear truck of the buffet car. Onward, the lost time was made up and, despite another hot-box at Magog, arrival at Sherbrooke at 12.25 a.m. was only eight minutes behind the schedule. On the difficult Sherbrooke to Megantic stretch, yet another hot-box resulted in a 30-minute late arrival. Engines were changed at Megantic and no. 360 (similar to no. 390 and today CP's no. 29) was put on. Up, up and over the height of land, crossing the International Boundary, scheduled speed was maintained through Greenville, Maine (6.40 a.m., 30 minutes late) and Brownville Junction (7.50 a.m., 25 minutes late). Then, after a change of engines to no. 28 (similar to no. 22, now Winnipeg Hydro no. 3), continued, fast running put the train into Mattawamkeag at 9.26 a.m., just 16 minutes late. This stretch of high-speed running proved unfortunate, for although little discomfort was caused to the passengers, a 25-minute delay ensued at the junction with the Maine Central, due to "the engine's works getting heated, owing to the rapid journey over the line". The trip over the Maine Central trackage and on to McAdam was slower, due to numerous delays, one in particular, an encounter with a horde of migrating caterpillars which, when crushed beneath the wheels, so lubricated the rails as to virtually immobilize the whole train!



AT MCADAM, THE CANADIAN PACIFIC ENGINE was replaced by one belonging to the New Brunswick Railway. Engineer Thomas McKenna and Fireman Frederick McLellan climbed into the cab and, at 12.58 p.m., one hour and thirty eight minutes late, the train pulled out of McAdam, on the last lap of its eventful trip. The 84 miles to Saint John were scheduled to be covered in three hours, but in a great effort to make up the lost time on this inaugural journey, Tom McKenna drove his engine as hard as he was able, over the curving, hilly line and made the trip in 2 hours and 17 minutes, only seven minutes more than the "Atlantic Limited" takes for the same run today!

AS A RESULT OF THIS FINAL DISPLAY of speed, and in the absence of further invasions of caterpillars, the train made up 43 of the lost minutes and arrived in Saint John at 3.15 p.m., just 55 minutes late. The streets surrounding the Intercolonial Railway station were packed with an estimated 1,500 people and, as the train crossed Mill Street and came to a stop in the station, the crowd broke into loud and continued cheering, which was echoed by the whistles of vessels in the nearby harbour and locomotives in the station. Within minutes, an I.C.R. engine had been coupled on to take the train onward over the I.C.R. to Moncton, Truro and Halifax. That same night, the first westbound through train departed over the Short Line, so bringing to a close one of the most memorable days in the history of the City of Saint John.



Canadian Pacific's remarkable bridge over the St. Lawrence River, as it appeared in March, 1887, while under construction. It was rebuilt in 1913. Photo courtesy F. Angus.





Engineer Tom McKenna smiles down from the cab of C.P.R.no. 2598, on the day of his retirement in 1913. He brought the first "Short Line" train into Saint John, N.B. on June 3, 1889. Photo courtesy Maj. C.W. Anderson.



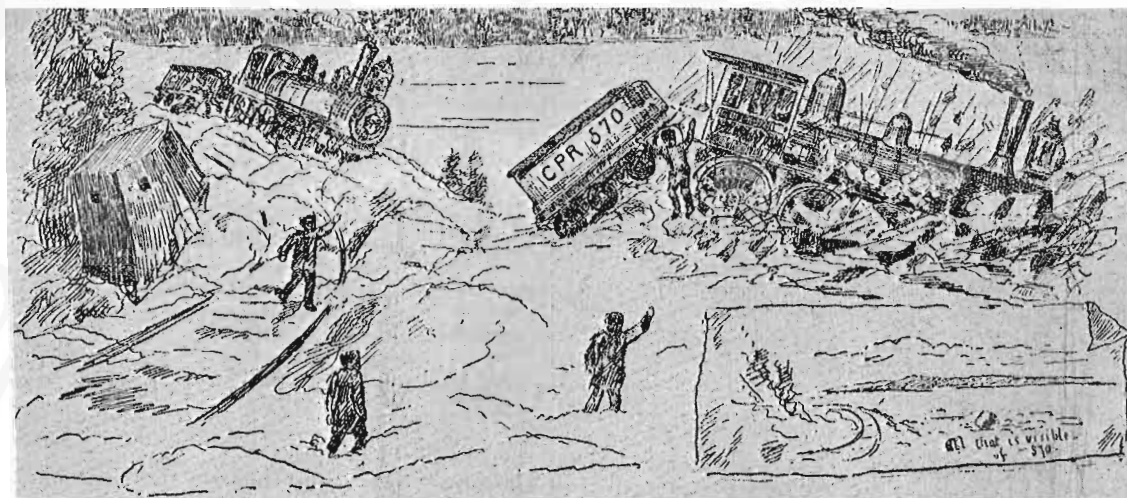
ONCE THE SHORT LINE WAS OPEN for business, through traffic at once developed and, with Saint John now only 481 miles from Montréal, the actual traffic between the two important cities increased. The volume of freight carried during the succeeding winter vindicated the judgement of the men who had planned the Short Line and, in a measure, rectified the fifteen-year set-back, due to the location of the Intercolonial. As originally planned, the Short Line thereafter continued as the driving force which, over the years, has made the City of Saint John, New Brunswick, one of the leading winter seaports on Canada's eastern coast.



The CP time-table is vintage 1891, but it is probably very similar to that issued for the opening of the "Short Line" in 1889.

CANADIAN PACIFIC RAILWAY									
SHORT LINE									
HALIFAX, N.S., ST. JOHN, N.B., AND MONTREAL									
GOING WEST, Read Down					GOING EAST, Read Up				
Mixed	Local	Sh'e's Local	Wes'n Exp.	Mixed	STATIONS	Exp'n Exp.	Sh'e's Local	Local	Mixed
					Lv. ... Halifax ...	11:10			
			1:30	7:00	Lv. ... Truro ...	8:15			
			1:45	7:15	Lv. ... Londonerry ...	9:18			
			2:00	7:30	Lv. ... Spruce Hill ...	8:47			
			2:15	7:45	Lv. ... Amherst ...	7:22			
			2:30	8:00	Lv. ... Beekville ...	8:52			
			2:45	8:15	Lv. ... Berwick ...	8:05			
			3:00	8:30	Lv. ... Memramook ...	8:35			
			3:15	8:45	Lv. ... P. du Chêne ...	5:45			
			3:30	9:00	Lv. ... Moncton ...	4:45			
			3:45	9:15	Lv. ... Pettitcodias ...	4:22			
			4:00	9:30	Lv. ... Sussex ...	3:51			
			4:15	9:45	Lv. ... Hampton ...	3:21			
			4:30	10:00	Lv. ... Bathurst ...	2:18			
			4:45	10:15	Lv. ... St. John ...	2:00			
			5:00	10:30	Lv. ... Fredericton ...	1:45			
			5:15	10:45	Lv. ... Fredericton Jc. ...	1:25			
			5:30	11:00	Lv. ... St. Andrews ...	12:18			
			5:45	11:15	Lv. ... St. Stephen ...	10:05			
			6:00	11:30	Lv. ... Woodstock ...	12:02			
			6:15	11:45	Lv. ... Madam ...	12:45			
			6:30	12:00	Lv. ... Ramothbury Jc. ...	10:40			
			6:45	12:15	Lv. ... Lambert Lake ...	10:52			
			7:00	12:30	Lv. ... Forest ...	8:47			
			7:15	12:45	Lv. ... Eaton ...	9:40			
			7:30	1:00	Lv. ... Banford ...	9:33			
			7:45	1:15	Lv. ... Banoroff ...	8:54			
			8:00	1:30	Lv. ... Wrytolfick ...	9:08			
			8:15	1:45	Lv. ... Mattawamkeag Ss. ...	9:01			
			8:30	2:00	Lv. ... Chatham ...	8:46			
			8:45	2:15	Lv. ... Chabou ...	8:30			
			9:00	2:30	Lv. ... Lake View ...	7:43			
			9:15	2:45		7:19			
			9:30	3:00		6:55			
			9:45	3:15		6:39			
			10:00	3:30		6:23			
			10:15	3:45		6:07			
			10:30	4:00		5:51			
			10:45	4:15		5:35			
			11:00	4:30		5:19			
			11:15	4:45		5:03			
			11:30	5:00		4:47			
			11:45	5:15		4:31			
			12:00	5:30		4:15			
			12:15	5:45		3:59			
			12:30	6:00		3:43			
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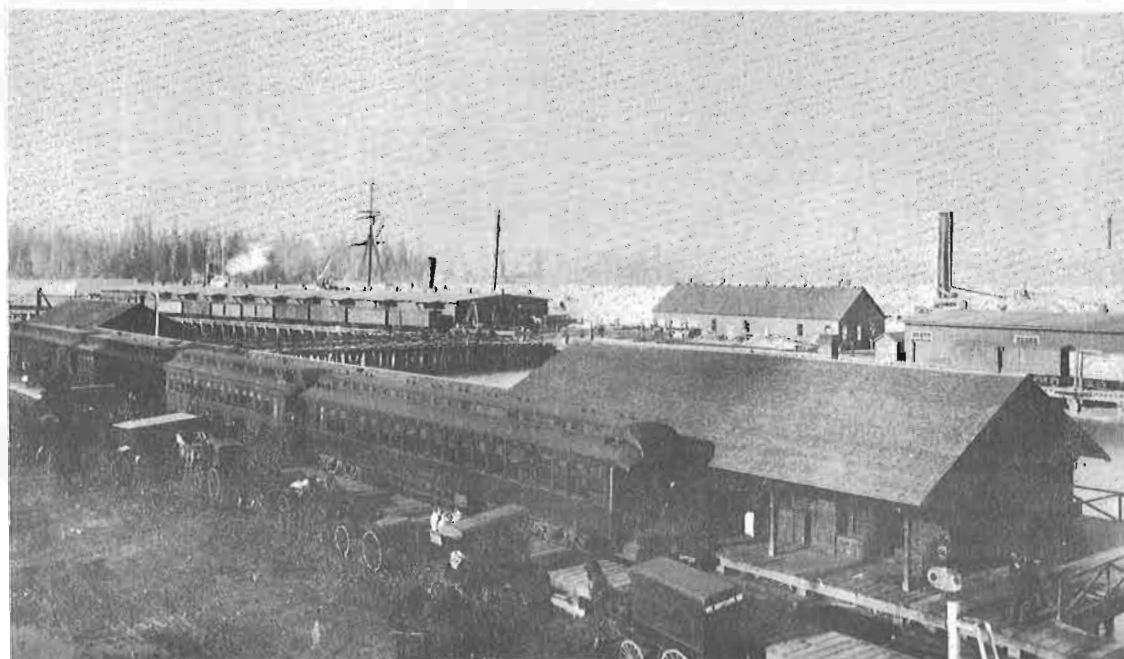


↑ The ubiquitous "artist's sketch" of a snow-plow train, come to grief on the "Short Line" at Harvey Pond in January, 1894. The engines are typical of the New Brunswick Railway locomotives of the time.

Reproduction courtesy New Brunswick Museum.



↓ Possibly the first sleeping car to cross Canada from coast to coast, the "Calgary" shown here at Vancouver about 1890, a 12-section 1-drawing room sleeper, built by Barney & Smith in 1885, was on the first train to Saint John, via the "Short Line". Photo courtesy J.A. Shields.



LOCAL TRAFFIC, BOTH FREIGHT AND PASSENGER, has never been of significant importance and the line has always been oriented towards through trains. The schedule of passenger trains was soon speeded up, after the line was opened, from nearly 17 hours in 1889 to 15 hours and 20 minutes in 1899 and today, the "Atlantic Limited" of CP RAIL makes the run in 13 hours and 20 minutes. This might seem an excessively slow schedule, but one must travel over the line to understand why.

"THE CITIZENS OF SAINT JOHN WELCOME the Canadian Pacific Railway and trust that it may find plenty of work to do". So editorialized the newspapers of Saint John in 1889 and the ensuing 80 years have proved the welcome to be more than justified. With the opening of the Short Line and the subsequent acquisition of the New Brunswick Railway, the Canadian Pacific became the first truly coast-to-coast railway in North America. While those that planned and built this route have long since gone to their respective rewards and most of the locomotives and cars of 1889 were scrapped many years ago, the Short Line still "finds plenty of work to do", of a magnitude undreamed of in 1889. From the stainless-steel cars of the "Atlantic Limited" to the hundred-car freight trains, which roll through the woods and by the lakes of this very picturesque and still wild region, traffic flows daily along this important rail artery. As we celebrate the Eightieth Anniversary of the Short Line, we trust that it will continue to serve as a vital east-west rail link for many years to come.



▼ The Intercolonial Railway station at Saint John, N.B., built in 1884, was the scene of the arrival of the first C.P.R. train in 1889. This relic survived until 1930, when it was demolished and the present station was built.

Photo courtesy F. Angus.





# THE MASON BOGIE IN CANADA

S. S. Worthen.

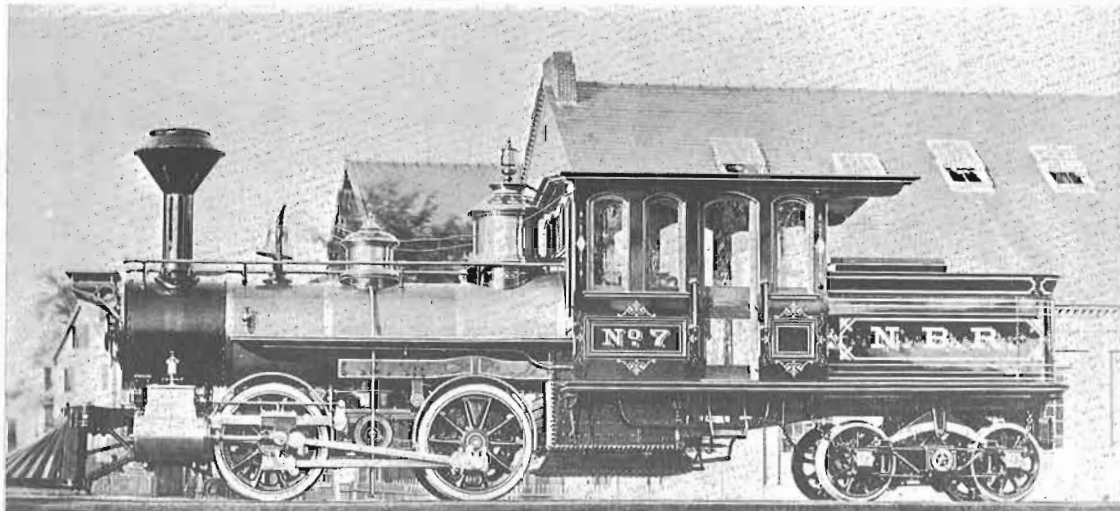
**F**or about twenty years after 1853, William Mason of the Mason Machine Works, Taunton, Massachusetts, U.S.A., continued to build locomotives after the style of what has been called the "American standard," that is to say, an engine with a leading truck of four wheels, followed by four driving wheels. The drivers were usually 60 inches or more in diameter.

By and large, these engines were very "slippery," since there was not enough weight on the drivers to provide the necessary adhesion. In the 1860's, much thought was given to the economical construction of railways in North America, and it soon became obvious that a railway of a gauge less than "standard" (4 feet 8½ inches) could be constructed at considerable savings in capital cost. Therefore, many miles of railway in the United States had been and were being built to a narrow gauge of 3 feet 6 inches.

It was abundantly clear that when the "American Standard" 4-4-0 was scaled down to a track gauge of 3 feet 6 inches or less, there was a proportional loss of tractive effort. The solution to this problem was to design a locomotive which would have a greater proportion of its weight on the driving wheels, and would also have drivers of a lesser proportional diameter. It should be noted in passing, that the first attempt to provide more power per driving axle had been made in 1832, by Horatio Allen. In that year, Allen had built, by the West Point Foundry, (New York, N.Y.), the "South Carolina," for the South Carolina Canal & Railroad Company. It had two boilers, back to back, on a single frame. It was not a success because the weight of the locomotive was too great for the track and it suffered the same failure as the equally famous "Lion" on the Delaware and Hudson, a few years earlier.

The idea of two boilers on one frame was further developed, and in 1852, John Cockerill, of Seraing, entered an 0-4-4-0 double-boilered engine in the famous Semmering Trials of that year. In 1865, Robert F. Fairlie, locomotive superintendent of the Londonderry and Colrairie Railway in Ireland, built the first of the locomotive type which afterwards bore his name. This first "Fairlie" was a double-ended 0-4-0 plus 0-4-0 for the Neath & Brecon Railway, and was named "Progress."

Robert Fairlie's idea appealed to Mr. Mason of Massachusetts, but its performance on United States railroads was open to question since the driving axles were rigidly attached to the engine frame. If the driving units could be made independent of the main frame, then they would be free to follow the ups and downs and sharp curves which characterised the undulating roadbeds of the North



↑ Another O-4-4, no. 7, was built for the New Brunswick Railway in 1874 by William Mason. Photo courtesy Railway & Locomotive Hist. Society.



American railways, - both standard and narrow gauge. William Mason therefore built the driving axles as a truck or "bogie" which was independent in motion from the main frame of the engine. This made the driving assembly a sort of oversized leading truck, which could follow the curvature of the track. In effect, this "power truck" accomplished for Mason's engine what the addition of the four-wheeled leading truck did for the O-4-0 locomotive type about 1830.

The locomotive tender - if it could be properly described, was also mounted on the main frame but was carried by a four-wheeled trailing truck on the early models, and on a six-wheeled truck on some of the later models. The earlier Mason "bogies" did not have a leading truck on the "power" unit, but as the engines became larger, the wear on the flanges of the leading pair of drivers necessitated such an addition. Thus, these engines started as O-4-4T's, went through O-6-4T's to O-6-6T's and in some cases ended up as 2-6-6T's.

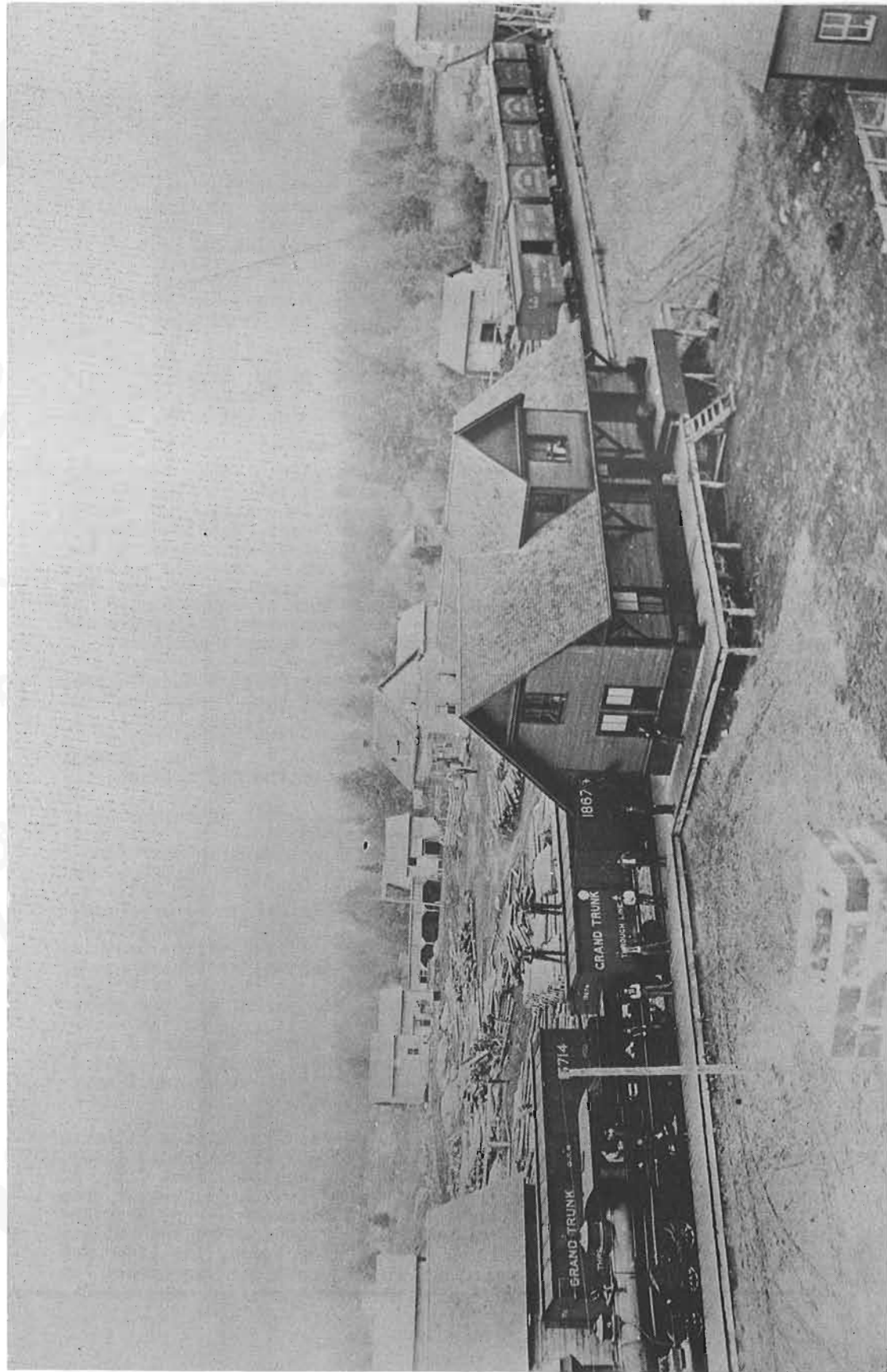
Of particular interest to Canadian Railway historians is the letter from Mr. P.A. Logan of the New Brunswick Railway commenting on the performance of Mr. Mason's "bogie" engines on that railroad. This line was originally incorporated in October, 1835, as the St. Andrews and Quebec Railway, to start at St. Andrews, New Brunswick. In October, 1847, ground was first broken for its construction. In March, 1851, the first cargo of rails and the locomotive "Pioneer" arrived from Newport, Monmouthshire, England. By 1874, the railroad had reached Woodstock, N.B., and with its branches, had about 100 miles of line; but let Mr. Logan describe the railway:

"This road is one hundred miles in length. The first 28 miles the grades are short, about one mile in length and 60 feet to the mile. One-half of this 28 miles is of curves of 800 ft. radius. The next five miles the grade is 85 feet to the mile with curves of 650 feet radius. The next five miles the grades are 75 and 85 feet with



→ The O-6-6 model of the Mason Bogie pictured here on the Canada Atlantic Railway at Killaloe, Ont., is numbered "4", but was originally no. 8 and was built for the Burlington and Lamoille Railroad and named "Mansfield". Photo C.R.H.A., W.G. Cole Collection.





curves of 750 feet radius. The next nine miles are grades of 53 and 65 ft. and about one quarter of this length the curves are 850 feet radius. The next 39 miles the grades are short, the longest, not exceeding three-quarters of a mile and with grades of 50 feet. About three-quarters of this 39 miles the curves are 1000 feet radius. The engines run the 100 miles in 6 hours and 30 minutes in passenger service, and 7 hours and 45 minutes for freight."

Table I gives some figures supplied by Mr. Logan, relative to engine performance for the period September - November, 1874. Obviously, Mr. Logan was well satisfied with the job which Mr. Mason's O-4-4T "bogies" were doing.

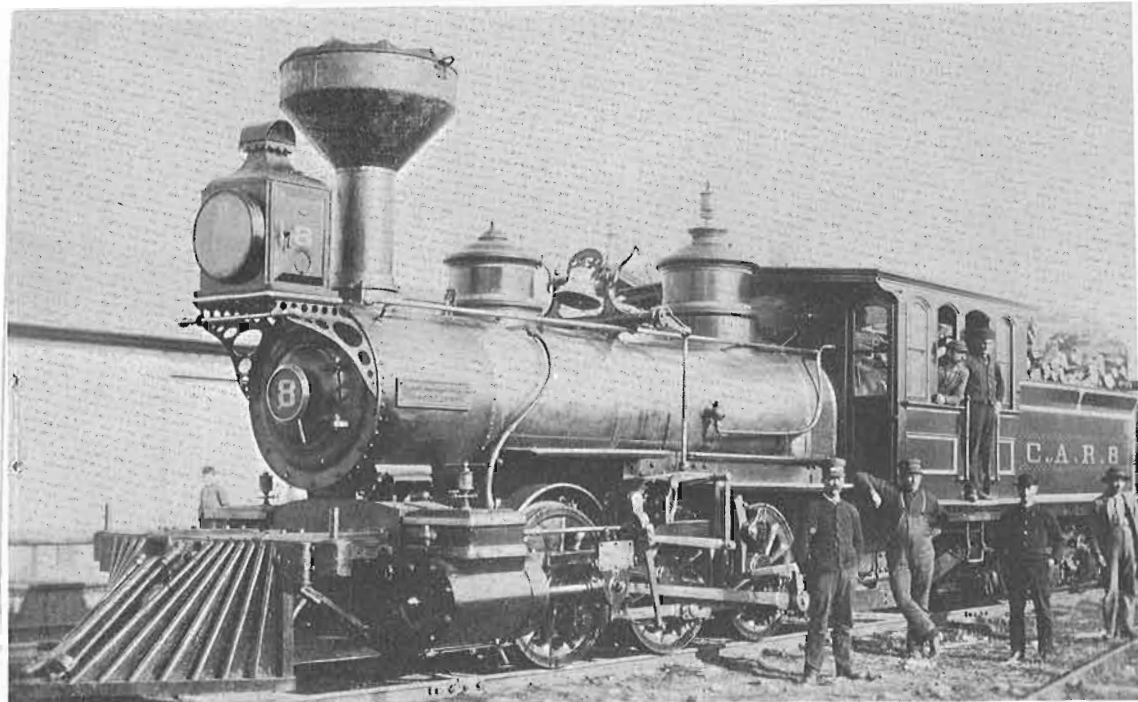
The Mason Machine Works records indicate that four Mason "bogies" were delivered to the New Brunswick Railway. Also, an additional 3 were delivered to the "Rivière du Loup Railway." While this latter line is not mentioned in J.M. & Edward Trout's "Railways of Canada 1870-1" or Dorman's "Statutory History of The Steam and Electric Railways of Canada, 1836-1937," it may be assumed that the "Rivière du Loup Railway" was the intended extension of the New Brunswick Railway beyond its northern terminus at Edmundston, N. B. These engines, added to those of the New Brunswick Railway, would make a total of seven engines, as shown in Mr. Logan's table.

One of the standard - gauge Mason "bogie" O-6-6T type, (builder's No. 586 - July, 1877) - was sold to the Burlington and Lamoille Railroad - a short line in northwestern Vermont. This engine was named the "Mansfield" and joined an O-4-4T Mason "bogie" - (builder's No. 580, April, 1877) the "Burlington." Mr. F.G. Brownell of the Burlington & Lamoille had this to say of the two engines:

"You know the first thing engineers will do if an engine gets stalled in a snowdrift, is to reverse them until they slip and work them out in that way. But it is not so with the "Mansfield." I have stopped her in a snowdrift, where the snow was higher than the cab, and where you could not see her drivers, the snow had filled up so. All I had to do was to reverse once or twice and she went along all right..I think the "Mansfield" will pull one-third more cars than any 16x24" engine in this vicinity. The heaviest train the "Burlington," - (which has a 17x24" cylinder) ever pulled, was a train consisting of 7 sixteen ton box cars of coal, with 24000 lbs. each, and two empty flat cars, and could not keep her from slipping on the heavy grades without sand.....In closing, I must say that I have been running or building engines upwards of 20 years, and I think the "Mansfield" the most powerful freight engine I ever saw hitched to a train of her dimensions."

Just across the International Boundary the Canada Atlantic Railway began construction from Coteau, on the St. Lawrence River, towards Ottawa, in 1880. Progress was rapid and the first C. A. R. train puffed into Ottawa on September 13, 1882. A short spur from Coteau du Lac to the north bank of the St. Lawrence River, provided access to a car ferry, which ran to Clark Island, where the railway resumed its way to Valleyfield. Not pausing there, the line was built rapidly to Lacolle, and this 43 mile section was opened on July 1, 1884.





↑ A close-up of Canada Atlantic 0-6-6 Mason Bogie no. 8 at Coteau, Que., in 1886. She was scrapped as G.T.R. 1312 in 1906.

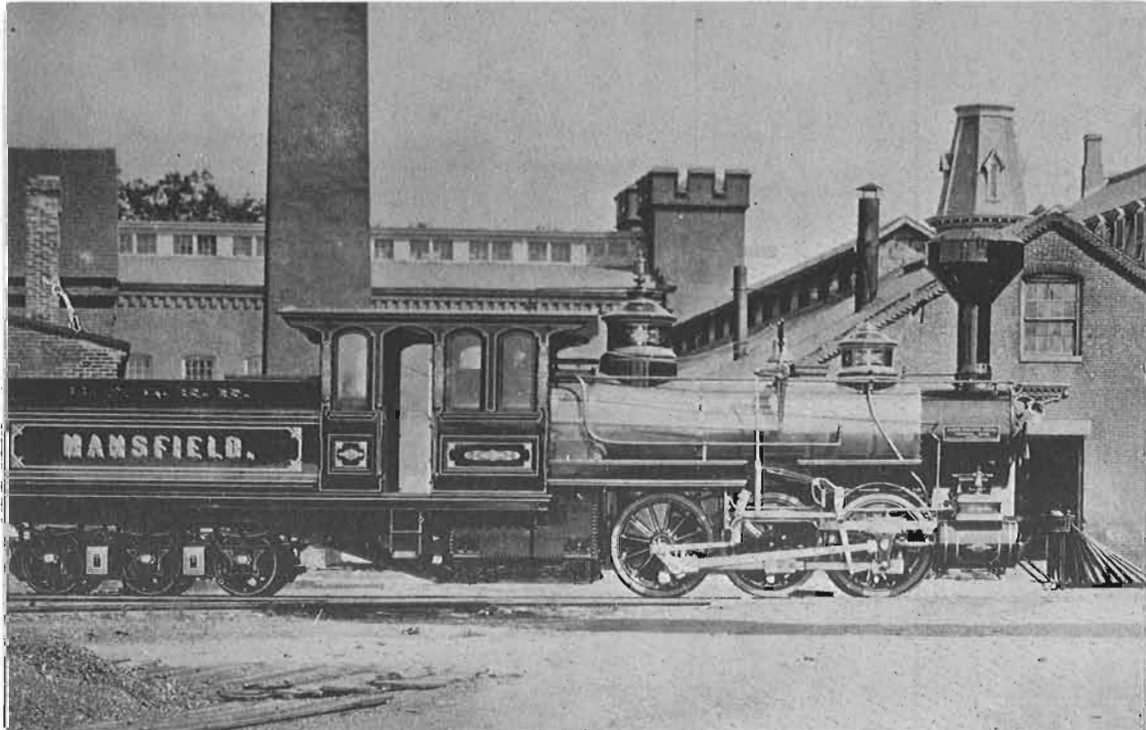
Photo C.R.H.A., W.G. Cole Collection.



About 1886 Mr. D.C. Linsley, who was Manager of the Canada Atlantic, was also connected with the Burlington and Lamoille, and as a sort of experiment, he arranged for the 0-6-6T "Mansfield" to be brought to the rails of the C.A.R. for some trials. The success of these trials is described in his letter to the Mason Machine Works, dated May 21, 1886:

"I have at last had an exhibition freight train run over the finished portion of this road and mailed you Saturday, the reporters account of the trip. I think you cannot but feel pleased at the manner in which the "Mansfield" behaved herself in the reports sent you. But the performance was even a good deal better than the reports given it. The train had not been weighed at the time it was run. It was agreed to call the load 450 tons. I had the train weighed and the gross weight was 792 tons (net) and the tare 312 tons showing a live load of 480 net tons. But there was one feature of the trip which does not at all appear in the reports and indeed was not then noticed and which, in my judgment, adds very greatly to the credit of the performances. It is this. The "Mansfield" hauled this train from Alexandria to St. Polycarpe, a distance of 19 miles over an undulating country against maximum grades of 30 feet in 55 minutes, including one stop of several minutes at Glen Robertson. There was something more of descending than ascending grade as St. Polycarpe is lower than Alexandria, but not very much. The two mile run in 4.17 min., was about 4 miles before reaching St. Polycarpe. The highest steam pressure on gauge was 140 lbs. and the lowest 125. I shall have the time made noticed by the press and will send you a copy. Do you know of any better performance than this? I cannot now recall any."

Many of the 148 "bogie" engines, delivered by the Mason Machine Works, were supplied to narrow-gauge railroads. In view of



↑ Burlington and Lamoille Railroad's "Mansfield", pictured at the Mason Machine Works, Taunton, Mass., in 1878. She became Canada Atlantic's no. 8, then first no. 4, then 724 and finally Grand Trunk Railway no. 1312. Photo C.R.H.A., W.G.Cole Collection.

◆◆◆◆◆◆◆◆◆◆  
the performance of the standard-gauge "Mansfield" on the Canada Atlantic Railway it is a little surprising that one or two additional locomotives were not ordered.

\* \* \* \* \*

#### SOURCES:

Railway & Locomotive Historical Society, Bulletin No. 40, (1936)  
Boston, Mass., U.S.A. C. E. Fisher.

Mason Machine Works Records, Old Colony Historical Society,  
Taunton, Mass., U.S.A.

Mr. R. F. Corley, Peterborough, Ont. Personal communication.

CANADIAN RAIL, June, 1964.

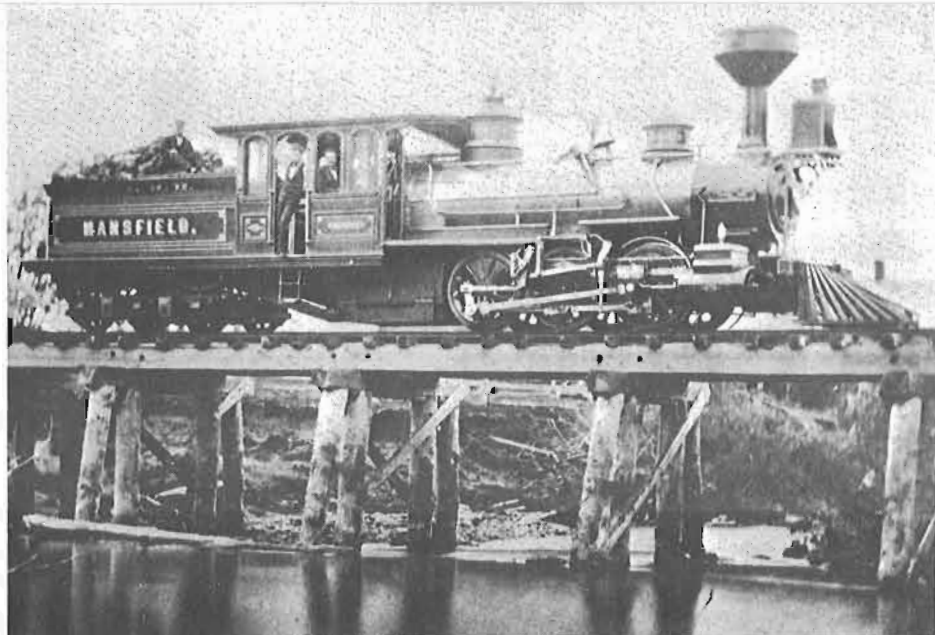
TABLE I

New Brunswick Railway

Steam Locomotive Operation - September-November, 1874.

Engine number	2	3	4	5	6	7	8
Cylinders							
Diameter	10"	12"	12"	12"	12"	12"	12"
Stroke	15"	16"	16"	16"	16"	16"	16"





Another view of Burlington and Lamoille's 0-6-6 "Mansfield" on a wooden trestle over a tributary of the Lamoille River, in northwestern Vermont, about 1879. Photo C.R.H.A., W.G.Cole Collection.



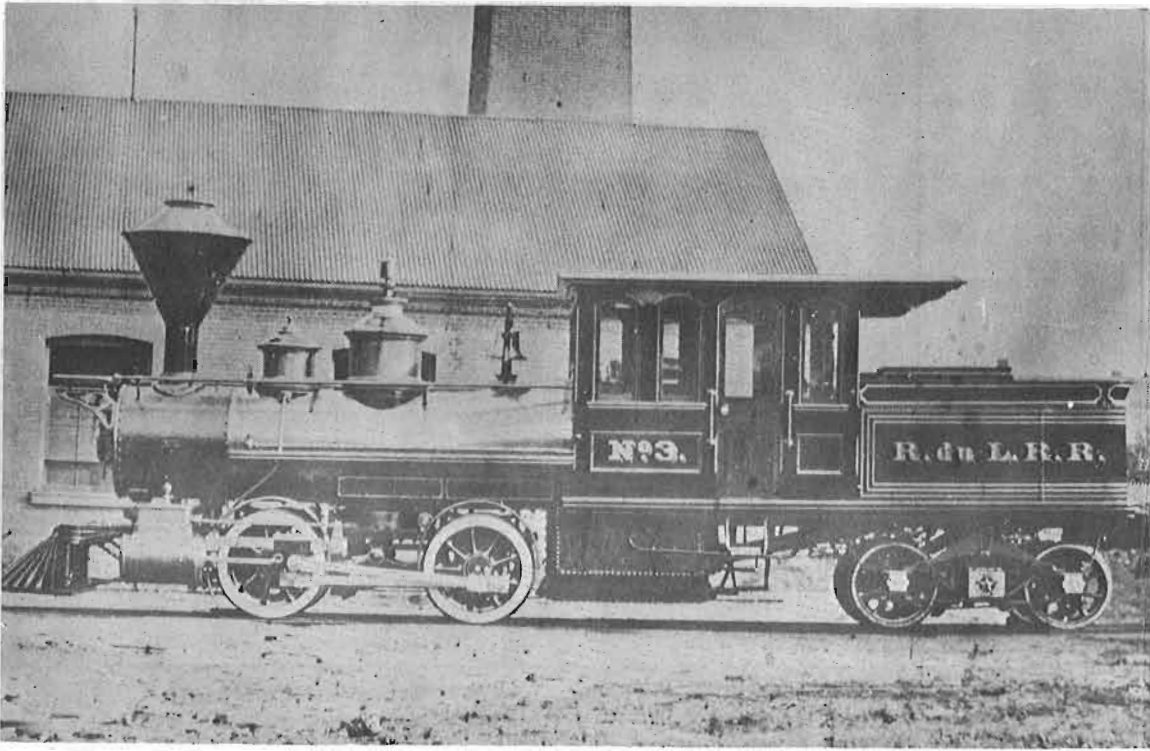
Miles run	3,841	3,615	3,659	6,062	3,937	6,535	8,581
Service passenger	-	1,099	2,874	5,705	2,228	6,618	16,402
freight	14,370	21,988	16,482	35,156	15,865	33,176	19,513
Coal used-tons	101	81	70	120	80	110	126
Wood used-cords	-	-	-	-	-	-	-
Oil used-quarts	480	378	340	404	332	405	466
Waste used-lbs.	104	70	53	89	72	67	91
Repairs-ordinary	\$70.78	\$106.37	180.19	121.02	68.64	188.80	133.92
Repairs-extraordinary	-	-	-	-	-	-	-

Author's notes:

Builder's no.	487	509	510	526	527	531	532
Builder's date	3-1873	8-1873	8-1873	4-1874	5-1874	6-1874	7-1874
Purchased by	RdeLRy	RdeLRy	RdeLRy	NBR	NBR	NBR	NBR
Went to	uncertain	CPR	CPR	CPR	unctn.	unctn.	unctn.

NBR nos. 2,6,7 and 8 were variously sent to Newfoundland and Prince Edward Island. Two went to the P.E.I. Railway and one or more to the Harbour Grace Railway in Newfoundland. The exact distribution is unknown.

Burlington and Lamoille Railroad "Mansfield" became Canada Atlantic Railway first no. 8, then first no. 4 and finally 724.



Mason bogie 0-4-4 no. 3 of the Rivière du Loup Railway, the extension of the New Brunswick Railway. No. 3 was built in 1873, became C.P.R. no. 531, was retired in 1881 and scrapped in 1895.

Photo courtesy Maj. C.W. Anderson.

# A COLONIST CAR FOR OUR MUSEUM

Fred Angus



On December 7, 1968, the Canadian Railway Museum took delivery of Canadian National Railways' "Colonist" car 2737, one of only two "colonist" cars remaining in Canada and, apart from this significance, having an interesting history of its own, going back more than half a century.

The sleepers which were called "colonist" cars were first built in the latter part of the nineteenth century, at the time when western Canada was opened up to settlers. On long train journeys, usually occupying several days, special sleeping cars were provided for emigrant passengers, travelling on coach class tickets. No extra fare was charged in these cars, but passengers were expected to supply their own bedding, food and cooking utensils. Until relatively recent times, the colonist car was an important element in the long-distance passenger trains in Canada.



CN 2737 was built in 1911 by the Pullman Company in Chicago, Ill., as a 12-section, 1-drawing room standard sleeping car and was named CHESTERFIELD. It was one of lot number 2893, - fifty cars assigned for operation on the New York Central System. This series was one of the earliest groups of all-steel Pullman equipment, the first of the series having been introduced the previous year. Between 1910 and 1922, just under 3,000 cars of an almost identical appearance were built and placed in service on many railway lines, so that this was one of the largest classes of sleeping cars ever in operation.

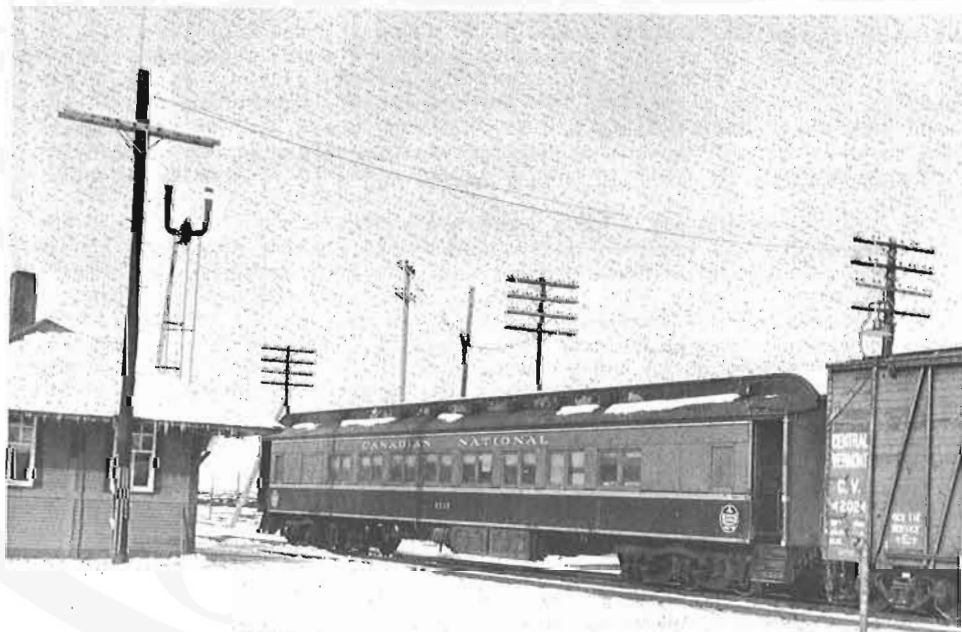
The CHESTERFIELD served Pullman and N.Y.C. for many years, running on that line's famous name-trains in the heyday of passenger train travel. Then, in 1941, along with many other Pullmans of comparable age, it was sold to the Canadian National Railways, converted to a colonist car and used in troop-train service in World War II.

In the post-war years, the day of the colonist car was clearly over and such cars gradually disappeared from the sleeper fleets of both of Canada's major railways. By the 1960's, no cars originally built as colonist cars, remained as such and, by 1967, the entire Canadian roster of colonist cars consisted of C.N.R. 2737 and 2904, - the latter a similar but much more recent (1928) car. These two survivors were used occasionally in non-revenue service until 1968, when they were finally retired.

CN 2737 not only represents a type of car which helped to take new Canadians to the West, in the early twentieth century, but also one which transported troops to and from Canada's ocean ports, during the second World War. In addition, it is one of the oldest steel passenger cars remaining and, although extensively rebuilt inside, it is a living memento of the famous crack Pullman trains of half a century ago.



Canadian Railway Museum's ex CN colonist car 2737 passes the station at Delson, Que., on the way to the Museum. Photo courtesy F. Angus.



# 'THE WORK HAS BEEN WELL DONE IN EVERY WAY'

S.S. Worthen



A simple, intimate ceremony on a sunny Sunday afternoon last summer was, for at least one man, the culmination of three years of devoted research, negotiation and persuasion. For others, it was an occasion to honor their ancestors and their town, - a town which has been associated with a very particular enterprise for more than one hundred and ten happy years. The Town is Island Pond, Vermont, and the enterprise is now the Champlain Division of Canadian National Railways, once the Grand Trunk and before that, the Atlantic and St. Lawrence Railroad. The man who has a genius for hard work and negotiations, is Mr. John Carboneau, President of the Island Pond Historical Society.

It is far from easy to make all of the arrangements essential to the location and erection of a marker to indicate a specific historic site, to designate an historic event or to honor an historic personage. The erection and location of such monuments and markers are today very carefully controlled by specific governmental agencies, to whom this responsibility is rightfully delegated. For this reason, Mr. Carboneau and the Island Pond Historical Society had to do a very great deal of research, to prove to the State of Vermont's Board of Historic Sites, at Montpelier, the State capital, that an historic marker really ought to be erected at all.

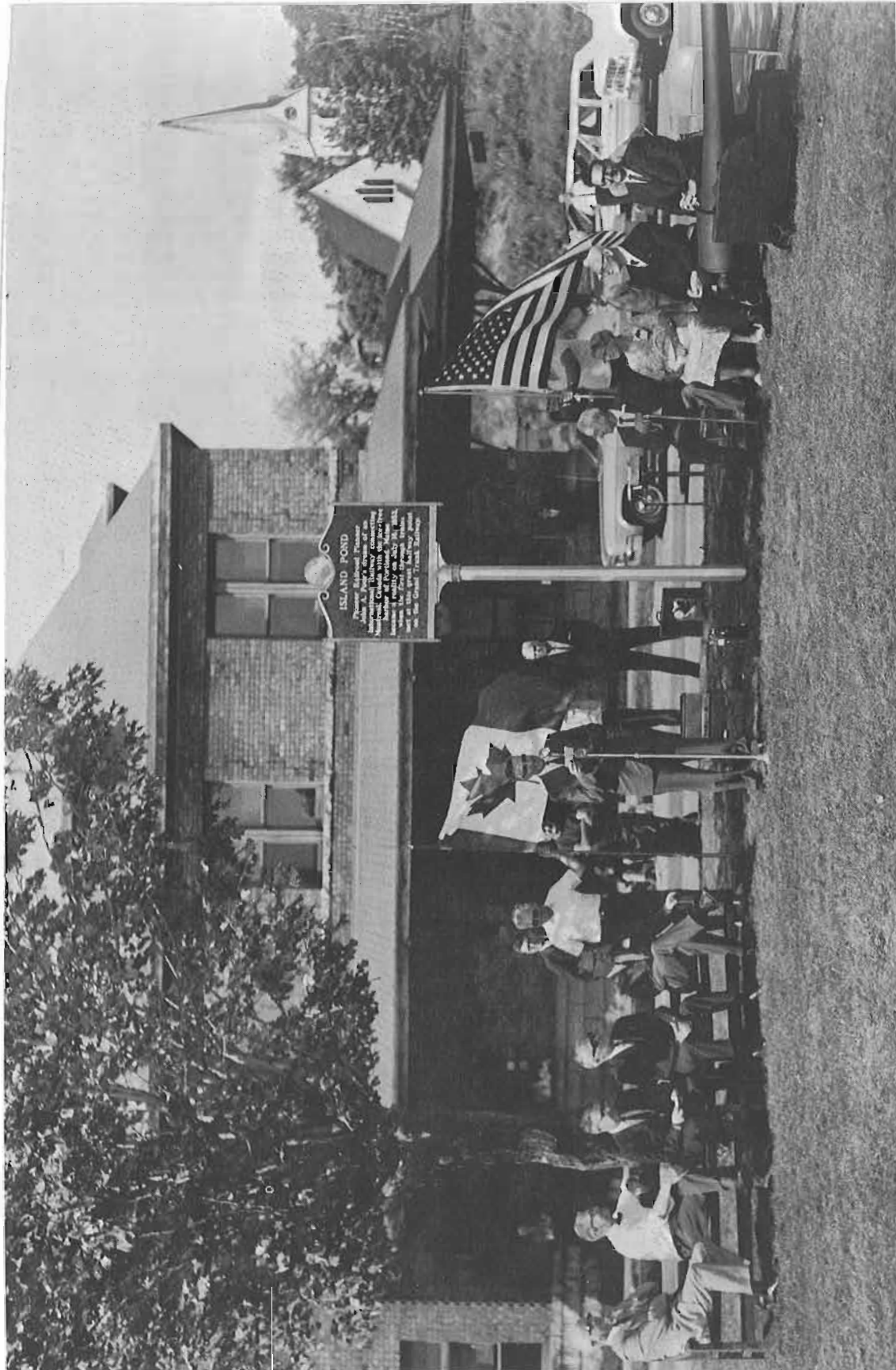
Weighing all of the available evidence and deciding on the justification for the erection of the marker was equally important. Should it be done? Could the Society present a convincing case? Could their President, working from a base in Tampa, Florida, consolidate all of the necessary documentation? Thanks to the tireless work of the Society, its President and its friends, Mr. Carboneau was at last able to present the documentation, essential to the persuasion of the Board and in June, 1968 Mr. Richard G. Titus, Supervisor of Historic Sites, State of Vermont, informed Mr. Carboneau that the marker and its inscription had been approved.



Dignitaries and speeches at the dedication. Guests on the left include Mr. John Andreassen, Archivist, McGill University, Mr. S.S. Worthen, Director, Canadian Railroad Historical Association, Mr. E. Leblanc, Press Bureau, St. Lawrence Region, Canadian National Railways and Mr. A. Olynyk, Manager, Champlain Area, CNR.

Photo courtesy Canadian National Railways.





ISLAND FORD  
Former Island Treasurer  
John A. Perry's dream of an  
Island Ford was realized in  
1964. The Island Ford was  
built by the Island Ford  
Committee and is now owned  
by the Island Ford Association.  
The Island Ford is a tribute  
to the Island Ford dream.

Today, you can see the marker, sponsored by the Island Pond Historical Society, in the little park, just in front of the "Grand Trunk" station at Island Pond. It commemorates the accomplishment of a remarkable man from the neighbouring State of Maine, John Arthur Poor, - ardent disciple of railways, - his vision, his plan and its accomplishment, which was of inestimable importance to Canada, has at last received public recognition, by a Vermont Town.



(Left) Mr. A. Olynyk, CN's Champlain Area manager and V-P of Central Vermont joins Mr. C.F. Maw, retired CN employee (age 87) and Mr. and Mrs. Fred Minard for official photographs. Mr. Minard, a brisk 93, is also a former CN man.

(Right) Mr. Ronald King, CN conductor from Montreal and Mr. Delmond Worth, CN engineer of Portland, Maine, mingle (bottled) water from the Atlantic (Ocean) and the St. Lawrence (River), at the marker's base. Both photos courtesy Mr. J. Carboneau, jr.

# ISLAND POND HISTORICAL SOCIETY INC.

ISLAND POND, VERMONT 05446

## STATE OF VERMONT HISTORIC SITES MARKER

Dedication  
Sunday, August 25, 1968

### Island Pond

John A. Poor's dream of an international railway linking Canada and the United States became a reality on July 18, 1853 when the first through trains of the Grand Trunk Railway met at this Great Half-way Place.

COMMEMORATIVE COVER



Sanborn S. Worthey  
4801 Mira Rd  
Montreal  
Canada



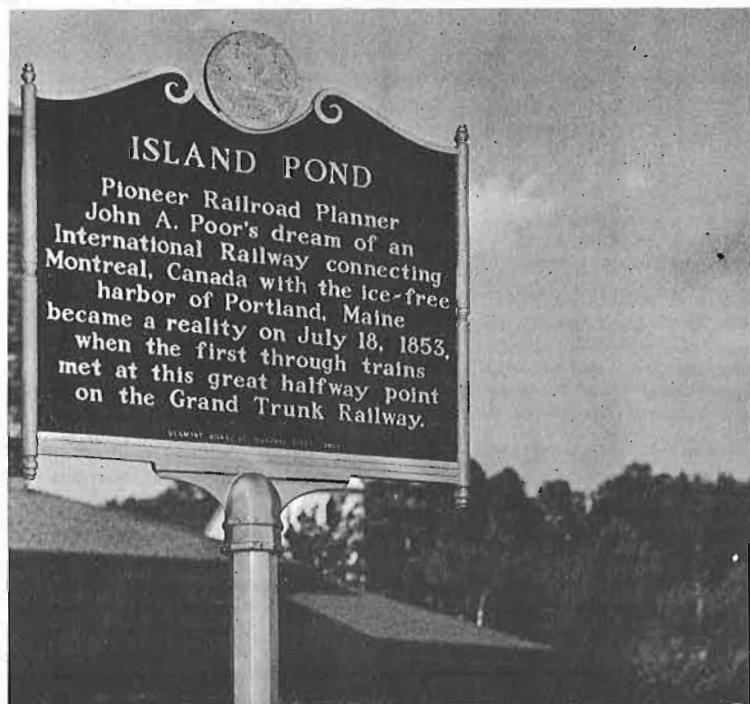
Island Pond, in the Town of Brighton, has, quite truly, been part and parcel of John A. Poor's dream and its reality for one hundred and more years. In the later chronicles of the "Canadian Main Line" concept, - exemplified in the Grand Trunk Railway, John A. Poor's vision and its realization in the "Road to the Sea" must represent the germinal essence, the point of departure, the origin of all that was to follow.

On the afternoon of August 25, 1968, at a friendly ceremony, a gathering of townspeople, attended by Town officials, railway dignitaries, State and local representatives, the marker was dedicated. The Canadian and United States flags snapped militarily in the brisk breeze. There were a few appropriate speeches. Two local veteran railwaymen participated in the unveiling. Bottles of water from the Atlantic Ocean and the St. Lawrence River were mingled at the foot of the marker. Pictures were taken.

To honour our famous men does us honour, also. Wherever markers are raised to recognize the accomplishments of railway personages, we may all take pride in the occasion. The citizens of Island Pond and the officers and members of the Island Pond Historical Society have cause to be proud. They can say that of all the towns and cities along the route of that railway which John Arthur Poor conceived and created, only their town has, erected in the station square, a monument to the man whose unique influence on the development of both New England and Canada was immeasurable and survives to the latest generation.



Close-up of the marker erected to recall the accomplishment of John Arthur Poor, of Portland, Maine. Photo courtesy Canadian National Railways.



# ACROSS THE WATER BY RAIL

Captain Arthur R. Casey.

**T**

here are times, these days, when one can hardly trust the evidence of one's senses. Gone forever are the days when firm conclusions could be drawn from personal observation.

It seems as though Canadian Pacific's corporate umbrella may have sprung a few leaks, already. Pardon me. That should read "CP", inasmuch as we have been formally told that CP RAIL is the new designation for the railway part of the Corporation, while CP SHIPS stands for the ocean segment, CP HOTELS for the inn-keeping increment and CP AIR for the air line operation.

Quite a number of CP RAIL diesel locomotives have already appeared, hauling trains across Canada and being singularly distinguished by the MULTIMARK. Now, along comes an artist's sketch of a CP SHIP, carrying on her sides, in ten-foot high letters, nothing other than the designation "CP RAIL". Although this ship is not yet built and this designation may be changed before it is completed, nevertheless that is the way the publicity shot of the artist's rendering appeared in the Saint John, New Brunswick, newspapers. It is really very puzzling!

The ship pictured is, of course, the \$ 8,000,000 replacement for the S.S. PRINCESS OF ACADIA, presently on the Saint John, N.B. - Digby, N.S. run. Probably the technical explanation for this apparent corporate-identity aberration lies in the fact that the new ship will actually be the link between CP RAIL's operations in New Brunswick and Nova Scotia and, for administrative convenience, will be under the jurisdiction of the RAILway part of CP.

Technical explanations notwithstanding, the reaction to this policy from Company personnel presently operating CP SHIPS in British Columbian coastal waters will not be exactly enthusiastic and how will the Captain of the tug-boat on Okanagan Lake feel!

The new Bay of Fundy ship is obviously a very big ship (SHIP) and it is equally very clearly and in large white letters designated CP RAIL which permits some interesting and humorous speculation. Shall we see a long train of containers, moving from the CP RAIL (SHIP) container-port terminal at Wolfe's Cove, Quebec, with all of those little boxes very carefully labelled "CP SHIPS"? That would be a very unusual train!

Consider the case of the aircraft, - an executive jet, used by CP RAIL's industrial location service to show prospective customers certain on-line locations, coming in on the approach-landing path to Montreal's International Airport, with the pilot saying to the tower: "This is CP RAIL, flight number two-oh-two....."

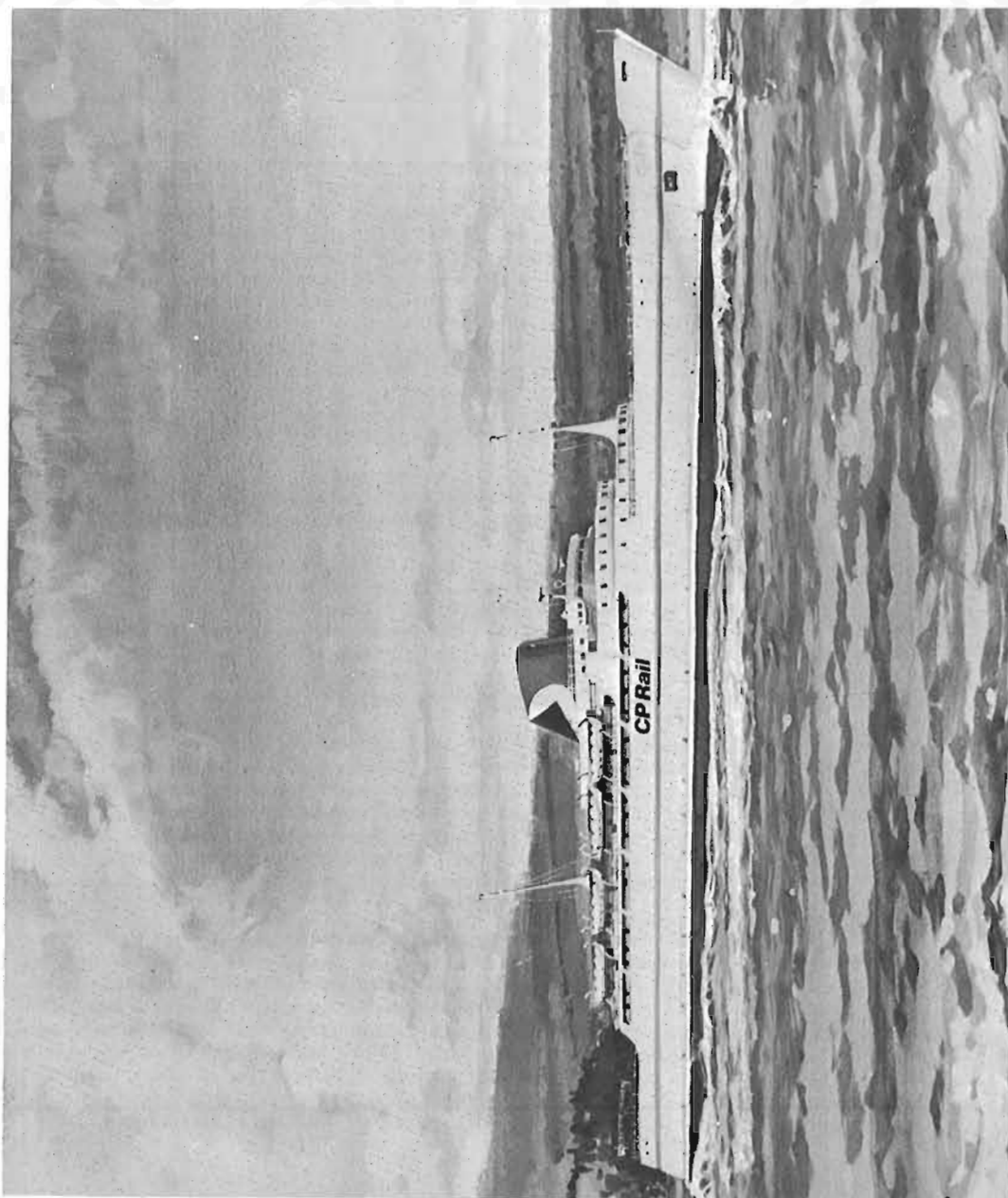


→ The lovely shape of things to come! CP RAIL's as yet unnamed ship for the Saint John-Digby run, plainly designated as CP RAIL, in spite of its obvious application to trans-Bay of Fundy service. Photo courtesy CP RAIL.



Confusion creation possibilities are countless. A customer, who is not aware of the corporate divisions, telephones the main offices of the Company and asks, in the french language, for "Say-Pay-Ayre". The operator replies politely, "Oh non, monsieur. Ce n'est pas Say-Pay-Ayre, c'est Say-Pay-Rye"!

As the man said to his boss, "I don't care what you call me, as long as you call me on pay-day"! CP, by whatever name, still smells as sweet to the shareholders and the staff, and is doing very well, thank you!





BY F.A.KEMP

#### THE "CARIBOU" GETS A REPRIEVE.....

On April 14, the day on which Canadian National's Newfoundland Area train 101, the "Caribou", was to begin its last run, the Railway Transport Committee of the Canadian Transport Commission announce that it had directed CN to continue operation of the service of trains 101-102 until July 2, 1969. The reason given was that traffic levels on the CN's "Roadcruiser" bus service had been so high that there were not enough busses to handle all the passengers. The implication in this statement suggests serious diversion of passengers from other means of transport in Newfoundland. At any rate, if this trend continues, CN may be obliged to keep the revived "Newfie Bullet" in service, during the remainder of the summer. One wonders if the same result could not have been achieved by a daily train service, possibly provided by self-propelled equipment, on the fastest schedule possible over the Newfoundland Area's undulating curvaceous track. In any event, summer vacationers are advised to make their reservations early, if they wish to experience the thrill of a ride on the "Caribou" in this, probably the last, summer of its operation.

#### TURBO TRAIN - YANKEE STYLE.....

On April 8 the three-car United States version of United Aircraft Corporation's TURBOtrain made its inaugural run from Boston to New York (Grand Central Terminal) in four hours and 1 minute, about the same time as required by conventional trains. U.S. Secretary of Transportation John A. Volpe, whose Department is subsidizing the operation of a Boston-New York TURBOtrain in a two-year experiment, commented that "a few bugs have to be taken out" and that "whether it is successful depends on whether PENN CENTRAL wants to make it successful and whether the public is informed about it. If the railroad people make passengers feel welcome, - if they don't make them wait an hour for a ticket, it will be successful".

It is hoped that the time will be cut to two and a half hours after the "bugs" are worked out. The U.S. TURBOtrain consists of two power dome-cars, with a trailer unit in between them. Possible addition of another unit or units is contemplated if traffic develops sufficiently. It is not known if any winter modifications have been made, following the "Canadian Catastrophe" of December, 1968. A cold snap in southern New England next winter may produce some interesting results!

#### METROLINER MUSINGS.....

The other project of the U.S. Transportation Department has apparently proved successful, at least with its passengers and the sell-out loads have obliged PENN CENTRAL to adopt procedures which have been discarded by the airlines serving the area long since. These are advanced reservations and boarding passes for all passengers. Most Washington-New York-Boston air passenger traffic is handled on "air-shuttle" or "air-bus" services, on which no reservations are required, planes leave when loaded, and extra aircraft are kept on stand-by for additional sections, if they are needed. Some airlines even collect fares on board, eliminating tickets.



Shortly after the "Metroliner" service began in January, 1969, two curious reporters made a comparison trip between specified points in downtown Washington and Manhattan. The air traveller beat his railborne competitor's time by about 10 minutes, but spent most of his trip time alternately hurrying and waiting (as is often the experience in air travel), while the "Metroliner" man enjoyed his journey, spending considerable time in the lounge section! Train arrival was on time and other reporters have noted that the time is frequently reduced by 4 or 3 minutes. The present service includes a stop at Philadelphia, but a non-stop run of 2 hours and 35 minutes is being considered, as is through service to New Haven from Washington, with a stop at one of the suburban stations in Westchester County.

#### RAILWAYS AND JUMBO JETS.....

On March 27, the Canadian Department of Transport announced the expropriation of a large area of land, centred about the village of Ste-Scholastique, 23 miles northwest of Montréal, Québec, for the proposed new Montréal International Airport. The parcel of land measures nearly 70 square miles and is neatly bisected by CP RAIL's busy Lachute Subdivision and also includes part of the Ste-Agathe Subdivision and CN's Montfort and Grenville Subdivisions. The expropriated land, extending from Ste-Therese to near Lachute and from St-Benoit to St-Jerome, also has the abandoned roadbed of CN's Hawkesbury-Joliette line, along one side. Not all of the land will be required by the airport, but the Department is obviously intending to control land use and to prevent building, close to the airport. Such unhappy situations have occurred at both Montréal and Toronto airports, preventing further development of airport facilities, as well as resulting in a mild clamor from nearby residents about the noise levels!

The rail lines, passing through the site selected, would be amenable to high-speed rail-link development to Montréal. It is 28 miles to St-Benoit and about the same to Ste-Monique from Canadian National's Central Station, with part of the route electrified as far as Deux Montagnes. CP RAIL's Ste-Scholastique station is 38.1 miles from Windsor Station, but only 26.3 miles from Park Avenue Station, in the City's north end, near the Montréal EXPO's baseball stadium! The Department has not yet indicated which part of the land will actually be used for the airport, or where the terminal building will be located.

#### GENERAL OBSERVATIONS.....

The limited passenger service on CN's Grenville Sub. was to be again reduced, beginning April 27. Train 187 was changed from Wednesday only, to Friday only. Train 188 runs on Monday instead of Thursday and Train 189, Saturdays only, was discontinued.

MLW-Worthington, Limited, has received an order for 40 diesel-electric locomotives from the PAKISTAN EASTERN RAILWAY. Mr. Henry Valle, President of MLW-Worthington, in announcing the order, did not specify the type, horsepower of the units, nor the gauge. The Company recently completed an order of meter-gauge road-switchers for neighbouring India. A total of 95 units have been ordered from MLW-Worthington since January of this year.

#### OF TRAINS AND TRACKS AND STATIONS....

Ottawa Transportation Commission has discontinued its Ottawa Station bus route no. 21 and a free bus service is operated by Queensway Taxi Company, between the Station and the Chateau Laurier Hotel, in downtown Ottawa, apparently to hold its franchise at the Station. The O.T.C. service, run on a fixed half-hourly schedule, often just missed connecting with some trains and was well-patronized only during the Québec Liquor Board strike of 1968. This "Out-of-town" station, easy to reach by car,

except during rush-hours, has always imposed hardship on those using public transport and a taxi ride to many parts of the City (when taxis are available) can be as costly as the train trip from Montréal!

The new station, built for CP RAIL in Hull by the National Capital Commission, was opened in March and the adjacent Hull West station, redundant, was demolished, the old signboards being temporarily erected in front of the new building.

CP RAIL has demolished the old wooden shelters on the inbound platforms at Beaurepaire and Valois, along Montréal's Lakeshore and has set up several metal-framed glass shelters at intervals along the platforms. They are similar to GO TRANSIT-type shelters, but the lower panels are finished in ACTION RED instead of GO GREEN. This is the fourth type of shelter to be erected on the Montréal-Vaudreuil suburban line of CP RAIL in the last ten years.

#### CP RAIL EQUIPMENT NOTES.....

25 specially-modified, insulated boxcars are being prepared at Angus Shops for transporting beer, produced by breweries in eastern Canada. They will be of the normal 50-foot length, but their extra height will provide almost twice the cubic capacity of ordinary boxcars.

Colour schemes are old and new. Diesel units are being painted both ways by CP RAIL's Angus Shops, with 8700, 4200 and 5000-series locomotives being given the "new look", but only if they require repainting. On other units, the paint brush is laying on the familiar tuscan red, grey and yellow, — more attractive but less obvious than the "action red". Passenger cars are all turned out in the new colours, as are the 1400 & 1900 series diesel units which haul them. But freight car paint schemes are still mixed up, with the new design and colours usually being applied to the newer cars.

#### RAPID TRANSIT ROUNDUP.....

Montréal's revived exhibition, "Man and His World", the subject of some speculation in various journals, will reopen on June 7, 1969 and the "Express des Iles" will operate on a somewhat shorter route. Frequent train service will be provided between the amusement centre of "La Ronde", the intermediate stop at Ile-Notre-Dame to the new terminus on Ile-Ste-Helene. Here, crossover switches will allow reversing and return running on normal right-hand trackage. A bus service is expected to run from down-town Montréal, via Cité du Havre and the Concordia Bridge, to Place des Nations. From this location, visitors can walk to the Ile-Ste-Helene Station of the "Express des Iles" for the trip through "Man and His World".

Edmonton is to acquire some of the rectifier equipment for its projected rapid transit line, but the deal for some of the cars seems to have fallen through.

Where are the METRO critics of yesteryear? Officials of the Toronto Transit Commission were in Montréal recently to examine the architecture and décor of the METRO, apparently for possible application to stations of Toronto's Yonge Line extension, now under construction. It must be noted here that, while the Toronto Subway stations are rather austere, they are considerably more convenient for the patrons, especially those transferring to and from surface transport. Most Montréalers would probably trade in a few murals and tiles for motorized walkways along the endless corridors and improved transfer points. These inconveniences lessen the usefulness of METRO.

Meanwhile, residents along the new Victoria Line, recently inaugurated in London, England, are already complaining of cracked walls and falling plaster, together with countless sleepless nights, as the steel-wheeled, steel-railed underground trains pursue their rumbling way through the City's subterranean regions.

Along the eastern seaboard of the United States, the Linden-



wold Line of the Delaware River Port Authority is a recently-opened rapid transit line, running southward from Philadelphia, over the Delaware River. It incorporates a previously-existing subway and bridge line, from 16th. and Locust Streets in Philadelphia, to Camden, New Jersey's Broadway Station, thence using the right-of-way of the Camden-Haddonfield line of former Pennsylvania-Reading-Seashore Lines, which was abandoned to permit construction of the new line. A short section of completely new trackage extends to the terminal at Lindenwold.

The line presently carries about 19,000 passengers daily and has begun operation of rush-hour express trains and hourly "owl" service between 1.00 and 5.00 a.m. The Port Authority planned to construct lines to Fort Dix, Atlantic City and Burlington, N.J., but this proposal was rejected by the Delaware Valley Regional Planning Commission, on the grounds that it would not attract enough passengers to pay projected operating costs. The Lindenwold Line also recently had a fire on one of its trains, requiring complete evacuation, but without injuries to passengers.

LAST BUT NOT LEAST.....

Passenger train service between Pennsylvania's capital city of Harrisburg and Buffalo, New York, is literally dying by inches as PENN CENTRAL, having applied to discontinue daily trains 574 and 575, was directed by the Interstate Commerce Commission to maintain service for an additional six-month period. These trains now operate on alternate days, beginning April 6. Obviously, such a service will be of little use to regular travellers, or even spasmodic ones, but it will certainly enjoy considerable popularity among railway enthusiasts, for no other reason than its extraordinary frequency.

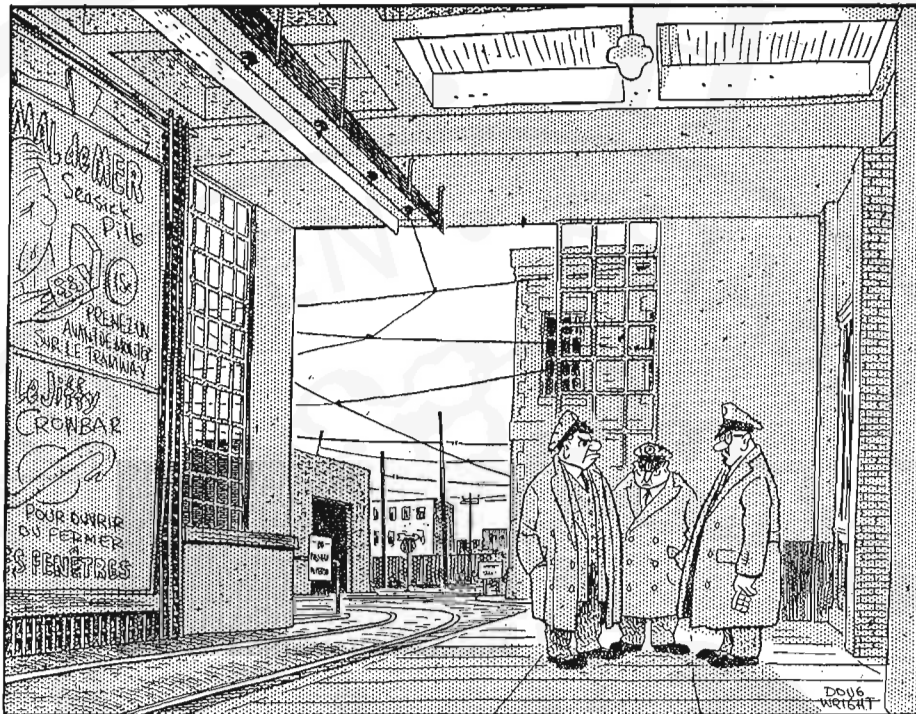
MEANWHILE, ELSEWHERE ACROSS CANADA

Our Moncton, N.B. correspondent, Phillip Fine, writes that Canadian National has called for tenders for the construction of an 18-room hostel on the site of the former National Transcontinental station at Napadogan, N. B. destroyed by fire last January. It seems likely that the structure will also contain CTC booster facilities as well as telephone and telegraph communications equipment. The Swedish ship STENA DANICA, scheduled for introduction on CN's Northumberland Strait run this summer, is being modified at the Saint John Drydock and Shipbuilding's plant at Saint John. The Name will not be retained, but a new one has not yet been selected. CP RAIL has placed an order with Hawker-Sidderley Canada Limited, Trenton, N. S., for 348 steel gondola cars, to be used in Crowsnest-Roberts Bank coal unit-train service. Capacity of these cars is 105 tons. They have tapered sides to facilitate rapid unloading.

Doug Cummings of Vancouver, B.C., writes that B.C. Hydro took delivery of new SW-900m no. 911 Monday March 31st., 1969. It requires some few finishing touches, such as painting, lettering, decalling, addition of cab fittings, completion of foot-boards, some wiring work and other minor things before entering service and acceptance of road-performance checks. This could qualify B.C. Hydro as a locomotive builder, maybe? The GMD S/n A-2334, 3/69 carries the new GM "Mark of Excellence" builders plate, - the first GMD unit to carry it, although A-2335, a CN SD-40, delivered 2/69, while built earlier, was ordered later and that order, too, has the new plate.

COVER

Canadian Pacific's mighty 4-8-4 no. 3101 rumbles across the trestle high above Eastman, Que., on the head end of Train 39, - Saint John to Montreal, via the "Short Line". Photo courtesy J.J. Shaughnessy.



"We're still a long way from my ideal of two tickets for a hundred bucks and no — passengers at all!"

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