Canadian Rail

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC. ESTABLISHED 1932

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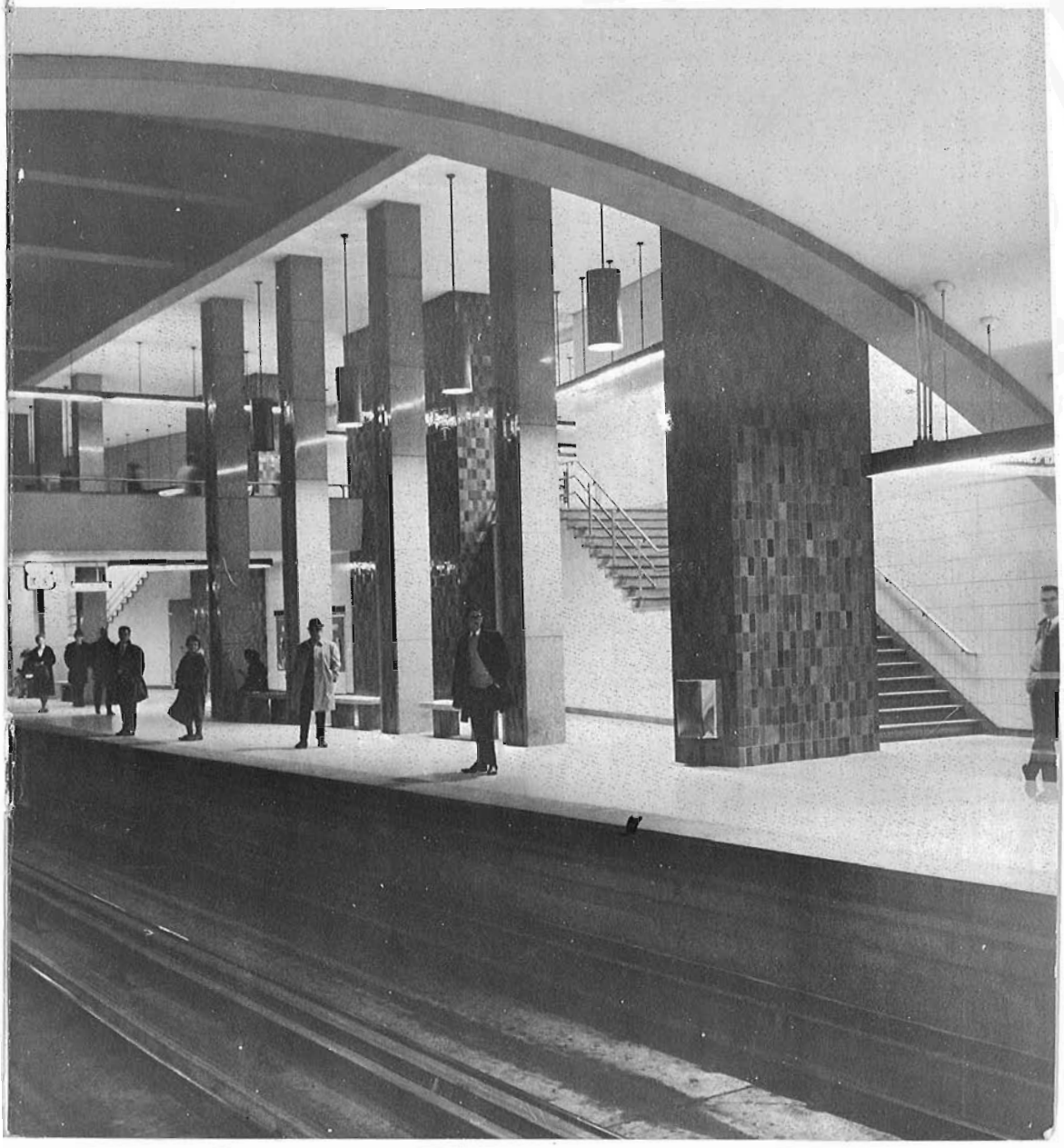
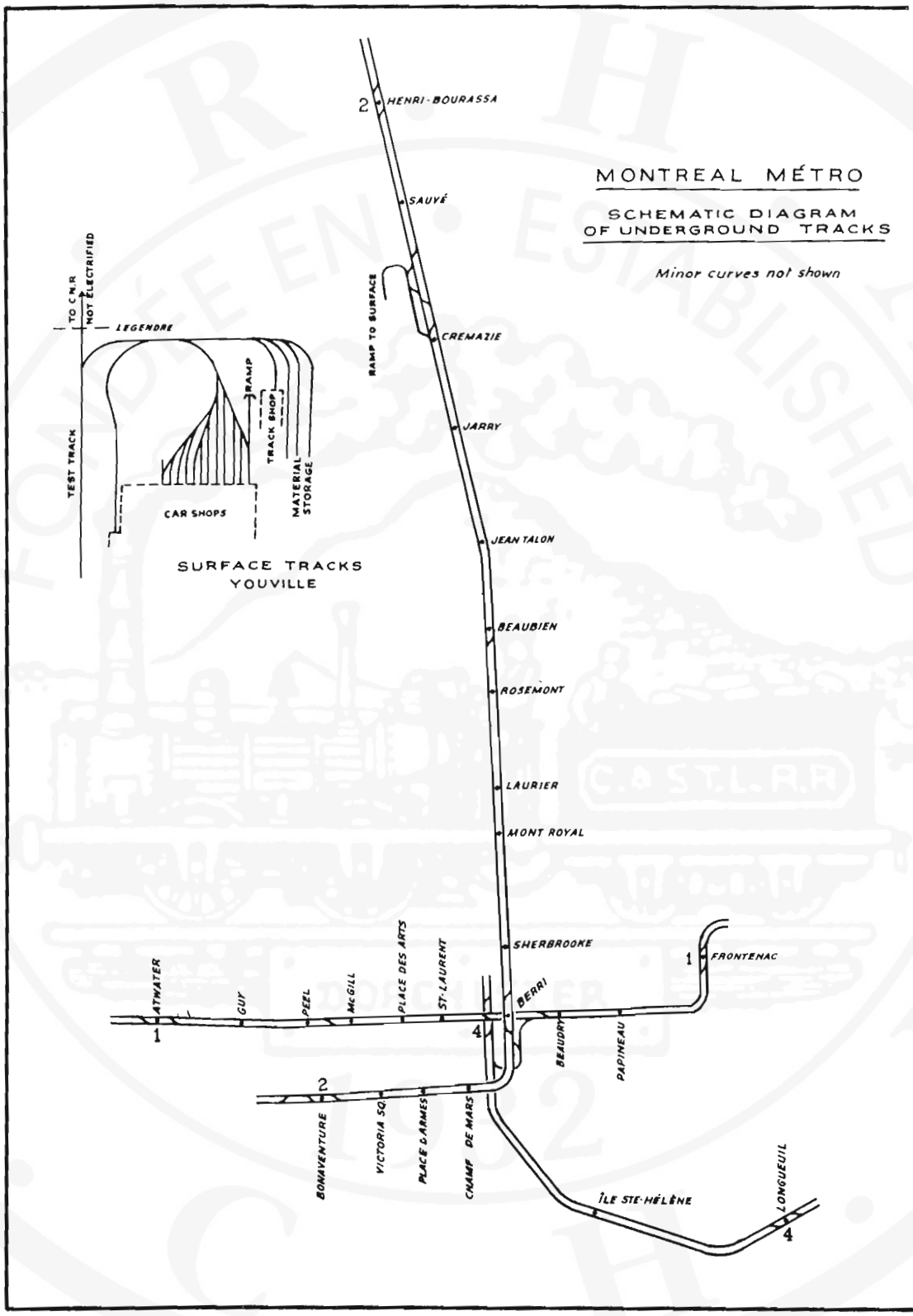
OCTOBER 1973




MONTREAL MÉTRO
SCHEMATIC DIAGRAM OF UNDERGROUND TRACKS
Minor curves not shown
2
HENRI-BOURASSA
SAUVÉ
RAMP TO SURFACE
CREMAZIE
JARRY
JEAN TALON
BEAUBIEN
ROSEMONT
LAURIER
MONT ROYAL
SHERBROOKE
FRONTENAC
1
BERRI
BEAUDRY
PAPINEAU
4
ATWATER
GUY
PEEL
McGILL
PLACE DES ARTS
ST-LAURENT
1
2
BONAVENTURE
VICTORIA SQ.
PLACE D'ARMES
CHAMP DE MARS
ÎLE STE-HÉLÈNE
LONGUEUIL
4
TO C.N.R
NOT ELECTRIFIED
LEGENDRE
TEST TRACK
RAMP
TRACK SHOP
MATERIAL STORAGE
CAR SHOPS
SURFACE TRACKS
YOUVILLE

HENRI-BOURASSA DECEMBER 9, 1971

Jacques Pharand, Eng.

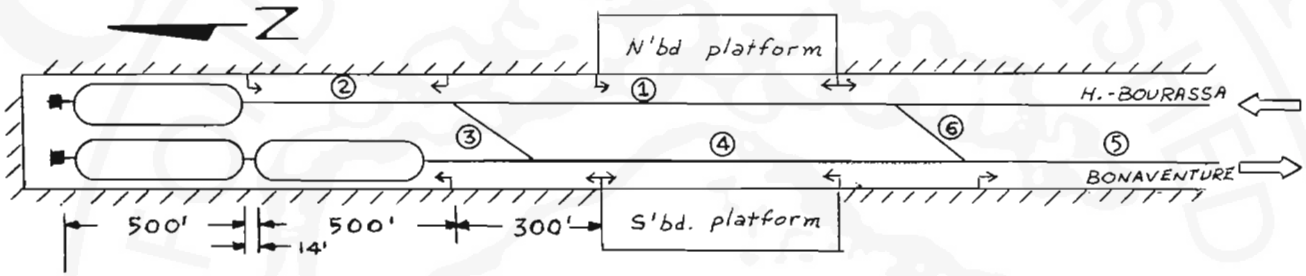
December 9, 1971 at Montréal METRO's Henri-Bourassa station had been a day just like any other day. In the evening, operations went just about as usual, until the hour of 22:18. All evening long, METRO trains kept arriving from the south and passengers kept pouring out onto the platform, passing up the escalator to the station mall and the adjoining bus platforms. The empty trains then proceeded forward several hundred yards, to the point where they could reverse over onto the southbound track, to engulf another load of passengers, heading downtown toward the interchange of Lines 1, 2 and 4 at Berri/de Montigny and the terminus at Bonaventure station.

About 22:18, Train 03 came rolling out of the tunnel on silent rubber tyres, headed by motor unit 81-1679 with Motorman E. Maccarone at the controls. With a hiss of air, the train rolled to a stop at the northbound platform. Back in the control cab of the last car, Guard A. Rouleau waited until the passengers had left the train and then pressed the switch to close the doors of the cars. He readied himself for the southbound run, for which he would be the motorman and Mr. Maccarone would be the guard.

But for Mr. E. Maccarone, badge number 5904, this really was the end of the line. There would be no return trip. How could he know that death waited for him 814 feet ahead in the tunnel?

In the dead-end extension of the tunnel - the back-station - beyond Henri-Bourassa station, three trains were parked as usual. It was customary to store them here until the rush-hour the following morning, or in case of the need to replace a train during normal operations. There were 9 cars on the northbound stub-track and 18 cars on the southbound side. The placement of these cars allowed northbound trains to move forward sufficiently to clear the cross-over switch and reverse to the southbound platform (see diagram).

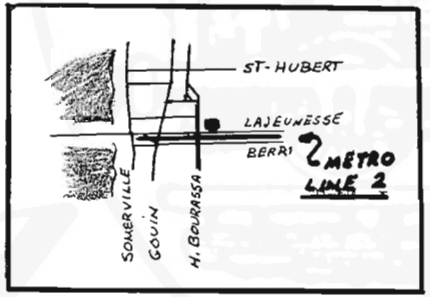
STATIONS ON MONTREAL'S METRO SYSTEM ARE EACH A MASTERPIECE OF DESIGN as the photograph on this month's front cover affirms. During non-rush hour periods, passenger traffic flow moderates.
Photo courtesy Montréal Urban Community Transit Commission.



METRO train (9 cars)

Tunnel wall

Signals (arrow facing traffic)



SEQUENCE OF SHUNTING

A) normal: 1,2,3,4,5

B) from 12-71 to 3-72:
1,6,5,4,5

DIAGRAM OF

HENRI-BOURASSA

STATION

(schematic) J.P. - 6.73 N.T.S.

Between Train 03 and the cross-over switch were two shunting signals. These signals were connected in such a way that, should any operation be carried out in excess of shunting speed, the emergency brakes of the train would be applied. An additional safety feature on the train itself is the "dead-man signal" on the motorman's controller-handle. When this device is not pressed in place by the motorman, the emergency brakes are automatically applied.

The moment was now approaching when the first accident to cause death on the Montréal Urban Community Transit Commission's METRO would occur.

At 22:20, Motorman Maccarone notched the controller forward and Train 03 rolled forward, perhaps somewhat too abruptly and rapidly. It accelerated into the tunnel, gaining speed. Car 81-1679 tripped the first signal without slowing. Then it tripped the second signal and, fractions of a second later, crashed violently into the last car of the spare train parked on the northbound track, motor Car 81-1540.

The end-cabs of both vehicles were smashed and forced together, as, under the force of impact, the parked train was squeezed between Train 03 and the stopblocks at the end of the tunnel, several hundred feet north of the Henri-Bourassa station. The cars of the parked train buckled outward, trailer unit Number 80-0020 and motor unit Number 81-1539 making contact with the live power-rail. Fierce arcing began immediately, illuminating the tunnel with blinding, blueish flashes and filling it with a characteristic crackling noise. Ominously, a haze of smoke began to rise toward the roof of the tunnel and the lights began to flicker erratically.

It was now 22:25, as Guard Rouleau, jumping down to the ballast, scrambled as fast as he could to the front of the train. In the cab of motor-car Number 81-1679 he found Motorman Maccarone, shaken up but still conscious. It was impossible for Mr. Rouleau to free Mr. Maccarone, as the latter's knee was pinned underneath the smashed dashboard.

Mr. Rouleau had to go for help. He hurried back along the track, in the thickening smoke, to the station platform and the alarm telephone, cutting off the power at the main switch.

The alarm had been given. At 22:29, grabbing fire-extinguishers, MUCTC employees rushed down the smoke-filled tunnel to the scene of the accident, before the eyes of some horror-stricken passengers , who would soon be forced to seek exits from the station by the spreading cloud of noxious smoke.

At 22:35, Montréal Fire Department Captain Paul Labelle managed to penetrate the smoke-filled tunnel to within speaking distance of Motorman Maccarone, but he was nearly suffocated by the smoke in the process. Stumbling blindly back up the tunnel, he missed the Henri-Bourassa station platform completely and emerged at Sauvé station, the next stop south.

A few minutes later, at about 22:42, the last communication link with Motorman Maccarone - the operator's microphone - went dead and all the lights went out. Fed by rubber tyres and seat upholstery, the flames raged unchecked from under trailer-car Number 80-0020 and spread rapidly to adjacent cars. Extremely high temperatures, in the range of 2,000°F., were generated by 10,000-ampere electrical arcs, a temperature sufficient to melt not only the metal of the cars but also the concrete walls and ceiling of the tunnel.

Some twenty minutes later and, despite all of the initial efforts of the firemen and the rescue squad, Motorman Maccarone died, suffocated by the hot gasses and smoke from the raging fire.

In the meantime, the fire had spread to portions of all of the 36 cars parked on the two tracks in the tunnel. The flames were fed by the chain-reaction of exploding tyres and flying bits of burning rubber, together with the flammable material of each car's interior.

When Montréal's firemen came to the scene of the disaster, they were facing a situation which they had never before encountered. How do you try to control a raging, roaring fire, spreading toxic fumes, located at a distance of some 2,000 feet from the street and underground as well. The respirators normally used for fighting fires in conditions of heavy smoke had a thirty-minute air reserve. At Henri-Bourassa station, this interval was only enough to descend from the fresh air to the scene of the fire, leaving no time for significant action at the site of the disaster.

The first attempt to open an alternate access route to the site of the fire was made through the vertical ventilation shaft at Berri and Somerville Streets, at the northern end of the tunnel extension or back-station. Around midnight, some firemen climbed down through this shaft with hoses and high-pressure fog nozzles. The use of chemical foam had been ruled out because of the possibility of creating additional hazards. However, entry through the ventilation shaft did more harm than good, as the strong draught created by opening the shaft drew the smoke up through it like a chimney. It was necessary to evacuate the shaft at once to protect the firemen from the danger of smoke poisoning and, in fact, some of them felt the effects of the nauseating smoke before they could escape.

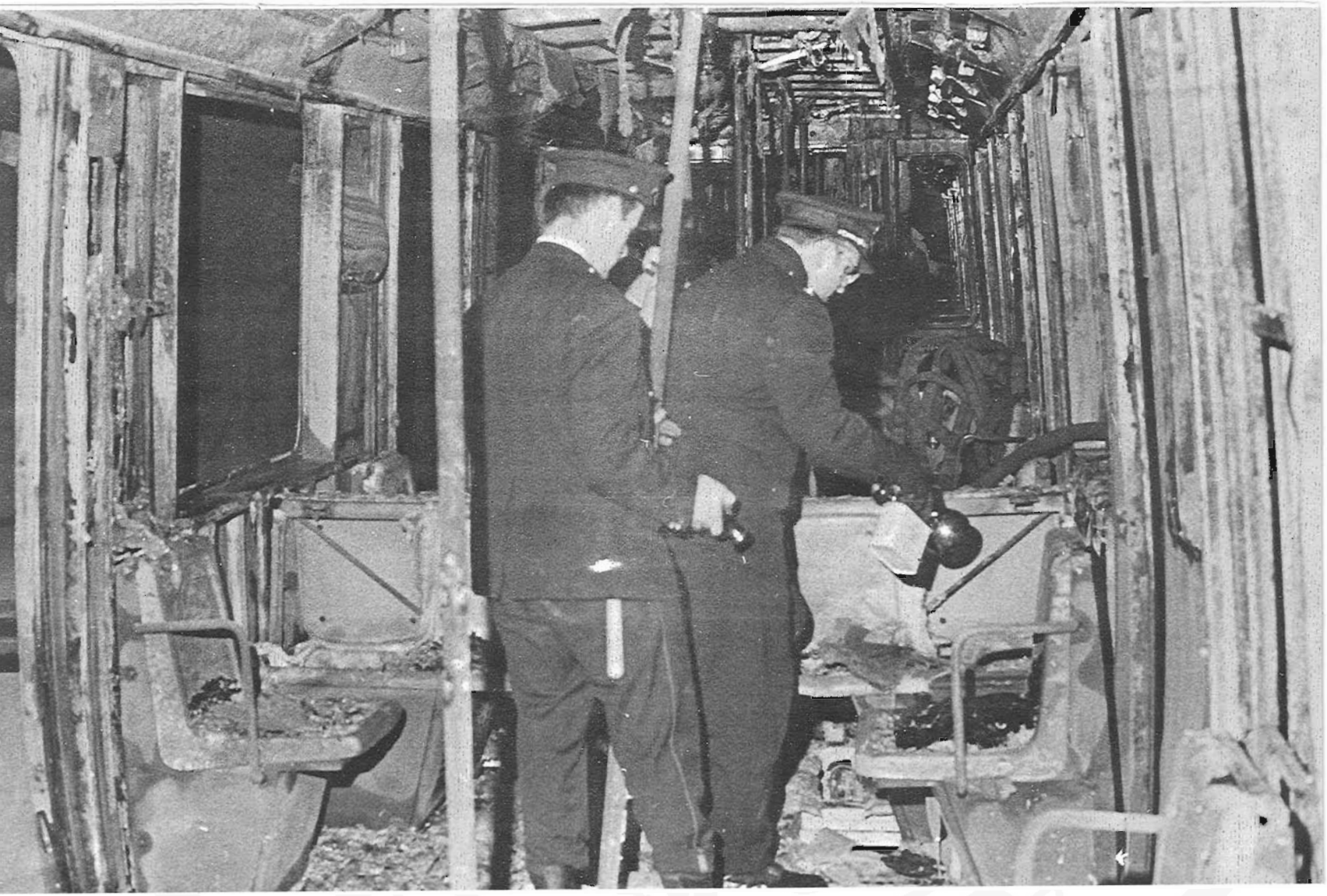
To extinguish the fire, there was now only one alternative left, which was to flood the tunnel entirely. Water was pumped into the tunnel-end at the rate of 350,000 gallons per hour. Five hours later, the fire was under control and firemen could get into part of the tunnel, reaching the still-burning cars at about 08:00 on December 10. However, it was not until 05:45 on December 11 that the remains of Motorman Maccarone could be removed from the charred debris of his cab.

While the fire in the back-station was being finally extinguished, MUCTC officers at the Berri/de-Montigny control centre had to cope with the problem of providing adequate service. Line 2 (Bonaventure/Henri-Bourassa) had been completely closed since 00:28, December 10. This line was re-opened south of Berri/de-Montigny station at 07:30 the same day and 75 busses were assigned to Route 31 (St-Denis). METRO service north on Line 2 was resumed in sections: to Beaubien on December 11; to Crémazie on December 13 and to Sauvé on December 15, with extra busses bringing patrons from Henri-Bourassa to these successive terminals.

The restoration - one could almost say "rebuilding" - of Henri-Bourassa METRO station was by no means a small task. Working 24

INSPECTORS FROM MONTREAL'S FIRE DEPARTMENT EXAMINED THE INTERIORS OF the burned-out cars minutely for clues which might explain the little-understood aspects of this disaster.

Photo courtesy Montreal GAZETTE.



hours a day, seven days a week, MUCTC employees first had to clear the tunnel of wreckage, which was completed on December 17. It was thereafter necessary to clean by hand each contactor to ensure perfect flow of electrical power to the motor cars. The walls of the station had also been damaged and blackened by the smoke and water and some 140,000 square feet of wall and floor, north of Crémazie station, had to be washed and cleaned.

Operation to Henri-Bourassa METRO station was restored on December 31, twenty-two days and nights after the accident. Shunting of trains from the northbound to the southbound track was performed south of the crippled station. 4,000 work-hours had already been expended.

In the back-station north of Henri-Bourassa station itself, repair work involved the insertion of some 15,000 new bolt-anchors in the walls and roof, the laying of 3,500 square feet of steel mesh and the refinishing with 200 tons of cement and 400 tons of sand. After some 10,000 man-hours of work, the tunnel was literally totally rebuilt, in the condition that it was when it was first opened. This task was completed on January 28, 1972.

New track then had to be layed in adverse conditions of ventilation, due to the amount of pneumatic and welding equipment being used at the site. Some 1,775 feet of track and 1,660 feet of guide-rail were replaced, involving 40,000 man-hours of labour. It was a herculean task. Normal operation was re-established in the northern portion of the tunnel at the beginning of March, 1972.

It was a very expensive accident in terms of money. The total cost of all of the necessary repairs was in the vicinity of $ 5.0 million.

As a result of this accident, some important conclusions were reached and revisions of operating procedures were made. Motormen were required to stand up while performing shunting operations and the speed of trains in back-stations was restricted to 15 mph. Furthermore, no train was allowed to be parked on the incoming track of any back-station. Recommendations were also made for the immediate installation of adequate fire-fighting equipment in underground locations.

In the accompanying table, it will be seen that some of the motor and trailer cars involved in the accident were rebuilt, while others were cannibalized for parts.

As previously noted, it was a very expensive accident in terms of money. It could never have happened anywhere but in a back-station, as the main lines themselves are controlled by a standard block-signal system, proving a two-block protection for each train (note 1). However, the MUCTC is nevertheless continuously seeking better safety measures and improvements designed to make Montréal's METRO a model of safety and dependability in operation.

Two METRO trains are already undergoing tests on regenerative braking devices which will reduce the amount of braking with the brakeshoes, thereby reducing brakeshoe wear and heat generation. As

WATER STILL STANDS KNEE-HIGH IN THE BACK TUNNEL AT HENRI-BOURASSA, as Montréal Fire Department firemen extinguish the last traces of the fire in the Métro cars. Photo courtesy Montreal GAZETTE.

a result, the problems of ventilation will be reduced. This is one of many experiments being conducted whose main results will be the maintenance of the leadership of Montréal's METRO in the urban transportation field. And METRO will continue to be the pride and joy of the citizens of Montréal.

Note 1: Permissive entry at restricted speeds is allowed when the amber signal is displayed in stations thus equipped, to ensure faster passenger flow in these heavily-transited locations. (Author's note.)

MUCTC METRO CARS INVOLVED IN THE ACCIDENT.

Note: The MUCTC has since revised its numbering system to accommodate computerization of equipment numbers, dropping the third digit of the vehicle number. Thus motor car Number 81-1655 becomes Number 81-655, under the new classification.

81-1575	80-0038	81-1576
81-1509	80-0005	81-1510
81-1683	80-0092	81-1684
81-1593	80-0047	81-1594
81-1655	80-0078	81-1656
81-1677	80-0089	81-1678
81-1633	80-0067	81-1634
81-1667	80-0084	81-1668
81-1679*	80-0090	81-1680
81-1539	80-0020	81-1540*
81-1587	80-0044	81-1588
81-1527	80-0014	81-1528

* Cars which were involved in the initial collision.

MUCTC METRO CARS REBUILT

81-1655 (81-655)	80-0078 (80-078)	81-1656 (81-656)
81-1677 (81-677)	80-0089 (80-089)	81-1678 (81-678)
81-1527 (81-527)	80-0014 (80-014)	81-1528 (81-528)
81-1587 (81-587)	80-0044 (80-044)	81-1588 (81-588)

These 12 cars were rebuilt using parts cannibalized from the 24 cars which were scrapped.

ACKNOWLEDGEMENTS

The author's sincere thanks are conveyed to Mr. Guy Jeanotte, Public Relations Officer of the MUCTC, for kindly providing information used in this article and to Mr. Gordon Hill who supplied data on the rebuilt METRO cars.

A THREE-CAR MONTREAL METRO TRAIN-SET DISCHARGES PASSENGERS AT THE Longueuil Métro Station on the south bank of the St. Lawrence River. This photograph was taken by Carl H. Sturner on April 20,1973.


4-BERRI DE MONTIGNY
0-2

ISLAND POND ALL CHANGE!

John Carbonneau

Sandy Worthen

Some railway historians claim that Canada's first "Main Line" railway was the Grand Trunk from Montréal to Toronto, which was opened in 1856. The more intelligent know that there was already in existence- and in operation - a main line of railway almost as long and certainly several years older than the line west to Toronto.

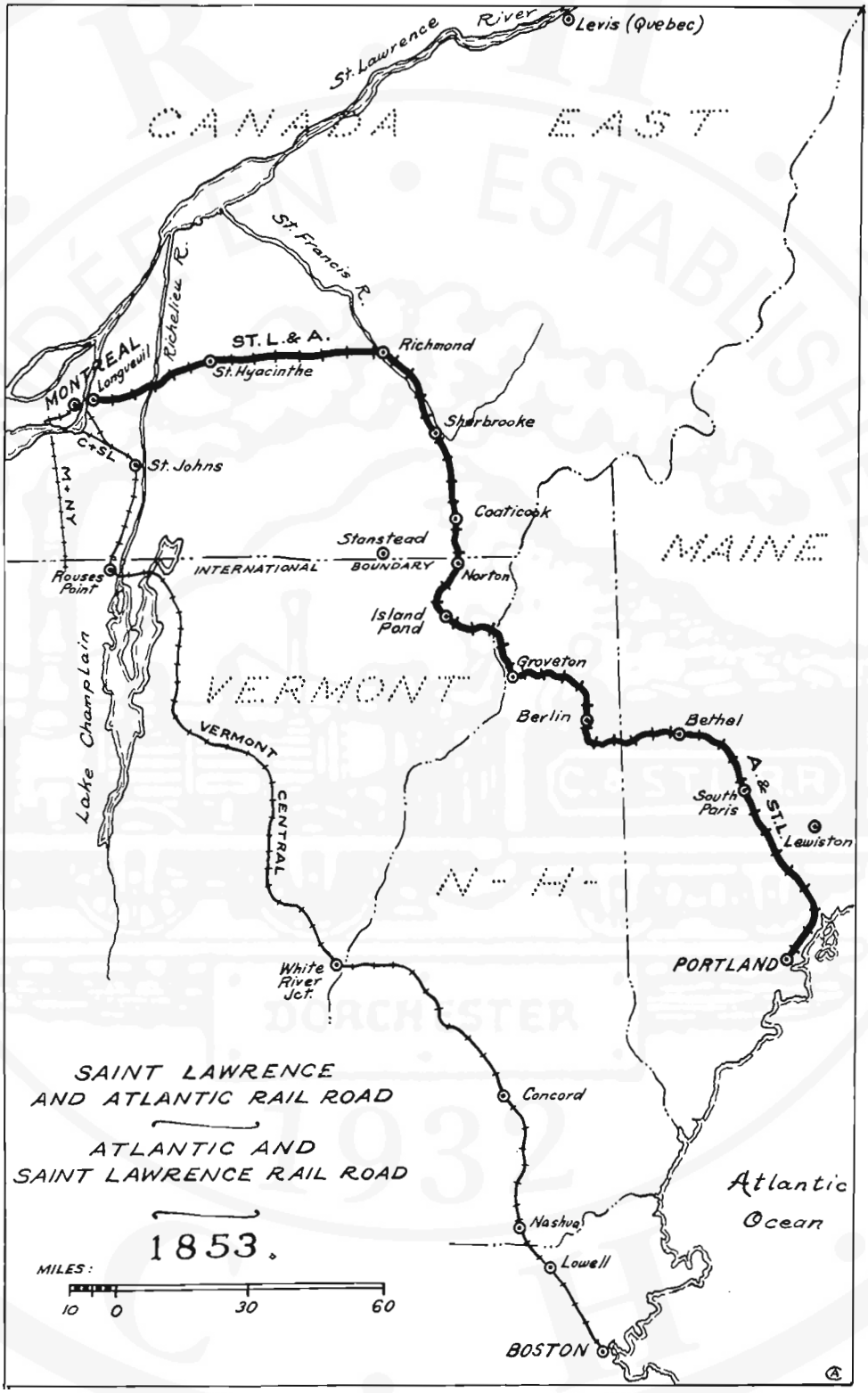
Moreover, it had the added distinction of being an "international" railway and its construction and completion have since been emulated by many other, similar, international cooperative ventures.

The original St. Lawrence and Atlantic-Atlantic and St. Lawrence Railway of 1853 was, as its name suggests, two halves of a corporate whole. Obviously, since the purpose of its construction was to join the ice-free Atlantic port of Portland, Maine, with the growing city of Montréal on the St. Lawrence River and the summertime, waterborne traffic to and from the Great Lakes, one-half of the railway was entirely useless without the other half.

It is therefore not surprising to find that when the company constructing the United States portion of the line fell on hard times in 1853 and could not find the money to complete the railway from Island Pond, Vermont, 15 miles northward to the International Boundary, the Canadian company was able to arrange the necessary legal and financial details to build this distance for its United States twin. Surely this was the very first of an innumerable series of enterprises undertaken jointly by Canadian and United States' enterprises.

In the nearly 120 years since the Atlantic & St. Lawrence - St. Lawrence and Atlantic has been in operation, first under lease to the Grand Trunk Railway Company of Canada and later under the ownership of Canadian National Railway Company, the location of the right-of-way has changed very little. The railway facilities in the towns and cities along its route have also remained much the same, although the divisional points have been relocated, with consequent modification of essential structures, and rural stations have been demolished with the advent of "customer service centres". Sherbrooke, Québec, was once a large and important divisional point in the 1850s and '60s, but the shop and enginehouse, the latter an enclosed "Turkish mosque" type with indoor turntable, were demolished when the divisional point was relocated to Richmond, Québec, on June 9, 1872.

For a hundred years, Island Pond, Vermont, almost midway on the railway between Montréal and Portland, was the principle divisional point. For the first twenty years of the railway's history, passenger and freight trains in both directions terminated at this Ver-


St. Lawrence River
Levis (Quebec)
CANADA EAST
St. Francis R.
Richelieu R.
ST. L. & A.
Richmond
St. Hyacinthe
MONTREAL
Longueuil
Sherbrooke
C+SL
St. Johns
M+NY
Coaticook
Stanstead
INTERNATIONAL BOUNDARY
Rouses Point
Norton
MAINE
Island Pond
Groveton
VERMONT
Berlin
Bethel
Lake Champlain
VERMONT CENTRAL
A. & St. L.
South Paris
Lewiston
N. H.
PORTLAND
White River Jct.
SAINT LAWRENCE AND ATLANTIC RAIL ROAD
ATLANTIC AND SAINT LAWRENCE RAIL ROAD
1853.
Concord
Atlantic Ocean
Nashua
Lowell
MILES:
10 0 30 60
BOSTON

mont town. For the passenger, it was an overnight stop, with the onward train to Portland or Montréal departing early the following morning. Freight trains were generally reclassified in the large freight yard in front and to the south of the station. The formalities, for both passengers and freight, associated with the crossing of the International Boundary, were discharged at Island Pond.

In the winter of 1856, only three short years after the opening of the railway, the town of Island Pond suffered a disasterous fire which destroyed half-a-dozen large buildings and some smaller ones. However, a history of the town implies that at least one of the existing large buildings survived the holocaust. This was the pretentious brick railway station of the Grand Trunk Railway, which accommodated in addition to the railway's offices, the passengers, the express and the representatives of the United States Customs and Immigration Department. This building was to exemplify the stature of the Railway Company in the community until the turn of the century.

About 1900, if one can judge from the railway buildings remaining along today's Montréal-Portland main line, the Grand Trunk embarked on a programme of renewal of structures, many of which dated back to the early years of the railway. New stations were built at such important places as St-Hyacinthe, Richmond and Sherbrooke, Québec, Island Pond, Vermont, Groveton, New Hampshire and Portland, Maine. The historic stopping-place at Gorham, New Hampshire, gateway to the White Mountains since 1853, was extensively rebuilt.

Not the least of these new structures was that planned and constructed at Island Pond. It was an important part of the new facilities which were centralized at this point in 1900. The car-repair shops were relocated here, partly from Richmond, Québec and partly from Gorham, N.H. The railway purchased land to the value of $60,000 east and south of the town along the right-of-way, including a portion of Back Pond, a small inlet of the main lake. A 40-stall roundhouse was contemplated. The new repair shops employed three to four hundred men and a 50% increase in the town's population was anticipated. A small hill at the northern edge of the property was used to fill in a portion of Back Pond. The long line of old freight sheds between the railway and the town's main street were demolished. The freight yards, which formerly had a capacity of some 700 cars, were greatly enlarged to accommodate 3,000 cars.

Construction of the new station began late in 1900 and was completed in 1904. It was a model of modern station design. On the main floor, there was a spacious ladies' waiting room and a similar large room for gentlemen. The former was later converted to the agent's and operator's office, while the latter was modified to serve as a waiting room for both the fair and the dominant sex, when society began to tolerate "mingling". Representatives of the United States Customs and Immigration Department were on duty at Island Pond from the beginning of rail transportation and the new station included a bonding room and office for their use. In addition, there was a baggage room, the yardmaster's office and the ubiquitous Railway Express Agency.

On the second floor of the new station was the office of the United States Collector of Customs, the general offices of the Customs and Excise Department, the Immigration offices, a detention room for women and, in the original design, the station agent's office.

The GTR Chief Dispatcher's office for Districts 1 and 2, Montréal to Richmond and Québec and Richmond to Island Pond, was located on the ground floor, with accommodation for four or five assistant dispatchers. In the late 1920s, the dispatching offices were transferred to Richmond and the vacated space thereafter became the bunkroom for Canadian train-crews whose passenger runs terminated at Island Pond.

The "attic" on the third floor, while rather small and not exactly suited to normal use, was reserved as a detention room for undesirable male persons, apprehended while effecting unauthorized or illegal entry into the United States. There is the usual story about two "undesirable" males who, being detained in the "attic", made their escape by tieing together sheets and blankets from their beds and thereby lowering themselves from the top-floor window. The escape is said to have taken place in the winter and, once out of their snug attic retreat, the two desperados, exposed to the bitter winter cold, soon decided that it was better to return to the station and surrender themselves, so that they would be re-detained in their cosy top-floor cell, considering this a small sacrifice to that involved in facing the rigors of liberty in the icy northern Vermont weather!

The new (1904) station at Island Pond was constructed of brick with granite facing and was the most outstanding structure in the business centre of the town. The roof was of slates salvaged from the old enginehouse formerly located about one-quarter of a mile south, that had been razed in 1900-01 to make room for the expansion of yard facilities previously described.

Today, more than 70 years later, Island Pond's railway station is still in good condition and very few of the "original" roof slates have had to be replaced.

From the earliest days of the railway in Island Pond, communications between the east and west sides of the town were complicated by the tracks. Passenger and freight trains frequently blocked the road and pedestrian crossings. Of course, the citizens could use one of two level crossings about half to three-quarters of a mile north of the station. While these crossings were an alternative for wheeled traffic, it was ridiculous to imagine that pedestrians would walk the additional mile if they could avoid it. They climbed over and under trains without giving it a second thought. The consequent hazard to public safety was worrysome to the GTR.

Accordingly, the railway company constructed a wooden footbridge on the north side of the station and, for many years, the younger citizens - and not a few of the older ones, too - watched the steady procession of long trains rumbling up and down the tracks beneath the footbridge. Most of the mothers in the town condemned the affair as a "dirty place". In that era of coal-burning steam locomotives, it was!

The rising popularity of the automobile created yet another problem, or perhaps just another addition to the chronic complication. Motorists demanded a more direct route from the south and east to the town's centre. The upper crossings just weren't a reasonable alternative. Continuing agitation finally obliged Canadian National, the town of Island Pond and the State of Vermont to construct jointly a lengthy and curious wooden viaduct over the tracks.

The viaduct was unique when it was built in 1904 and continued to be unique to the day it was demolished in 1973. While in the opin-

THIS EXCELLENT CHARCOAL SKETCH OF JOHN A. POOR WAS DRAWN BY MR. J.D. Henry for the MICHIGAN RAILFAN of the Michigan Railroad Club, Detroit, Michigan, and is reproduced here with the permission of the Editor-Emeritus, Mr. John "Fred" Gibson, to whom our thanks are expressed.

ion of some, it did not enhance the town's appearance, it performed what others described as a very useful service. In fact, it joined the eastern and southern portions of the town with its business centre, carrying the traffic over the railway yard. It was a series of wooden spans - "a carriage way 24 feet wide, with a footwalk on one side six feet wide" - erected and maintained by the railway for a term of 99 years as a vehicular overpass. The five-span structure, upon reaching the west side of the railway tracks, accomplished a right-angled turn north and descended to the level, discharging its traffic in front of the station on the square.

A width of 24 feet was, in the past decade, just about enough for two automobiles and then it was a tight fit. In order to save wear and tear on the planks, the bridge floor was faced with four metal strips, supposedly placed at a distance apart appropriate to the wheels of a car. Towards the end of its existence, these metal strips became loose, as did the floor-planks and the resulting clatter was startling and ominous. But the bridge still stood until the authorities decided that the risks to users was of greater importance than its anachronistic appearance.

The Canadian National Railways' station at Island Pond became a rather notable structure with the passage of the Eighteenth Amendment to the Constitution of the United States, which came into force on January 1, 1920. All at once, a very large proportion of the population of the United States found that they could no longer purchase or possess alcohol or alcoholic beverages except, of course, for medicinal purposes. This entailed a doctor's prescription. It was not very long thereafter before some clever entrepreneurs began to "import" various forms of alcohol from foreign countries, such as Cuba and Canada, where restrictions on the sale and possession of alcohol did not apply.

CANADIAN NATIONAL RAILWAYS STATION AT ST-HYACINTHE, Québec, was built about 1899 by the Grand Trunk Railway Company of Canada. It is of brick construction and is in good condition. In design, it resembles other CN stations at Richmond and Sherbrooke, Québec. Ken Goslett took this photo on 4 February, 1973.

But the U.S. authorities charged with the responsibility of preventing unlawful importations were not idle. Indeed, before long it was to be expected that the United States Customs authorities at Island Pond would find some quantities of whiskey (Fr.Gael.: uisgebeatha: water of life) on the persons and in the baggage of travellers entering the U.S. from Canada, by trains of the Canadian National Railway. The various containers of spirituous preparations were immediately seized - according to law - and were placed in the "bonded warehouse", which was a room in the station. And the room was firmly locked - and double-locked!

But what man can devise, he can also frustrate and, before long, a railway employee - so it was said - had managed to make a duplicate key to the wonderful storeroom. But since the quantity of forbidden liquid did not seem to diminish, no one was the wiser.

For a few weeks, the station at Island Pond became a paradise for the tipplers. The authorities were quite unable to explain this situation or to discover the source of the "elixir vitae", since the contents of all of the containers in the bonded warehouse apparently remained undisturbed.

Periodically, the firmly-corked bottles and other containers were duly taken to the town dump, under guard, where they were officially destroyed and their destruction duly witnessed. No doubt the odour pervading the town dump effectively masked the odour of the contents of the containers.

But while rosy cheeks, red noses and happiness were commonplace, Mother Nature finally outwitted the gay deceivers! The wonderful storeroom was, alas, not heated and so, the first time that the mercury dropped below zero, every one of the darned whisky-bottles broke and the contents seeped out. It was light brown and wet, but it sure didn't smell like whisky! It smelled like tea! And, in fact, that is exactly what it was. The pilferers had been opening the containers and replacing the whisky with cold tea - of which there was plenty thereabouts.

The strategm was immediately detected. The days of copious quantities of free booze were over and the rosy cheeks and red noses now were the result of the frosty winter weather. Happiness was a sometimes thing!

Grand Trunk Railway Station at Island Pond, Vt.
(1971)

Station agents at Island Pond have been remarkably few, over the years. From the year of Canada's Confederation (1867) until the end of the Second World War, only two Company agents were employed. Mr. John Reeve assumed the duties of Company agent in the old station in '67 and, when he retired, Mr. William A. Gleeson succeeded to the position. Mr. Gleeson himself retired in 1945. As of that time, he and Mr. Reeve had shared an incumbency of 78 of the 92 years that a station at Island Pond had been in operation.

Mr. Gleeson, not content to sit on his front porch with his feet up, opened a customs brokerage office in the station and pursued this activity for a time. Mr. Reeve and Mr. Gleeson are still well remembered in Island Pond, haing been in and around the present and former stations for more than three-quarters of a century - a remarkable record.

From time to time, the Customs and Immigration Service of Canada had an office in the station, but since the termination of passenger service and the closing of the United States Customs and Immigration Service in the same building, the east end of the structure now houses the railway's Maintenance-of-Way offices and some of their equipment. The large coaling-stage, the freight car repair shops and the multiple-stall roundhouse are now entirely demolished and the remaining local railway operations are centralized in the station.

In August 1968, an historic marker was raised by the State of Vermont in the small square in front of the station at Island Pond, to commemorate the accomplishment of John Arthur Poor of Portland, Maine, in his tenacious and ultimately successful attempt to promote the construction of a railway from Portland, Maine to Montréal, Québec (see CANADIAN RAIL, No. 211, June 196[illegible]). In 1969, Canadian National Railways, owner of this small park, donated it to the town of Island Pond.

The clattery wooden viaduct on the south side of the station was "officially" closed on April 23 1973 and was thereafter demolished within two weeks. A concrete bridge, much smaller, will replace the wooden viaduct and was nearing completion in the fall of the same year.

Island Pond's railway station is now almost 70 years old and is still as solid as the day it was built. Moreover, it is one of the finest buildings in the Town. Hopefully, when the railway ceases to consider the station as essential to its operations, the Town will be able to acquire it for other important purposes.

Even in the hustle and bustle of the "Swinging Seventies", this historic New England landmark can still be the place for the time-honoured pause in the journey along "The Road to the Sea".

Postscript

The tall smokestack of the former Grand Trunk Railway's shops at Island Pond was brought crashing down by a dynamite charge, planted at its base, on April 13, 1973. Simultaneously, the former engine roundhouse, unused for almost a decade, began to be demolished.

On April 23, nearly 100 persons gathered at the west end of Island Pond's unique wooden pedestrian and vehicular viaduct over the Grand Trunk tracks, to bid the structure a fond farewell. After 69 years in service, the bridge was closed at 09:00 hours, after a last automobile, driven by Chairman of the Board of Selectmen Mr. Joseph A. Wade, had made the crossing.

John Carbonneau.

REVIVAL IN CAPE BRETON !

Barry MacLeod

Readers of CANADIAN RAIL will have read with interest the story of the revival of steam-locomotive operation on Cape Breton Island, Nova Scotia. The rapid progress of this project, undertaken by the Cape Breton Development Corporation, must surely be a model for any future operations of this kind in Canada.

The key to this project was 2-6-0 steam locomotive Number 42, presently owned by Mr. R.C.Tibbetts of Trenton, Nova Scotia. As reported previously, this steam engine was built by the Schenectady Locomotive Company in 1899 for the Sydney & Louisbourg Railway, and later became Dominion Coal Company Number 42. She was acquired by Mr. Tibbetts in 1963.

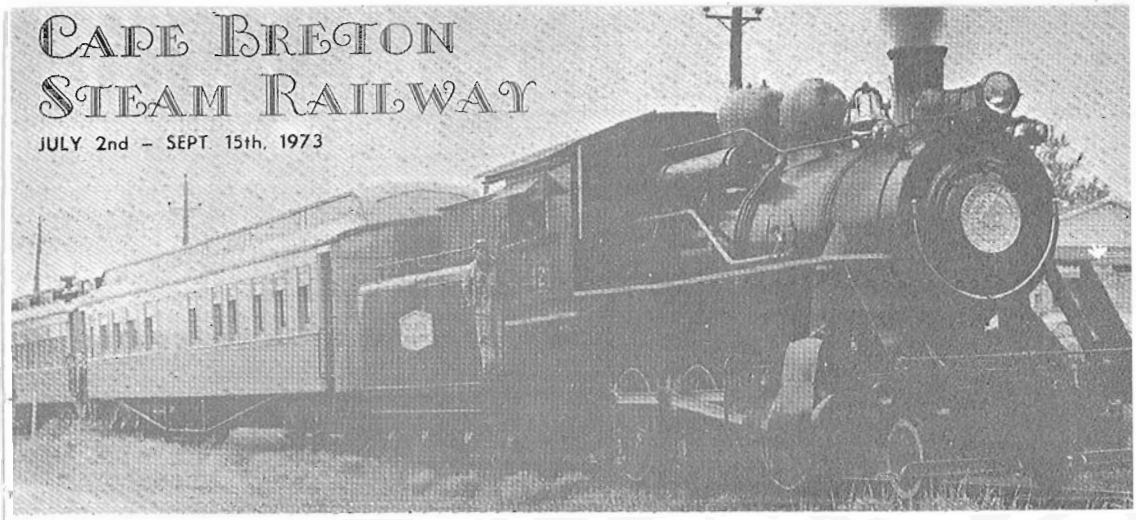
The project to organize an operating, steam-hauled train in this eastern portion of Nova Scotia was announced early in 1973. To provide the essential motive power, Number 42 was leased by Mr. Tibbetts by the Cape Breton Development Corporation. The portion of trackage selected for the operation was leased from DEVCO - the successor to the Dominion Steel and Coal Corporation and the Sydney and Louisbourg Railway. Passenger cars were obtained from Canadian National Railways.

Number 42 was moved from Trenton to the DEVCO Railway's shops at Sydney, Nova Scotia, where the restoration program was to be carried out. The passenger cars were repaired in the same shops. The restoration job which DEVCO Railway employees did was remarkable.

The portion of the ex-Sydney and Louisbourg Railway over which Number 42 and her train would operate was a 7-mile stretch from Victoria Junction, two miles east of Sydney, through New Waterford to Lingan Mine, a new operation overlooking the Atlantic Ocean.

By 15 June 1973, old Number 42 was once more riding the rails! On this Friday, she made a short test run, with DEVCO President Tom Kent at the throttle and a bagpiper on the pilot! She rolled gracefully out of the DEVCO Railway's roundhouse in Sydney and coupled up to three shiny coaches. Spouting steam and smoke, Number 42 and her train rumbled out of Glace Bay yard, for a short run across Park Street crossing, after which she reversed back to the roundhouse. It was the first time that a steam locomotive had operated in Cape Breton since the Sydney & Louisbourg Railway changed over to diesel-electric locomotives in 1961.

The men of DEVCO Railway's shops and roundhouse at Sydney must be congratulated for the magnificent job they did in restoring Number 42 and the three cars. The roundhouse crew said that Number 42 would make a second run the following day (20 June) and a second visit was imperative.



In the hot afternoon sun (86°F), Number 42 looked very smart indeed in her new coat of paint. The paint scheme of the train was mainly dark green, with gold and black trim. The boiler of the engine, with the exception of a black band around the smokebox, was dark green, as were the cab and tender. The wheels were black with gold tyres. The connecting rods were gold and so were the number-plates and tender-plates.

After a bit of shunting, Number 42 finally coupled up to the three passenger cars. The first car, renamed FORTRESS OF LOUISBOURG, was originally a café-parlour car, built in 1912 for the Canadian Northern Railway. It was later named the OTONABEE and was converted to a combination baggage-passenger car by Canadian National Railways in 1951. The second car was a coach, built in 1914 for the Grand Trunk Railway Company. It was renamed OCEAN DEEPS COLLIERY. The third car in the train was a coach built in 1881 for the Midland Railway Company. It was a coach on the Grand Trunk Railway and later a business car before being converted to a rules instruction car by Canadian National Railways in 1960. It was renamed THE MINERS' MUSEUM. There were five passenger cars donated to the new railway by Canadian National Railways, but only three have been repaired. It is rumored that the other two will not be restored, but will be used for spare parts.

The new enterprise is not called the DEVCO Railway, nor the Sydney and Louisbourg Railway, but has been given a new name, THE CAPE BRETON STEAM RAILWAY, which title appears on the locomotive tender and the cars. Official operation of the CBSR began on July 1, 1973, with the train running from Victoria Junction to the new (1971) Lingan Mine.

About 13:45 on 20 June, Number 42's engineer got his orders and, with a couple of blasts on the melodious whistle and the clang-clang of the musical bell, steam started hissing from the cylinder-cocks and a great cloud of black smoke belched skyward from the stack. Number 42 proudly led her train out of the yard at Sydney, bound for Victoria Junction and Lingan Mine.

The smart little train made the run in 85 minutes. There was an operating delay at Dominion. Victoria Junction station has been enlarged and renovated. It is painted a reddish-brick colour and trimmed with beige. It has even been given "Victoria Junction" name-boards, something the little, old, grey station never had before.

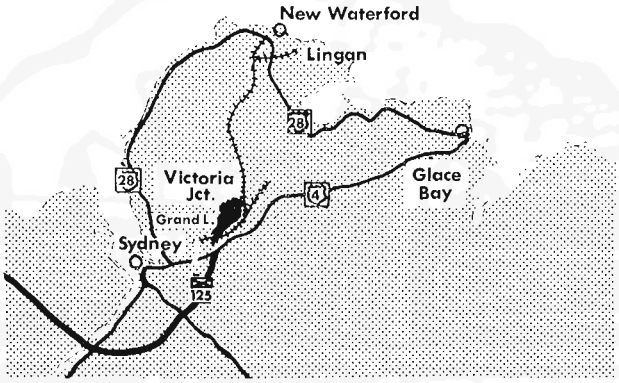
Two firetrucks (pumpers) were on hand to greet Number 42 and to supply her with water for the return trip. For this run back to

Victoria Junction, Number 42 ran tender-first with her train, after having first run around it. This was necessary since the DEVCO Railway's only turntable is at Glace Bay.

All things being considered, it was a very successful trial run.

On 1 July 1973, the official opening of the Cape Breton Steam Railway took place. The coaches were resplendent in their wall-to-wall carpeting, gold curtains and green-velvet padded seats. A crew of jolly coal-miners were elegantly dressed as uniformed stewards. These men, all from Mine Number 12, were specially-trained as barmen, for the train has a licensed bar for refreshment of the passengers. The other members of the train and engine-crews are employees of the DEVCO Railway and former employees of the Sydney and Louisbourg Railway.

The inaugural train of the Cape Breton Steam Railway was met at Victoria Junction by the Donkin Citizens' Band and crowds of people, not to mention flags and bunting. It was a memorable occasion.



Among the distinguished guests were Mayor Tubrett of Sydney, Mayor Munroe of Glace Bay, Mayor Nathanson of New Waterford, Mayor MacDonald of Dominion and Cape Breton County Warden Fraser. Miss Ann Terry MacLellan, DEVCO's Director of Tourism, made two presentations, one to Mr. Tom Kent of DEVCO and the other to W.R.Mitchell, Canadian National Railways' Atlantic Region Operations Manager. A further presentation will be made to Mr. R.C.Tibbetts at a later date.

Initially, the Cape Breton Steam Railway will operate two trains daily, leaving Victoria Junction at 15:00 and 19:00. The round-trip fare for adults is $ 2.50 first-class and $ 2.00 coach; children under 12, $ 1.00. There are parking and picnic areas at Victoria Junction and, at Lingan Mine, passengers can climb the hill and look out seaward towards Point Aconi, Bird Island and Smokey, with the Cape Breton Highlands beyond.

The 14-mile round-trip is scheduled to take about an hour.

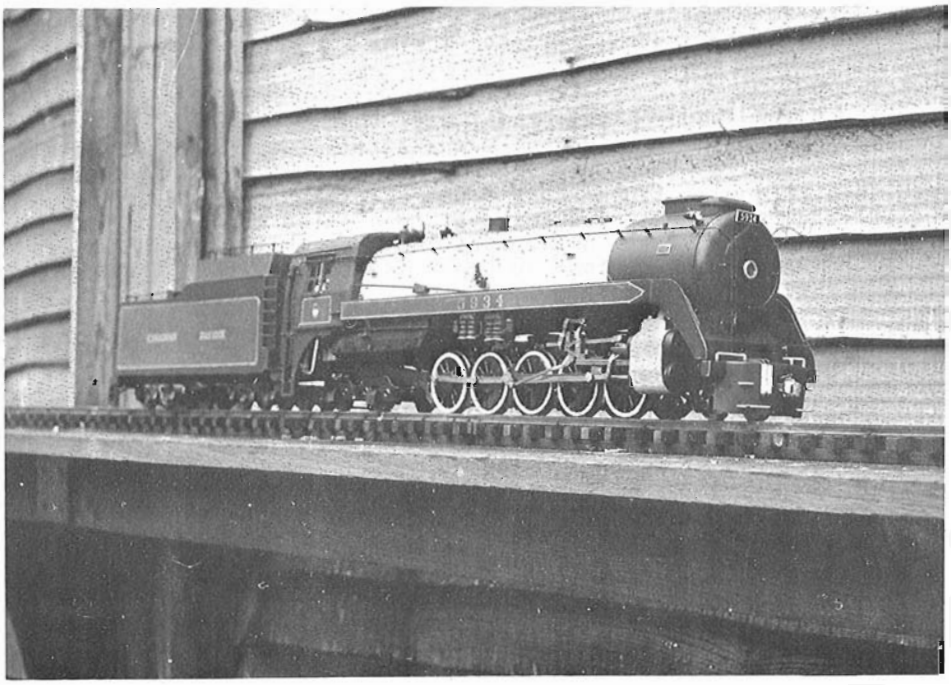
It is noted with interest that Mr. Tom Kent, DEVCO's President, made reference in his opening-day remarks to the possibility that a second steam locomotive, and presumably additional passenger cars, might be necessary for the Cape Breton Steam Railway. If the CBSR proves popular this summer and, by all accounts so far, it has been an immediate success, plans will be formulated to provide the additional accommodation.

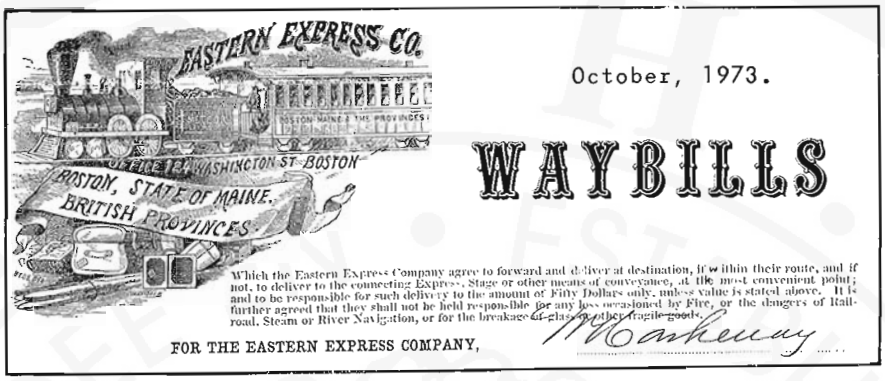
A longer run might also be included in future plans, possibly from Victoria Junction to Port Morien, where excursionists would be able to inspect the site of the first coal mine in North America. The early French settlers mined coal at Cow Bay in 1720, while the first coal mine in the present-day United States was opened in Richmond, Virginia, in 1745.

The track is still in place from Glace Bay to Caledonia Junction and from Caledonia Junction to Morien Junction. The latter portion has not been used in many years and is heavily overgrown with weeds and thick bushes. However, it could be rehabilitated.

The fact that a second steam locomotive and some cars may be considered makes one envision even greater things in the future in this part of Nova Scotia. There is the possibility that steam-hauled trains might be run by the Cape Breton Development Corporation, in cooperation with Canadian National Railways, on longer trips over CN trackage, along the beautiful Bras d'Or Lakes or up Cape Breton's west coast on the Inverness Subdivision to Inverness. This approximately 50-mile-long subdivision is presently used about twice a week by CN and runs through some of Cape Breton's most beautiful scenery.

While this may sound like a fantastic proposition, it should be remembered that one of the chief goals of the Corporation is the development of a great year-'round tourist industry. Steam-powered excursion-train operation certainly will be a powerful attraction and, for this reason, the development of the Cape Breton Steam Railway is essential to the successful attainment of this goal.





THE DELAWARE & HUDSON RAILWAY HAS ANNOUNCED THAT THERE WILL BE NOT one, not two, but THREE autumn excursions this year, using three of their four well-known PA 1s, likely Numbers 17, 18 & 19. The first trip will be from Albany to Binghamton, New York, on Friday, 28 September 1973, departing from Colonie Yard at 16:00 hours. This afternoon trip will include NO runpasts and NO unnecessary stops. The following day, Saturday, 29 September, the "Susquehanna Valley Special" will leave Binghamton at 08:00 and, after photo-stops and runpasts, will arrive at Albany at 13:15 hours.

The "Susquehanna Valley Special" will depart Kenwood Yard (Albany) at 13:40, arriving at Binghamton at 19:00. Round-trip fare: adults $ 25, children under 12, $ 15. No one-way tickets will be sold.

The three PA 1s will haul the "Leaf-Peekers Express" on Sunday, 7 October, from Albany to North Creek, New York, into the scenic upper valley of the Hudson River. Details have not yet been announced.

The consist for both trips will probably be 10 coaches, some with windows which open, a baggage car for shutter-bugs and tape-recorders and a snack-car.

Tickets for both trips will be sold in advance by mail-order only, by Ticket Agent, SVV and/or LPE, D&HRyCo., The Plaza, Albany, NY, 12207, USA.

THE LAST OF THE CORNWALL STREET RAILWAY: OUR MEMBER IN CORNWALL, Ontario, Mr. E.H.Heath, sends a clipping from the Cornwall "Standard-Freeholder", which shows three of the CSR's very weatherbeaten double-truck, centre-cab electric locomotives, loaded on flat cars at Cornwall for shipment to a scrap metal firm in Longueuil, Québec. Mr. Heath notes that the cars left Cornwall in the week of 30 July and adds that he hopes someone may have intercepted them for future preservation.

MR. JOHN SANDERS, THE ASSOCIATION'S UNITED KINGDOM REPRESENTATIVE, sends the accompanying picture of his completed scratch-built model of a Canadian Pacific Railway "Selkirk" 2-10-4. It took John about two years to construct the model, which has mild steel bar-frames, an aluminum smoke-box and "brass everything else", as John puts it. Bonds driving wheels, Kemtran tender trucks and front coupler. The motor is a 24-volt DC, nine-pole servo-motor. "Everything else I made up myself", concludes John.

A NEW ROBOT UNIT HAS BEEN PLACED IN SERVICE BY CP RAIL ON COAL TRAINS on the main line west of Golden, B.C. It is a converted CLC "C-liner" B unit, definitely not a rebuilt A unit, and its origin, as of this writing, is a mystery. Perhaps a reader of CANADIAN RAIL can shed some light on this enigma. Philip Mason.

HERE'S ONE FOR THE RAILWAY HISTORIANS IN THE EAST TO RESOLVE! MR. Tim Dale, member of the Island Pond Historical Society, recounts the following story from the 1910s:

"When I was around sixteen years of age, I went to work for the Island Pond National Bank. I was assigned the task of taking the payroll weekly from the Bank to the mill at Fitzdale, Vermont - now the village of Gilman, Vermont - in southern Essex County. The bills were placed in a special body-vest which was put on under a regular vest and suit coat. The silver was placed in an ordinary valise.

Around six thirty or seven, I would cross the square from the Bank to the railroad station and board the morning Grand Trunk train to Portland, Maine. At North Stratford, New Hampshire, I left the Grand Trunk and, with a short wait, boarded the Maine Central Railroad's Québec City to Boston train and got off at the lonely Fitzdale station. Usually, one or two men from the mill met me with a horse and buggy and conveyed me to the mill.

One day, I arrived and no one was there to meet me, so I walked to the mill some distance away. Instead of crossing on the bridge (over the Connecticut River....Ed.), I took a short-cut over the log-boom and was severely chastised by those in charge at the mill.

I usually returned on the afternoon train to Island Pond. This enterprise (the mill...Ed.) was started by the Dale and Fitzgerald families of Island Pond, Vermont and they sold it to Ike Gilman in the '20s. A grateful community changed the name of the community to Gilman, to honor the man who had been wonderful to the community. The banking in Island Pond, Vermont, was abandoned, as it was found much easier to bank across the river in Lancaster, New Ham shire."

Now, perhaps some informed person would like to fill in the blanks by describing Mr. Dale's trip from Island Pond to Fitzdale (Gilman) Vermont, noting the railroads used and, if possible, the train numbers and the times and other miscellaneous information. It is logical that the Grand Trunk had a day passenger train to Portland, Maine, at that time. The Maine Central's "Québec City - Boston" express raises a question as to route, whether by Crawford Notch and Intervale, or by Littleton and Wells River. But how in the world a MEC train on either of these routes stop at the station at Fitzdale, unless they had running rights over Boston and Maine Railroad trackage? S.S.Worthen.

THE ASSOCIATION'S FAR EAST REPRESENTATIVE, MR. WILLIAM MCKEOWN, IS on the trail of an interesting and historic steam locomotive, the first, in fact, to operate on a railway in Japan. Mr. Sochiro Hirota, the Japanese engineer who made the engineering drawings of the Association's "John Molson", is also interested in this research.

Mr. McKeown explains that about 1854, it is said that the Norris Brothers of Philadelphia, PA, U.S.A., manufactured a quarter-inch scale steam locomotive which was brought to Japan by one of Admiral Perry's "Black Ships" as a gift from the President of the United States to the Emperor of Japan.

The purpose of this miniature steam locomotive was to demonstrate to the Emperor and his Court the wonders of steam railroad operation. The model was set up and operated on the beach at Yokohama, but was subsequently stored and ultimately destroyed by

fire. No record of this unique model locomotive exists today in Japan.

Mr. McKeown writes that Mr. Hirota and his associates are understandably interested in any information which can be found regarding this model. If any of our readers can throw some light on this subject, they are requested to write to Mr. McKeown, whose address appears on the back cover of each issue of CANADIAN RAIL.

IN A RECENT ISSUE OF THE NEW YORK "TIMES", IT WAS REPORTED THAT THE Union Station in St. Louis, Missouri, U.S.A., had been sold by the Terminal Railroad Association of St. Louis, its owner. Long regarded as the midwest city's premier landmark, in more recent years its notoriety has been dimmed by the "Gateway Arch", today more quickly recognized as the structure symbolic of St. Louis.

The sale was said to have been concluded between the TRSL and Harry Gurwich of the Castle Building and Development Corporation of Miami, Florida.

The station was designed by Theodore C. Link, a local architect and built in 1894. In its hey-day, it accommodated 100,000 passengers and 200 passenger trains daily. Today, the station is used by four passenger trains per day, operated by AMTRAK.

Recently it was announced that AMTRAK would find an alternate location for a station for its trains.

THE MULTITUDE OF MISFORTUNES, FINANCIAL AND OTHERWISE, WHICH ARE afflicting the Penn Central Transportation Company, are being dutifully chronicled in almost every newspaper and transportation journal in eastern North America and elsewhere. One of the actions taken by the trustees of the bankrupt railroad company early this summer was the filing of a plan for reorganization, providing for the termination of all freight and passenger services effective October 31, 1973, if U.S. federal Government assistance was not forthcoming by October 1. On that date, the trustees said, there would be no more money available to pay the employees. Well, here it is October 1.

The trustees told a Federal Court that there was a "complete exhaustion of working capital" and, without federal money, payrolls just could not be met. The trustees recommended a program of federal financial support to stem erosion and to ensure adequate and efficient rail service on Penn Central's lines.

Money might accomplish the first objective but only good morale could produce the second.

The trustees' plan also described procedures for disposition of the Company's rail assets, preferably for rail use but, if not, for non-rail purposes. The trustees said that they would receive offers for rail assets for a period of six months following approval of the plan by the Interstate Commerce Commission and the courts.

In Vermont, Mr. Sam Pinsley proposed about the same plan to the Government of the State of Vermont. Editorial Staff.

DR. ROBERT F. LEGGET, OUR MEMBER IN OTTAWA AND AUTHOR OF THE BRAND-new book RAILWAYS OF CANADA (David & Charles, £ 3.75, information from CRHA Publications), has written to the Editor to inquire about the "Longlac Cutoff" of Canadian National Railways. This connection between Longlac Junction and Nakina, Ontario, on CN's present-day Caramat Subdivision, was completed and opened for service on December 19, 1923.

This 30-odd miles of railway was the connection between the Montréal-Ottawa-Capreol-Port Arthur main line of the Canadian Northern Railway Company and the Québec-Cochrane-Nakina-Sioux Lookout-Winnipeg main line of the National Transcontinental Railway. When Canadian National Railway Company was formed in 1918, both of these main lines came under one management.

The portion of the National Transcontinental Railway, between Québec and Winnipeg, was completed on 17 November 1913 and regular service from Québec to Superior Junction was inaugurated on 1 June 1915.

The last spike in the Canadian Northern Railway's line from Capreol to Port Arthur, Ontario, was driven on 1 January 1914, but service from Ottawa to Capreol was not inaugurated until November , 1916, because the two bridges over the Ottawa River, west of the Nation's capital were not completed until that time.

Not long after the Canadian National Railway Company assumed operation of these two railways, it was decided to build a connection between the Canadian Northern at Longlac, at the northern end of Lake Nipigon and Nakina, on the National Transcontinental.

At a distance of 50 years, the reason for this decision is obscure or lost. True, the grades on the NTR were easier, but the CNoR passed through the population centres of Port Arthur and the Lakehead Region.

If any of our readers can provide the reason for the building of the "Longlac Cutoff", they are asked to inform the Editor, for the general edification of railway historians, including our friend Dr. Legget.

A CONTRACT FOR 25 NEW DIESEL-ELECTRIC LOCOMOTIVES WORTH $ 12.5 MILlion has been awarded to MLW Worthington Limited of Montréal, Canada, by Empresa Naçional de Ferrocarriles del Peru. Fifteen of the 25 units will be rated at 2,600 gross horsepower and will be used for general-purpose hauling on the FdeP main line from the Pacific coast to the high-altitude Alto Plano region, more than 15,000 feet above sea level.

Five units, rated at 1,350 hp., will be employed on high-altitude narrow-gauge lines and five of 1,050 hp. will be used on the standard-gauge for switching or occasional light trains in main-line service.

The new locomotives and those ALCO units being modified under the provisions of the contract will have modern features which will upgrade unit performance on the steep grades characteristic of the railway system in Peru. Dynamic braking will be a feature which will assist mechanical braking during the descent of steep grades.

Delivery of the complete order is scheduled for the first and second quarters of 1974. Financial assistance will be provided by the Export Development Corporation of the Government of Canada, a similar arrangement to that made for the Governments of Greece and Yugoslavia in recent years.

At the end of June 1973, MLW Worthington Limited reported a backlog of unfilled orders worth $ 58,546,000, compared to a figure of $ 60,925,000 in the same period in 1972. Editorial Staff.

ON JUNE 3, 1973, THE FRENCH NATIONAL RAILWAYS (SNCF) OPERATED SPEcial Train 17861 from Lyon to St-George-de-Commiers, some 30 km south of Grenoble, and return. The total distance covered by the Special was about 350 km (210 miles). What was "special"

about the Special was that the ten-car train of side-corridor compartment coaches and two "fourgons" (baggage cars) was hauled by not one but TWO oil-burning steam locomotives, mikados Numbers 141 R 1187 and 141 R 1244.

The first 2-8-2, 1187, was built by Baldwin Locomotive Works of Philadelphia, U.S.A. in 1945, while the second, 1244, was a sturdy product of the Montreal Locomotive Works Limited, Montréal, in 1948. (CANADIAN RAIL No. 236, September 1971.)

The Special departed from Lyon-Perrache at 08:12 hours and returned at 20:30. There was a stop for water at Bourgoin and a photo-stop at St-André-le-Gaz on the southbound trip, with a single stop for water at Rives on the return run.

The two 141 Rs made light work of the ten-car train, lifting it out of the valley of the Isère River with ease. The northbound descent into the valley of the Rhone-Saone Rivers was a thrilling experience, with the two 2-8-2s running smoothly for long stretches at sustained speeds of 110-120 kmph (66-72 mph).

Many of the enthusiasts on the trip were members of the railway enthusiast clubs in Lyon and Grenoble, but there was a considerable number of members from the Chemin de fer des Vivarais, a narrow-gauge railway operated by enthusiasts. François Rebillard.

MORE THAN A FEW WASHOUTS ON MAINE CENTRAL RAILROAD'S MOUNTAIN SUBdivision and Beecher Falls Branch were caused by the heavy rains in northern New England on June 29-30, 1973. Sections of the roadbed between North Conway, New Hampshire and St. Johnsbury, Vermont, at Glen, Sawyer's River and Willey House, all in Crawford Notch. Across the Connecticut River in Vermont, the bridge over the outlet of Miles Pond was carried away and, at Concord, Vt., 150 feet of the roadbed were washed away. Freight Train YR-1 south on June 29 was the last through freight to operate for a week. Local freights ran in the interval and the first through freight after service was restored was Train RY-2 on the night of July 7, 1973.

The Beecher Falls Branch from Quebec Junction, N.H. to Beecher Falls, Vermont, was damaged on the northern end. From North Stratford, N.H. to Beecher Falls, Vt., tributaries of the Connecticut River washed out sections of the roadbed. Lyman Brook at George's Station bypassed the railroad bridge and took out 50 feet of fill, leaving the ties and tracks suspended eight feet in the air. The last freight on the branch departed Beecher Falls on June 29, 1973 and, as of mid-August, service had not been restored.

About the same time, the Maine Central applied - with genuine regret - to the Interstate Commerce Commission for permission to abandon the branch right back to Quebec Junction, on the Portland-St. Johnsbury main line. Reason given was that, in addition to the flood damage which would be costly to make good, the St. Regis Paper Company had terminated shipment of pulpwood from Beecher Falls, thus depriving the MEC of its major source of revenue on the branch. In these circumstances, the railroad could not propose anything else.

RRE Lakes Region ORDER BOARD and Mr. H. Arnold Wilder.

CANADIAN PACIFIC LIMITED ANNOUNCED IN JUNE 1973 THAT THE MV "HENRY Osborne", formerly the MV "Princess of Acadia" of the Bay of Fundy run between 1963 and 1971, would be sold shortly on the open market. The 400-foot ship was converted to an automobile-carrying ship in 1972, for service between Saint John, N.B. and St. John's, Nfld. The vessel caused an estimated $ 10,000 dam-

age to a pier when she arrived in St. John's last November and latterly has been out of service. Editorial Staff.

THE ROBERTS BANK "SUPERPORT", SOUTH OF VANCOUVER, BRITISH COLUMBIA, and about a mile north of the International Boundary near Port Roberts, B.C., will be enlarged by an additional 430 acres over the next five years. Dredging and fill will add an additional 230 acres for ship loading and 200 acres for port-oriented industry development. The National Harbours Board has bugeted $ 3 million for 1973 to begin the dredging program in September. Four or five deepsea berths with a depth of 65 feet will be available when the project is complete. Presently, Roberts Bank has an area of only 50 acres, all of which has been leased to Kaiser Resources of the United States, for the shipment of coal from British Columbia's East Kootenay district to Japan.

David Ll. Davies.

CONSTRUCTION OF THE NEW $ 22 MILLION RODNEY TERMINAL ON THE WEST SIde of the harbour at Saint John, New Brunswick, is well ahead of schedule. The mountain of fill required to create the 50-acre storage area is being hauled by both trucks and railway cars. The first test pilings for the 1,200-foot long slip berth have been driven and this pier is scheduled to be ready in January, 1974. The second stage, the longer 1,347-foot marginal wharf, is due to be in operation in May 1974. Phillip Fine.

EASTERN CANADIAN RAILWAY ENTHUSIASTS WHO TRAVEL SOUTH THROUGH THE White Mountains of the State of New Hampshire, through famous Crawford Notch, never cease to marvel at the way the Mountain Subdivision of the Maine Central Railroad struggles up the side of Mount Willard through the pass. Just south of the "Gateway", the spectacular summit cut, the line runs along a narrow ledge some 600 feet above Dismal Pool, an interval in the rushing Saco River.

On June 14, 1973, freight Train YR-1, from St. Johnsbury, Vt. to Rigby Yard, Portland, Maine, was making its slow and careful way down the steep grade from the "Gateway". On the rear end were two cabooses, the first being deadheaded east and the second occupied by the conductor and rear-end brakeman.

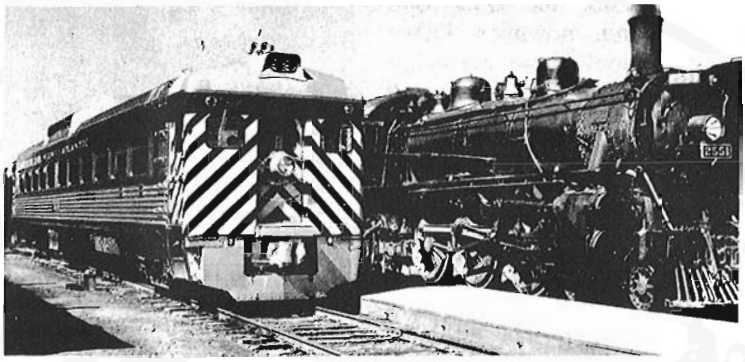
Going around one of the tight curves, the last freight car in the train - a carload of first-grade lumber - derailed high above Dismal Pool and toppled down the side of the mountain about 40 feet, finally lodging amongst the trees and rocks. The deadhead caboose was pulled off the rails, but the couplers unlocked before it left the roadbed. The second caboose, with the conductor and brakeman on board, stayed on the rails, as did the forward portion of the train.

The lumber was later hauled up the mountainside to the right-of-way with slings, to be loaded into another boxcar. Two cranes, one from Rigby and one from Waterville, Maine, came north to pull the car back up to the roadbed. Two weeks later, crews were still at work building cribbing and a retaining wall at the scene of the accident. Repairs were completed by dumping rock and gravel to support the track.

RRE Lakes Region ORDER BOARD.

THE FOLLOWING REPORT APPEARED IN A RECENT ISSUE OF "CP RAIL NEWS" and is reproduced with the permission of the author, Mr. Stephen Morris, of the Public Relations & Advertising Department of Canadian Pacific Limited.

Do you remember



..... the last scheduled steam passenger train operated on the Dominion Atlantic Railway?

On Aug. 18, 1956, train 97 left Halifax on a final journey to Yarmouth marking the end of an era in Nova Scotia railroad history.

No flags flew and no crowds gathered to watch the half-century-old Pacific-type locomotive and coaches weave through the Annapolis Valley for the last time.

On that final trip only seven passengers boarded at Halifax. Along the way it managed to attract four more passengers who had come to pay one last tribute. The lone passenger coach was tacked to the rear as the journey began.

Although the steam passenger service ended on that bright Saturday afternoon, the clean little Pacific still roamed the rails hauling freight during the night until the end of 1957. Not one Dominion Atlantic Pacific-type avoided being scrapped. The only survivor of the G2 Class locomotives is 2634 which saw service in the west. This locomotive is currently on display at Crescent Park in Moose Jaw, Sask.

Today many rail enthusiasts are asking why so many locomotives failed to be preserved. The answer, ironically, is that while Pacific 2551 made her last run, news reporters, TV cameramen and the public were busy viewing the new replacement, Rail Diesel Car 9058.

This great stainless steel wonder toured Nova Scotia and was inspected by over 11,000 people.

Today 9058 is no longer the great marvel but merely another piece of commuter equipment running out of Montreal.

Historians and rail buffs may question why one of these Pacific-type locomotives wasn't saved. But then we ask . . . where were you on Aug. 18, 1956?

STEPHEN MORRIS

DID YOU EVER HEAR OF THE MORRISBURG & OTTAWA ELECTRIC RAILWAY COMpany Limited, incorporated under the laws of the Province of Ontario, Canada, in 1908? Neither had we, but our member in Ottawa, Dr. R.F.Legget, sent us a report on it recently. It seems that this company was originally the Morrisburg Electric Railway Company and the proposal was to build an interurban line all the way to Ste-Thérése, Québec, via Williamsburg and Winchester to the town or Ormond, Ontario. Ste-Thérése was to have been on a branch of the MERC.

In 1909, the MERC obtained powers from the Ontario government to extend its line to Ottawa. Other legislation from 1910 to 1919 dealt with arrangements for entry into Ottawa and three extensions of the time-limit for completing the line. The name-change occurred in 1910. The capital stock was increased in 1909 and was "changed" in 1910. But regardless of these financial capers, the record of the line ended in 1919.

Mr. John G. Kilt, President of the Morrisburg & Ottawa Electric Railway Company up to 1916, had been a broker and operated a bookstore on Rideau Street, Ottawa, at one time or another. He died in 1917.

The Company had an office in the Union Bank Building, 85 Sparks Street, Ottawa, Ontario in 1916.

Further information on this venture would be gratefully received, if any reader can supply it. Editorial Staff.

IN MID-OCTOBER A YEAR AGO, A STRANGELY EQUIPPED TRACK-CAR SPUTTERED into Revelstoke, British Columbia. Fitted with a high-intensity rotating light-beam and a camera mounted out in front of the car on a long steel pole, the purpose of the "what is it" was to record the profile of any shape which the beam illuminated as it spun around. This intriguing device measured all clearances accurately.

The Southern Railway (United States), which developed this "profile car", leased it to CP RAIL to map cleanances in cuts, tunnels, etc., to an accuracy of plus-minus a quarter of an inch!

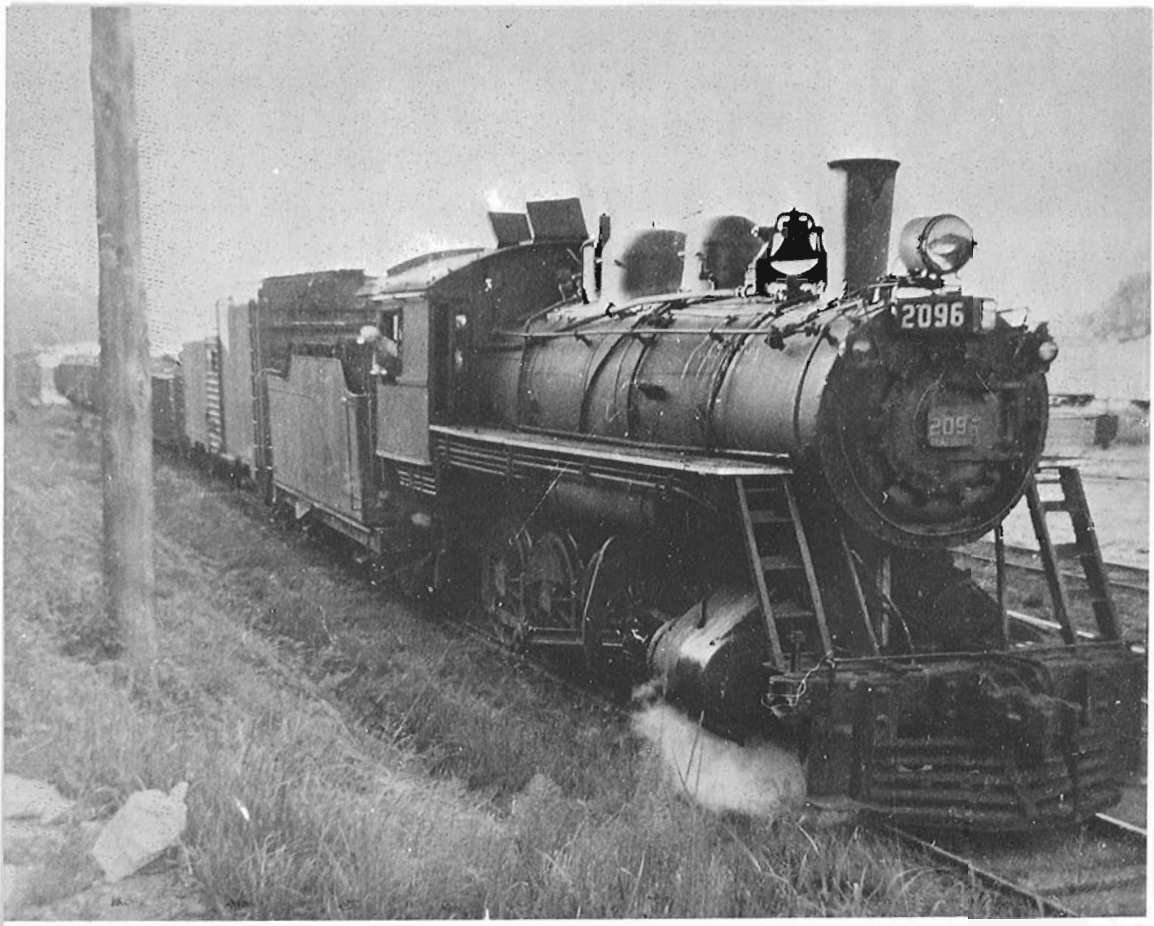
The profile car was very useful to CP RAIL, since there are many high-wide loads on the Mountain Subdivision and because of the studies necessary for proper clearances on the proposed catenary overhead in this area. For example, the installation of catenary in the Connaught Tunnel would mean lowering the track level through it by about 4 feet. The cost of doing this would be quite high, so all of the clearances must be measured carefully before the decision is taken.

Philip Mason.

KEELE STREET TO AGINCOURT YARD - NO MORE. IN OCTOBER 1972, CP RAIL announced that its employee passenger service would be discontinued between Agincourt Yard and Keele Street, Toronto. And so it was. The last run was made on October 29, 1972 at 00:01 hours. A single Budd RDC-2 or RDC-3 DAYLINER was used for this convenient but extraordinary service which ran several times daily.

Toronto & York Division TURNOUT.

ON OUR BACK COVER THIS MONTH IS A PICTURE OF ELDERLY CANADIAN NATional Railways 2-8-0 Number 2096 arriving at Victoria, B.C. from Youbou, 82.6 miles distant with 13 cars, on Tuesday evening, July 13, 1953. Originally Canadian Northern Railway No. 2096, the engine finished her career in August 1955 when she broke a driving axle after a 48-year career. Photo courtesy John E. Hoffmeister.



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Musée Ferroviaire Canadien
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