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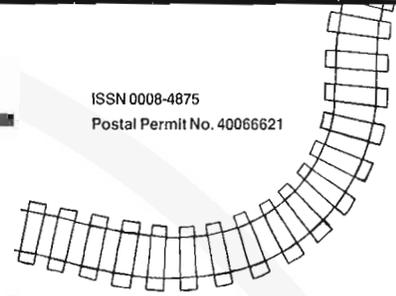


TABLE OF CONTENTS

TWO EARLY NEW BRUNSWICK RAILWAYS.....	HERB MACDONALD.....	219
THE MONTREAL, PORTLAND & BOSTON RAILWAY.....	NORMA YOUNG.....	228
A TRIP TO HERVEY JUNCTION, MAY 2003.....	GORDON D. JOMINI.....	234
THE FIRST RUN OF THE RENAISSANCE CARS ON THE OCEAN..	F. ANGUS & A. MORRIS.	240
TO SENNETERRE IN A PARK DOME CAR.....	FRED ANGUS.....	244
A RIDE ON THE HERSHEY ELECTRIC LINE IN CUBA.....	PETER MURPHY.....	246
HORSECARS REVISITED.....	FRED ANGUS.....	252
THE BUSINESS CAR.....		254

FRONT COVER: Forty years ago, Christmas Eve 1963, saw the CPR station at Mont Rolland, Que. illuminated, awaiting the arrival of passengers coming "up north" for the holidays. The track is long gone, but the station survives as a community centre.
Photo by Peter Murphy

BELOW: Former Long Island Rail Road locomotive 616 at the rear end of a special excursion train on the Quebec Central Railway at Vallée Jonction Que. on October 12, 2003. The 616 has no traction motors, but serves as a control unit.
Photo by Fred Angus

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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Two Early New Brunswick Railways: The European & North American and The New Brunswick Railway

from *Engineering*, 21 March, 1879

edited and annotated by Herb MacDonald

Editor's Introduction

This article provides a second sample of the content in the 49-part series on Canadian railways which appeared in the British journal *Engineering* over the period 1878-81 (see my outline in *Canadian Rail*, # 489, July-August, 2002). The content marks the 150th anniversary of the sod-turning ceremonies for the European & North American. These took place in Shediac on 8 September, 1853, and a week later, on 14 September, in Saint John¹.

As with the sample from *Engineering* dealing with Cape Breton mining railways published in *Canadian Rail* # 492, a considerable amount of original text dealing with the historical, geographic, and economic background has been edited out. The *Engineering* version did not include any illustrations. Those provided are offered as examples of what might have been used at the time of publication in 1879. Notes have been added for several purposes. Some help to clarify points regarding the content. Others direct the reader to either primary source material such as that available in the Canadian Institute for Historical Microreproductions (CIHM) fiche series² or other important modern studies, some of which may not be known outside the Maritimes.

[....] indicates an editor's insert and an editor's deletion

[The European & North American³]

The town of St. John is now rapidly rising from its ruins⁴, and before the anniversary of its destruction probably half of the burnt district will be restored by a class of buildings equal if not superior to those that they replace.

The River St. John, after a course of 350 miles from the North Allegheny Mountains, here empties itself into the Bay of Fundy, presenting at its debouch the phenomenon of a double reciprocating waterfall, the high tide of the harbour rushing into the river with almost the same impetuosity that the fresh water falls into the harbour at low tide. ... The cause of this state of affairs is the narrowness of the rocky gorge that almost bars the outlet, less than 500 ft. between the projecting capes Across this narrow outlet a suspension bridge, with a span of 680 ft., has been thrown 80 ft above the water. But the projected railway bridge is still unsettled, and at present the prospects of this being completed as originally intended are not promising, that portion of the European and North American east of St. John being now included in the Intercolonial system which here terminates⁵.

The railway with this high-sounding title was originally started in Portland, Maine, intended to connect that city with Halifax. The railway system was at that time extended east from Portland 135 miles to Bangor⁶ in the State of Maine, and the European and North American was to continue this to Halifax 470 miles further. The Nova Scotia Government, in negotiating with the Colonial Office for the means to construct the Intercolonial Railway, deceived themselves into the idea that the Imperial guarantee extended

also to a line to the borders of the United States, and although on looking over the correspondence there seems now nothing to justify this impression, still it became so completely expected, that at the Portland convention⁷ the means to complete this long line were represented as limited only to the wants of the section between Bangor and the provincial line 114 miles [away]. When the negotiations fell through⁸, Messrs. Peto, Brassey, and Jackson actually closed a contract for the 240 miles in New Brunswick, including the still uncommenced bridge over the St. John [This venture was taken over by the New Brunswick government and the section east of Saint John was completed in 1860. In the mid-1860s, the "Western Extension" from Saint John to the US border was built by a new private company.] All [of the proposed line] but the bridge is now completed⁹. But the scheme for a united management for the purpose of making this line a through route from the United States, in connection with the Atlantic traffic¹⁰, is forever dissipated¹¹.

The present European and North American line [from Saint John over the US border to Bangor¹²] is now the property of two companies, by no means working harmoniously, dividing the road at the boundary line, 95 miles the British and 114 miles the American¹³ sections. It commences¹⁴ on the opposite side of the harbour to St. John, where it dispenses with the formality of station accommodation, the train being backed down to the ferry landing, alongside the public thoroughfare. From this starting-point the railways skirts the entrance to the harbour, and winding round the shore to get the necessary elevation, in three miles it reaches the point from which the approach to the intended bridge was to



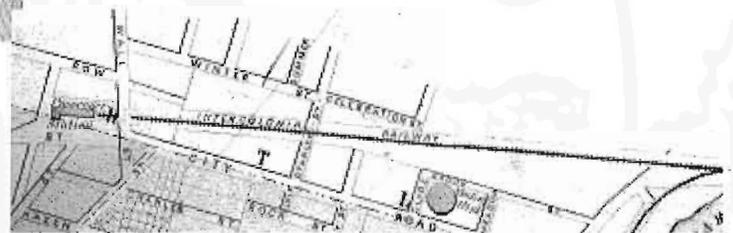
commence, the extension to the ferry being the property of a subsidiary company.

Following the valley of the St. John River for 20 miles, the line then enters the Nerepis Valley, where some good land and fine scenery is passed, to Fredericton Junction, 45 miles from St. John, from which point the main line turns westward, and at 85 miles crosses the New Brunswick and Canada¹⁵, at a point [at that time known as McAdam Junction, now McAdam] 42 miles from St Andrew's and 52 miles from



The ceremonial cart and spade used by Lady Head and Governor Sir Edmund Head at the E&NA sod-turning ceremony in Saint John on 14 September 1853. They were used later in similar ceremonies for both the Fredericton Branch Railway in 1867 and the New Brunswick Railway in 1872. Now in the collection of the University of New Brunswick Archives, they are on extended loan to the Moncton Museum where they are presently on display.

University of New Brunswick Archives



TOP LEFT: The entrance of the Western Extension of the E&NA into Saint John before the bridge was built across the Reversing Falls.

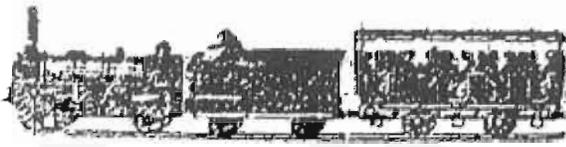
ABOVE: The entrance into Saint John of the E&NA line from Moncton. By this time the line was part of the Intercolonial Railway. The name "Celebration Street" refers to the celebration of the sod turning in 1853.

Both these maps are from Roe and Colby's Atlas of Saint John City and County, published in 1875, two years before the fire which destroyed a large part of Saint John. This atlas contains many maps, some in considerable detail, showing railway facilities. Collection of Fred Angus



LEFT: Robert Jardine was President of the E&NA company when the first sods were turned in 1853. A Saint John businessman, he was also President of the Saint John Gas Light Company and the New Brunswick Electric Telegraph Company. He became Chief Commissioner of Railways for the New Brunswick government a few weeks after the first section of the then government-owned E&NA opened for service in 1857 and presided over the completion of the line from Saint John to Shediac in 1860. Two years after his death in 1866, a loco built for the E&NA section of the Intercolonial by Fleming & Humbert of Saint John was named the "Robert Jardine." For a detailed biography, see Dictionary of Canadian Biography, vol IX, 409-411.

Public Archives of New Brunswick; photo # P7/131



European and North American Railway.

ON and after MONDAY, 20th inst., a PASSENGER TRAIN will leave the Station at Mill Street, Portland Bridge, DAILY, (Sundays excepted,) until further notice—

For Head of Marsh.

At 9 o'clock, A. M., 12 o'clock, (noon,) and At 4, and 6 o'clock, P. M.

And return, leaving Head of Marsh,

At 9.35 A. M., and

At 12.35, 2.35, 4.37, and 6.35 P. M.

Calling at Following Places:

GARDEN STREET near the Valley Church,

GILBERT'S LANE,

DRURY'S LANE,

ASHBURN LANE,

THREE MILE HOUSE,

DONOFAN'S LANE.

Single Passage, 5d. Tickets at Railway Office, 50 for 20s.

W. H. SCOVIL,

Chairman of Railway Board.

Railway Commissioners' Office, }

17th July, 1857.—1m }

The first E&NA timetable which appeared upon the introduction of passenger service on a short section of track in the east end of Saint John in July of 1857. A comparable short section opened on the Shediac end of the line later in the summer. The *Morning News* of 26 August 1857 had the original timetable for that section.

Saint John Morning News and New Brunswick Railway Advocate, 20 July 1857

Woodstock, where the trains are arranged to meet and interchange from all four routes, St Andrew's and St. Stephen's south, Woodstock and Houlton north, St. John to the east, Boston, Portland, and Bangor from the west.

Six miles beyond McAdam Junction the St. Croix River is crossed, and immediately on the American side is the village of Vanceboro' in the State of Maine, and the European Railway of the American company commences. This latter line was opened in 1867 to Mattawamkeag, 58 miles from Bangor, and for some time was a good paying property, but after the completion of the line from St. John to Vanceboro' in August 1869¹⁶, the connection was pushed through a desolate wilderness, and soon [1871] completed. A fusion of the two companies took place in December 1872 which resulted in the general collapse and bankruptcy of both. Recriminations ensued, a seizure was made by the bondholders of the sections separately mortgaged, and both lines are now worked by the receivers of the two companies for the benefit of their respective bondholders.

The Fredericton branch, 23 miles long, making the distance to St. John 68 miles, is a separate company¹⁷, and so



This stamp was one in a set of six first issued by the New Brunswick government in May 1860, reprinted in 1864, and used until just after Confederation in 1867. While the design was generic, the stamp was certainly issued to celebrate the 1860 opening of the E&NA between Saint John and Shediac.

Editor's Collection

far has kept clear of financial embarrassments. There are no works or bridges of any magnitude on the route. It is a surface line all the way, and the 10,000 dollars per mile given by the Government, together with 80,000 dollars from the city of Fredericton, probably nearly finished it, the balance being found by local parties to whom the outlet was of more consequence than the direct profit of their investment.



Cutting the roadbed for the Western Extension's Carleton branch which ran down to the west side of Saint John harbour. The downtown core of the city on the opposite side of the harbour is visible in the background. During its lifetime (1869-83) the CIN published many illustrations of early Canadian railways, all of which may be found in the *National Library's* online database of CIN images at <www.nlc-bnc.ca/cin>

By EJ Russell in *Canadian Illustrated News*, 22 April 1871

The navigation is good to Fredericton, and steamers ply regularly to St. John during the time navigation is open¹⁸. Formerly a regiment of soldiers was stationed here, and this was the principal depot for the lumbering supplies of the



A gilt-edged investment made in 1870, shortly before the Western Extension linked up with its American counterpart to open service between Saint John and Bangor. While the shareholder, Charles Burpee, has not been identified, the surname is interesting. The chief engineer and surveyor for the Western Extension company was E.R. Burpee.

Public Archives of New Brunswick; file # MC3/390/B

Abstract of Performance of Engines, on both Divisions of the Railway, for the year ending 31st October, 1859.

Name.	Hours in Steam.	Miles Run.	CONSUMPTION OF				MILEAGE OF CARS.					Total Car. Mileage.	
			Wood.	Oil.	Tallow.	Waste.	A	B	O	D	E		
Shediac.													
"Hercules."	821	5191	18537	61.50	13.50	97.50	4602	4570	2649	3006	..	14827	
"Sampson."	1090	6638	26884	85.75	4.00	136.50	6036	6028	2864	2709	..	17647	
"Scadouc."	1931	8599	21525	115.12	8.50	226.00	5459	5403	3060	3647	..	17569	
"Saint John."	3455	14490	12936	67.38	140.75	146.50	3306	3138	2021	24659	62311	96435	
Saint John.													
"Kennebecasis."	2849	9685	1198	4.50	3.75	7.00	808	608	169	5474	75808	82862	
"Petticodiac."	3727	14477	11776	55.00	116.50	144.00	1281	1201	312	21736	109061	138591	
"Anagance."	2992	11346	28152	132.00	839.00	323.00	8418	6026	1320	22342	14084	52190	
"Loostauk."	3010	13128	28948	120.00	445.75	325.50	8397	8130	4550	14079	10547	45709	
"Ossekeag."	1650	7917	18037	60.75	223.50	138.25	5758	4804	3831	8967	26562	49722	
"Apohaqui."	835	4877	12297	58.88	179.50	108.50	4908	4711	3798	5867	..	19279	
"Sussex."	176	651	..	..	..	..	..	..	..	3155	140	8295
Totals,.....	22536	96794	174290	760.89	1524.75	1652.75	48968	44429	24580	115641	298508	532126	
Recapitulation.													
Pass. and Freight Train, Shediac..	2910	17935	65946	224.50	26.00	365.50	18097	16011	8573	9362	..	50043	
Const. Train, Sec. 4, Salisbury...	932	2488	..	37.87	..	94.50	..	..	..	..	..	..
Pass. and Freight Train, St. John.	5592	29369	77208	332.63	1142.75	766.75	32871	28418	16007	18580	..	95876	
Const. Train, Sec. 1, 2, 3, 4, St. John	2384	7085	20657	117.02	261.25	283.50	..	..	..	20917	4141	25068
Const. Train, Sec. 5 and 6, St. John	9251	34511	..	..	..	..	..	..	..	36189	293597	329786
Const. Train, Sec. 7, Hampton...	1077	3917	10479	48.37	94.75	142.50	..	..	..	22588	..	22588
Const. Train, Sec. 8, Hampton....	337	1378	..	..	..	..	..	..	..	7955	..	7955
Const. Train, Sec. 9, Hampton....	53	111	..	..	..	..	..	..	..	50	770	820
Totals,.....	22536	96794	174290	760.89	1524.75	1652.75	48968	44429	24580	115641	298508	532126	

Roster and performance of locomotives of the European and North American for the year 1859. Compare this with the 1867 report opposite.

Report of Railway Commissioners of New Brunswick, 1860

STATEMENT OF LOCOMOTIVES.																		
No.	NAME.	BUILDERS.	RECEIVED ON LINE.	WEIGHT.						On Drivers.	Capacity of Tender in tons.	Cylinders.	Boilers.	Wheels.	Miles Run this year.	Miles Run to date.		
				LIGHT.			EQUIPPED.											
				Engine	Tender	Total.	Engine	Tender	Total.									
1	Hercules	Boston L. Works	June 1854	15,470	15,500	30,970	51,250	35,550	87,800	33,570	1816	17	4	5	4	8	57,058	70,850
2	Santon	do.	" "	15,500	15,500	31,000	51,000	35,500	87,500	33,250	1840	17	4	5	4	4	5,701	67,555
3	St. John	Portland Co.	Dec. 1855	36,100	15,420	51,520	39,220	30,500	69,720	25,650	1908	19	4	4	4	4	4,090	81,520
4	Kennelsville	Boston L. Works	Dec. 1857	31,950	10,700	42,650	25,470	20,730	46,200	25,470	1202	13	4	4	4	4	3,710	119,682
5	Paterson	do.	Jan. 1858	45,100	16,800	61,900	47,320	34,300	81,620	28,650	1680	14	4	4	4	4	5,818	82,703
6	Sandown	do.	" "	42,000	15,880	57,880	47,420	34,480	81,900	28,620	1680	14	4	4	4	4	9,696	100,784
7	Annapolis	do.	June 1858	48,200	17,770	65,970	52,500	38,250	90,750	33,630	1860	15	4	4	4	4	2,843	104,627
8	Locust	Flem'g & Humbert	Aug. 1858	47,100	17,700	64,800	51,500	36,500	88,000	31,230	1632	14	4	4	4	4	32,440	178,710
9	Cooking	do.	June 1859	50,650	18,920	69,570	56,050	38,100	94,150	34,550	1861	15	4	4	4	4	7,050	126,191
10	Apoquin	do.	Aug. 1859	50,500	19,000	69,500	55,400	36,200	91,600	32,000	1861	15	4	4	4	4	793	26,631
11	Sussex	Spring L. Works	Oct. 1859	37,000	14,000	51,000	42,500	28,000	70,500	24,500	1867	15	4	4	4	4	16,100	151,979
12	Prince of Wales	Flem'g & Humbert	July 1860	50,000	17,700	67,700	55,420	38,430	94,850	34,800	1861	15	4	4	4	4	10,195	155,064
13	Norton	do.	Nov. 1860	50,850	18,870	69,720	55,530	40,100	95,630	34,200	1862	15	4	4	4	4	17,961	182,300
14	Prince Alfred	do.	July 1861	50,200	18,100	68,300	55,650	38,850	94,500	33,650	1861	15	4	4	4	4		
													Total	110,918	1,745,198			

* The Mileage of these Engines was not kept until April, 1858; the Total Mileage cannot therefore be given.
 † Sold to St. Stephen Branch Railway.
 ‡ Sold to Woodstock Branch Railway.

RAILWAY COMMISSIONERS' REPORT

OTHER ROLLING STOCK.

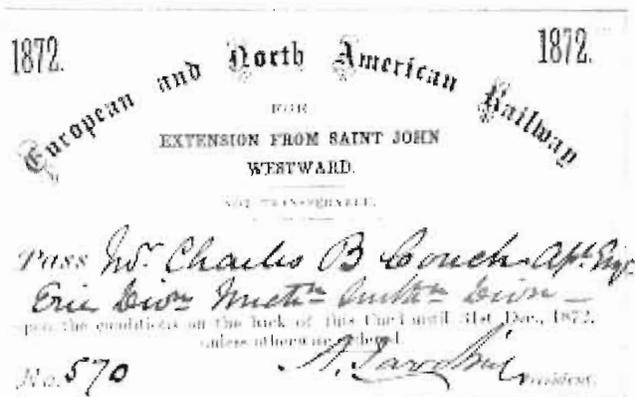
Designation.	Miles run this year.	Miles run to date.
A 12 First Class Passenger Cars	75,510	1,101,478
B 6 Second Class do. do.	28,500	1,030,492
C 4 Express Mail and Baggage Cars	41,300	250,155
D 61 Box Freight Cars	214,288	2,328,404
E 105 Platform Cars	218,476	2,527,935
F 50 Four Wheel Ballast Cars	9,701	431,254
Total		8,035,418

21. 4 Snow Ploughs ran in 1862, 6,141 miles; in 1863, 1,891 miles; in 1865, 9,229 miles; and in 1865, 3,710 miles; in 1866, 1,723 miles; and in 1867, 3,095 miles.
 22. Hand Cars.

The roster of the government-owned E&NA on the day before New Brunswick became a part of a new nation, the Dominion of Canada - a development which led to the line becoming a part of the Intercolonial Railway.
 From Railway Commissioners' Report, 30 June 1867; in Journals of House of Assembly of New Brunswick, 1868



One of the broad-gauge locomotives of the Fredericton Branch Railway photographed in Fredericton sometime between the line's opening in 1869 and the destruction of the Exhibition Building (seen in the background) in a fire in 1877. On the left is Alexander "Boss" Gibson, a director of this line, who was also the key organizer of the New Brunswick Railway on the other side of the river. Under a magnifying glass, the builder's plate (attached to the frame between the drivers) shows the engine came from the Rogers works in Paterson, New Jersey. Public Archives of New Brunswick; photo # P5/874



An 1872 pass of "The European and North American Railway for Extension from Saint John Westward". This unwieldy name was seldom used; it was commonly called the "Western Extension". Collection of Fred Angus

river which were taken from this point by a class of steamers called "wheelbarrow boats" from their general appearance, with one big wheel projecting behind and a pair of engines, one on each outside guard or platform, with a long wooden connecting rod to the overhanging paddle shaft. These boats, 130 to 140 ft. long and 20 or 22 ft. wide, perfectly square in section, and built of very light scantling, when new would draw only 18 and 20 in. of water, and could make their way up rapids running eight or nine miles per hour. Except in the low water of July and August, they worked regularly up to Woodstock, 67 miles, and in the spring of the year, 70 miles further to near the Grand Falls, where the River St. John forms a series of cascades, the principal one 75 ft. in height, and three others with the intervening rapids aggregating another 75 ft.

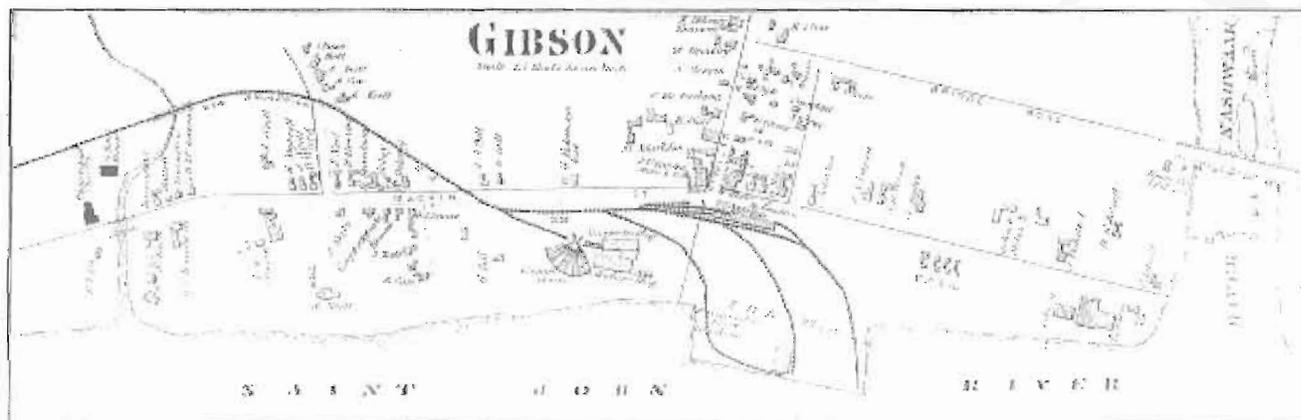
[The New Brunswick Railway]

The completion of a narrow gauge¹⁹ railway up the river [north of Fredericton] has stopped the operations of these up-river boats and wheelbarrows are no longer to be found in these waters. The operations of the railway, the abstraction of this up-river traffic, the removal of the troops, and a series of destructive fires, have all been injurious to the

prosperity of Fredericton, and though a pretty little place, it is as a city scarcely a success²⁰.

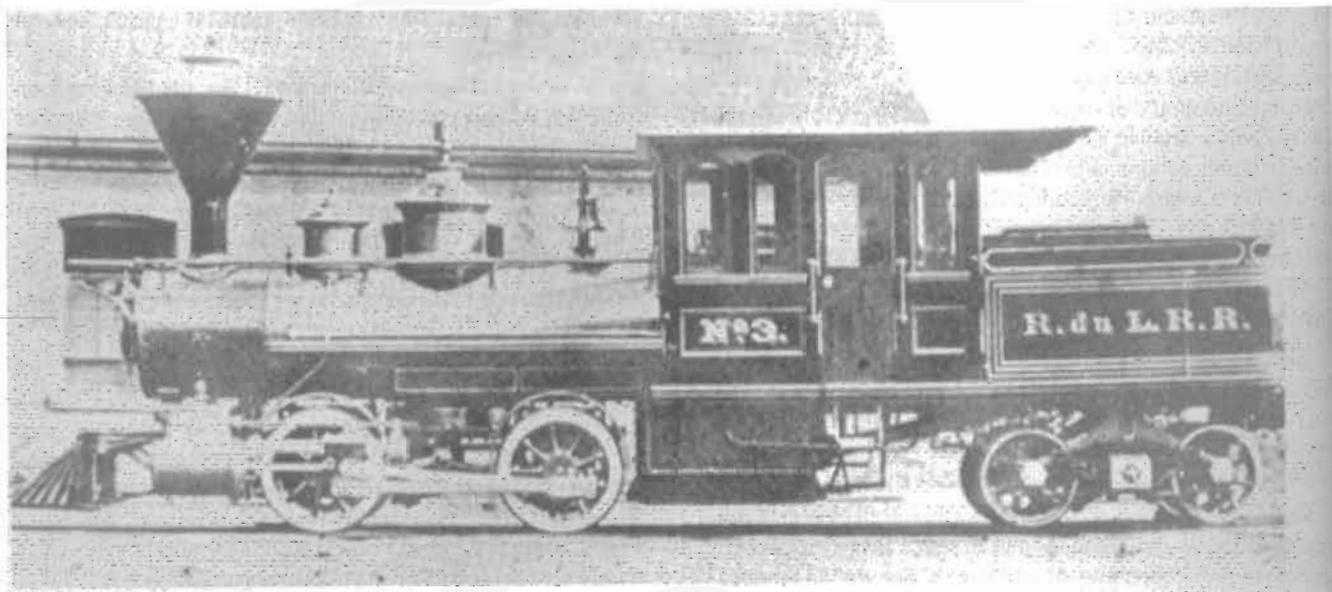
On the opposite side of the river, at a new village called Gibson from its enterprising owner²¹, commences this narrow gauge railway²² which is courageously pushing its way up the River St. John, and will probably be opened this year to the Little Falls, 31 miles above the Grand Falls, and by the railway 197 miles from Fredericton. At present it is running to Cariboo in the State of Maine, 127 miles entirely through the forest, its principal intention being to open this up for lumbering purposes. At Akkar's Brook, 60 miles from Fredericton, a branch ten miles long crosses the St. John River to Woodstock, forming a second line between this place and Fredericton. The junction between this railway and the New Brunswick and Canada at Woodstock has not been completed and as there is a difference in the gauge there is perhaps no great object in having it. But when the railway is complete to the St. Lawrence, 70 miles beyond its terminus at Little Falls, the connection at Woodstock would open up a new route from St. John to Quebec, through Canadian territory and only 300 miles to the Riviere du Loup, where this railway would join the Grand Trunk, instead of 460 miles by the Intercolonial.

The New Brunswick Railway, as this narrow gauge line is called, has been built on a new financial basis²³. The Government gave them no cash subsidy, but a deed of 10,000 acres of selected land to the mile of road built, and as the owners of the line are looking more to the lumbering facilities afforded by the road for a return than to the traffic receipts, these are not the gauge of the value of the line. The usual system of collecting the rental of these forest lands is by what is called stumpage, in other words, counting the stumps of all trees that have been cut down. It is usually assumed that five ordinary spruce trees will make 1000 ft superficial of boards an inch thick, so that this stumpage forms a tolerably accurate basis for estimating the quantity of timber cut off by the lessee, and as a spruce tree grows sufficiently to form a saw log in about fourteen years, the same land may be cut over with advantage every five or six years, and a sufficient number of logs be obtained to pay for the cross roads to the railway track.



Downtown Gibson in 1877 showing the main terminal facilities of the New Brunswick Railway across the St. John River from Fredericton.

From Atlas of York County, New Brunswick, Fredericton: Halpenny & Co, 1878, p 11



The New Brunswick Railway was often referred to as the "Riviere du Loup Railway," an indication of the projected northern terminus, despite the fact that the line didn't even get as far north as the Quebec border. This "popular" name was also used by the company itself even though it had no legal status. This 3'-6" gauge tank loco (Mason Works # 509) was one of a pair built for the NBR by Mason Machine Works of Taunton, Mass. in 1873. A single and slightly smaller tank had been delivered earlier in 1873 and four more 0-4-4-0Ts were provided by Mason in 1874. A photo of one of the 1874 engines in NBR livery appears in Robert Legget's *Canadian Railways in Pictures*, 1974, p 16. These seven locos were all of a type which originated with Robert Fairlie, a leading figure in developing new designs for narrow-gauge engines in the UK.

Private collection

NOTES

1 The key original account of the festivities in Saint John is that in the *Saint John Morning News and New Brunswick Railway Advocate*, 16 September 1853. For a composite report drawn from a number of contemporary newspaper stories, see John Willet, "How Saint John Celebrated In The Good Old Times," *Collections of the New Brunswick Historical Society*, # 11, 1927, pp 238-76.

2 The most efficient way to mine this rich collection of documents is through its online search engine at <www.nlc-bnc.ca/cihm/cihmfm.htm> where one can search the collection by keyword, author, title, or subject. The actual documents are still only available in library collections of fiche but the search engine will readily identify items of potential interest.

3 The article's title, which intimates that the E&NA was "a" railway is in truth a bit misleading. At various times between the Portland Railway Convention in 1850 and the publication of the original *Engineering* article in 1879, the name "European and North American" referred to a number of different yet related projects. At the Portland Convention and afterward, it referred to the idea of a railway from Portland or Bangor either through southern New Brunswick or through and beyond New Brunswick to Halifax. After the Convention, the name was also attached to four actual railways. (1) A privately-owned E&NA was incorporated in New Brunswick in 1851 to build from the US border through Saint John and Moncton to Northumberland Strait. (2) In 1857, that private company was taken over by the New Brunswick government which built from Saint John eastward to Shediac (without attempting any work on the western section between Saint John and the US

border). This line retained the E&NA name under the ownership of both the New Brunswick government and the post-Confederation national government until the full 1876 consolidation of the various eastern lines that became part of the Intercolonial Railway. (3) In 1864, a second privately-owned E&NA was incorporated in NB to build from Saint John westward to the US border. This line was commonly referred to as the "Western Extension" - the name that will be used for it in the notes below. (4) In Maine, the E&NA Railway Co of Maine was incorporated in 1850 to build from Bangor to the Canadian border. It was reorganized in the 1860s and eventually built the trackage to meet the Western Extension at Vanceboro in 1871.

Sources dealing with these various versions of the E&NA include CW Anderson, "An Historical Sketch of the European & North American Railway," and RI Stronach, "The European and North American Ry," both in *Canadian Rail*, # 206, January, 1969; David Nason, *Railways of New Brunswick*, Fredericton: New Ireland Press, 1992, pp 11-29; and Nick and Helma Mika's *Illustrated History of Canadian Railways*, Belleville: Mika, 1986, pp 77-90. More detailed coverage is found in AW Bailey's study, "Railways in New Brunswick, 1827-1867," MA thesis, University of New Brunswick, 1955. WS MacNutt's *New Brunswick: A History, 1784-1867*, Toronto: Macmillan, 1963, provides a good analysis of the evolution of the E&NA idea from the Portland Convention through the Confederation debates. MacNutt offers a particularly interesting perspective on the extent to which the Western Extension project was a competitor to the idea of Confederation and its associated plan for a publicly-owned intercolonial railway in the years prior to 1867; see pp

334-39, 379-84, and 411-13ff. Last but far from least, see Aaden Otter's *The Philosophy of Railways: The Transcontinental Railway Idea in British North America*, Toronto: University of Toronto Press, 1997, chapter 5, pp 126-157, for a detailed assessment of the E&NA concept and its constituent components within the conflicting proposals for east-west and north-south railways in New Brunswick. For documentary records related to the evolution of the E&NA, the prime sources are the annual Journals of the House of Assembly of New Brunswick (JHANB) and material available in the CIHM series.

4 The city had been devastated by a major fire on June 20, 1877; for a contemporary account, see George Stewart Jr. *The Story of the Great Fire in St. John, N.B., June 20th, 1877*, Toronto, Belford Brothers, 1877. Also R.W. Conwell, *A History Of The Great Fire in Saint John*, Boston: Russell, 1877.

5 Despite the hoopla of September, 1853, little was actually accomplished by the privately-owned, New Brunswick-based E&NA on the section east of Saint John. See Public Statutes of New Brunswick (PSNB), 1851, Local and Private Acts, ch 1, for the incorporation of the original New Brunswick company. The act is included in the CIHM microfiche series, # 48623. John Wilkinson's survey for the line eastward from Saint John is found in "*Reports on the proposed line of railway between the city of Saint John and the harbour of Shediac*," (Fredericton: J. Simpson, 1850), CIHM # 22222. Wilkinson's survey of the section from Saint John to the US border was carried out the following year and printed in JHANB, 1852, pp ccliv - cclxvii in the unnumbered appendix, "Railway Correspondence."

6 Despite this reference, at the time of the Portland Convention Bangor had not yet been joined to the evolving American railway network. This connection was not made till the opening of the Penobscot & Kennebec in 1855. In 1862, that line and the Androscoggin & Kennebec were consolidated into the Maine Central, the line which would serve as the onward link to Portland and Boston when rails finally connected Saint John and Bangor in 1871.

7 This conference was organized by John A Poor of Portland in July, 1850 and attended by American railway promoters as well as representatives from the New Brunswick and Nova Scotia governments. The prime goal was the development of a rail link from Portland to Halifax, but it was also proposed that an attached line would branch off in New Brunswick and run to Quebec City and Montreal. While the Convention's focus was on the Portland-Halifax route, and the idea of having this line connect with trans-Atlantic shipping in either Shediac or Halifax, it must be recalled that the St Lawrence & Atlantic was then under construction from Montreal to Portland. Completion of this Montreal-Portland railway (which opened in 1853) along with the E&NA from Portland to Halifax (as envisaged at the Convention) could have given Portland a key role in overland transport between Montreal and the Maritimes. One of the best sources to provide a sense of the convention's deliberations is "*A Plan for shortening the time of passage between New York and London with documents relating thereto ...*" Portland: Harmon and Williams, 1850; CIHM # 22200. John A. Poor appears in the Dictionary of Canadian Biography, a reflection of the extent

to which his interests and projects involved Canada; see vol X, 1972, pp 590-93.

8 With the collapse of the prospect for financial backing from the British government for any part of the Portland scheme involving a railway which included a link to the United States, Nova Scotia abandoned the idea of an intercolonial and/or international line, shifted its focus to construction of a railway linking key centres within that colony, and left New Brunswick to go its own way. The result was the establishment of the E&NA as a private company in New Brunswick in 1851.

9 The bridge was in fact built, soon after the publication of the *Engineering* article, by the St. John Bridge and Railway Extension Company and opened in 1885; see Nason, 1992, p 86. A photo of the bridge, likely taken soon after its opening, appears in Robert Legget's *Canadian Railways in Pictures*, Vancouver: Douglas & McIntyre, 1984, p 19, and also in the Mikas' *Illustrated History....*, p 122. The present rail bridge over the Reversing Falls is a replacement built in 1920-21.

10 This refers to the Portland Convention's concept of connecting the E&NA to trans-Atlantic shipping at Shediac or Halifax and making these ports the key North American terminals through which traffic would go on to or come from Boston and New York via the E&NA and connecting lines south of Portland.

11 In addition to the physical gap over the St. John River and the division of the route into the hands of three separate operating companies in the 1870s, gauge gaps also affected operations through much of that decade. The eastern section of the E&NA absorbed by the Intercolonial had been converted to standard gauge in 1875 but the Western Extension and Maine sections of the E&NA retained their original broad (5 ft 6 in) gauge. By the time they had opened the route from Saint John to Bangor in 1871, the Maine Central, running south from Bangor, had also converted to standard gauge. The Saint John to Bangor lines finally converted to standard gauge in 1877 and it was only at that point that traffic could run through from Saint John to points south of Bangor.

12 Construction of the "Western Extension" from Saint John toward the US border had started in 1865. The new company had been incorporated in New Brunswick the previous year as the European & North American Railway Extension Company (PSNB, 1864, chs 42 and 43). See CIHM # 23575 for an 1869 collection of documents including the acts, company charter, and other material. For the survey for the Western Extension by ER Burpee, see "*Report of the survey of extension of the European and North American Railway to the American boundary and branch line to Fredericton*," Fredericton: John Graham, 1865; CIHM # 23297.

13 Perhaps the most complete account of the evolution of the original E&NA project from an American perspective is a virtually unknown study done over half a century ago - Elda Gallison's "*The Short Route to Europe: A History of the European & North American Railroad*," MA thesis, University of Maine, Orono, 1950. John A Poor played a central role in the American project from conception of the idea several years before the Portland Convention through his years as President of the E&NA of Maine from 1853 till 1866.

14 This site (the “starting point” referred to in the next sentence) was not the original Saint John terminus of the Western Extension. The Carleton Branch leading down to the harbour, shown in the engraving from the *Canadian Illustrated News* (CIN), was built several years after the main line had reached Vanceboro in 1869. For an array of maps showing the harbourside trackage and facilities of the Western Extension on the west side of Saint John harbour (as well as the original E&NA/ICR trackage and facilities on the east side of the harbour), see *Atlas of Saint John City and County, Saint John: Roe & Colby, 1875*; this atlas (along with the 1878 Atlas of York County and New Brunswick) was reprinted by Mika Publishing of Belleville in 1973.

15 In its previous issue (7 March 1879), *Engineering* had provided an account of development of rail lines in the western part of New Brunswick beginning with the Saint Andrew's & Quebec which had been organized in 1835. This venture, after a series of financial problems and delays, evolved into the New Brunswick & Canada Railway. By the 1870s, that line had reached only as far north as Woodstock. - a long distance from either Canada or Quebec. See Nason, 1992, pp 1-10, for a concise account of this line. The original Saint Andrew's & Quebec project, one of the earliest ventures to actually start laying track in British North America, has not received the attention it deserves from Canadian railway historians. An early study, “*An Account of the Saint Andrews and Quebec Railway ...*,” (Saint John, 1869; CIHM # 08351) is a good starting point for the reader interested in this aspect of the birth of the idea of an intercolonial railway. The original 1836 Saint Andrews & Quebec prospectus is reproduced in CIHM # 37183 and an 1846 prospectus is in CIHM # 37182.

16 While the Western Extension reached the US border at Vanceboro in 1869, the Maine-based E&NA from Bangor to the border was not completed until 1871. A “last spike” ceremony at Vanceboro was presided over by Governor-General Lisgar and President Ulysses S. Grant on October 19 of that year. Several images of that ceremony are found in the CIN issue of 4 November 1871.

17 The Fredericton Railway Company was established in 1866 (PSNB, 1866, ch 14) to operate from Fredericton Jct on the Western Extension to the capital city of Fredericton. The line opened for service in 1869. See CW Anderson, “*A Century Ago: The Fredericton Branch Railway, 1869-1969*,” *Canadian Rail*, # 215, November, 1969.

18 On river steamers, see DF Taylor, *The Early Steamboats of the St. John River*, Saint John: New Brunswick Museum, 1980, and G MacBeath, *Steamboat Days: An Illustrated History of the Steamboat Era on the St. John River*, St. Stephen, NB: Print N' Press, 1982

19 The potential benefits of narrow gauge railways for New Brunswick had been promoted by John Edward Boyd in a pamphlet entitled “*Narrow Gauge Railways: A Proposal for their Adoption as a Means of Extending the Railway System of New Brunswick*,” (Saint John, 1865) which is CIHM # 37772. This makes interested reading in the context of the appearance of the NBR a few years later but it is uncertain if Boyd had any direct influence on the decisions of the founders of the NBR. A second New Brunswick narrow gauge venture which appeared during the 1870s was the Grand Southern Railway



This 1884 New Brunswick Railway pass was signed by E.R. Burpee who had been the chief engineer and surveyor for the Western Extension company. Collection of Fred Angus

(PSNB, 1872, ch 27) which ran along the Fundy shore from Saint John to St Stephen. By the time it opened in 1881, it had been converted to standard gauge. See MM Somerville, “*The Grand Southern Railway*,” MA thesis, University of New Brunswick, 1976.

20 The basis for such an assessment is unclear. It may refer to Fredericton's physical size, small population, or relative absence of industrial and commercial activity. Despite the city's orientation, then and since, as a government and university centre, this observation seems more than a bit off the mark.

21 This was Alexander Gibson, commonly referred to then and now as “Boss” Gibson. See *Dictionary of Canadian Biography*, vol XIV, 1998, pp 400-404 for an account of this prominent New Brunswick industrialist whose empire finally collapsed at the end of the century. Also see SG Rosevear, “*Alexander ‘Boss’ Gibson*,” MA thesis, University of Maine, Orono, 1986. The community was later renamed Marysville (after Gibson's wife) and more recently became part of the city of Fredericton.

22 The line was incorporated (PSNB, 1870, ch 49) as the New Brunswick Railway Company in 1870 and built with a gauge of 42 inches. It would be converted to standard gauge in 1881. An engraving of the sod-breaking ceremony is found in the CIN issue of 1 June 1872. Just before the publication of the *Engineering* article, the NBR was reporting slightly over 200 miles of track in place; see “*Railway Statistics, July-December, 1875*,” Sessional Paper # 51, p 5, Sessional Papers, Parliament of Canada, 1876, vol 8. For a concise account of the NBR and Gibson's involvement with the company, see Nason, 1992, pp 43-45. The idea of a railway up the valley of the St. John River had been promoted 25 years before activity started on the NBR. See “*A Prospectus of the New Brunswick Railway, from the city of Saint John to the city of Fredericton, and thence to the Grand Falls of the river Saint John*,” (Saint John, 1845). Two editions of this prospectus are found in the CIHM series, #s 21994 and 52432.

23 For a detailed study of government financing of railways in the decade after Confederation, see Jian Ping Hou, *Public Financing of Railroads in New Brunswick, 1867-1878*, MA thesis, University of New Brunswick, 1993.

The Montreal, Portland & Boston Railway and "The Hibbard Road"

by Norma Whitcomb Young

This article appeared in Volume No. 14 of the Journal of the Missisquoi Historical Society in 1974. It was provided by our member Mr. A.S. Walbridge, and is reprinted by special permission of the society. Their address is:

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In order to understand the complicated history of the Montreal, Portland and Boston Railway, background is necessary as to why the road was built, expanded and finally collapsed.

At this point in history, rail lines which existed were poorly organized and the need for amalgamation and construction of connecting lines was first seen and taken hold of by Lucius Huntington, who formed a life-long friendship and business association with Hon. Asa Belknap Foster of Waterloo, who had returned to the home of his birth after having had several years experience in the construction of railways in Massachusetts under the guidance of his uncle, Asa Belknap.

These two men, with the assistance and cooperation of some few other citizens of the Eastern Townships, are responsible for the opening up of the Eastern Townships. The Stanstead, Shefford and Chambly Railway and the South Eastern Railway were both promoted and built by Col. the Hon. A. B. Foster.

The South Eastern, although it absorbed a number of smaller roads, never became a large railway in itself, but its history is of considerable interest as it has always been an important link between Montreal and the New England States and also because its history covers a period when several of the railroad systems in New England were expanding in a north-westerly direction in an effort to secure control of the "Lakes to Boston" and the "Canada" traffic. Many of the events in the history of the South Eastern were due to this rivalry in the New England States.

Several roads became international routes at an early date and continued to be used, while others were projected and built but, because of financial troubles or the enmity of established rivals, they withered and died. The first of these 'Gateway' roads between Montreal and the New England states was the Central Vermont Railroad which, in 1851, connected with Canada's pioneer railway, the Champlain and St-Lawrence Railroad, at Rouse's Point. Later rivals found the Central Vermont a bitter antagonist. The Rutland and Burlington Railroad followed a year later, connecting with the Plattsburgh and Montreal Railroad and its jointly-operated but Canadian-owned extension, the Montreal and New York Railway; this route depended on the boats of the Champlain

Transportation Company to bridge the gap between Burlington and Plattsburgh. In Canada, the Champlain and St. Lawrence hated its rival, the Montreal and New York, far more than the Central Vermont did the Rutland and most of the troubles experienced by this route were due to this enmity. Finally, in 1870, the Central Vermont leased the Rutland. The Grand Trunk Railway line from Montreal to Portland, with steamboat connections to Boston, was the third international route in this area, and, as the G.T.R. controlled most of the railway traffic in Canada for many years, it naturally kept most of the international traffic for its own line, until many years later it acquired a controlling interest in the Central Vermont. The Fourth 'Gateway' line was the Connecticut and Passumpsic Rivers Railroad which, after its proposed Canadian connection, the Stanstead, Shefford and Chambly Railway, was bought by the Central Vermont, finally succeeded, with the cooperation of the South Eastern Railway, in opening a through line to Montreal in 1873. The only other gateway was the Portland and Ogdensburgh scheme and its Canadian extension, the Montreal, Portland and Boston Railway.

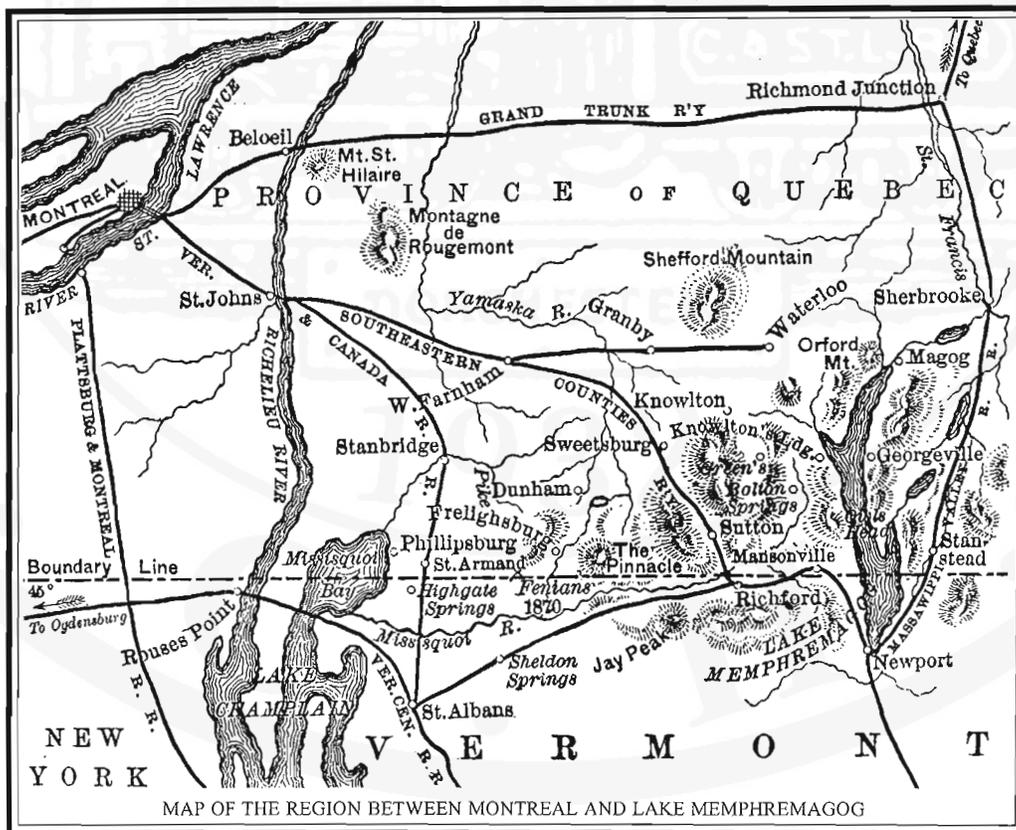
The M. P. & B. rail line extended from St. Lambert through Chambly, Marieville, Farnham, and Frelighsburg to Sheldon Junction, Vermont, and included a short branch from Marieville to St. Cesaire.

Farnham West, as it was known in the early 1850's, was already a railroad centre of importance due to, first, the Stanstead, Shefford and Chambly lines serving St. John's, Farnham, Granby, West Shefford, Waterloo and Frost Village, and the South Eastern railway at Farnham, Brigham, Cowansville, West Brome, Sutton, Richford, Vt., North Troy and Newport, thus connecting with the Connecticut and Passumpsic Rivers Railroad running south to White River Junction.

The Montreal, Portland and Boston Railway originated in 1866 when the Missisquoi Junction Railway was chartered to build a line from Farnham to the boundary, near Franklin, Vt., and in 1871 when the Montreal, Chambly and Sorel Railway was chartered to build a line from Montreal to Sorel, by way of Chambly, and a branch from Chambly to the boundary, near Swanton, Vt.; the latter company built from St. Lambert to Chambly and the line was opened on September 25, 1873.



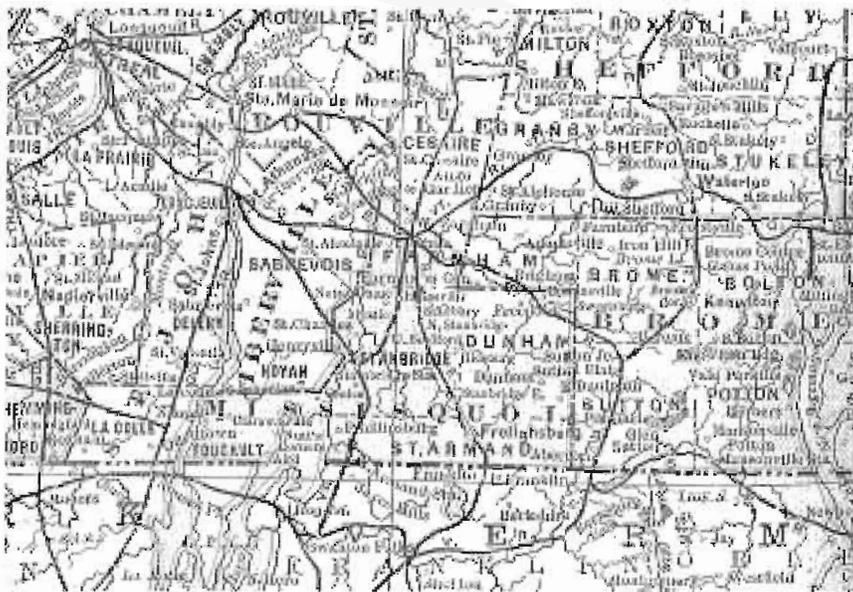
This map of the Eastern Townships appeared in "Tackabury's Atlas of the Dominion of Canada" in 1877.



A map which appeared in Harper's Magazine in August 1874, as part of an article entitled "On the Boundary Line". The map was somewhat out of date by 1874, since the line to Chambly had been completed the year before. Collection of Fred Angus

In the meantime, a large and promising system of railway lines had been projected in the United States to extend from Portland, Maine, to Ogdensburg, N. Y., at the foot of Lake Ontario navigation, with connections to Boston over the Eastern Railroad, from North Conway and Portland. The promoters of the Montreal, Chambly and Sorel and the Missisquoi Junction Railways decided to connect with the Portland and Ogdensburg Railroad. In 1873, a new charter was obtained and the two companies amalgamated as the Montreal, Portland and Boston Railway.

The manager and principal promoter was Ashley Hibbard, of Frelighsburg, and for years the railway was known locally as the Hibbard Road. Construction of the line from Chambly, through Marieville, Farnham, Stone, Stanbridge East, Frelighsburg, to Sheldon Junction, Vt., was soon started and it was expected that this would form part of a through line from Montreal to Portland and



By 1888 the railway network had expanded considerably as we see from this map from the "Home Knowledge Atlas" published that year.



Stanbridge East station

Boston, independent of the Grand Trunk and the Central Vermont, and also of the South Eastern-Passumpsic-Concord line to Boston.

The road was completed to Sheldon Junction in the early summer of 1881, but only one train was run through. (There is a recollection of a photograph taken of this historic one run to a point across the border. Many of the townspeople boarded two flat-cars, and, seated on ordinary chairs, accompanied the train on its official journey.) On July 1, 1880, the Portland and Ogdensburg project broke up, due, it is said, to the enmity of the Central Vermont. Because of the abandonment of the proposed through service, the Montreal, Portland and Boston Railway was left with a very comprehensive name but with nowhere to go. The part between Farnham and Sheldon Junction was never regularly operated although the contractor did give some service during the construction period, and immediately after it was completed and turned over to the company, the rails were removed and the line dismantled.

The Canadian Pacific Railway, now operating the South Eastern, abandoned the Montreal, Portland and Boston

in 1891 and it was then taken over by the Central Vermont and operated as part of the Waterloo branch. In 1898 the Central Vermont bought the road at a foreclosure sale and then reorganized it as the Montreal and Province Line Railway; in 1901, rail was again laid down between Farnham and Frelighsburg.

When the railroad was built, the roadbed was completed across the boundary some 2 miles, as far as Smithfield, a small community. There were great expectations at that time that the railway would continue on to Boston, thus cutting the distance from Montreal to Boston by 45 miles, it was claimed.

Before the Central Vermont re-opened the Farnham to Frelighsburg line, the old original railroad station, near Stanbridge East, was a bit farther north than the later one most of us remember. It was a larger building and unpainted



Frelighsburg station. The name on the signboard had been "touched up" in the photo!

for years, before being demolished. When it was closed up, the old railway tickets were left and boys from the village had fun going in and getting those tickets and playing train. Someone no doubt had forced a window open.

School children used to put coppers and the big 2 cent pieces [actually British pennies which were then in circulation in Canada] on the rail and let the train run over them to flatten them out. Any boy who could afford a silver coin had a treasured pocket piece and was the envy of the less fortunate ones. Six inch spikes were put on the rail to be flattened and did no harm as they were quite soft, but then someone put 1 inch iron nuts on, which wouldn't flatten; a stop was put to that practice by the railroad Station Agent and Section Boss. Schedule was two trains a day, one to Farnham in the morning and back to Frelighsburg at evening, always mixed trains consisting of one combination baggage and passenger car, and two to five freight cars. It was a rare occasion to see a nine or ten car train.

Arthur Taylor, father of Sidney and Hobart, was a Conductor on these trains. They lived in Frelighsburg in the building now remembered as the Hector Fontaine Store. Archie Harvey's name comes to mind; he was a Brakeman. Other names recalled in conjunction with the Central Vermont trains in this area are Will Martin, Lillian and Glenna's father, who was a Conductor; Howard Shepard, Engineer; Tommy Lyndon, Engineer; he was a St. John's man but worked thru this line; Gardner Kendall, Engineer; he was from a Waterloo family, they lived in Frelighsburg in 1908 next to the Arthur Shepard home; Leland Holden, son of Homer Holden of Frelighsburg, lived in Waterloo but worked on the Farnham -

MONTREAL, PORTLAND & BOSTON						
Ashley Hibbard, Manager, Frelighsburg, P. Q.						
Oct. 8, 1883.						
a Mondays only.	a	¶			Lve.	Arr.
	A. M.	A. M.				P. M.
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	6 20	8 20	6	StanbridgeE.500	7 30
	6 25	8 25	7	...	Riceburg....200	7 25
	6 30	8 30	10	N. Stanb'dge 250	7 20
	7 09	9 00	18	.....	W. Farnham1600	7 00
	8 45	10 45	57	.....	MONTREAL140862	*4 54
	A. M.	A. M.			Arr.	Lve. P. M.

A Montreal, Portland & Boston timetable for October 8, 1883. This appeared in "Rand McNally's Official Railway Guide" for July 1884, showing that the schedule had not changed for nine months. Collection of Fred Angus

Frelighsburg line for years; he was a Mail Clerk. Kenneth Jacobs now [1974] of St. Albans, Vt., was fireman for Carl Benham, another Engineer. He also recalls a Rufus Shepard, Engineer at this time. Ronnie Graves was a Conductor. Bert Campbell was a trainman; he lived in Frelighsburg, at the top of the Whitney Hill but I believe he worked out of Farnham.

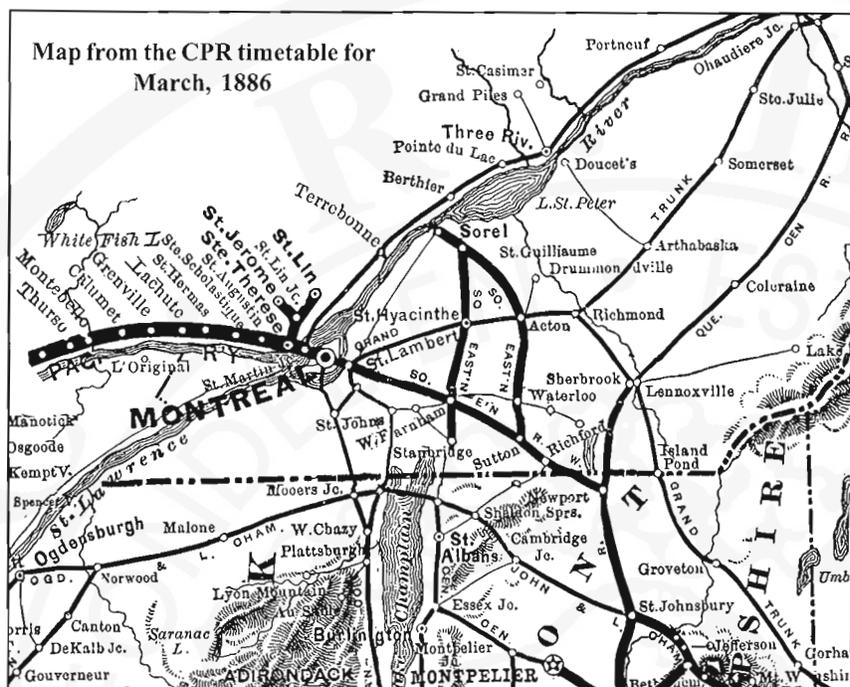
Tuesday was livestock day, and a special train, usually the engine and caboose, was sent to pick up three or four cars of cattle and pigs at Frelighsburg and Stanbridge East to go to the Montreal market. The next picture shows fanners bringing their stock by sleds in the wintertime; however, there were also drives. Cattle came along the road from several miles away and were herded by a drover. Mr. Drew from East

Dunham was such a man.

Another local cattle buyer in these early days was Peter Goodhue, known as 'Little Pete'. He was Rollie Goodhue's grandfather. In some later times, local buyers of livestock for shipping on the rails were George Roberts of Granby, and Jim and John Harvey.

Many old farmers and farm boys will recall using the railway for shipping their cream. The cream was brought to the station two or three times a week and one had to get up very early to load the cream and drive the team to meet the train. The cream cans used in the old days were huge compared to the 8 gal. can as we know it; they must have had a capacity of thirty or forty gallons. From here, the cream went to Montreal, to Elmhurst Dairy, and

SOUTH-EASTERN RAILWAY.—Montreal & Boston Air-Line.																													
T. A. MACKINNON, Gen. Manager, Montreal, Que. H. McCAUGHEE, Asst. Supt., Frelighsburg, Que. A. R. LAMARCA, Div. Pass. Agt., Montreal					A. B. CHAFFEE, Treasurer, R. McLEOD, Master Mechanic, P. H. O'RYAN, Auditor,																								
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although there were creameries in most localities, Frelighsburg and Stanbridge East being no exceptions, many farmers preferred sending their cream elsewhere because of the higher price paid.

Bill Sager was almost a household word in Frelighsburg; he drew freight and mail for as long as anyone can remember. Ed and Leland Goyette were section foremen or switchers. The Station Agent in Frelighsburg for many years, until the line was again dismantled, was Mr. Henri St-Marie. He boarded with the Paul Ouellette family just across the road from the Station House. When the railroad finally closed, he bought the station building and spent all his daytime hours there. Previous to Mr. St-Marie, Billy Heatherington was Station Agent. Leslie (Harmie) Cleveland also served his apprenticeship in Frelighsburg.

Perhaps the only time the Farnham - Frelighsburg line was profitable was during the war years of 1914-18 when there was a huge demand for leather. The Lavoies at Stone developed a large business in hides and Dunn's Tannery at Puddledock was exceedingly busy after being taken over by Montreal interests. The tannery manager during the war was Corrigan who lived on the opposite side of the river from the present Museum until he built a house near the plant.

A gala event took place once a year when the railroad officials made their annual inspection of the line in Gov. Smith's private car; this, by the way, is now on exhibit at the Shelburne Museum near Burlington, Vt. This car was hauled by what was known as the St. Lawrence engine, a gaudily brass-trimmed engine which had a particularly sweet sounding whistle of an entirely different tone than that of the regular ones. This always came in the fall and sometimes the school teachers would let the school out so the scholars could go to the tracks and watch the train go by. They could hear this whistle when the train reached the railroad crossing at Riceburg; thus they had time to get to see it.

In the old days, it was quite common, especially in spring of the year, for our train to run off the track, particularly on the first curve about a mile south of the village, the main contributor to the disaster being an engineer by the name of Jarest who was seldom sober by the time the train reached Stanbridge East. A local man, Jeff Moore, was caretaker of the engine at night and always boarded it here at the station. One night the engineer was incapable of driving the engine to Frelighsburg so that the conductor gave Mr. Moore permission to take over. As he always rode in the cab with the engineer, he had learned to drive. Also when he reached Frelighsburg, he often drove the engine into the roundhouse where he was in charge of it overnight, keeping it steamed up, greasing it and seeing that it was ready for the morning run. In spite of the weight of the engine, it was turned by hand on the turntable, in the olden days. Mr. Moore often told how scared he was on some trips, as Jarest was a sort of cowboy who liked to open the throttle and see how much speed he could get out of old "39", an engine that was used for years on this run.

The railroad station was a favourite meeting place for men and boys waiting for the train in the evening to bring the mail. It was often late, especially in winter and on occasions was a day or two late when the Gilmour Cut and the Derocher Cut below the village would drift so full that the snowplough could not get through. Men were then hired to shovel it out by hand for about double the prevailing hourly wage of 50 cents an hour. It was quite a sight to see forty or fifty men shovelling snow.

On November 1st, 1923, the line was leased to the Canadian National Railways. It was probably one of the most involved examples of ownership and control; the road was owned by the Central Vermont but leased to the Canadian National, which owned the Central Vermont; the C.N.R. leased it to the Montreal and Southern Counties Railway, which also was owned by the C.N.R.

Train service was curtailed at some point during the late 1920's with only one freight coming in per week. Business was falling off very heavily for the railroad in this area for a number of reasons; perhaps the most damaging was the increasing use of truck service and quick, door to door deliveries. The weekly freight train continued for quite some time but eventually had to cease operation altogether in the mid 1930's.

A large portion of the roadbed between Hunter's Mills and Frelighsburg was smoothed out when Premier Adelard Godbout straightened a long portion of the Pike River which passed through his meadowland. The old roadbed to the Vermont border crossed the Pike River by the Grist Mill in Frelighsburg with a big trestle across to the side of the Spencer House, now the home of the Gosselin family. It continued in a southeasterly direction over the present day ball-ground, crossing the road again near the old blacksmith and

woodworking shop on the other side of the village. Continuing out of town, it followed the lower side of the road along the river toward the U.S. border. If one looks carefully, there are still parts of the roadbed around. Perhaps it can be truthfully said that the very old portions which went to the States when the first rails were laid and whose usefulness did not even reach the year 1900, are more intact and visible today than the more used roadbed from Frelighsburg and Stanbridge East. To the observant motorist, there is still a portion of the old railroad bed at Sheldon Junction.



ABOVE AND LEFT: The end of Frelighsburg station. On June 21, 1964 your editor was travelling with the late Omer Lavallée, en route to Vermont. They stopped at Frelighsburg to see if anything was left of the old station. The visit was just in time, for the station was in the process of being demolished! As can be seen, the structure was almost devoid of paint, having been abandoned almost a quarter century before. The station nameboard had been removed, and preserved by the C.R.H.A., about 1940 when the line was closed.

Both photos by Fred Angus

It will be of interest to people of Missisquoi County to recall the secret meeting of Heads of Government at the Quebec City Conference held during the second World War. All local train operators and officials in this locality were advised of a special alert and it was only the next day we learned that during the night, a special train had gone through taking Prime Minister Winston Churchill and President Franklin Roosevelt to their historic meeting at Quebec City. Because of the fear of possible sabotage in wartime, the larger rail lines had been rejected in favor of the smaller and less travelled routes.

Mrs. Sherman Young

(Main references for the Montreal, Portland & Boston Railroad came from the W. E. Foster papers at Bishop's University library and a letter from Richard D. Foster to Mrs. Ruby Moore; recollections of Mrs. Myrtle Tait, Kenneth Tree and Walter Shepard were invaluable to this article.)



The nameboard from Frelighsburg station as it appears today, hanging from the roof beams of the new Exporail building at the Canadian Railway Museum. Photo by Steve Walbridge

A Trip to Hervey Junction, May 2003

by Gordon D. Jomini



The Canadian National secondary line northeastwards from Montreal is perhaps the only route in eastern Canada worthy of the PARK dome-observation car Richard Branson of Virgin Atlantic chartered in 2001, and two Canadian groups chartered in 2003. The subtlety of the climb up and away from the St. Lawrence Lowlands at Montreal only becomes apparent at the high trestle over the Maskinonge River at Ste. Ursule Falls, a few minutes past St. Justin, 77 miles out of Montreal Central Station. The view to the southeast is nine miles to the St. Lawrence River, seven miles across a widening of the river called Lake St. Peter and, on clear days, 50 miles into the South Shore. The U.S.A. is only another 50 miles further. The wooded Laurentian hills are closed at Shawinigan, former Prime Minister Jean Chretien's home town, 106 miles out.

The renewal of Montreal's Mount Royal Tunnel suburban electrification failed to provide for electric locomotives to haul conventional trains through the tunnel; and diesel fumes in the tunnel are no longer considered quaint. Consequently the Montreal-Jonquiere-Senneterre passenger trains circle Mount Royal via Ballantyne, 9 miles westwards from Central Station on the main line, thence 5

miles on the formerly freight-only connection to and past the Montreal hump yard and the new intermodal terminal - you see unfortunately little from the passenger trains - and on to Eastern Junction where the original tunnel route is regained.

MILEAGES

	Mileages	Cumulative
Central Station - Ballantyne	8.9 miles	8.9 mls.
Ballantyne - Eastern Jctn.	4.7 miles	13.6 mls.
Eastern Jctn. - Pointe-aux-Trembles	13.8 miles	27.4 mls.
Pointe-aux-Trembles - St. Justin	49.7 miles	77.1 mls.
St. Justin - Shawinigan	28.6 miles	105.7 mls.
Shawinigan - Grand'Mere	5.3 miles	111.0 mls.
Grand'Mere - Garneau	4.1 miles	115.1 mls.
Garneau - Hervey	18.7 miles	133.8 mls.

Mileages are from Canadian National St. Lawrence Region Time Table 62, effective 26 April 1981. There are minor discrepancies with the distances VIA reports in kilometers.



Opposite and above we see three views of No.601-603 climbing the stiff grade between Grand'Mere, 111 miles out, and Garneau, a division yard, 115 miles out on Friday, 23 May 2003. The two baggage cars, numbers not recorded, are ex-Canadian Pacific Budd stainless steel cars. The coaches, numbers not recorded either, were bought from various sources in the U.S.A. and thoroughly rebuilt. Compared to the larger windows Canadians are accustomed to, the "slit windows" of these coaches were a first experience for your photographer. The train splits at Hervey, 19 miles beyond Garneau: one section proceeds northeast and north to Jonquiere, Quebec; the other turns northwest and west to Senneterre, Quebec.

All photos by Gordon D. Jomini



CN 2553 - 2519 from Quebec City to Garneau, at Hervey, Que. Thursday, May 22, 2003.



CN 2553 - 2519 from Quebec City to Garneau, at Hervey, Que. Thursday, May 22, 2003. The station is behind the big pine tree at the left.



Another view of CN 2553 - 2519 from Quebec City to Garneau, at Hervey, Que. Thursday, May 22, 2003. The station is behind the big pine tree at the left.



CN 2656 plus two SDs from Garneau to Fitzpatrick-Parent-Senneterre at Hervey, Que. on Thursday, May 22, 2003. Note the non-standard - new? - type face in the number boards of the 2656.



CN 2656 plus two SDs from Garneau to Fitzpatrick-Parent-Senneterre at Hervey, Que. on Thursday, May 22, 2003. The saw logs are being unloaded (right) from the railway car to the truck-and-trailer (far right). Somewhat alarmingly, the boom operator continued transloading logs while the freight train passed by on the other line!



ABOVE AND BELOW: Two views of CN 2604 plus two SDs at Garneau, Que. on Saturday, May 24, 2003. Three units are being turned on the wye. Despite the obviously sharp curve, the photographer does not recall any flange squealing.





CN 2604 plus two SDs are coming off the wye at Garneau after being turned on Saturday, May 24, 2003. The structure in the background, cut down from the original engine house, is used as a small car shop. The wind sock (right) is curious.



CN 2555 - 2409 - 2500 - 2597 at Garneau, preparing for the run to Montreal on Saturday, May 24, 2003.

The First Run of Renaissance Cars on the "Ocean"

(Including an Unexpected Trip Via Hervey Junction)

DÉPARTS				DEPARTURES			
TRN	DESTIN	HEURE	TRN	HEURE	TRN	HEURE	REMARQUES
15	OTTAWA	17:45	17	17:45	17	17:45	* RENOUVEAU * BUS *
16	OTTAWA	17:45	18	18:00	18	18:00	* RENOUVEAU * BUS *
14	OTTAWA	17:45	19	18:15	19	18:15	* RENOUVEAU * BUS *
14	OTTAWA	18:15	20	19:00	20	19:00	* RENOUVEAU * BUS *

ARRIVÉES				ARRIVALS			
TRN	ORIGINE	HEURE	TRN	HEURE	TRN	HEURE	REMARQUES
15	OTTAWA	18:00	18	18:10	18	18:10	* RENOUVEAU *
16	OTTAWA	18:30	19	20:10	19	20:10	* RENOUVEAU *
14	OTTAWA	18:45	20	19:15	20	19:15	* RENOUVEAU *
14	OTTAWA	19:15	21	19:45	21	19:45	* RENOUVEAU *
14	OTTAWA	20:15	22	20:45	22	20:45	* RENOUVEAU *
14	OTTAWA	20:45	23	21:15	23	21:15	* RENOUVEAU *
14	OTTAWA	21:15	24	21:45	24	21:45	* RENOUVEAU *

The departure board at Montreal with the notice of the detour. Photo by Fred Angus

On the evening of Wednesday, July 30, 2003, train No. 15, the *Ocean*, combined with train No. 16, the *Chaleur*, departed Montreal's Central station en route to Halifax and Gaspé respectively. It was an historic occasion, for this was to be the first run, in revenue service on the *Ocean*, of VIA's new Renaissance cars. The Consist of the *Chaleur*, remained the Budd stainless steel equipment. The combined train consisted of twenty-nine cars hauled by no less than four locomotives! Your editor, together with fellow CRHA member Mike Dault, was aboard sleeper *Chateau Lauzon*, on a trip to Gaspé.

On arrival at the station, we soon found out that this would be a noteworthy trip in more ways than one. A freight train had derailed east of Drummondville, and the line was blocked. It was therefore planned to detour the entire passenger train by way of Hervey Junction, and the rare-mileage track to St. Foy via the Cap Rouge trestle, thence over the Quebec Bridge to join the regular line at Charny. Although this had been done for several days at the time of the great ice storm early in 1998, it was a rare event, and a treat for the rail enthusiast, especially since it was the inaugural run of the new equipment.

Unfortunately this detour took a long time, and a delay of 4 to 6 hours had been predicted before the train even left Montreal; also the detour would take place at night. However the scenic run down the Matapedia Valley was in full daylight, allowing lots of chances for photos. Our member David Morris of Fredericton, with his son Andrew, had spent the night near Matapedia in order to photograph this train. On hearing that it was late, they drove to Mont Joli, and took numerous photos in scenic locations.

Due to the lateness, it was planned to turn the *Chaleur* at New Carlisle and bus the passengers to Gaspé, but as the delay increased, it was decided to take the whole train to Campbellton, put the passengers on busses and afterwards back the *Chaleur* to Matapedia in preparation for the return to Montreal that night as regularly scheduled.

These photos were taken by your Editor and Andrew Morris on this eventful occasion.

CONSIST OF EASTBOUND OCEAN / CHALEUR LEAVING MONTREAL JULY 30, 2003

6428 (Locomotive)

6416 (Locomotive)

6415 (Locomotive)

6407 (Locomotive)

8622 (Baggage Car, Chaleur)

CHATEAU LAUZON (Sleeping Car, Chaleur)

CHATEAU LEVIS (Sleeping Car, Chaleur)

CHATEAU DOLLARD (Sleeping Car, Chaleur)

CHATEAU RICHELIEU (Sleeping Car, Chaleur)

EMERALD (Dining Car, Chaleur)

8515 (Coach, Chaleur)

8104 (Coach, Chaleur)

8109 (Coach, Chaleur)

7009 (Baggage Car)

7228 (Coach)

7208 (Coach)

7217 (Coach)

7314 (Service Car)

7400 (Dining Car)

7313 (Service Car)

7517 (Sleeping Car)

7522 (Sleeping Car)

7508 (Sleeping Car)

7510 (Sleeping Car)

7504 (Sleeping Car)

7512 (Sleeping Car)

7518 (Sleeping Car)

7519 (Sleeping Car)

7311 (Service Car)

7231 (Coach)

7232 (Coach)

7223 (Coach)

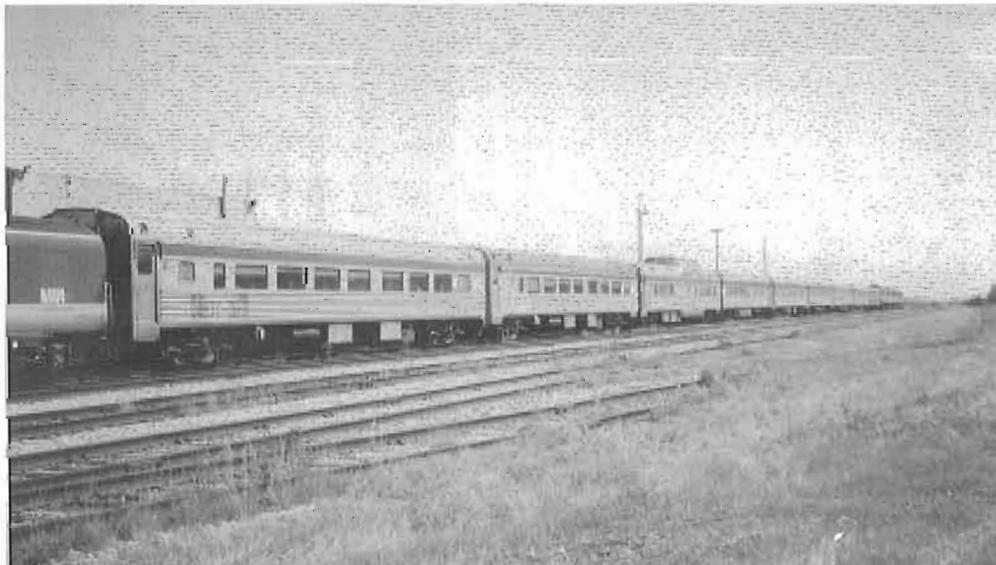
7011 (Baggage Car)



A view from the dome car on the "Chaleur" showing the new equipment on the "Ocean". Photo by Fred Angus



ABOVE AND BELOW: Two views of the combined train at Mont Joli, August 31, 2003. Photos by Andrew Morris





The whole train at Mont Joli, August 31, 2003. Photo by Andrew Morris



Coming down the scenic Matapedia Valley, August 31, 2003. Photo by Fred Angus



An extremely rare view of the "Chaleur" at Campbellton N.B., July 31, 2003. Photo by Andrew Morris



ABOVE AND BELOW: After transferring its passengers to busses, and following the departure of the "Ocean" to Halifax, the detoured "Chaleur" made a rare back-up dead-head move from Campbellton to Matapedia. These two photos, by Andrew Morris on July 31, 2003, show the train at Tide Head New Brunswick.



On August 1, 2003, the first westbound Renaissance "Ocean" left Halifax for Montreal. Here we see it at Aulac, New Brunswick, with the radio transmission towers at Sackville in the background. Photo by Andrew Morris.

To Senneterre in a “Park” Dome Car



On Friday, October 3, 2003, the combined *Abitibi* and *Saguenay*, destination Senneterre and Jonquièrre respectively, had an extra car in its consist. This was dome observation car *Tremblent Park*, and the occasion was a charter by a special group headed by Bob Meldrum of Ottawa, the destination being Senneterre. This was the second time this year that a *Park* car had been to Senneterre, as another group had chartered one earlier in the year. After a most enjoyable ride, and various impromptu tours, extending as far as Val d'Or and Noranda/Rouen, the group returned on Sunday night. It being the hunting season, several dead moose were carried in the baggage car, but were unloaded before the train reached Central Station! Altogether, this was a most interesting and enjoyable trip.



The combined train approaching Shawinigan on October 3, 2003. All photos by Fred Angus



CNR 5702, seen here at Senneterre on October 5, 2003, is quite different from the steam locomotive of the same number! The other 5702, built in 1930, is one of the prize exhibits at the Canadian Railway Museum.



Three views of the "Abitibi", with "Park" car bringing up the rear, at Senneterre on the morning of October 5, 2003, just before departing for the return trip to Montreal.



A Ride on the Hershey Electric Line in Cuba

by Peter Murphy

FERROCARRILES DE CUBA DIVISION CAMILO CIENFUEGOS ESTACION CASA BLANCA HORAR. O TRENES VIAJEROS			
TRENES	CASABLANCA SALE	HORA EN HERSHEY	MATANZAS LLEGA
191	4:00 AM	5:53 AM	8:01 AM
193	9:35 AM	11:28 M	1:30 PM
195	2:45 PM	4:38 PM	6:44 PM
197	9:00 PM	10:55 PM	12:51 AM

The schedule of the electric line as posted at the Havana station. All photos by Peter Murphy

As this issue of Canadian Rail is being set up, Montreal is experiencing the third in a series of major December snow storms. It is therefore quite fitting that we travel, if only vicariously, to the sunny south, in particular to the island of Cuba, the land of palm trees, sugar cane - and an authentic electric railway.

Many electric railway enthusiasts know that an electric interurban railway, formerly operated by the Hershey chocolate company, still runs near Havana, Cuba. Recently, the vintage Brill interurbans have been replaced by newer equipment; however some of the old cars have been kept, and are used for charter excursions. In November, 1997, Peter Murphy was in Cuba, and was able to ride this electric line while the old cars were still in regular service. These photos are a record of this trip.



Checking trucks prior to departure.

RIGHT AND BELOW: Train, hauled by a 1200 volt box cab electric locomotive, loading at Havana. Note the box cars converted to passenger cars.



RIGHT: A view from the cab as the train departs from Havana.





LEFT: Through the narrow streets of Havana, en route to the private right of way.

RIGHT: Coming on to the private right of way.



BELOW: Looking back from the cab of the locomotive.



RIGHT: View from the cab as the train approaches Bahia.



LEFT AND BELOW: Two views of the right of way.





ABOVE AND BELOW: The meet between the locomotive-hauled train and the Brill interurbans. "I switched trains and returned to Havana, some 30 km. back, on the interurbans".





ABOVE AND BELOW: Fore-and-aft views in the Brill car during the return to Havana.



Horsecars Revisited

Our "Horsecar Issue" (September-October 2003) has brought forth a number of comments and additional information, some of it of considerable interest.



OLD NUMBER 58

One mystery mentioned on page 208 concerned the car depicted above - obviously a former horsecar, photographed in Kitchener in 1943. This mystery has been solved thanks to Mr. Ronald D. Cooper of Gravenhurst, Ontario.

Mr. Cooper writes that the car in question was originally Toronto Street Railway No. 58, a 16-foot closed horsecar built by J.M. Jones of Watervliet N.Y in 1879 (Pursley, in his book says 1878, perhaps it was 1879 by the time it went into service). When the Toronto Railway Company was formed in 1891, this car retained the same number, and when horsecar service was discontinued it became a trailer hauled by electric cars (see the newspaper article on this page concerning these horsecar trailers).

By 1904 most of these old trailers had been retired (some to be replaced by specially built single truck trailers) and No. 58 was sold to the Berlin and Waterloo Street Railway where it was used as a trailer, retaining its number 58. In 1916 the company became the Kitchener and Waterloo Street Railway, and car 58 appears to have continued in service as a trailer.

By 1925 it had been retired from passenger service, and in that year it was motorized for use in parades and other special events as a relic of the "old days". Equipment was double-end K2 control operating a single GE-258, 25 horsepower motor. One motor was adequate for such a small car. Finally it was sold in 1944 (the year after the photo was taken) and became a house on highway No. 8 east of Kitchener. Its final fate is unknown, but it may have been destroyed when highway 8 was widened. Mr. Cooper could not find any trace of it even thirty years ago.

MEMORIES OF THE HORSECAR ERA

Peter Murphy tells of stories told more than forty years ago by his grandmother (born in 1874). She could clearly remember the days of the horsecars in Montreal. During the conversion to electric power it was often the practice to run both horsecars and electric cars on the same route. She said

that many people were uneasy with the newfangled electric cars, and would wait for a horsecar, if there was a choice.

Another thing that Peter's grandmother recalled was the extra team attached to the car to haul it up steep hills such as that on Bleury street just below Sherbrooke. When riding after dark she would notice the sparks flying out from the horses' feet as the metal shoes slipped on the hard cobblestones with which the street was paved.

THE UNPOPULAR TRAILERS

In larger cities, former horsecars were used as trailers hauled by electric cars. This practice was not particularly satisfactory since the cars were much smaller than the new electric trams, and were not designed for the higher speeds. As a result the trailers were very unpopular with the riding public. In 1898 there were many complaints of overcrowding on the Toronto street cars and the reluctance of the company to buy enough new cars. The following editorial appeared in the Toronto *Evening News* on February 16, 1898. It should be noted that the trailers were not really bobtail cars, also that these trailers were not retired until 1904, and a few remained in use as late as 1921, when the TTC quickly retired them!

STOP THE BOB-TAIL TRAILERS

Now that the crusade against the Street Railway has begun, it should be carried to a conclusion. While the public is acting on the "no seat, no fare" principle, the Engineer should give his attention to the agreement, and enforce it strictly. As a starter he might examine clause 36 of the Street Railway by-law, which reads that the "cars are to be of the most approved design for service and comfort". Let him inspect the old horse cars, which are now used as trailers, and tell the people if that is his idea of comfort. When the motive power was horses, light construction was an essential feature of the street car, and the public, recognizing that fact, were content to ride in the short-length, low-roofed, conveyances which did duty then. But on the introduction of electricity they expected a greater measure of comfort, which they are not getting. Instead of throwing the old horse cars in the scrap heap, the company has joined them together and had them in constant use as trailers all along. That is not in accordance with the contract, and it is the duty of the Engineer to see that they live up to their bond - as they take mighty good care the city does.

If Mr. Rust has a lingering idea that these ante-electric bob-tail cars are "of the most approved design for service and comfort", let him stand on the corner of King and Yonge and see how the passengers treat the trailer. They flee from it as from a pestilence. The majority would rather stand in the motor than sit in the trailer. This would not be the case if the cars were "of the most approved design for service and comfort".

The City Engineer should forthwith order the company to put modern cars on instead of the old bob-tail cattle cars which are a cause of offence to the patrons of the road.

Toronto *Evening News*, February 16, 1898.

THE TRAMWAY GALOP

We have recently received a piece of sheet music, the subject of which is horsecars! "Tramway Galop" was written by J. Burgmein, and published in Paris, France. There is no date on the actual publication, but a 12 centime (about 2.3 cent) French tax stamp, embossed in the lower left corner, is dated 1880. The eight page publication prints the full music (no words) of this sparkling composition. Anyone able to read and play music should be able to play this piece.

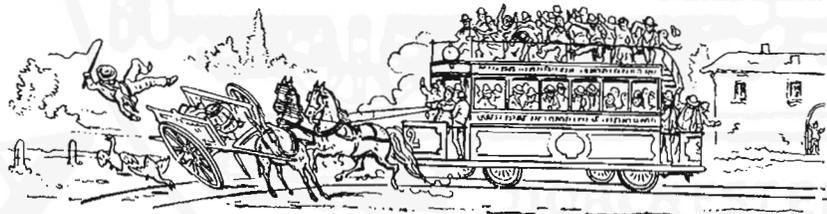
Besides the cover illustration, there are, accompanying the music, four line-drawings illustrating happenings on this adventurous ride on the horsecar. These include a collision with a wagon and a derailment.

All ends well, however, as the car arrives at its destination with everyone, including the horses, happy.

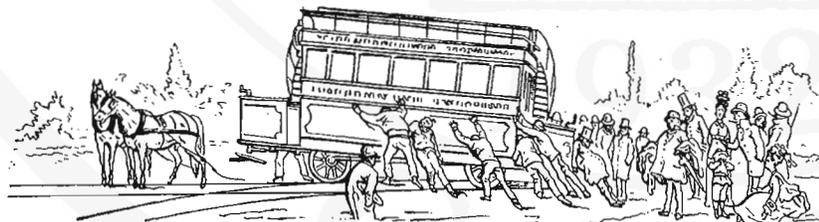
TRAMWAY-GALOP
 J. BURGMEIN



DÉPART



UNE RENCONTRE



CATASTROPHE



L'ARRIVÉE



"Départ". Passengers run to board the tram at its terminal as the driver raises his whip to get the horses in motion.

"Une Rencontre". The heavily-laden tram runs into a two-wheeled wagon that failed to clear the crossing in time.

"Catastrophe". The tram derails, and some of the passengers help to rerail it, while others stand by and watch.

"L'Arrivée". All is well, and the tram arrives safe and sound at its destination.

The Business Car



CONDOMINIUMS ON THE RIVER

Unique housing proposed for former CN Rail bridge
by Dave O'Brien, Manitoba Free Press, December 23, 2003
Submitted by Daryl Adair

In one of the most unique housing proposals ever in Winnipeg, an architect plans to build a condominium complex on an old railway bridge over the Assiniboine River. "There'll be nothing else like this anywhere in the world," said Alex Katz, a partner in the firm Stechesen Katz. Katz has already bought the bridge, which is located just east of the St. James Bridge and is part of CN Rail's abandoned Oak Point line. Katz said city officials have expressed support for the project, although several regulatory requirements, such as zoning, could take a year to complete. He plans to build 20 to 24 condos on the bridge, ranging in size from 800 square feet to 2,000 square feet or larger. The units would probably sell for \$200,000 and up, but the project's costs have not been fully tabulated. In addition to the bridge, Katz also purchased the rail line's property between Academy Road and the bridge for a possible second phase of the development. He wouldn't divulge the sale price, except to say the bridge was more of a liability to the railway than an asset. The project is a bit of a family affair, with Katz's firm providing architectural services, while his wife, Beatrice Zentner, provides development expertise through her firm, Vice Versa Developments. Their son, Lev Zentner, is looking after financing and marketing. Katz said he and his wife will take one of the condos, while their son will take another.

The bridge is six metres wide, but it used to be 12 metres when streetcars operated on the structure. Katz said he will expand the width to the original 12 metres and enclose the steel girders in the project. Instead of the old wooden posts and beams featured in heritage renovations, each condo will include portions of an historic railway bridge, rivets and all. "There'll be real drama on the inside," Katz said, commenting on the unique interior design that will feature 4.6-metre-high ceilings. "I love the gutsiness of the structure." Parking will be suspended beneath the bridge on both sides of the river, with a staircase and elevator leading up to the condos, he said. Access will be off Wellington Crescent on the south side of the river and Wolseley Avenue on the north. A staircase will lead to a dock on the river for those who want a canoe or small boat. Fibre optics and other utilities will run beneath the bridge, while wells will be dug on the river banks

to cool and heat the homes using the latest in energy-efficient technology, he said. Katz said he considered using the river current to generate power, but Manitoba Hydro told him it wouldn't work. As far as he and other architects interviewed yesterday know, this would be the only example of housing on a bridge in the world. Katz's firm is one of 30 architectural firms selected to develop a design for the Canadian Museum for Human Rights following an international competition. They are working in full partnership with two other companies, Sturgess Architects of Calgary and the IBI Group of Vancouver. "They contacted us and asked us to get involved," Katz said. "We're just ecstatic about it."

Phase 2 of Katz's condo project involves developing a mixed-use development on the portion of the rail line between Academy Road and the bridge. He said early plans call for a living-and-working development, with commercial space on the main floor and housing on the second floor. The federal government is responsible for fisheries on provincial waterways, but Katz said he's been told his project poses no problem, since the river will be completely unaffected. The province regulates the river bed, but Katz said he has no need to dig into the river bottom, so no problems are anticipated. The city, which controls the riverbanks, will be required to pass a bylaw allowing the parking structures to be built, but here, too, Katz doesn't anticipate a problem. The Winnipeg Fire Paramedic Service has expressed concerns about safety, an issue Katz says should be easy to overcome. "We're as pumped as you can get," he said. "We feel we have a really creative idea that will appeal to lots of people. "And we don't see a downside. If there is, no one's told us about it."

[Editor's note: The idea, while extremely interesting, is not actually new. In the Middle Ages, old London Bridge, and other bridges in Europe, including the Ponte Vecchio in Florence, Italy, had houses and stores built on them.]

VIA AND WESTJET TO WORK TOGETHER

VIA Rail Canada and WestJet announced that they have signed an agreement, to provide travellers with "excursion-rate", multi-modal fares to destinations served by VIA and WestJet. Brewster, one of Canada's leading tour operators will be the exclusive sales agent for these package tours. Travellers will be able to combine rail/air travel with Brewster tour packages that include sightseeing and hotel stays. "Our shared goal is to provide customers with a seamless service that makes travel easier", said Steve Del Bosco, VIA Rail's vice-president, Marketing. "VIA is extremely pleased to partner with such a successful Western based airline. Our agreement with WestJet allows us to combine the strengths and benefits of air and rail travel to offer a flexible alternative at attractive fares for passengers who want to make the most of their travel time across Canada." Packages will go on sale in January for the 2004 winter touring season. Tours will include the following destinations: Calgary, Edmonton, Vancouver, Toronto, Hamilton, Montreal and Moncton.

BLAINVILLE TRAINS TO STOP AT MONTREAL WEST

Effective December 29th, 2003, AMT Blainville line trains running through to/from Windsor Station in Montreal will make passenger stops at Montreal West. Since their extension, these trains passed through the facility without stopping, for some reason. By that date, the metal fence dividing the westbound platform will have been removed, making it easy for passengers to alight and head for nearby places of work, Concordia University, or connect with Dorion / Rigaud or even Delson trains.

BID TO FIND TRAIN IN RIVER FAILS

This rather bizarre item appeared in the Saint John Telegraph-Journal in June, 2003: "Grand Falls, N.B. - An underwater search for a train that plunged into a New Brunswick river over a century ago failed to turn up the steam engine over the weekend. Eric Ouellette, the civil engineer spearheading the effort, is hoping a third time combing the murky bottom of the St. John River will be the charm. The Canadian Pacific Railway train fell into the river when a bridge collapsed in June 1900. The divers managed to find some metal debris under water, but no train." [Editor's note: Does anyone know any more about this?]

CALIFORNIA "SKUNK" TRAIN TO BE REVIVED

Last year, rail enthusiasts throughout North America were saddened at the news that California's famous "Skunk" train, at Fort Bragg, had ceased operation. However the story may have a happy ending, for on December 17, 2003, Oakdale-based Sierra Railroad, which has been operating trains since 1897, was chosen by a federal bankruptcy court judge to take over this historic Train, one of the region's premier tourist attractions. Judge Alan Jaroslovsky, who initially indicated he would not choose a buyer until Monday, cited the experience of Sierra, which runs tourist and freight trains in Northern California, in the \$1.4 million sale. Sierra officials said they hope to have the train, which is now idle, running again by May. Sierra bid \$1.4 million for the 48-mile line, which winds through a lush valley and along an arid mountainside between Fort Bragg and Willits, attracting some 60,000 riders a year and \$9 million in tourist spending.

With the sale now decided, Sierra Railroad officials said they will work to get the excursion trains running for the tourist season beginning in May 2004. Sierra plans to outfit some flat cars to carry automobiles, recreational vehicles and buses so when riders get to their destination, they will have their vehicles to continue their trip.

STEAM TRIPS WITH NO 9

Former Essex Terminal Railway steam locomotive No. 9, now based at the railway museum at St. Thomas, made a number of excursion trips in southern Ontario in September and October of 2003. The largest of these trips was from



*Former Essex Terminal Railway No. 9 at Stratford on September 27, 2003, about to leave for Goderich.
Photo by Fred Angus*

Stratford to Goderich. The following weekend, No. 9 hauled three trips between Hespeler and Guelph, and during the early weeks of October hauled numerous small trips in the Kitchener-Waterloo area in connection with the Oktoberfest celebrations.

A sad note was that the station at Hespeler, built about 1900, was destroyed by fire in the early hours of November 1, less than a month after the trips operated from that location.

THE FUTURE OF PASSENGER SERVICE VIA KITCHENER

The Future of VIA Rail Service for Guelph, Kitchener, Stratford, St. Marys, Wyoming and SarniaTransport 2000 Canada is holding a series of free public meetings to provide information and to gain input from citizens who live along the North Main Rail Line. The public meetings will focus on two main topics. 1. The Impact of the Cancellation of the Amtrak Chicago-Toronto Train and 2. The Refusal of the Federal Liberal Government to Fund Rail Infrastructure for the North Main Line.

The meetings will be held: January 23, Friday - SARNIA - 7 to 9pm - City Council Chambers - 255 North Christina St. January 24, Saturday - ST. MARYS - 2 to 4pm - Town Hall Auditorium - 175 Queen St. E. (use Queen Street entrance) January 24, Saturday - STRATFORD - 6 to 8pm - Kiwanis Community Centre - 111 Lakeside Drive January 29, Thursday - KITCHENER - 7:30- 9:00pm - Kitchener Public Library - 85 Queen St. N. February 5, Thursday - GUELPH - 7:30 - 9:30pm - The Book Shelf - Green Room - 41 Quebec St.

If you haven't travelled between Sarnia, Ontario and Port Huron, Michigan by rail, sooner rather than later would be a good idea. Taps expected to be played for through service come April....

Submitted by John Godfrey

*BACK COVER, TOP: CNR Northern-type locomotive 6218 crosses the Soulanges Canal on an excursion from Montreal to Coleau and Cantic on October 4, 1964. The canal, opened in 1899, was closed after the St. Lawrence Seaway was opened.
Photo by Fred Angus*

*BACK COVER, BOTTOM: Toronto sweeper S-30, resplendent in its new paint job, waits, on September 7, 1964, for the snow that will soon be falling.
Photo by Peter Murphy*

Canadian Rail

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