THE ATLANTIC LIMITED

CANADIAN PACIFIC
MONTREAL TO MEGANTIC

C. H. RIFF
2012

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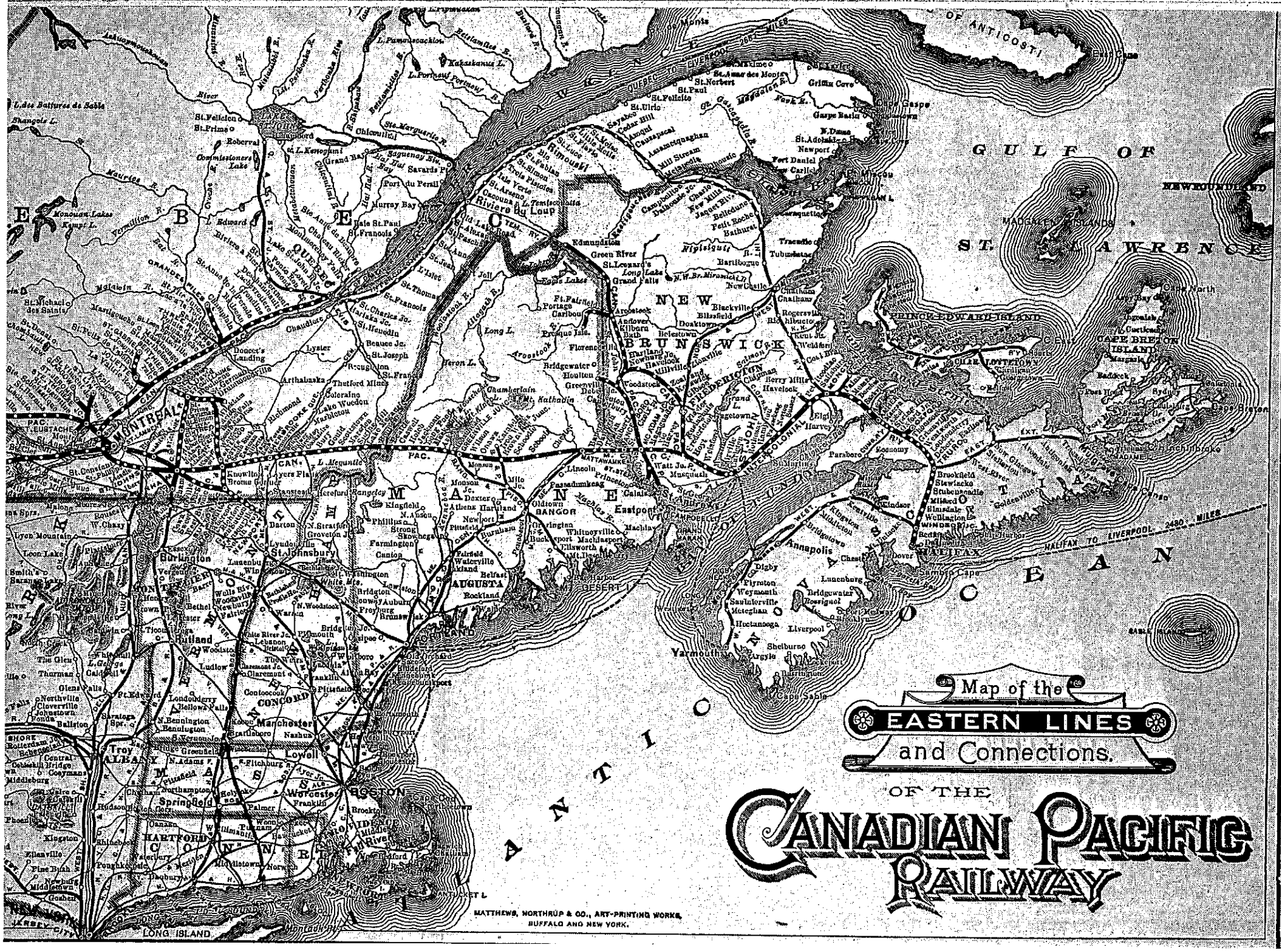

Map of the
EASTERN LINES
and Connections.
OF THE
CANADIAN PACIFIC RAILWAY

MATTHEWS, NORTHRUP & CO., ART-PRINTING WORKS,
BUFFALO AND NEW YORK.

The Canadian Pacific during the 1880's had acquired pieces of a number of railways in Southern Quebec, the Southeastern, the International, the Waterloo and Magog and along with new construction, running rights over the Maine Central and the lease of the New Brunswick had acquired a railway system that ran from Montreal to the Atlantic Ocean. June 2nd, 1890 was the day the Short Line ran it's first train. The Canadian Pacific had a presence in Quebec and Atlantic Canada for over one hundred years. This is not the story of construction or acquistion but of presence and operation for the most part centered on towns like Farnham, Sherbrooke and Megantic, Quebec.

The Evening of Sunday, June 2, 1889, was one of more than usual activity at Canadian Pacific's new Windsor station at Montreal. In the station were several hundred persons, including many Company officials, who had come to witness the departure of the inaugural train to travel on the Short Line. Among the twenty - first class passengers on the train were representatives of many Maratime newspapers, present in Montreal especially to report this event. Engine no. 174 , formerly no. 25 of the Toronto, Grey and Bruce Railway was on the head end of a four car train, consisting of a Crossen built combination baggage-mail express car, a combination colonist car and smoker, a first-class buffet and the sleeping car Calgary. Promptly at 8:30 p.m., Conductor John Cunningham shouted "All aboard!, engineer James Wells opened the throttle, the train slowly pulled out of the station amid the loud cheers of those present and started it's historic 481 mile journey to the eastern shores of Canada.

The train made an uneventful journey to Farnham, but was delayed there for twenty minutes, due to a hot-box on the rear truck of the buffet car. Onward, the lost time was made up and, despite another hot-box at Magog , arrival at Sherbrooke at 12:25 am. Was only eight minutes behind schedule. On the difficult Sherbrooke to Megantic stretch, yet another hot-box resulted in a thirty minute late arrival. Engines were changed at Megantic and no. 360 was put on. Up, up and over the height of land, crossing the International Boundary.

The scheduled speed was maintained through Greenville, Maine and Brownville Junction. Brownville junction at 7:50 a.m. A change of engines to no. 28 , continued, fast running put the train into Mattawawkeag at 9:26 a.m., just sixteen minutes late. This stretch of high speed running proved unfortunate, for although little discomfort was caused to the passengers, a twenty-five delay ensued at the junction with the Maine central, due to the engine works getting heated, owing to the rapid journey over the line. The trip over the Maine Central trackage and on to McAdam was slower, due to numerous delays, one in particular, an encounter with a horde of migrating caterpillars which, when crushed beneath the wheels, so lubricated the rails as to virtually immobilize the whole train.

At McAdam, the Canadian Pacific engine was replaced by one belonging to the New Brunswick Railway. Engineer Thomas McKenna and fireman Frederick McLellan climbed into the cab and, at 12:58 p.m., one hour and thirty eight minutes late, the train pulled out of McAdam, on the last lap of it's eventual trip. The eighty-four miles to St John were scheduled to be covered in three hours, but I a great effort to make up the lost time on this inaugural journey, Tom McKenna drove his engine as hard as he was able, over the curving, hilly line and made the trip in two hours and seventeen minutes. The train arrived at the Intercolonial Railway station at 3:15 p.m. Fifteen hundred people were on hand to greet the first train. The cars were coupled onto an Intercolonial train for the final run to Halifax and the Atlantic Ocean.

At Sherbrooke the CPR completed its passenger station June 1890 on a one mile dead end spur at the corner of Belvidiere and Frontenac Streets. It was a brick and stone building measuring 28 by 95 feet. The following year 1891 a small engine terminal, complete with engine-house, turntable, watertank and coal chute was located at the junction of the spur and mainline at the west-end site of the present station. That same year a new station was constructed at Cookshire for use by the Canadian Pacific and the Maine Central Railroads.

December 1897 a night telegraph station was opened at the Canadian Pacific watertower and was placed in charge of Mr Codere; formerly the night operator at the station. This would save much time as night trains could report there for orders and save the walk to the CPR station at Frontenac and Belvidere; more than half a mile away, by the conductor. The watertank was at the site of the present station.

Just west of Magog the railway's route went through the Cherry River Swamp on a 3900 foot long wood trestle. The firm Poupore, Smith and Neil started construction August 6th, 1906 of a new line to eliminate the trestle, This was a major project requiring ten acres of clearing, 20,000 cubic yards of fill, and 350,000 yards of stone. It was completed November 19th, 1907

In the fall of 1909 the Canadian Pacific announced major changes to its Sherbrooke terminal. A new station and engine terminal were to be built . The station would be 35 by 110 feet to be built of brick and concrete near the intersection of King and Belvidiere Streets backing onto the mill resevoir of the Magog River to be known as CP Terrace. This was the site of the small engine terminal on what was once a swamp. The locomotive house and new yards would be located to the west of the station along the small lake. There would be a larger steel turntable, a six stall concrete roundhouse with an attached machine shop and offices. The coal chutes would be removed first and a large wood coal chute 28 by 31 feet serving two tracks located near the locomotive roundhouse would be built. This work was completed in 1910. Mainline trains would no longer have to back up a mile to the dead end station. The old station at Belvidere and Frontenac Streets was converted into the Sherbrooke Freight Office and an adjoining shed used as the freight shed.

June 20th, 1910 the Sherbrooke Daily Record announced that the Summer Train service went into affect that day. It would appear that Canadian Pacific ran almost a suburban train from Sherbrooke to Little Lake Magog. A weekday train would leave Sherbrooke at 5:30 P.M., and returning leaves LeBarons at 7:45 A.M. A Sunday service would leave Sherbrooke at 9:30 A.M. to Magog and returning left Magog at 8:00 P.M. There was also a Brome Lake Special which had started the first of June that arrived at 5:00P.M. And left at 5:35 on Mondays.

That same June day in 1910 a major rainstorm, typical of the area, caused washouts in the Scotstown area. An official train from west, arrived at the first and it gingerly proceeded through the mud and water; when the engineer came upon a second larger washout but this time it was much deeper. The train then backed up, when it came back to the first washout; it too was now deeper and most impassable. Now the train was stuck. The Conductor walked to the nearest station at Scotstown. Track labourers were recruited and they worked for several hours until the roadbed was strong enough that the train could proceed.

In late September 1908, the whole country between Scotstown and Megantic was ablaze, as a forest fire threatened to burn the entire town of Megantic. September 28th, 1908, at six o'clock in the evening the fire assumed such proportions that the inhabitants began not to think about saving their property, but to save their lives. The Canadian Pacific and Quebec Central Railways were called upon, and steps immediately were taken by both companies to place every available car at the disposal of the Megantic's women and children. By seven o'clock the smoke was so dense women and children began to wend their way toward the railroad stations. Special trains were made up, and the CPR hauled out two trains west, one to Springhill, and the other to Scotstown. While the Quebec Central ran three trains north to Ste. Cecile. That night the rain fell at three o'clock, the town of Megantic was spared, the fire was checked on the very edge of the village. At 5 AM. it was deemed safe for the civilians to return.

In November 1910 a new spur was built for the Dominion Marble Quarry at South Stukley. The track branches off the CPR main-line about one half mile east of the station and has a length of one and a half miles to reach the quarry. The company had rights to fourty acres of marble and the company gave thought of putting in a finishing mill.

The CPR built a new bridge over the Yamaska River at West Shefford in December 1913

At Scotstown a new two hundred foot bridge was built bridge was to carry a private railway across the salmon river for the Guelph Patent Cask Company.

June 1915 saw the Quebec Central Railway close its station and engine terminal at Megantic in favour of using the Canadian Pacific facilities. A new switch and curve were put in at this time completing a Wye. QCR trains would back into the station from the east over the Chaudiere River bridge.

The August 17th, 1915 Edition of the Sherbrooke Daily Record made fun that the CPR had changed the names of three Eastern Township locations; Sutton Junction had become Enlargra, which it said was a combination of initials of a CPR's official daughters names. East Farnham became Maple, and Brigham Junction became Brookport, a place with neither a brook nor a port.

At Sherbrooke the CPR erected a new freight shed one hundred and fifty feet long constructed of asbestos cement block for incoming freight and the older one of wood construction remained for just outgoing freight. This was adjacent to the old passenger station now the freight office at the corner of Beleviere and Frontenac Streets on the dead end spur.

1917

French General Joffre was carried through from Montreal to Boston by a very special train May 15th, 1917. The Engineer was George Magowan.

The St Croix River forms the border between Canada and the United States, between New Brunswick and Maine, and between the Canadian Pacific and the Maine Central Railways. The St Croix bridge was jointly owed. It connected the two railways. The Canadian Pacific's line from Montreal to St John cut across Maine. Its last few miles it ran over the rails of the Maine Central from Mattawamkeag to the border at Vanceboro. World War I, had started in August of 1914 so the CPR had started transporting war material to it's Atlantic Port. The United states was a neutral and there was a prohibition on the carrying of war goods or troops through US territory.

Far away in Central America. A 37 year old German Army Lieutenant Werner von Horn was making attempts to return to Germany. He managed to arrive in New York City, visited the German Embassy, and there met a man who would later be described as a spy master, Franz von Papen. Von Papen explained that Canadian Railways had to be targeted. Given $700.00 and a valise of dynamite Horn traveled by New Haven, Boston and Maine and finally the Maine Central Railroads to the little border village of Vanceboro. Obtaining a room in the little Exchange Hotel he watched the comings and goings of the Canadian Pacific as they crossed the St Croix River on a steel through truss bridge. It was February 1st, 1915 and it was cold, a thirty degree below zero cold gale when Werner von Horn went out into the bridge with his satchel of dynamite. He placed it next to a truss and lit the fuse. He left in the storm. The dynamite exploded, breaking windows across the border in Vanceboro, Maine.

He had been careful to place the bomb at the Canadian end of the bridge, he had waited in the cold till 2:00 AM February 2nd, so as not to blow up a train, and take life. The damage was slight, only one girder was bent, so rail service continued without disruption. Horn wandered in the cold then chose to return to the hotel, the hotel in Vanceboro, the hotel in the town that had all its windows blow out on a -30 degree cold night. He was shortly arrested by the Americans and immediately the International Gale started. Canada wanted him! He claimed he was a German Army Officer and the event was an Act of War. He was first charged with simple mischief-breaking windows. When the United States entered the War, He was charged with more serious crimes. He served time in both American and Canadian Jails before being returned to Germany in 1921.

Canadian Pacific Articulated Locomotives at Sherbrooke

In 1985 revered Canadian Pacific historian Omer Lavallee published his great work CANADIAN PACIFIC STEAM LOCOMOTIVES. He included a list of locomotive assignments for the entire Canadian Pacific for the date of January 31, 1916 he lists engines 5750 to 5755. These were those very unique 0-6-6-0 simple articulated engines the CPR built in their Angus Shops between 1909 and 1911 for use in the Canadian Rockies at Field British Columbia. These engine were unsuccessful and were rebuilt into simple 2-10-0's between July of 1916 to January 1917. The interesting point is that on January 31, 1916 engines 5733 and 5755 were assigned to Field as expected; but 5750, 5751, 5752 and 5754 are shown as assigned to Sherbrooke. Given that these engines were converted to 2-10-0's in July, October and November 1916 then it appears that these four 0-6-6-0 articulated locomotives had been moved east to propel all the First World War traffic through the Quebec Appalachian Hills at some time before the conversion.

In 1919 Edward, The Prince of Wales made a lengthy visit to Canada starting in August of 1919 and ending with his departure in November. He traveled by a special Canadian Pacific train from Quebec City to Victoria, British Columbia and then into the United States. The train consisted of nine cars in the old standard tradition of mahogoney red wood sleepers, dining car and two private cars the "Cromarty" and the "Killarney". Brand new heavy CPR 4-6-2 2301, or the older and lighter 2231 pulled the trainthrough Canada. October 30th, 1919 The Prince made a quick visit to the Eastern Townships. The special train traveled from Montreal to Sherbrooke over the CPR line. The Prince disembarked from the train at the CPR station and made a brief visit to Sherbrooke.

Meanwhile the special train was serviced then ran down hill three miles to Lennoxville. It managed to squeeze through the yard tracks at Lennoxville so that the Special was now on the Grand Trunk Railway tracks that would then carry the Prince back to Montreal.

March 1920 saw improvements to Scotstown. The station was lengthened by an addition at the east end of the building and the whole station was moved further west.

The newspapers recounted an interesting wreck at Lennoxville July 12th, 1920 which involved CPR engines 5800 and 5061. Engine 5061 was a P-1 2-8-2 built by MLW in 1913 but the 5800 was one of the big 2-10-2 Santa Fe types built at Angus ten months earlier. This confirms an old rumor that when these engines were built they were to be a standard freight drag engine and were to be assigned to the Sherbrooke area. These engines for their entire lives were then associated with the Rocky Mountains.

In the fall of 1921 newspapers carried an account that CPR officials were considering abandoning their State of Maine trackage in favour of a route through Canada using the Quebec Central Railway's Lac Frontiere line and extending it to Edmunston making connection with its own network there.

Scotstown Granite built a one and half mile spur to their quarry.

The railway rebuilt its bridges in the City of Sherbrooke during 1924-1925 when first the Galt Street bridge was double-tracked with a steel bridge and the single track wooden Belvidiere Bridge at the station was replaced with a concrete bridge that allowed the track underneath to be double-tracked. The Canadian Pacific also rebuilt the wood trestle on the Quebec Central connection replacing the wood Howe truss bridges with steel bridges over Wellington Street and the CNR. April 17th, 1926 saw a massive fire at the railway's Sherbrooke yard leading the company to replace it with a large modern concrete structure.

An agreement between the Canadian National and the Canadian Pacific May1, 1926 gave the the CNR rights to run over the CPR between Fredericton, New Brunswick and Vanceboro, Maine 45.9 miles. The service to Vanceboro gave the CNR a connection with the Maine Central Railway, for the movement of freight from the Maratimes to the USA. The traffic decreased and was terminated December 14, 1933.

. Canadian Pacific and Quebec Central officials annouced in the spring of 1926 that these companies were leasing the Boston and Maine Railway's line from Sherbrooke south to Wells River Vermont. This extended the CPR from Newport Vermont south and the QCR took over the section from Sherbrooke to Newport. This had further implications for all the railways at Sherbrooke, for although leased in 1912 the Quebec Centrals major interchange was the B&M for its Quebec to Boston traffic. The B&M used Grand Trunk Canadian National trackage rights to reach the GTR-CNR station and yards. The QCR then also used the GTR-CNR station. With this situation a new connection was placed a the Lennoxville diamond crossing of the CPR and the CNR that allowed QCR Newport trains to run over the CNR for just a short stretch than turn on to the CPR for the run up to the CPR station. The Sherbrooke station had a ne building added at one end. June saw the Quebec Central move all their trains into the new combined CPR QCR station.

February 1927 saw the completion of a large and modern brick and concrete station at Megantic, The station was simular in style to the Sherbrooke station. The upstairs second floor housed the Custom's Office and the Conductor's restroom. Finished in Oak, it had a large general waiting room and a smaller woman's waiting room.

November 1927 saw rain in New England; floods in New England, every railway's history has to stop and draw breath at this moment in time. Whether it be the Rutland or the Central Vermont, the Boston and Maine or the New Haven. Track and bridges were swept away. The new CPR lines in Vermont were ripped apart. In the Eastern Townships it was not as bad The Canadian National and the Quebec Central's Newport line were badly hit. Canadian Pacific had a major washout four miles out of Sherbrooke. The railway had to work night and day to mend its Montreal to the Atlantic route. For the first day passenger trains were routed to Quebec then over the Quebec Central.

The Magog Main street highway bridge was constructed in October 1928 out of concrete to replace the old timber bridge built in 1903.

As the depression seemed to have no end, the Quebec Central Railway, that had years of success as a major resource railroad and feeder to its parent was having very difficult times. The QCR had maintained its own independent locomotive terminal and shops at Newington one mile north of the Sherbrooke station. Since 1886 a connecting line, one mile, first built by the Central Vermont's Waterloo and Magog then part of the Canadian Pacific allowed the CPR to send transfer trains down to an interchange with the QCR at Newington. Despite the 1912 lease of the QCR, QCR trains did not go up the CPR but continued to use the lower Grand Trunk-CNR yards and station as its freight terminal. The first change came as a result of the lease of the Boston and Maine route from Newport, Vermont in 1926. June 1927 Quebec Central passenger trains started running on the CPR interchange to reach the CPR station, but then they would back down to their shop at Newington.
December 1st, 1932 all this changed, Quebec Central running repair staff were transferred to the Canadian Pacific roundhouse, trains terminated their runs at the CPR yards, engines took coal and water and were serviced at CPR Sherbrooke. The QCR maintained their shops and still used the roundhouse to store dead or stored locomotives. Some passenger cars were still be rebuilt and even a locomotive or two. May 1st, 1939 was the last day for the Newington Shops, all QCR rolling stop went to CPR Angus Shops. This new tenant resulted in the CPR roundhouse being increased by another six stalls around 1939.

As part of this new arrangement the QCR in return gave the Canadian Pacific the right to use its route from CPR station to Newington, where a small industrial park was developed, then switching rights down to the CNR lower yard. Prior to this the CPR interchanged with the GTR-CNR at Lennoxville.

GAS-ELECTRIC OPERATION

In the early 1930's the Canadian Pacific had started to acquire a few gas-electric railcars to replace steam train operation on the light mixed trains, The first were built by St Louis Car Company, but as more were ordered the bodies were built in Canada by the Ottawa Car Company.

January 18th, 1932 Car 9007 arrived; fresh from the builder, at Farnham for operation between Farnham and St Guilliame on trains 261, 262, 263, and 264. The maroon car would leave St Guilliame as 262 at 7:50 A.M. to arrive Farnham at 9:35; then leave Farnham one hour later to travel back as 261. arriving St Guilliame 12:20 P.M. It would leave again at 2:50 P.M. for an 4:40 P.M. arrival at Farnham. The last trip left Farnham at 5:35 P.M. and arrive St Guilliame at 7:20 P.M.

Shortly after on February 1st, 1932; a second gas-electric car No. 9008 was placed in operation on the Drummonfville Subdivision between Sutton and Drummondville 58.4 miles as trains 251 and 254. Train 251 would leave Sutton at 8:00 A. M. arriving at Drummondville at 12:40 P.M. It would then leave Drummondville as No. 254 at 2:10 and arrive Sutton at 7:20 P. M. It would meet the mainline trains at Foster, Quebec.

The Royal Scot, London Midland and Scottish No. 6100 made an eventual North American tour through Canada and the United States between May 1st, and November 12th, 1933 in connection with the Chicago Exposition. The 6100 and an eight car British passenger train crossed the Atlantic and arrived at Montreal April 21st, 1933. Taken to Canadian Pacific Angus Shops where the train was assembled and bell, headlight and cowcatcher were added to conform to North American practices. The Royal Scot train made a round trip trial trip to Farnham, during which the train, with Driver Gilbertson at the throttle and a CPR pilot with him on the footplate, attained a speed of 75 miles per hour. It was unveiled at Montreal on May 1st, 1933 and then left for the rest of North America.

August 1936 saw the unveiling of Canadian Pacific's brand new light weight streamlined train pulled by the revolutionary streamlined 4-4-4 Jubilee. In September 1936 it ran complete from Montreal to an exhibition at the Sherbrooke station then back again.

On the footplate was the British fireman John Jackson and the CPR Pilot Louis Graig. The Royal Scot took water at St Johns-St Jeans. At Farnham the engine was turned on the wye,

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A Special Boat Train was inaugurated in 1931, in conjunction with the sailing of Canadian Pacific's Empress of Britain, on Saturdays, from the new Wolfes Cove Terminal, Quebec City. The route of the Empress from Quebec to Cherbourg, France and Southhampton, England took only three days at sea. One third of the time at sea, over a New York sailing. The Boat Train would leave New York Central's Grand Central Station at 4:00 P.M. Friday, as part of the NYC's "Commodore Vanderbuilt"; then travel over the Delaware and Hudson to Montreal, but was routed through the Outrement freight yards to skirt Montreal's passenger station. It would arrive Quebec at 7 A. M. Saturday morning in time for the 8 A.M. Sailing.

Few would realize today that the Canadian National and Canadian Pacific operated a joint service or Pool train through the Eastern Townships in 1934. In the hot months of summer a traditional resort for Montrealers has been the Maine Coast and Old Orchard Beach in particular,

The Canadian National had it's traditional Grand Trunk route Montreal to Portland, but this involved either a taxis or bus ride to Portland Union Station for a Boston and Maine train south to Kennebunk and Old Orchard. The Canadian Pacific had a route from Montreal to Farnham- Newport then south to Wells River and the Boston and Maine train direct to Kennebunk, Maine. A Joint Night Train service was inaugurated in 1934. The CNR train, engines and crew operated the joint CNR-CPR train not only to Portland, but over the Maine Central tracks direct to Kennebunk.

The Canadian Board of Railway Commissioners on February 14th, 1937 gave Canadian National Railways permission to abandon a section of railway from S. S. & C. Junction-Iberville to Farnham and approved the operation of Canadian National trains over the Canadian Pacific tracks for 11.27 miles between Iberville and Farnham for the CNR and CPR routes paralleled each other.

FRANKLIN D. ROOSEVELT

July 31st, 1936 saw the first visit of a President of the United States to visit Canada. U.S. President Franklin Roosevelt left his summer home at Campobello Island boarded the yacht Potomac and crossed the Passamaguoddy Bay into Canada where he boarded a special train waiting for him at St Andrews, New Brunswick. The train was composed of Canadian Pacific and New York Central sleeping cars with the Pullman private car "Pioneer" attached at the rear, The train traveled north to McAdam then traveled west over the Canadian Pacific through Maine to Megantic Quebec. There two of Quebec Central small engine 42 and 45 pulled the heavy train north to Tring Junction where QCR 2554 replaced the two engines. The train then ran down the Chaudiere Valley, over the Quebec Bridge, to the new CP terminal at Wolfe's Cove; below the City of Quebec. The president was met there by the Govenor-General of Canada Lord Tweedsmuir and Prime - Minster King. The conference was about mutual interest projects; mainly an enlarged St Lawrence Seaway. The President then traveled by CPR to Montreal and then south.

ROYAL TRAIN OF 1939

The most celebrated of all trains in Canadian history is no doubt the Royal Blue and Aluminium Royal train run over the CPR and CNR line in the summer of 1939, The Canadian Pacific had its special Royal Hudson 2850 pull the train over most of its lines, The Royal Couple landed at Quebec May 17th, 1939 and traveled west to British Columbia and then returned visiting southern Ontario before crossing the international border at Niagara Falls. The Pennsyslvania Railroad took the train south to Washington for an Official Visit. The Roval Train returned on the NYC up the Hudson River, stopping at Hyde Park then via the Delaware and Hudson through Rouses Point to Delson, Quebec. The two unique D&H elephant eared Pacifics were uncoupled and gleaming Canadian Pacific Royal Hudson backed on to the train. It was June 17th, 1939. In a driving rain and wind storm veteran Engineer Atto pulled back the throttle and the Royal Train was off through southern Quebec. St Johns, Farnham, Magog turned out in the rain to watch the top of the line Canadian Pacific. The train arrived at Sherbrooke, while the Royal Couple toured Sherbrooke, engine 2850 was uncoupled, pulled ahead and ran a short way down the QCR to the coal siding at Alexander Street. Switches thrown two CPR G-2 class Pacifics backed up to the train, It was now a Quebec Central show. The doubleheader was now off down th hill over the wood trestle and up and over the Quebec Central to a Canadian National connection at Charny and then east to the Atlantic. It was Canadian Pacific's finest hour, a phrase that would have a different meaning months later. CPR rests today at Delson Quebec only feet from where Engineer Atto gave it life.

WORLD WAR II

The Canadian Pacific line between Montreal and the ports of St John and Halifax was known as the busiest single track railroad in North America. Troop trains and war material extras ran none stop.

The Queen Mary or the Queen Elizabeth carried 15,000 troops on one sailing out of Halifax, or 27 troop trains. A troop train could have anywhere between 18 to 25 passenger cars. The St John train ran as many as eight sections. One reason, that was considered top secret, that German U boats had sailed into the St Lawrence River and the Navy had chosen to defend the Atlantic convoy's rather than patrol the River. The St Lawrence was to be undefended so the CNR mainline running along the St Lawrence could have been shelled. It was safer to take troop trains in land to St John and then have the CNR pull them through Moncton to Halifax. The CPR was the prefered route to the Ports. Montreal and Quebec City were closed to Atlantic sailings. Even the Quebec Central got into the effort by pulling Russian wheat extra's from the lake boats at Quebec to Megantic. Prior to the War CPR heavy Pacific's of the 2300 class ran from Montreal to Megantic, they were restricted east, a change of engines was required at Megantic to the lighter Pacific's of the 2500-2600 class due to the lighter rails and bridge loading through Maine. By 1944, this had changed and both the 2300 and the newer 2400 class heavy Pacific's started running right through from Montreal to McAdam, where an engine change was made for the last leg into St John. Some of the newer 5400 class freight engines were assigned to passenger duty.

The first diesel to arrive in Southern Quebec was on April 8th, 1947 when American Locomotive Company of Schenecady New York sent a RS-2 diesel north for testing on the Canadian Pacific. That first run of unit 1501 was from Montreal to Megantic with a 2,200 ton train. CPR dynnamometer was coupled behind to provide complete and accurate information about the tests. It stayed on the railway till May 31, 1947.

These tests around Farnham led the railway to dieselize its entire New England operations in 1949, when a complement of Alco diesels FA-1's, FB-1's, RS-2's, S-2's and three GMD E-8's displaced steam and started running into Farnham.

Through passenger service from Montreal to Boston, Massachusetts, operated jointly by the Canadian Pacific Railway and the Boston and Maine Railroad was fully dieselized on Friday, December 2, 1949, when diesel Number 1800 of the CPR took train 212, the "Alouette" to Farnham, Quebec. Regular service with diesel-electric locomotives began on Thursday, december 15, 1949, when CPR E-8 Number 1800 took Train 212 to Boston, while train 211 arrived from Boston in charge of B&M E-7 Number 3819. Trains 213-214 the Newport Local were handled by CPR 8404 an RS-2. Shortly one of the 1800's would also run Montreal to Sherbrooke while holding down the job as spare replacement at Montreal. The Alco FA-1 and FB-1 freight diesels ran from Montreal through Farnham and Newport to Wells River and White River Junction, Vermont with the B&M-CPR through freights. The RS-2's were single units, could not run in multiples ran in a form of pool service with like Boston and Maine RS-2's centered out of Newport.

Sherbrooke saw its first diesels in 1949 when steam was displaced in favour of two S-2 units 7075 and 7078.

The old Southeastern station at Farnham burnt down in 1949. Canadian Pacific constructed a modern brick and concrete station that was officially opened March 8th, 1951. The new station housed the divisional as well as serving the general public.

1951 the railway built the West Ward industrial spur at Sherbrooke. The line ran from the back of the yard near the roundhouse ran westward on the old Waterloo and Magog right of way to service about a dozen industries for about two miles.

The Atlantic Limited was inaugerated in 1955 running between Montreal and St John, New Brunswick. The train was pulled by General Motors FP-7 and FP-9 passenger diesels. The train usually in its consist had one of the Budd Dome-cars in its consist that were actually part of the Canadian Consist. July 5th, 1971 GM E-8's, the big 1949 passenger engines started in use on the Atlantic Limited and would be a fixture for the next ten years.

1957 saw the introduction of the Budd Rail Diesel Car to the Eastern Townships. Only the Atlantic Limited would be a full train set. The Montreal to Megantic, the Montreal-Newport to Boston and the Quebec Central's Sherbrooke to Quebec services would all be in the hands of the new Budd Cars.

In the mid-fifties Montreal Locomotive Works FA-1 and FA-2's started turning up on the through freights. Soon RS-2's, RS-3's followed by RS-10's in 1956 and RS-18's in 1958 saw that th were fewer steam engines running.

July 12th, 1955 the most powerful diesel in Canada the new "Trainmaster" CPR No. 8900 built by Canadian Locomotive Company started running between Montreal and St John, New Brunswick. The 2,400 horsepower unit was run in both passenger and freight service.

During these days of dieselization many experiments were tried but nothing could compare with a trial of Canadian Pacific No. 1000. This was MaK a 800 horsepower German built diesel complete with eight 49" driving wheels and connecting rods. In July 1956 the engine was sent to Farnham operating on the Adirondck and St Guillaume Subdivisions in wayfreight service and on the Stanbridge Subdivision with trains of crushed rock from Bedford.

Passenger train 41/42 on September 25th, 1955 became the diesel powered The Atlantic Limited, and with the Montreal-Boston in the hands of General Motors since 1949 steam engine service was reduced to the local trains; and even this came to an end with the Budd Car invasion of 1957. RDC's were running to Boston, Quebec City (QCR) and now Megantic.

The through freights started getting the Alco-MLW FA units in 1955. The use of the 5300 and 5400 heavy Mikado's in Southern Quebec came to an end June 1957. A couple hung around as standby power but there were just to many Alco-MLW and GM diesels. Steam seemed centered at Sherbrooke for the Quebec Central was still running steam, and the QCR and CPR D-10's and G-2's got mixed together on the QCR and CPR lines on locals, way-freights and mixed trains.

The last regular Steam run was CPR P-1 5107 which having run the Megantic to Brownsville mixed was turned around and ran to Megantic, then sherbrooke, to St Luc Yard Montreal on April 9th, 1960. 1201 ran an excursion train from Montreal to Orford that Easter. The steam engine was gone from Quebec, 1836-1960. There were a couple of brief visits; CNR 6218 ran from Lennoxville to CPR Sherbrooke to be turned in the late sixties, and 1201 streaked across the Canadian Pacific in 1989.

The roundhouses were first reduced to just a few stalls, and then in the end eliminated. Water towers came down and coal chutes were abandonned. The diesel power was MLW, RS-2's, RS-3's, RS-10's, RS-18's, RS-24's, FA-1's, FB-1's, FA-2's, S-2's with the inclusion of General Motors passenger engines all in Canadian Pacific Maroon and Gray.

After 1965, some Bessemer and Lake Erie F units and Boston and Maine Alcos were leased.

1962 and 1965 saw the loss of Sutton Junction-Knowlton, and the end of the Orford Mountain branch lines.

More passenger curtailments came, the Montreal-Boston in 1966, Sherbrooke-Quebec City (QCR) 1967, and the Montreal-Megantic Budd in 1970. Only the Atlantic Limited was left, what with those big GM 1800's and dome-cars.

Canadian Pacific Railway in 1968 was now CP Rail in Action Red. Containers became the new staple, Modern MLW four and six axle diesels smoked across Southern Quebec. The container traffic was profitable, then died as the world containerized other Ports took traffic. CP Rail was ready to sell east of Montreal, especially when CP acquired the Delaware and Hudson and it's route to New York City.

LACHINE CANAL, MONTREAL NOVEMBER 20, 1887

November 1887 the Canadian Pacific after acquiring the Southeastern Railway system had completed a brand new bridge across the St Lawrence River and had just intersected the Lachine Canal a little distance from the river. The CPR had just completed a series of engines that month at its New Shops in Montreal.

In the very early morning hours of Sunday, November 20th. Engineer Remmington climbed into the cab of a brand new 4-4-0 Engine 394 at the large Farnham station, the old headquarters of the Southeastern and just now the CPR Divisional Office. Fireman McCorkle was on the deck feeding the fire, three crew climbed into the van. It was a short train, a regular train, with only two cars. They set off from Farnham that dark November night for Montreal. Through St John crossing the Richilieu River across the flat plain until the big river, the St Lawrence was crossed on the delicate and long cantilever bridge. Ahead was the Lachine Canal and the Montreal Terminal.

It was 3:45 in the morning, Alhonse Doucette, one of two bridge-tenders; along with Felix Meloche, was stationed at the Lachine Canal. They had been waiting for the regular freight from Farnham but it was late that night. A lumber barge was coming down the canal, the freight wasn't in sight, and with it being late November, the closing of the season for navigation the canal wanted every boat through quickly. Doucette decided to open the bridge to let the lumber barge pass, but first he set the distant danger signals to Stop. The rules were very clear, stop at the canal. The barge was nearly through when Doucette looked into the distance about a quarter mile and saw the headlight of 394. The danger signal was set, then he noticed the steam was kept up, it passed the danger signal. There was no whistle. Fireman McCorkle was on the deck shovelling coal, but Enginer Remmington must have realized just at the last moment, he had passed the signal and threw the engine into a fast reverse.

Doucette and Meloche were trying to close the bridge, just one minute, but then engine 394 and tender, two freight cars and the van just slid off the end of the bridge, the whole train, into the Lachine canal. One loud crash. The engine exploded.

Doucette graped a rope and ran down the bank, he threw the rope to crew members. The van was floating in an upright postion on top of the wrecked freight cars. The crew were in bad shape, as they were scalded by the boiler explosion.

Meanwhile a farmer. living nearby, a Mr Finnie heard the explosion and ran to the canal. He jumped into the canal rescuing Fireman Mccorkle and aided Doucette in the rescue of Conductor Hazedine and brakeman Walker.

Doucette had tried to float an old boat CPR had provided, but the bottom had fell threw.. He pulled himself out of the canal and ran up to the Canal Locks and managed to secure another boat; and then the rescuers started looking for the Engineer, he was not to be found.

Finnie's farm-hand had run for the Doctor. The survivors were taken to Finnie's house where they were cared for until after ten o'clock that morning when a CPR special hospital train arrived and wisked them off to Farnham.

The train had fallen into only one side of the Lachine Canal, there was still the other side of the canal. Navigation contined, the railway bridge could close, transportation resumed; and so 394 sat on the bottom of the canal for several days. Officials explained that their was a strict rule not to pass the danger signal. There was no explanation why Remmington, known to be a sober man, had passed the Danger Signal.

Engine 394 was hauled out of the grave, but steam engines were made of iron not flesh, Omer Lavallee's Canadian Pacific Steam Locomotives records that 394, built new Canadian Pacific New Shops November 1887,, serial number 1069 was a SA class 4-4-0, with 17x24 cylinders, 63 inch drive wheels, survived to have its number changed in March 1906 to No. 240, then renum again March 1913 to No. 154 and died as scrap December 1913, twenty-six years later, just as the new double-track Lachine Canal opened.

COOKSHIRE SEPTEMBER 10,1895

A CPR freight engine while shunting in the Cookshire yard was derailed by a broken rail or an obstruction in the switch frog and turned bottom side up in the ditch. The locomotive was moving slowly and the engineer and fireman escaped serious injury by jumping.

LENNOXVILLE JUNE 13, 1900

A collision between Canadian Pacific and Grand trunk trains occurred at the diamond crossing at Lennoxville June 13th, 1900.

It was the custom of all trains on both lines to come to a standstill on approaching this crossing and signal. The watchman at this point raises or lowers the semaphore signal; as the case may be, as an indication whether the train may proceed or not.

The CPR mixed running Sherbrooke to Lac Megantic was the first to reach the crossing and the engineer stated that after coming to a stanstill he received the signal to go ahead. His train consisted of an engine, five freight cars, a flatcar loaded with railway ties, a baggage-smoker combine and a first class coach at the rear. The CPR train had nearly crossed the diamond when the collision occurred. The Grand Trunk train northbound from Island Pond Vermont bound for Montreal consisted of between sixty or seventy freight cars drawn by one of the giant Grand Trunk engines. Fortunately the GTR was moving slowly.

The engine struck the flatcar throwing it into the ditch and derailed the rear passenger cars. No persons were injured, but if it had happened only a moment later the engine would have sliced into a passenger car.

SPRINGHILL, QUEBEC APRIL 18, 1902

The Megantic to Sherbrooke local passenger train was wrecked between Springhill and Milan at 8.00 AM. There were no injuries but that same day a bridge spanning a small stream three miles west of Magog burned. This caused the Montreal to Sherbrooke train and the Sherbrooke to Farnham local to exchange passengers and mail over a difficult high embankment. The Halifax went down to Newport and then up the Boston and Maine to Sherbrooke.

LENNOXVILLE MARCH 15,1904

Boston and Maine engine 754 was pulling a northbound freight up the Massiwippi Valley line from Newport, Vermont. It had just switched on to the Grand Trunk and pulled up to the Grand Trunk Lennoxville station at 4:35 AM that March morning; received it's orders and proceeded down the Grand Trunk tracks, to its terminal at the GTR Sherbrooke only just two miles away. The B&M train reached the GTR-CPR diamond crossing when just at the same moment a Canadian Pacific eastbound freight pulled by CPR ten-wheeler 991 charging downhill smashed into each other. The collision killed B&M engineer John Folsom and two other members of his crew. B&M 754 was a Mogul built by Manchester Locomotive in 1889. Engine 991 had been built at North British In Scotland only a year before.

BURY, QUEBEC NOVEMBER 2. 1905

It developed that the CPR Halifax Express narrowly escaped a serious wreck only a few miles from Bury between Megantic and Sherbrooke. The train was saved by the plucky act of Mrs George Sawyer. Mrs Sawyer lived with her family a short distance from the railway track and a bridge. At 2:00 o'clock in the dark of night she was awakened by the crackling of flames. Looking out her window she was horrified to see the bridge burning fiercely. She sent her husband to seek help; then she grabbed the farm kerosene lantern and dashed through a short cut in the woods to a point she was able to attract the attention of the train. The engineer when he saw the lantern slammed on the train brakes throwing passengers out of their berths. The bridge was burning, so awrecking train was summoned and the fire was extinquished and repairs made to the bridge. Rail traffic was delayed five hours/

BOUNDARY, QUEBEC MAY 4, 1906

A Special or Extra CPR emigrant train from Halifax was wrecked at about 6:00 PM just two miles after entering Canada at Boundary. The train was running at a good rate of speed when suddenly the engine left the track and went down into the ditch. It was followed by a baggage car and another combination car. It was in the later car were several passengers. Ten of the new Canadians were injured.

McLEOD'S CROSSING, QUEBEC JUNE 27, 1906

A twenty-two car ballast train was backing down with the van proceeding into a rock cutting at McLeod's crossing near Scotstown. The train had just entered the cut when men on a hand car who were returning from work, they saw the danger immediately, they stopped and made a frantic effort to get their car clear. A portion of the hand car went under the van and the impact was such that both the van and engine were piled up across the track.

LENNOXVILLE, QUEBEC SEPTEMBER 22, 1906

A defective car on the CPR mixed train jumped the track at the CPR-Grand Trunk diamond at Lennoxville blocking all rail traffic.

EASTMAN, QUEBEC NOVEMBER 1, 1907

Canadian Pacific D-10 784 had in its few short years had an eventual life, it had been only one of the few CPR 4-6-0's built as camel-back steam engine constructed to burn the western Lignite coal. The experiment had failed and its center cab had been removed and now looked very much the standard CPR D-10

It was the afternoon of November 1st, 1907 engine 784 was making its third trip since its conversion and was running on the Eastbound local from Farnham to Sherbrooke. The CPR route had left the level St Lawrence Plain and was now climbing into the Canadian Appalachian's. In the cab were Loran Draper of Sutton and fireman Hugh McKinney of Richford on the Vermont border. The front-end brakeman was Clarence Sturgeon.

Eastman was on the edge of a great valley of the Missiquoi River. It had been an obstacle to railway construction twenty-five years earlier. The first railways had climbed down the valley walls and then exhaustingly climbed right back out. With the arrival of the Canadian Pacific on the scene in 1887 the old routes were abandoned, in favor of better gradients and construction standards. A great wooden trestle was built across the valley sixty feet high. During its construction a high wind blew the bridge down. The Orford Mountain Railroad running north and south ran under this trestle through the valley village then climbed to a connection with the CPR at Eastman station.

Engineer Draper slowed the 784 as it came into the Eastman station it met the west-bound local and saw the red flag at the station a standard warning that another red flag would be ahead indicating a construction site ahead. Conductor Angus McLeod had joined the crew in the cab then scrambled up the coal tender and out on to the freight cars to the safety of his van. Clarence Sturgeon sat for a while in the fireman's seat talking to the crew as McKinney added to the fire. Past the station but before the bridge was the second red flag. Draper slowed the engine and stopped briefly so some construction supplies could be loaded onto a flatcar. The brakes were again released and by later accounts had not given the engine steam. Brakeman Sturgeon crossed the engine deck to the gangway as he looked down on the village of Eastman below. All accounts both on the engine and those who viewed the train from below the train was travelling only four or five miles per hour, Draper had control of his engine 784.

Then it fell!

People in the village looked up towards the falling explosion as the wood bridge collapsed without warning under the 140 tons of the engine as it fell with tremendous force into the end of Silver Lake then sank. It pulled with it car after car. Four coal cars crashed, then two boxcars of grapes followed by a box car of flour and wheat. The train-lines now split and the air brakes now went on automatically saving the tail-end of the train along with Conductor McLeod's van.

All three men were in the cab when the engine hit the water and sank but Brakeman Sturgeon was still alive but at his first recollection under water he was pinned in coal, mud and water. Engineer Draper was next to him in the mud but as each of the cars fell from the trestle and crashed into the sunken wreckage it released him little by little and when the last boxcar hit it caused the engine and tender to jack-knife and he was released and with aid from the shore was pulled to safety. Efforts to reach the other crew-members for they, in the cab were enveloped in mud. It was Sturgeon who could give witness to the exact events in the cab. The engine was fully under the command of Draper and at four miles per hour the engineer was blameless. The bridge just collapsed. A few days later divers were able to recover the bodies of the poor engineer and firemen. Stuck in the mud filled cab the bodies were said to be so natural, fireman McKinney had a fire poker in one hand and a bunch of oil waste in the other and engineer Draper was found with one arm out the cab window and the other on the brake-valve. At their posts.

The CPR started to find a way out of the split in its line to the Atlantic, just as the winter rush was about to start. The CPR Engineering Department started constructing a line using part of the roadbed of the Orford Mountain Railway down one side of the valley and a new line up the other side so that the break could be mended temporarily. The Halifax Express was sent from Farnham south to Newport Vermont and then north over the Boston and Maine Massawippi Valley line to Sherbrooke.

One account states that with the train wreckage and the bridge wreckage a person could walk around on top of the lake. The freight cars were being pulled out and local business men made deals for the coal and wheat. The local boarding house was full of workers serving as many as two hundred meals per day.

Engine 784 still sat submerged and the first and largest question. What had happened? Brakeman Sturgeon and Conductor McLeod repeated and repeated engineer had the engine under control and it had not derailed on the bridge. It was the bridge.

The bridge, this long wooden trestle built to stretch across the whole valley. Every person knew it just blew down one day while under construction. The CPR had taken great pains at inspection and maintenance it would be revealed in the inquest. The Railway had filled in large sections in recent years. Seven hundred feet of fill at the west end and five hundred feet at the east end. The center section had a great amount of fill that also served as a firebreak. That very day a gang of men had been working on repairs.

The first culprit suspected was the filling a year earlier had the effect on August 10th, 1907 at 5:00 PM of the earth fill "took a shove." but then the experts said their was no misalignment to the rails or timbers from this event. The newt issue was that piles had been driven into the mud years earlier and sill caps were put across them. Water now submerged these cross timbers could this be the cause.

CPR Bridge Foreman Griggs gave testimony about the care and inspection of the bridge followed by CPR Bridge Master J. D. Clark. The Inquest started to take aim at the piles way under the bridge.

The last to give testimony were the Engineering Company that built the original bridge twenty years earlier. It was the son of the Engineer George Smith explained that the point where the engine fell gave them problems, the bottom was " quick sand" and that two fourty foot piles had to be bolted together to make an eighty foot pile and he was still uncomfortable years later that these long piles went down and in too easily. He blamed the soil condition that could allow the pile to twist and the submerged piles and cross sill caps would have gone undetected until the weight of 784 was slowly on that spot. The Inquest concluded that the Cause was the Nature of the Soil.

SHERBROOKE NOVEMBER 19, 1907

A freight train set out cars in the Sherbrooke terminal area and a crew member failed to turn the switch for the main track. Passenger train No. 209 ran into the siding and collided with the cars. Engineer did not notice the switch in time to come to a stop. Two passengers , and two Mail Clerks, plus the Conductor, Engineer and Fireman were injured

WINDSOR STATION, MONTREAL MARCH 17, 1909

The morning of March 17th, 1909 The Boston Express had left Boston the night before had run north on the Boston and Maine Railroad to the Canadian Pacific connection at Newport, Vermont. There CPR engine 902 was put on; and then off the Express went, up Newport hill on the old SER, through Brigham Junction, Farnham, across the Richelieu, St John, Delson, across the St Lawrence River, Montreal West. A spring or spring hanger on the right-hand rear driver of the North British ten-wheeler failed causing the engine to list slightly resulting in the driving wheel tire cutting the head from a staybolt on the boiler. The resulting steam was deflected directly into the cab at the engineman's position; in vain did big engineer Mark Cunningham try to stop the engine, scalding his hands badly in the process. He either jumped or fell from the engine, sustaining injuries that would kill him. The fireman then jumped.

The train continued on it's way toward the station, the train conductor only suspecting something was amiss when the train did not stop at Westmount. The downgrade from Westmount to Windsor Station only served to accelerate the runaway train, which was lined for the southeastern most track in the trainshed.

It is estimated that the train was doing fifty miles per hour when it hit the stop-block, crossed the platform area, and burst through the walls of the station into the waiting room, killing a woman and three children. The engine came to rest in the waiting room, sinking partially through the floor into the basement. The passenger cars telescoped, the baggage car breaking through the south wall of the trainshed and overhanging Donegani Street.

Big Mark Cunningham's body would be sent by special train to a very sad day at Farnham.

Omer Lavallee Canadian Rail Febuary 1964

ADAMSVILLE MARCH 18, 1909

In the early morning hours, the Engine Superintendent, at Farnham worried about the condition of the engine assigned to Foster made the descision to replace the engine. Another engine had to be sent to Foster so the dispatcher was notified that engine number 1639, a CPR M-4 class 2-8-0 would run light. Roadmaster Gavin Shanks a Southeastern Railroad veteran jumped up into the cab with Engineer George Truax to get a quick lift east to Foster to allow him to supervise some construction work at the later point. Off the single engine went; but up ahead there was another train, this was westbound Extra freight 1661. 1661 was also a M-4 class 2-8-0. a mistake had been made with the orders at West Shefford station. Running light and fast engine 1639 smashed into 1661 at 6:10 AM March 18th, 1909 one and a half miles east of the Adamsville station. Both Roadmaster Gavin Shanks and Engineer Truax were killed in the collision. Oddly this occurred only days after the CPR Newport to Montreal train had crashed into Windsor Station killing Engineer Mark Cunningham, another old SER RR man. The newspaper gave a solemn account of Roadmaster Shanks Funeral Train meeting the Funeral Train of Mark Cunningham at the Farnham station as the Old Guard paid their respects and spoke of early days of the Southeastern Railroads trials.

Engine 1639 was renumbered 3439 in 1912 and 1661 was also renumbered to3461 and both served the CPR until the end of steam in the fifties. The blame was attached to dispatcher Elfer at Farnham and the night operator at West Shefford for the mistake in orders.

MEGANTIC DECEMBER 22, 1912

A collision occrred just west of Megantic when a doubleheader ran into the rear of a freight train.

The railway was double tracking from St Johns, Quebec to Farnham in August 1913

GOULD NOVEMBER 10, 1913

A freight train ran into cars at Gould.

BURY, QUEBEC FEBRUARY 17, 1914

The engineer of a westbound CPR train was killed at Bury. The westbound train had the right of way when it pulled out of the yards at Bury just as an eastbound freight was pulling into the station. The westbound had intended to carry out some shunting without realizing that the west train had orders to go right throug without having to stop at the station.
Engineer Yardo was killed at Bury, engines 3513 and 430.

LONG SWAMP, QUEBEC FEBRUARY 17, 1914

Canadian Pacific's steel snowplough left Megantic sunday night to clear the track of snow drifts to Sherbrooke. The CPR wreck train was required to pick the plough out of the ditch at Long Swamp. The plough, engine, tender and caboose all went into the ditch.

FARNHAM FEBRUARY 25, 1914

Express collided with freight cars

The Magog bridge was on fire May 20th, 1914

LENNOXVILLE JULY 2ND, 1914

Rear end collision at Lennoxville, The engine left the rails when the trains collided.

MAGOG DECEMBER 1ST, 1915

A freight wreck near Magog

July 1916 the railway added six more new yard tracks at Sherbrooke and also installed an electric staff system between Sherbooke and Lennoxville and would be expanded in 1927 to include the Quebec Central between Newington and the CPR upper town station.

SCOTSTOWN DECEMBER 19, 1916

Two engines at the front of a train and one mid-train were wrecked at Scotstown,

COOKSHIRE MARCH 7, 1917

Rear end collision Eastbound freight hit by a doubleheaded freight.

KEOGH, MAINE DECEMBER 24, 1917

Two persons were killed at Keogh, Maine when a light engine crashed into the rear of a freight train.

BURY JANUARY 23, 1918

A westward train was involved in rear end collision.

SHANKS FEBRUARY 6. 1918

The CPR double-headed Halifax Express jumped the track between Little Lake (Magog) and Sherbrooke.

SCOTSTOWN FEBRUARY 22, 1918

Train wreck Scotstown.

ROCK FOREST APRIL 15, 1919

Rock Forest derailment

MEGANTIC APRIL 10,1918

There was a bad collision at 7;00 P.M. On the night of April 10th, 1918 when two long wheat freight trains were coming into the station at Megantic, one eastbound and one westbound. Engineer Billy Wilson of Megantic, and Fireman Boulet of Farnham were killed in the collision that also injured the other Engineer John Adams. One of the engines was M-4 class 2-8-0 3546.

MILAN DECEMBER 11, 1919

A CPR special passenger train going towards Montreal bearing Chineese "coolies" from overseas collided with a freight train at Milan, The freight train had been placed on a siding and the switch in some way was left open. The victims are conductor M. H Booth and J. B. Buchanan a passenger on the freight. It is unexplainable that the switch was left open yet the switch signal lattern showed clear, It was expected that this was to the extremme cold.

WEST SHFFORD MAY 30TH, 1921

Canadian Pacific 5310, a new P-2 class 2-8-2, had a boiler explosion at West Shefford station May 3oth, 1921.

FOSTER APRIL 4TH, 1924

Ten passengers were injured when a Canadian Pacific through passenger train from Saint John, New Brunswick going to Montreal crashed head on in to a work train two miles east of Foster, Quebec at 10:12 AM. The victims include six passengers, the engineer, who was seriously hurt, the cook on the passenger, together with two men on the work train. The engineer of the work train leaped clear and escaped without a scratch but the most seriously hurt was engineer W. Rutherford of the passenger train.

MAGOG NOVEMBER 10, 1927

A Canadian Pacific passenger train from Saint John bound for Montreal plunged into a heavily laden freight train at Magog, Quebec. The Saint John engine was wrecked but no one was injured. Three cars were smashed as the freight was attempting to clear the mainline into the safety of a siding but only half the freight train had left the mainline when the collision occurred.

ORFORD LAKE NOVEMBER 4, 1927

Derailment Orford Lake

MAGOG NOVEMBER 26, 1927

CPR Express jumps the track at Magog.

LANDERS STATION APRIL 15, 1932

Three crew men were injured at this small station between Sherbrooke and magog when a CPR P-1 crashed into freight No. 908 with engine 2308, one of the first of the CPR heavy 4-6-2's. One train was a livestock train, a great many horses were killed in the wreck.

MEGANTIC NOVEMBER 24, 1933

Collision at Megantic.

LENNOXVILLE NOVEMBER 13, 1933

Derailment Lennoxville Bridge.

MEGANTIC JANUARY 29, 1935

Collision Megantic

ORFORD LAKE MAY 2, 1943

Sixteen cars derailed at Orford Lake with three of the cars ending up in the lake.

COOKSHIRE MARCH 18, 1943

A train and a hand car collided at Cookshire.

MEGANTIC JANUARY 22, 1944

A derailment at Megantic.

ESTRAY AUGUST 9, 1945

As the World waited with baited breath for Victory and Peace; at 9:40 PM that night of August 9th, 1945, two heavy freight trains. West-bound 5393 collided with east-bound 5398, just west of the station. West-bound engineer James Booth, 50 was killed and his fireman Michael McElroy was injured. In the cab of the east-bound was engineer Norbert Brown and fireman Paul Fontaine.

COOKSHIRE MARCH 15, 1946

Eastbound train No. 68 section 2 crashed into the back of east-bound No. 68 section 1 which had stopped to take water at the watertank just west of the Cookshire station. Both trains were double-headed freight trains. It happened at 5:10 AM. The impact split the caboose open yet Trainman Douglas Flanders was just injured.

BIRCHTON NOVEMBER 23, 1951

The head engine of a westbound doubleheader exploded about one mile west of Birchton station. Albert Griggs 59, the engineer was killed, fireman Joseph Vallerand 34 of Sherbrooke was injured and headend trainman Paule-Emile Lafontaine 34 of Farnham was injured as was Oliva Gobeil fireman on the second engine. The freight extra had fifty-five cars and was running from Megantic to Sherbrooke when the front engine exploded throwing all three men out of the cab. Several hundred feet of track were torn up, the second engine was derailed as were six freight cars. Griggs, whose body was found beneath a gondola car was instantly killed probably from a fractured skull he received when he struck the derailed car. The wrecked engine 5399 was strewn for several hundred feetalong the right of way and the force of the explosion, which rocked farm houses over two miles away from the scene of the accident also tore down fences along the track and broke limbs from the trees in the woods nearby. The boiler and firebox were blown to bits and the blast was so severe that the headlight was thrown some distance ahead of the speeding engine. Two of the St John to Montreal passenger trains were diverted over the Quebec Central. The first to the scene was Elwin Brazel.

MAGOG APRIL 30, 1955

A westbound freight with one of the big 5300 class 2-8-2's on approaching the north and eastern limits for Magog derailed at the switch to the Co-Op. The engine was turned on its side in the ditch but the crew of George Tyborn and A. L. Banks were not injured.

COOKSHIRE FEBRUARY 26, 1957

CPR diesel 4025 was involved in an accident at Cookshire.

BURY MARCH 9, 1966

A major wreck occurred at Bury involving engines 8443- 8759- BLE 717A- 8470- 8477- BLE 718B BLE- leased Bessemer and Lake Erie units

MEGANTIC MARCH 1966

Megantic yard engine damaged

At the turn of the century the Canadian Pacific took to developing the 'deep-water" St John Terminal. Fourteen acres of wharfs and docks, complete with five distinct steamship berths sprung up on the west-side of the harbour. The Port of St John was the only on line ice free Atlantic port on the Canadian Pacific. When the Great Lakes and the St Lawrence River started to freeze in December solid Canadian wheat trains would run to St John.

As the trains became longer and heavier the rail link had to be improved, heavy steel rails and tons of new clean ballast arrived. Special attention was now paid to the bridges between Montreal and St John in the first decade of the 1900's, Many of the steel bridges were built on stone piers but the large number of wooden approach trestles were weak. These approach trestles were filled. Nine separate wood trestles were completely filled. At one location a wood trestle was replaced by an expensive stone arch bridge. The two major steel viaducts had there wooden approaches filled. The wood bridge over the Bangor and Aroostock Railroad at Greensville Junction was replaced by a steel bridge June 1902.
A new distinctive station was built at McAdam, New Brunswick. There were some setbacks like the July 28th, 1910 fire at the shops at Brownsville Junction.

MOOSEHEAD LAKE, MAINE JULY 2, 1894

Near the Moosehead Inn which was three and half miles east of the CPR station Moosehead an iron bridge crosses a rocky gorge, which runs a very rapid stream, the outlet of Lake Moosehead. The iron bridge had a wood trestle approach of between fifteen to twenty feet high and about 244 feet long. In the early morning hours of July 2nd, 1894 the Express which had left Montreal at 8:40 Sunday night, was running along at a good rate of speed. It was half way over the wood trestle when it just fell. The locomotive, tender, postal car, baggage cars and a second class passenger car went through and were piled up on top of the other at the bottom. The first class cars and the sleeper containing a large number of passengers remained on the rails. The loss of life would have been much greater had they followed the first cars.

Engineer Fred Leavitt, who's regular run was from Brownsville to McAdam was killed instantly and his fireman Angus McDonald was so injured he was thought dead. There were two mail clerks in the postal car; Walter Starkie and John Miller. Mr Starkie was killed and Mr Miller was injured.

There were a lot of people in the second class coach who were asleep and they were thrown violently to the floor. The cause, did the wood trestle fall? Later in the afternoon reports started the rounds from Canadian Pacific officials that three wood ties or sleepers had been placed by persons unknown to derail a train. One sleeper was cut in two and the engine brake was said to be firmly on indicating that the engineer saw an obstruction on the track.

DANFORTH, MAINE APRIL 4, 1898

An immigrant special train from Halifax loaded with passengers for Montreal was passing Danforth, Maine when the second class coach broke loose and rolled down the embankment. The other cars remained on the rails and there were no injuries.

MATTAWAMKEAG JUNCTION JANUARY 4, 1899

The Halifax train No, 9 met in a head on collision with freight No, 36 four hundred feet west of the Mattawamkeag Junction station at 8:00 A.M. Both engines were derailed and damaged as was the baggage car, second class coach and three freight cars. The dining car was somewhat damaged and most of the crockery was broken. No one was injured.

ONAWA, MAINE APRIL 2, 1901

The CPR Maine line was blocked by the dislodgement of a quantity of rock and other debris which fell from the high bluff near Onawa, Maine. A extra freight train was running just under the bluffs when the loose rock came tumbling down upon it throwing the engine and cars off the track.

MOOSEHEAD , MAINE DECEMBER 15, 1901

December 1901 saw very heavy rains deluge the east coast, all the railways in Maine suffered major washouts. Engineer Rosby and fireman Patton both of Farnham; along with Pilot Estey left Brownsville at 8:00 P.M. On CPR engine 713 at Moosehead they ran into a washout throwing the engine down into the ditch. Fireman Patton was killed and engineer Rosby was badly scalded.

ONAWA, MAINE DECEMBER 20, 1919

The Canadian Pacific ship the Empress of France had crossed the Atlantic from Liverpool to the harbour at St John, New Brunswick with 1621 persons on board, It was the largest in the CP fleet and the biggest vessel to come into this port. On board were notables like Canada's war time flying ace Billy Bishop, as well as a lot of people traveling to western Canada. The Canadian pacific assembled about four or five special trains that would the passengers west. Three trains had departed, then 3rd section No. left on a very cold winter's day some bound for new homes in the west. Past McAdam, into the United States, past Greensville and Brownsville stations Maine. Engineer Wilson passed the little station at Onawa, he had a clear track, he would pass a freight in the siding one mile west, Hitting a curve the lake on one side, There was the freight. In the curve, on the same track!

Freight engineer William Bagley had miscounted the number of extra sections or special trains, passed Bodfish Siding. and at full speed downhill going into a curve, the collision. The engines smashed together with such force, that one writer at scene recorded that the bells on the top of the two engines were only four feet apart.

The crews in the cabs were dead at impact. The first passenger coach telescoped by the following coach and then it was thrown up and over onto the top of the engine. Engine cabs, baggage cars and coaches splintered. The following eight coach's brakes slammed on; there was damage at the rear of the train but not loss of life. Passengers piled out into the freezing twenty below zero temperature to give aid. The passengers in the the first two coaches died instantly, men, women, and little children. The telegraph wire was cut at 8:15, the morning of December 20th, 1919. Help was telegraphed to Brownsville and Megantic. Special trains, rescue trains started out quickly to this frozen and remote point. Twenty-three persons were dead and thirty-four badly injured. Trains were rerouted over the Bangor and Aroostock Railroad. Special hospital trains would carry the wounded to Montreal for treatment at the Royal Victoria Hospital.

LOWELLTOWN, MAINE JANUARY 8, 1936

Three trainmen were killed on a cold winter morning at Lowellton, Maine not far from the border. A freight train collided with the east-bound mixed train, the Scoot. It was pay-day, for the mixed had the paycar; made famous by Omer Lavallee, on the rear of the train. The Engineer, Stanley Robinson and his fireman, E. O. Webster, all on the mixed, and fireman T. W. Golding on the west-bound freight were all killed. Frank Loye, the brother of a CHRA founder, the pay-master was injured in this wreck.

ATTEAN, MAINE AUGUST 8, 1957

Canadian Pacific FA-1 4016, a Montreal Locomotive product was less than seven years old when it was damaged so extensively in a collision at Attean, Maine in August 1957 that it was shipped back to the MLW factory and was rebuilt into a brand-new Road-Switcher RS-10 8824.

BOUNDARY, QUEBEC FEBRUARY 3, 1965

Train 951 with units 8469, 8598, 8739 and 8742 hit the rear of train 907 at Boundary Quebec on the border with Maine,

PASSENGER ENGINES

The engines that ran on through passenger trains were not assigned to Farnham, Sherbrooke, Megantic, Brownsville, or McAdam. These engines had a home terminal of Montreal's Glen Yard or St John. The exception being prior to 1944 when light and older 2500's ran from McAdam to Megantic.
The two unique 2900 class built in 1914 seemed to be involved at one end or the other, Montreal, Sherbrooke or St John until their scrapping in 1945. Some of the early P-1 5000 class Mikado's started out hauling passenger trains to Sherbrooke.

The lighter Pacific's gave way to the heavier 2300-2329 class by the thirties on the Montreal to Megantic section. Some even had the distinctive elephant eared smoke deflectors. During the second War more of the newer and heavier 2300 and 2400 class Pacific's were running through to McAdam, New Brunswick.

As the end of steam approached briefly in 1954 the big 3100 class Northerns were assigned to the Montreal to Megantic portion of the "Boat Train."

FREIGHT STEAM ENGINES

1916

In 1916 the most common freight engine assigned to Southern Quebec were the twenty-one new N-2 class 2-8-0's, followed by eight P-1 5000 type 2-8-2's and; it would seem the surprise of four 0-6-6-0 articulated locomotives. A dozen ten-wheelers of the light D-4 and heavier D-10 class.

In Maine, at Brownsville Junction, twenty-three lighter M-4 Consolidations all built by Baldwin Locomotive Works, were assigned for domestic service. Eight assorted ten-wheelers, some even built in Scotland, and three G-2 Pacifics that provided a change of passenger engines.

1930

Only one N-2 now remained in Quebec; replaced by eleven heavier and more modern P-2 Mikado's built between 1919 and 1928. Fourteen ten-wheelers of three different weights and classes for local and way-freight service. The few M-4 class Consolidations were now switchers and helpers.

In Maine the fleet of Baldwin M-4's had been reduced to just four engines and now the predominate power were the twenty-five D-10 ten-wheelers; and again the three G-2 passenger Pacific's.

1952

Nineteen heavy P-2 2-8-2's of the 5300 and the new semi-streamlined 5400 class pulled traffic from the St Lawrence to the Atlantic. The engines were now running through to McAdam, New Brunswick without engine change. The D-10 and G-2's were now assigned to local way-freights and used as helpers. The rebuilding of the track and bridges in the last twenty years allowed these run through freights. The shock is to see only four locomotives assigned to Maine in 1952 compared to thirty-five engines in 1916. The local pulp and lumber traffic had disappeared and engines were needed to switch the Bangor and Maine interchange.

4-6-2	G-1 2200-2237	built 1906 assigned to all passenger trains when built Montreal-Sherbrooke-Megantic local service Helper service	
4-6-2	G-2 2500-2664	built 1908-1912 assigned to all passenger trains when built Montreal-Sherbrooke-Megantic local service assigned Megantic to McAdam till 1944 Helper service	
4-6-2	G-3 2300-2329	built 1919 to 1926 assigned Montreal to Megantic	-1930's-
4-6-2	G-3 2394, 2395, 2396, 2397, 2402	built 1938	
4-6-2	G-3 2414 2453, 2455, 2457, 2459, 2461, 2467	built 1943 Montreal to Megantic	-1943- -1945 -1945-
4-6-2	G-5 1268	built 1944-1948 assigned Farnham	-1951-
4-8-2	2900. 2901	built 1914 assigned Montreal- Sherbrooke-Megantic assigned St John- McAdam	-1914
4-8-4	K-1 3100, 3101	built 1928 assigned Montreal to Megantic	-1954-
4-6-0	D-4	built 1912-1914 light branchline and mixed train service assigned out of Farnham	-1912 to 1958

CANADIAN PACIFIC ENGINES ASSIGNED TO SHERBROOKE, FARNHAM AND MEGANTIC TERMINALS AS OF JANUARY 31, 1916

4-4-0

29, 33, 41, 44, 61, 200

4-6-0 D-4

419, 421, 422, 428, 484, 490, 492

4-6-0 D-10

651,1071, 1077, 1079, 1082

4-8-2

2901

2-6-0

3036, 3040, 3049, 3063, 3068

2-8-0 M-4

3376, 3388

2-8-0 M-4

3469, 3489
3503, 3508, 3514, 3557,

2-8-0 N-4

3806, 3891, 3892, 3897
3910, 3911, 3914, 3917, 3918, 3921, 3922, 3923, 3924, 3925, 3926, 3927, 3928 3931, 3932
3957, 3958

2-8-2 P-1

5016, 5017, 5062, 5063, 5069, 5070, 5084, 5087

0-6-6-0

5750, 5751, 5752, 5754

0-6-0 U

6047, 6105, 6141, 6208
SB SB FM FM

CANADIAN PACIFIC ENGINES ASSIGNED TO SHERBROOKE, FARNHAM, AND MEGANTIC TERMINALS AS OF JANUARY 31, 1930

4-4-0
21, 29, 30

4-6-0 D-4
419, 422, 428, 432, 490, 492

4-6-0 D-6
509, 519, 543, 546

4-6-0 D-10
612, 659, 747, 750, 817, 872, 1076, 1080

4-6-0 E-3
2012, 2013

2-6-0 J-
3069

2-8-0 M-
3360

2-8-0 M-4
3429, 3490, 3491, 3505, 3519

2-8-0 N-4
3706

2-8-2 P-2
5333, 5339, 5344, 5356, 5393, 5394, 5395, 5396, 5397, 5398, 5399

0-6-0 U-1
6050 leased to Dominion Textiles

CANADIAN PACIFIC ENGINES ASSIGNED TO SHERBROOKE, FARNHAM AND MEGANTIC TERMINALS AS OF DECEMBER 31, 1952

4-6-0 D-4
419,458, 488, 489, 492

4-6-0 D-10
819, 838, 851, 870
1006, 1041, 1051, 1067, 1097
1106

4-6-2 G-2
1262

4-6-2 G-5
2663, 2610

2-8-0 N-4
3610, 3759

2-8-2 P-1
5107

2-8-2 P-2
5313, 5339, 5354, 5393

2-8-2 P-2
5404, 5409, 5410, 5415, 5416, 5419, 5421
5424, 5426, 5447, 5448, 5449, 5453, 5454,
5459

0-6-0 U-2
6226

Note that the Sherbrooke Terminal was also home to the Quebec Central Railway that contained many engines acquired from Canadian Pacific and at time used on the CPR out of Sherbrooke.

4-6-0 D-10 811, 856, 866, 871, 873, 893, 940, 948, 1072, 1083, 1108
4-6-2 G-2 2536, 2554, 2556, 2573, 2588

CANADIAN PACIFIC ENGINES ASSIGNED TO
BROWNSVILLE JUCTION, MAINE AS OF JANUARY 31, 1916

4-6-0 D-4
491

4-6-0 D-6
536, 540

4-6-0 D-10
1068, 1069, 1078, 1081, 1085

4-6-2 G-2
2622, 2656, 2660

2-8-0 M-4
3488
3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522,
3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530,
3544, 3546, 3552, 3554, 3562, 3563

0-6-0 U-3
6142

NOTE: 3515-3530 built by Baldwin Locomotive Works, USA
1068, 1069, 6142 built by American Locomotive Company, USA

CANADIAN PACIFIC ENGINES ASSIGNED TO BROWNSVILLE JUCTION, MAINE AS OF JANUARY 31, 1930

4-6-0 D-10
601, 604, 654, 730, 770
810, 811,854, 869, 873, 874, 876
1006, 1007, 1025, 1047, 1066, 1067, 1068,
1069, 1070, 1073, 1079, 1086, 1099

4-6-2 G-2
2583, 2628, 2657,

2-8-0 M-4
3425,
3525, 3519, 3529,

CANADIAN PACIFIC ENGINES ASSIGNED TO BROWNSVILLE JUNCTION, MAINE AS OF DECEMBER 31. 1952

4-6-0 D-10
1982

4-6-2 G-2
2583, 2584

2-8-0 M-4
3529

CONNECTING RAILROADS

NEW YORK CENTRAL

Adirondack Junction In 1897 the St Lawrence and Adirondack had built a railway north from Utica, New York in a large curve eastward through the Adirondack Mountains to arrive in the St Lawrence river valleyalmost opposite Montreal. The Railroad was part of the Vanderbuilt railways and was soon enclosed in the New York Central Railway System. New York Central trains from New York City or Utica traveled over the CPR from Adirondack Junction over the CPR into Windsor Station.

DELAWARE AND HUDSON

The Delaware and Hudson built a connection from Rouses Point, New York on Lake Champlain north to a CPR interchange at Delson, Quebec using a subsiduary company the Napierville Junction Railway in 1907. October 1st, 1917 the D&H passenger trains started rolling over the CPR from Delson to a terminal at Windsor Station. Freight trains went only as far as Delson until 1951 when they went to the new CPR St Luc Yard.

CANADIAN NATIONAL-CENTRAL VERMONT

The CPR crosses the CNR CVR mainline south to New England.

RUTLAND-QUEBEC MONTREAL AND SOUTHERN-D&H

Iberville, Quebec across the Richelieu River from St Johns-St Jean was the crossing of a confusing group of railway companies. The East Ricelieu Valley Railway arrived in December 1898 only to be sold by sheriff's sale to the Quebec Southern Railway a Rutland Railroad proxy only to sold off to the Delaware and Hudson's Quebec proxy the QM&S. Oddly the Rutland used the D&H's tracks to reach a connection to the CPR to allow its trains to run over the CPR into Windsor Station until 1917, when the matter was fully resolved and Rutland trains ran over the GTR-CNR to Bonaventure Station Montreal and the D&H switched from GTR's Bonaventure to the CPR Windsor Station, Montreal

ORFORD MOUNTAIN

The Orford Mountain Railway by 1910 had built a railway from Windsor Mills, on the St Francis River south to the vermont border. It connected with the CPR at Eastman, Quebec and was absorbed by the CPR in 1910.

QUEBEC CENTRAL

Sherbrooke: the Quebec Central built north starting in 1874 reaching Levis in 1881. It developed a number of branch lines and was leased by Canadian Pacific in 1912. It operated for many years as an independent railway from the CPR, with its own rolling stock. In 1926 it took over operation of the Boston and Maine line to Newport, Vermont. The following year it moved into the CPR Sherbrooke station. 1932 saw the QCR move to the CPR engine terminal and freight yards. After 1939 it looked more like a typical CPR branch line.

HEREFORD-MAINE CENTRAL

Cookshire: The Hereford Railway built north between 1888 and 1889 from New Hampshire and south from Cookshire on the CPR. An extension to Dudswell Junction on the Quebec Central in 1889 and the lease by the Maine Central in July, 1890 gave the America railroad a connection with two Canadian railways in the middle of nowhere. The Maine Central gave up the Canadian ghost in November 1925. The portion south of Cookshire was sold to the Canadian Pacific in 1927.

QUEBEC CENTRAL

Megantic: The Quebec Central built a branch line south from its mainline sixty miles in 1895, The QCR had its own terminal at Megantic until 1914 when it consolidated its station and engine terminal with the Canadian Pacific.

SOMERSET RAILROAD-MAINE CENTRAL

Somerset Junction, Maine: Construction started in 1873 at the Maine Central and built north 85 miles to junction with the CPR and continued on another six miles to Kineo Station on Moosehead Lake. It built a large grand resort The Mount Kineo House was reached by a lake steamer. In 1911 the Maine Central purchased the railway and the hotel and operated the line for another twenty-two years when the railway and the hotel were abandonned in the middle of the depression.

BANGOR AND AROOSTOCK

Greensville, Maine; The Bangor and Piscataquis Railroad started in 1869 ran north to Greensville in 1884. It became one of the first components of the Bangor and Aroostock. It was abandoned in 1962-1964.

BANGOR AND AROOSTOCK

Brownville Junction, Maine: Built as the Bangor and Katadin Iron Works Railway in passed through Brownsville on its way to the Iron Works in 1882. Rails north were abandoned in 1922, but the junction was a major point of interchange freight for the Canadian Pacific.

MAINE CENTRAL

Vanceboro to Mattawamkeag; The Maine Central owned these tracks and gave Canadian Pacific running rights from 1889 until 1973 when CPR purchased the tracks.

CANADIAN NATIONAL IN MAINE.

An agreement between the Canadian National and the Canadian Pacific May1, 1926 gave the the CNR rights to run over the CPR between Fredericton, New Brunswick and Vanceboro, Maine 45.9 miles. The service to Vanceboro gave the CNR a connection with the Maine Central Railway, for the movement of freight from the Maratimes to the USA. The traffic decreased and was terminated December 14, 1933.

MAINE CENTRAL VANCEBORO TO MATTAWAMKEOG, MAINE

The international European and North American Railway was built in parts and went broke in pieces. One part to the Intecolonial, one to the New Brunswick Railway and the American part to the Maine Central. Construction started in 1869, and the line was opened from Bangor, Maine to Vanceboro on the border, October 18th, 1871. The railway was leased by the Maine Central in 1882. The Canadian Pacific leased trackage rights over the Maine Central from Mattawamkeog to Vanceboro in 1889, Across the St Croix River was the waiting New Brunswick Railway.

LOGGING RAILROADS

LOWELLTOWN LUMBER LOWELLTOWN, MAINE

The Lowelltown Lumber Company purchased old Passumpsic engine, the Albert Knight from the Boston and Maine in 1903 . It had been built in the Passumpsic Shops in 1871 at Lyndonville, Vermont .

BALD MOUNTAIN RAILROAD JACKMAN, MAINE

The Jackman Lumber Company built the bald Mountain Railroad north from the Canadian Pacific up along Heald Stream into the Moose River. The operation was from 1915 to 1926. The company had three Shay locomotives operating on about twenty miles of track.

RAY LUMBER RAILWAY KUROKI. KROKI, RAYS STATION

Located west of Onawa, Maine a three mile logging railroad was built in 1912. It ran north from Kuroki Siding on the Canadian Pacific along Cariboo Brook to a saw-mill on Ray's Pond. Started as the Ray Lumber Company, it was sold to the Indian Lake Lumber Company in 1916, The railway operated with two locomotives; a brand-new Shay and an old Bangor and Aroostock 4-4-0. When the mill b down in October 1916, the operations came to an end. The Shay was sold to Mississippi and the tea-kettl was scrapped,

LOWELLTOWN LUMBER COMPANY LOWELLTOWN, MAINE

4-4-0 built Passumpsic Shops 1871
ex Passumpsic Railway "Albert Knight" acquired 1903

BALD MOUNTAIN RAILROAD JACKMAN, MAINE
JACKMAN LUMBER COMPANY

Shay Lima Locomotive 3-24-1894 #464
ex Keystone Raiload no. 2, ex Lye Brook RR, Manchester, Vt.

Shay Lima Locomotive 6-26-1908 #1970
ex Beebe River Railroad no.2, Campton, NH

Shay Lima Locomotive 11-11-1907 #2036
ex Johnson Lumber Company no. 3, Woodstock, NH

RAY LUMBER RAILWAY RAY STATION, MAINE

Shay Lima Locomotive 8-21-1912 #2560
sold to Appalonia Lumber Company, Pelahatchie, Mississippi

4-4-0 Manchester locomotive 5-1884 #1195
ex Bangor and Aroostock 201

WINDSOR STATION

Windsor Station at the corner of Windsor and Osbourne Streets in Montreal was the Central Station for all trains traveling east whether it be St John, Halifax or Boston. New York City trains could go on the Delaware and Hudson and New York Central routes. Trains left for Ontario or Vancouver.

The station was built of stone between 1887-1888. It was a castle in Montreal. It opened February 1st, 1889, when the first train left at 9:00 A.M. February 2nd, 1889 for Farnham, Newport and Boston. The station was built with a four track train shed. Extensions were made in 1900 and 1906. A major renovation in 1913 saw the four track train shed replaced by an eleven track "Bush" train shed. Futher extensions were made in 1922, 1953 and 1954.

LACHINE CANAL BRIDGE

The first obstacle in the way east was the Lachine Canal. The Lachine Canal was built between 1821 and 1875 and it allowed ships to by-pass the very treacherous Lachine Rapids. Lake shipping with the canal could go up the St Lawrence River, into Lake Ontario, then via the Welland Canal reach all the upper Lakes bringing much trade from mid-America and Canada. The Canadian Pacific built the first swing bring in 1886, but by 1914 the CPR had double=tracked its lines east from Montreal to Brigham Junction- later Brookport. The only points of problem were the single tracked Lachine bridge and the St Lawrence Bridge. After the later had been rebuilt it was time to look at the Canal Bridge.

Work started on a new double-track replacement December 1st, 1914. The new bridge was a double-track 240 foot plate-girder swing bridge. It was built on the old pivot pier, without a day of distraction in train service and was completed by February 8th, 1915. The Lachine Canal was replaced by the St Lawrence Seaway in 1959 and went out of use by 1970.

LACHINE BRIDGE

The first crossing of the St Lawrence River was made in 1859 when the Grand Trunk Railway completed the Great Victoria Bridge. The Grand Trunk controlled the river and the railroads. The railroads on the south shore were at the mercy of the GTR, The Southeastern Railroad even resorted to laying rails over the winter ice to get into Montreal. All this changed with the arrival of the Canadian Pacific in Montreal.

The CPR eastward expansion started with the acquisition of the Q.M.O.&O that put it in the north and east-end of Montreal. The CPR had obtained control of the Southeastern that gave it a route south to Boston, but it ended at the south river bank. The CPR and the GTR were not to be friends, not in the 19th Century not in the 20th Century. The CPR would build its own bridge. Three ines or routes were considered, the first Nuns Island Line where the crossing was long and the river deep. The second was the Heron Island Line where the river was too swift for easy construction. The third was the Caughnawaga Line just below the Lachine Rapids, and with the Lachine Canal to the rear, it would not be an impediment to navigation. Constrution started in 1886 and during 1886-1887 steel work was completed for the first bridge. It opened 1887. The CPR expansion could now be directed towards the Atlantic, be it Boston, St John or Halifax and maybe even New York City.

The bridge built in 187 was at a time when 4-4-0 engines were normal with just a few 2-6-0's or 4-6-0's thrown in. On the eve of World War engines were much heavier with the CPR rostering numerous 4-6-0, 2-8-0, 4-6-2 and 2-8-2 types. Canada had expanded and traffic demands required a new bridge. The Canadian Pacific chose to rebuild the bridge for the new heavier engines and to double-track the route ending a bottleneck in the eastern region. The new stronger double-track bridge was finished and open November 4th, 1913. It has for one hundred years connected Canada with the Atlantic be it Halifax, St John, Boston or New York.

MEGANTIC

By 1915 the Megantic yard had fifteen tracks, and with the freight tonnage of the First World War a large yard was built north of the Frontenac Street crossing that could hold two hundred cars. Six switch engines or shunters were busy day and night. In 1918 a restaurant was built next to the station.

The roundhouse was enlarged in 1925, and a whole new concrete roundhouse was built in 1927. A concrete coal chute as well.

A new station of brick and concrete was built in 1927.

ST JOHN RIVER CANTILEVER BRIDGE

The first bridge built across the St John River; at the site of the famous Reversing Falls, was built by the St John Bridge and Railway Extension Company. The company was formed to connect the Intercolonial Railway in St John with the St John and Maine Railway at Fairville, the later was the route to Portland, Boston and the Eastern United States. The original bridge was opened October 1st, 1885. The Canadian Pacific used this railway and bridge to reach the Intercolonial Station in 1889 where it could forward its trains over the ICR to Halifax. Shortly in time, the CPR leased the New Brunswick Railway system and expanded and developed the Port of St John as its own Atlantic Terminal. The CPR bought the short railway and bridge company in 1905.

Canadian Pacific by the 1920's, were using heavier and more powerful engines for the increased tonnage then being handled. St John was now a major wheat port and CPR's only Atlantic Sea Port. The old bridge had been built in the days of light diamond-stacked engines.

A new heavier bridge was planned to be built only thirty feet away from the original old span. Work started in April 1920 and was opened November 24th, 1921. The new Cantilever bridge with its approaches spanned 1265 feet of tidal river.

ST JOHN, NEW BRUNSWICK TERMINAL

The Canadian Pacific Atlantic terminal at St John, New Brunswick developed from the E&NA Western Extension point of construction Fairville on the west side of the St John River. Shortly after its completion April 1870 a separate railway company was incorporated The Carleton, City of St John Branch Railway Company. This was a 3.71 mile railway that left Fairville and in a southward arc arrived at West St John and a ferry terminal opposite the city center of St John. Completed in 1871 it became part of the New Brunswik Railway and then the CPR. Incorporated in 1881 The St John Bridge and Railway Company under took the construction of a bridge across the gorge of the St John River at the Reversing Falls. Completed September 30th, 1885 this allowed New Brunswick Railway trains to enter the City of St John and a connection with the Intercolonial Railway.

The Canadian Pacific lease of the New Brunswick Railway in 1890 gave CPR a large Y terminal. One leg from Fairville ran across the Cantilever Bridge to a passenger station shared with the Intercolonial-Canadian National and its city freight sheds. The other southern leg circled south and east to the harbour terminal known as West St John.

The CPR terminal included a small yard of about 100 cars at Fairville, at which point all West St John freight left the main line and followed the short branch line, the Carleton line, into Bay Shore Yard. Bay Shore Yard was the terminal for freight trains from the west. By 1919, it had a capacity of 800 cars and was equipted with a 12 stall roundhouse and engine terminal. It was the turn around point only, for freight locomotives running between St John and McAdam, the later point being the assignment and maintenance terminal for those engines. From Bay Shore cars were handled to the West St John docks by yard engines. The distance between the Bay Shore Yard and the West St John Yard was 1.71 miles. The West St John yard had a capacity of 1000 cars.

In 1919 there were ten ocean wharves plus a few local or coast traffic ones. The ownership of the wharves and sheds was split between the CPR, the City of St John and the Dominion Government. The City owned sheds 1 to 6 and, Canada; sheds 7,14, 15, and 16. The CPR owned the grain elevators.

The grain elevators at West St John in 1919, consisted of a timber structure, built in 1892, and extended in 1898, that had a capacity of about 600,000 bushels; and a concrete elevator, built in 1912, of one million bushel capacity. In 1918 sixteen million bushels of grain were shipped from West St John through the grain conveyors, and three and a half million bushels of oats were handled through the elevators, but had to bagged prior to shipment.

The freight sheds were single story building, some of which were equipted with battery trucks. One gang of six men and one checker unloaded one car per hour.

ST JOHN HARBOUR

St John Harbour was critical to Canada's economy for the most part of the twentith century. Montreal was Canada's largest port, but it was ice bound in the winter. Prior to the completion of the St Lawrence and Atlantic in 1853, goods from both Upper and Lower Canada's had to wait months at Montreal for the ice to melt. Portland Maine became Canada's winter port after 1853, Canada's second port was in the United States. To give Canada a Canadian port the Intercolonial was built east up the St Lawrence then down the eastern coast of New Brunswick to both Halifax and St John. The Canadian Pacific built the Short Line in 1889 across Maine and trimmed nearly three hundred miles from Montreal to the Canadian Atlantic.

St John had first developed as a timber port and then a wooden ship building center. But with the development of the iron ship it looked not to the forests and the sea but west, way west the new Canadian West. The City started to develop its harbour. It gave the CPR the Carleton Branch as an inducement to develop the West St John port.

Canadian Pacific built Sand Point wharf and two sheds in 1891 for the landing of sugar and other import cargo. Shortly after, in 1892, it built the first wood grain elevator. The port grew year after year as the western grain flowed out of the west over the Canadian Pacific. A large concrete grain elevator was built in 1912. The number of berths for sea going ships increased. The following statistic's from the period of World War I show the rapid amount of cargo flowing through St John.

Total Exports and Imports through the port of St John.

1915	$51,928,978
1916	130,547,840
1917	201,216,049
1918	217,570,797
1919	165,688,613

Canada's Ports Combined Exports and Imports in 1920.

Montreal	$577,208,774
St John	147,885,863
Vancouver	86,147,925
Halifax	72,904,274

The large number for Montreal would be zero in the winter, and given that the ICR-CNR route was three hundred miles longer this traffic flowed over the Canadian Pacific. This is why the Canadian Pacific, the Short Line and the West St John Harbour were very important to Canada's economy.

Canadian Pacific built an enlarged passenger landing facility in 1920 to aid in the growing immigration into Canada after the First War. Followed by an export potato warehouse. The Port was growing in many ways uncontrolled with the CPR, and two levels of Government. The answer was the establishment of the St John Harbour Commission August 6th, 1927. United Fruit Company began to run their bannana Steamships into St John in 1929. CPR cars routed special trains west.

June 22nd, 1932 a fire broke out at the outer end of Wharf 7. The fire spread outwards and within hours the entire port of West St John was engulfed in flames. Eleven deep water berths had fire damage the only exception was the concrete grain elevator. Canadian Pacific's first wood grain elevator of 1892 burnt to the ground. .One account described 65% of the accommodation for shipping had to be rebuilt. Work started immediately, by December first, 1931, the beginning of winter six berths with new steel sheds had been built. CPR moved its cattle export pens to Bay Shore Yard. Oddly during the depression years cheap coal, more ship ballast then fuel, left Great Britain and was landed at Berth 2, St John for Canadian consumption. The Port was rebuilt year after year. Prime Minister Bennett opened new berths A and B, February 28th, 1934.

SAINT JOHN STATION

The Canadian Pacific's first train arrived in St John in 1889 by running over the Maine Central and the New Brunswick Railways. It crossed the St John River on the Cantilever Bridge and its terminal was the Intercolonial Station built only five years earlier. The joint use of this station lasted until 1933.

A new Union Station was opened to passengers March 8th, 1933 at the same corner as the old ICR station at Mill and Pond Streets. It was built in a classic design with Georgian accents with four Doric columns. Constructed of local brick and stone it lasted until 1969 as the Union Station.

CANADIAN PACIFIC BRANCH LINES

Sutton Junction-Foster- Drummondville

Built as part of the Southeastern Railway, it was built in stages; from Sutton Junction to Knowlton November 1875, to Waterloo 1876. A northern section from the Grand Trunk Acton to Drummondville was completed February 1876, and finally a connecting link Waterloo to Acton was built and opened in 1879. The connection at Foster with the CPR, Montreal to St John line, and at Sutton Junction, later called Enlaugra, with CPR Montreal to Boston trains for many years were handled by mixed train service using light D-4 class 4-6-0's and a Gas-Electric Car.

West Farnham-Newport

Built as the Southeastern main line in 1873, it was the Canadian Pacific's Montreal and Boston route; for connections were made at Newport, Vermont with the Boston and Maine Railroad direct to Boston. In 1926, the CPR leased a portion south of Newport to Wells River, Vermont from the B&M. This portion had been built by the Passumpsic Railroad.

STANBRIDGE STATION-ST GUILLIAME

Chartered as the Philipsburg, Farnham and Yamaska Railway December 23, 1871 it became the Lake Champlain and St Lawrence Junction Railway by 1875. It was built as a narrow guage railway, its first principal traffic was hay bound for the City of New York. Therefore the cars would be light and at the intersection with the Central Vermont a piece of equipment or gantry crane lifted cars off narrow guage trucks and substituted standard guage trucks. It became part of the Southeastern in 1881, and then to the CPR. It connected with the ICR-CNR at Ste Rosalie on the edge of Ste Hyacinthe. Stone trains came from Bedford. This branch line intersected the Canadian Pacific right in the middle of Farnham.

Windsor Mills, Quebec -Eastray- North Troy, Vermont

This Canadian Pacific branch line was built as the Orford Mountain Railway over a period of twenty years. Construction started in 1890, reaching Lawrenceville in 1891 and Kingsbury in 1892. In 1904 a line was built south to Potton Township and the following year, by December 1905, had built north to Windsor Mills on the St Francis River. March 1910 the Orford Mountain was leased to the Canadian Pacific. The CPR then built a further south five miles from Mansonville, to just over the border, to North Troy (Elkhurst), Vermont in 1910. This last trackage connected with the CPR's former Southeastern line from Farnham to Newport, Vermont. Very light lumber traffic resulted in the abandoning in sections; April 1936 saw the south portion Eastman to Elkhurst, December 1941 Windsor Mills to Kingsbury, December 1949 Kingsbury to Valcourt. The last portion Valcout to Eastman went April 1965. Only the lightest motive power was used like D-4 4-6-0's or the more famous No. 29 , the preserved CPR 4-4-0.

HEREFORD RAILWAY COOKSHIRE-SAWYERVILLE -MALVINA

The Hereford Railway chartered in 1887, built north from Beechers Falls on the International Boundary in 1889. It was built south from Cookshire then went north thirteen miles to a connection with the Quebec Central at Dudswell Junction and also took over the small Dominion Lime Railway to reach a terminal at Lime Ridge, Quebec. It was leased to the Maine Central in 1891. The route was prosperous in its first years with a through Portland to Quebec Sleeping cars, pulp, lumber, asbestos and lime southbound. The area was lumbered of by the 1920's so the Maine Central on October 31st, 1925 just discontinued operations in Canada. No abandonment proceedings, the Maine Central just left the country. The Canadian Government got involved first selling it to the Canadian National, but given the CNR did not connect with it it was then sold to the Canadian Pacific May 25th, 1927. The CPR made it clear in the beginning it did not want the whole railway. Fourteen miles were immediately abandoned from Malvina to Hereford on the border and the thirteen miles from Cookshire north to Dudswell Junction were actually abandoned in stages 1927 and 1938. Dudswell to Brookbury was used by lumberman Leigh for a number of years.

The Canadian Pacific at first ran a daily mixed train Cookshire to Malvina but by 1932 it was down to a once per week service. By 1940 it was service in the winter only. April 19th, 1945 saw 15.8 miles abandoned from Malvina to Sawyerville. The CPR retained the section Cookshire to Sawyerville until 1977.

FEBRUARY 24, 1913	ADIRONDACK JUNCTION
FEBRUARY 17, 1914	BURY
MAY 23, 1919	SOUTH JUNCTION
MAY 29, 1921	LACHINE CANAL
AUGUST 30, 1928	ST LUC
AUGUST 30, 1934	ST LUC
APRIL 12, 1939	MEGANTIC
DECEMBER 3, 1945	MONTREAL WEST

Carl Riff

CANADIAN PACIFIC ENGINES ASSIGNED TO NEWPORT, VERMONT
JULY 31, 1904

4-4-0		Alco	3-1900
298			
0-6-0		Alco	11-1902
2198			

JANUARY 31, 1916

0-6-0	U-3	Alco	1905

JANUARY 31, 1930

4-6-0	D-10	Alco	10-1912
1072, 1075, 1077, 1081, 1082			
4-6-2	G-2	Alco	7-1910
2596, 2597			
2-8-0	M-4	Alco	1904
2-8-0	M-4	Baldwin	1907
3510, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526			
2-8-0	M-4	MLW	1907
0-6-0	U-3	Alco	11-1902
6140, 6141, 6142			

DIESELS

1800-1801	EMD	E-8	1949	A1A-A1A	2500HP
4000-4007	Alco-GE	FA-1	1949	B-B	1500HP
4400-4403	Alco-GE	FB-1	1949	B-B	1500HP
8400-8404	Alco	RS-2	1949	B-B	1600HP
7096-7098	Alco	S-2	1949	B-B	1000HP

SUTTON FEBRUARY 13, 1911

CPR brand new Pacific 1199 collided with extra 1688 while it was standing at the Sutton water tank. Nobody was injured. The 1199 had been delivered from Montreal Locomotive Works only days before. It would shortly be renumbered 2599. The 1688 was also an MLW product, but built in 1907 as a M-4 class 2-8-0, and it would be assigned number 3488 next year.

ACTONVALE MAY 19, 1911

A Grand Trunk freight engine running from Richmond, Quebec to Montreal ran into the side of Canadian Pacific extra 1258 at the Actonvale Diamond. The old and light 2-6-0 built in 1888 survived the collision living out it's life at Farnham until 1927. This is on the Drummondville to Foster and Sutton Junction branch line.

1926, a 40,000 gallon water tank was installed at Sutton. The enginehouses at both Sutton and Drummondville had extra stalls added. The Farnham roundhouse was extended, and so was the station at Estray

1928 the railway built a 300 ton concrete coal tower at Newport,
At Richford, a new 200 foot through truss bridge over the Mississquoi River, was necessary that same year to replace the bridge carried away in the November 1927 floods.

1928 saw the installation of electric automatic signal protection at the Sherbrooke Terminal. Some electric switched controlled from the station were also installed.

COWANSVILLE DECEMBER 23, 1946

Sunday morning, at 11:10 AM just two days before Christmas; the second section of the Montreal to Boston Alouette fast passenger met in a head-on collision with a small one car freight local at Potvin Crossing. The second section was necessary for the CPR were carrying the Ice Capades from Montreal to a Christmas show in Boston. This train had four baggage cars filled with props for the show.

The performers in the first section of the Alouette had just gone through Cowansville ten minutes earlier. The freight was coming down the grade and around the bend. The passenger slowed down first and then the engineer of the freight applied his brakes, as his fireman jumped.

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August 28, 1879 The Passumpsic Railway Company are fitting up a fine place for picnic parties at Bay View at the extremity of the Point known as Magoon's nearly opposite Owls Head.

November 20, 1879 The Passumpsic cattle train south on Monday evening over the Bostion Cocord and Montreal Road ran into the rear of the way freight at Centerbury damaging the engine and smashing five or six cars, The train was delayed two and a half hours. No persons were hurt.

February 12, 1880 The Passumpsic is getting a great rush of freight from it's feederes the Massawippi Valley and the Southeastern.

October 21, 1880 There was a collision on the Massawippi Valley RR on Saturday morning the mail train south running into the freight train that had been stuck by being over loaded. A dense fog prevailed at the time. A man sent out to waarn the mail train did not get far enough away from the freight to prevent a collision, but did prevent a serious accident by lessening the speed. The engine of the Mail Train was somewhat damaged but nobody was hurt.

January 13, 1881 Two passenger cars of the mail train south on the Passumpsic Road were capsized at East Coventry, Vermont Friday and Mrs Cushing an old woman was killed and the following were injured; Mrs Epphraim Foster of Barton, J. H. Brown of Barton Landing, Mary Ferguesson of I(nverness. The Mail Train south was thrown from the track one third of a mile north of Coventry station on Friday morning last, and two cars being ditched and all within were more or less injured. The train was running at ordinary speed which at this point is from twenty to thirty miles per hour when t6he engine turned out a rail, T^he engineer Henry Moore reversed steam and applied the brakes.

May 18, 1876 Trains are now running regularly on the Passumpsic Road. The great washout at Passumpsic is in the process of repair and before the week is out there will be no interruption to traffic on the whole line.

The Passumpsic was particularly unfortunate having several washouts between Newport and White River Junction. Regular trains had to suspend travel on Thursday and no mail was received here from Wednesday evening until Sunday morning, and from Montreal-except a little via Coaticook-until Saturday night. There was a serious washout at Barton. At Passsumpsic about two hundred and twenty feet of heavy dump is gone, which will prevent the passage of trains for several days. Thereare several smalller washouts on the same road. At Coventry the track was several feet under water for quite a distance and at Capelton on the Massawippi, the track was also under water. We believe the connection with Sherbrooke was resumed on Saturday. The Connecticut River is reported higher than at any time since the great freshlet of 1851.

June 29, 1876 The Stanstead and Newport Accomdation train will take passengers from Stanstead to Newport and return for a fare of one way. This arrangement will accommodate those wishing to accompany friends to or from the Montreal and Boston Air Line trains or those who may wish to spend a few minutes at Newport. Trains will leave at 4:15 P.M. And remain at Newport fifteen minutes. The Branch train also runs to Newport on Monday morning's to hit the mail train that returns there from Sherbrooke on Saturday mornings.

June 11, 1877 Lucius Robinson Esq. Of Newport Vermont has recently negotiated (probably for the Passumpsic) for the portion of the Montreal Portland and Boston R.R. From West Farnham to the Victoria Bridge (St Kambert) a distance of thirty-two miles. Six miles remains to be built and one hundred and fourty men are now at work upon it and expect to get it finished by the first of August. This will give the Passumpsic and the Southeastern direct communication with Montreal. Without paying heavy tribute to the Vermont Central which controls the road from West Farnham to St John's. The route will be shortetr and more direct than any other when completed.

CANADIAN PACIFIC ENGINES ASSIGNED TO NEWPORT, VERMONT

JULY 31, 1904

4-4-0		Alco	3-1900
298			
0-6-0		Alco	11-1902
2198			

JANUARY 31, 1916

0-6-0	U-3	Alco	1905

JANUARY 31, 1930

4-6-0	D-10	Alco	10-1912
1072, 1075, 1077, 1081, 1082			
4-6-2	G-2	Alco	7-1910
2596, 2597			
2-8-0	M-4	Alco	1904
2-8-0	M-4	Baldwin	1907
3510, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526			
2-8-0	M-4	MLW	1907
0-6-0	U-3	Alco	11-1902
6140, 6141, 6142			

DIESELS

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8400-8404	Alco	RS-2	1949	B-B	1600HP
7096-7098	Alco	S-2	1949	B-B	1000HP

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1072, 1075, 1077, 1081, 1082			
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2-8-0	M-4	Baldwin	1907
3510, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526			
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8400-8404	Alco	RS-2	1949	B-B	1600HP
7096-7098	Alco	S-2	1949	B-B	1000HP

CANADIAN PACIFIC ENGINES ASSIGNED TO McADAM, NEW BRUNSWICK ON JANUART 1, 1916

4-4-0
43, 62

4-6-0 D-4
434

4-6-0 D-6
521, 528

4-6-0 D-10
818, 884, 1067, 1070, 1086

4-6-0 E
2017, 2018

4-6-2 G-2
2583, 2584, 2598, 2621

2-8-0 M-2
3386, 3390

2-8-0 M-4
3423, 3424, 3426, 3427, 3428, 3429, 3430, 3438, 3442, 3462,
3464, 3468, 3471, 3484, 3485, 3486, 3489, 3494, 3495 3496, 3497

0-6-0 U
6109

CANADIAN PACIFIC ENGINES ASSIGNED TO AROOSTOCK JUNCTION, WOODSTOCK, AND BAYSHORE (ST JOHN) IN 1916

WOODSTOCK
318, 427, 428
AROOSTOCK JUNCTION
2-8-0 M-2
3352, 3353, 3355, 3356, 3359, 3360
BAYSHORE
0-6-0 U
6295, 6296, 6297

CANADIAN PACIFIC ENGINES ASSIGNED TO McADAM, NEW BRUNSWICK AS OF JANUARY 31, 1930

4-4-0
4, 325

4-6-0 D-4
427

4-6-0 D-10
637, 679, 771, 900,
1062, 1063, 1078

4-6-0 E
2018, 2019

4-6-2 G-2
2516, 2539, 2579, 2598
2604, 2609, 2611, 2621, 2626, 2627, 2628, 2661

2-8-0 M-2
3355, 3364, 3388, 3390

2-8-0
3414, 3419, 3421, 3422, 3423, 3433, 3474, 3479,
3504, 3549

2-8-2 P-1
5117, 5118, 5162, 5177, 5179, 5180, 5186, 5188

CANADIAN PACIFIC ENGINES ASSIGNED TO AROOSTOCK JUNCTION, NEW BRUNSWICK AS OF JANUARY 31, 1930

4-6-0 D-4
430, 431, 434, 436

2-8-0 M-2
3356, 3357, 3358, 3361, 3362, 3365, 3368, 3369,
3371, 3374, 3377, 3382, 3383, 3386, 3387

CANADIAN PACIFIC ENGINES ASSIGNED TO MCADAM
NEW BRUNSWICK AS OF DECEMBER 31, 1952

4-6-0 D-10
900, 933, 1049, 1055, 1100

4-6-2 G-5
1255

4-6-2 G-3
2332

4-6-2 G-2
2503, 2504, 2513, 2555, 2579, 2598
2604, 2608, 2611, 2620, 2622, 2626, 2627, 2628, 2630, 2660

4-4-4 F-2
2926, 2929

2-8-0 M-4
3488, 3554,

2-8-0 N-2
3637, 3662, 3682, 3736

2-8-2 P-1
5108, 5115, 5118, 5146, 5153, 5176, 5181
5208, 5217, 5239

2-8-2 P-2
5306, 5316, 5321, 5328, 5329, 5332, 5332

0-8-0 V-4
6930 (6925, 6926, 6928, 6933, 6939 BAYSHORE)

0-8-0 V-5
6601 (6600, 6602 BAYSHORE)

CANADIAN PACIFIC ENGINES ASSIGNED TO AROOSTOCK JUNCTION

4-6-0
420, 421, 422, 457, 491----869, 955
2-8-0
3369, 3379, 3387, 3388, ---3423

FEBRUARY 24, 1913	ADIRONDACK JUNCTION
FEBRUARY 17, 1914	BURY
MAY 23, 1919	SOUTH JUNCTION
MAY 29, 1921	LACHINE CANAL
AUGUST 30, 1928	ST LUC
AUGUST 30, 1934	ST LUC
APRIL 12, 1939	MEGANTIC
DECEMBER 3, 1945	MONTREAL WEST

MONTREAL AND ATLANTIC

The Southeastern built its mainline from Farnham to Newport, Vermont in 1873, and built a network of branch lines. CPR acquired stock control in 1884. It was re-organized as the Montreal and Atlantic in 1891. It kept its own equipment until it was absorbed by Canadian Pacific October 1st, 1931.

4-4-0 ex Southeastern
1-22

4-6-0
24/7200

4-4-0
25-30

4-6-0 D-4 built 1915 to M&A 1924
417, 418, 419, 420, 421

4-6-0 D-10 built 1910
2668/868, 2669/869, 2670/870

4-6-2 G-2 built 1909
1201/1151/2551,1202/1152/2552

0-6-0 U-3 built 1905
2177/6177

The first engines over the Short Line in 1889.

28	4-4-0	Dubs	4-1882	17x24	62"
		to CPR 139, 3-1913 to 92, scrapped 9-1930			
174	4-4-0	Baldwin		17x24	62"
		to CPR 56 4-1906, scrapped 4-1909			
360	4-4-0	CPNS	11-1886	17x24	62"
		to CPR 205 1-1907, 8-1913 to 17 scrapped 6-1926			

Windsor Mills, Quebec -Eastray- North Troy, Vermont

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PASSUMPSIC STATIONS

NEWPORT

ORLEANS

WEST BURKE

FOLSOM

LYNDONVILLE

ST JOHNSBURY

BARNET

EAST RYEGATE

WELLS RIVER

BRADFORD

FAIRLEE

POUPANOOSUC

NORWICH HANOVER

WHITE RIVER JUNCTION

FARNHAM STATION BURNS FEBRUARY 9, 1949

FARNHAM	2-25-1914
LENNOXVILLE	7-2-1914
SHERBROOKE	2-2-1915
	12-1-1915
SHERBROOKE	3-18-1916
SCOTSTOWN	12-19-1916
COOKSHIRE	3-17-1917

NEWBURY, VERMONT 11-1-1948

ALOUETTE NAMED 4-25-1926

ALOUETTE OCTOBER 1956 BECOMES RDC

ALOUETTE ENDS 1965


L.S.&M.S.
69783