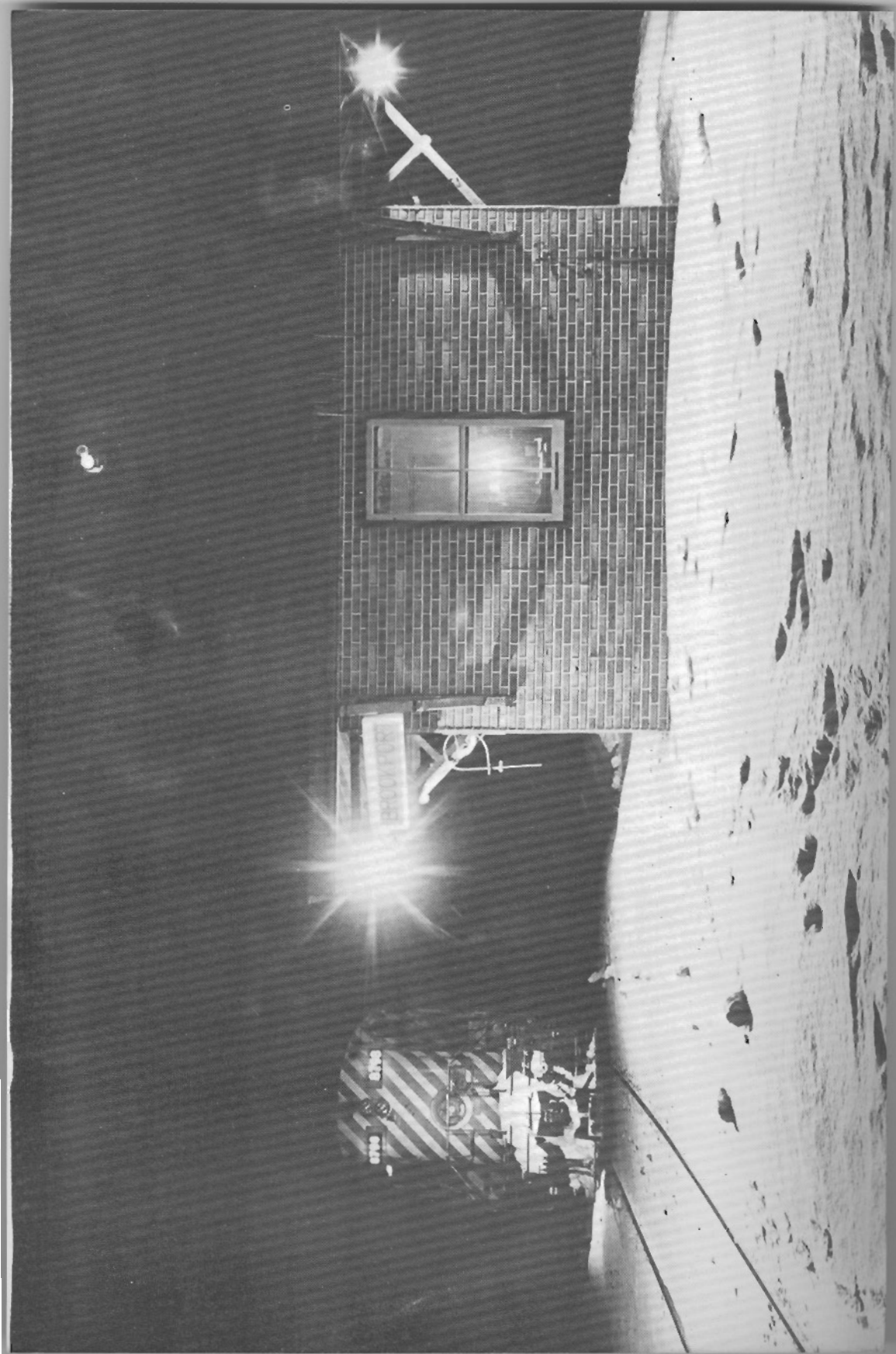


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RAILWAY STATIONS IN SOUTHERN QUEBEC

J. Derek Booth

Throughout the length and breadth of Canada, rural landscapes are today experiencing a period of rapid change, in response to continuing shifts in the economic framework of these areas. The reorientation of agriculture, ongoing urbanization - with its corollary of rural depopulation - the growth of new industries and, particularly in the Eastern Townships of the Province of Québec, the progressive expansion of recreational land uses, have all contributed to alterations in some of the dominant economic and human characteristics of the region.

Change in any landscape, whether related to natural phenomena or man's activities, is a continuous process. The human landscape, in particular, demonstrates changes often reflected in land-use patterns, population distributions or in physical structures, such as buildings, associated with a particular stage of regional development.

When we consider some of the remnant features in today's landscape, we can achieve insight into many of the formative factors in the historical evolution of a district, in addition to the more complete picture of existing regional characteristics. In this present period of rapidly changing countryside, when many of the traditional patterns of human activity, established during the nineteenth and early twentieth centuries, are changing, so too are many of the buildings associated with the settlement of the region. These include churches, schools, mills of various kinds and many other structures, not to mention railway stations. Although these rem-

↪ **ALTHOUGH THE STANSTEAD, SHEFFORD & CHAMBLY RAILWAY'S ENGINEHOUSE AT Waterloo, Québec, has long since disappeared, the turntable remains in a cover of long grass. July 1965.** Photo courtesy J.D.Booth.

← **BROOKPORT, QUEBEC - JUNCTION OF CP RAIL'S NEWPORT, SHERBROOKE & ADIRONDACK Subdivisions on the night of 10 January 1973. Freight Train 947 west from Saint John, N.B. waits for clearance into CTC territory.** Photo courtesy Dane H.G.Malcolm.

nants have hitherto largely remained intact, they are now either being altered to fulfill new functions or are vanishing at a rapid rate.

Just as the railway was, in the period after 1850, the principal catalyst to the economic development and growth of the provinces later to become Canada, at the same time it was the single dominant factor in changing the appearance of rural, southern Québec in the century between 1850 and 1950.

Before the automobile and good roads, the railway was unquestionably the chief economic and social link between the small agricultural and industrial communities, which then flourished in this region. The daily routine in these towns and villages was punctuated by the arrivals and departures of the trains. Moreover, these same trains provided a hitherto unavailable means of transporting relatively high-bulk - but low-value - goods to external markets. The railway was the initial impetus which promoted a wide range of economic activities, including lumbering, mining, greater agricultural production and the growth of manufacturing. Each of these activities, in varying degrees, has left its indelible stamp on the countryside of southeastern Québec.

The railway in its role as an enhancer of economic development has left a substantial legacy of remnant features in the landscape and, in some instances, continues to maintain a considerable physical plant which still functions. And here and there in the countryside there are many indications of the extent of former rail networks. Rusting turntables, overgrown but still identifiable old rights-of-way, converted pieces of rolling stock - all these bits of railway history - are scattered through the region which the railway served to shape.

Although shiny rails still penetrate many corners of southeastern Québec, trains today are less numerous, passenger service is skeletal and many structures on these lines - notably the railway stations - are either abandoned or have already been demolished. This is the inevitable result of internal changes in railway operating policies and procedures and the emergence of alternate forms of transportation and communication such as the automobile and the highway bus and truck. These latter have, of course, largely usurped many of the traditional functions of the railway as a mover of goods and people.

The railway station used to be the single most common and familiar feature of the villages and towns of every province of Canada. It was the contact point between the town and the whole region, the interface between the somnolent agricultural hamlet, the bustling industrial town and the world away and beyond; the point where journeys to an unknown land began and ended.

This ubiquitous building, once so common, is today fast fading from the rural landscape. There are many reasons for its disappearance, the simplest of which include large-scale branch-line abandonments, reduction and elimination of passenger train service, technological advances in railway operating practices, changing demographic patterns and, most significant of all, the advent of the automobile, the highway truck and the autoroute.

Formerly, the term "railway station" was familiar and, to a degree, self-evident. Today, it is becoming increasingly difficult to define precisely what constitutes a railway station. Many such are now only physical structures, retaining few if any of their func-

tions, which formerly varied according to the location and size of the community they served and the nature of the traffic handled. In former times, the public services commonly provided included telegraph and ticket offices, freight, express and baggage facilities and waiting rooms with what was, in many communities, the important facility of a public toilet.

In southern Québec, principally because of its geographical location, the railway station was a particularly common sight. This district, lying between Montréal and its southwestern hinterland and the rapidly growing urban markets of the east coast of the United States, enjoyed a strategic location during the episodes of railway expansion in the latter half of the nineteenth century. These periodic expansions of the rail networks resulted in a dense complex of lines constructed for the most part to capture a portion of the trade between eastern Canada, the central United States and the Atlantic seaboard, where there were wintertime, ice-free ports.

Indeed, this was the primary reason for the construction of "trunk" lines, such as the St. Lawrence & Atlantic-Atlantic & St. Lawrence - later the Grand Trunk Railway Company - and regional lines such as the Stanstead, Shefford & Chambly and the South Eastern Railways. In addition to those railways with international aspirations, there were the familiar local, independent railways constructed primarily to serve a particular area or to fulfill a specific role in the development of natural resources. For example, the Orford Mountain Railway was built primarily to transport the products of the forests and the mineral-rich areas of Brome, Shefford and Richmond Counties. Similarly, the Waterloo & Magog Railway carried copper ore-concentrates from the valley of the north branch of the Missisquoi River, but was intended originally to hasten the development of the town of Magog as the leather-tanning centre of the Eastern Townships.

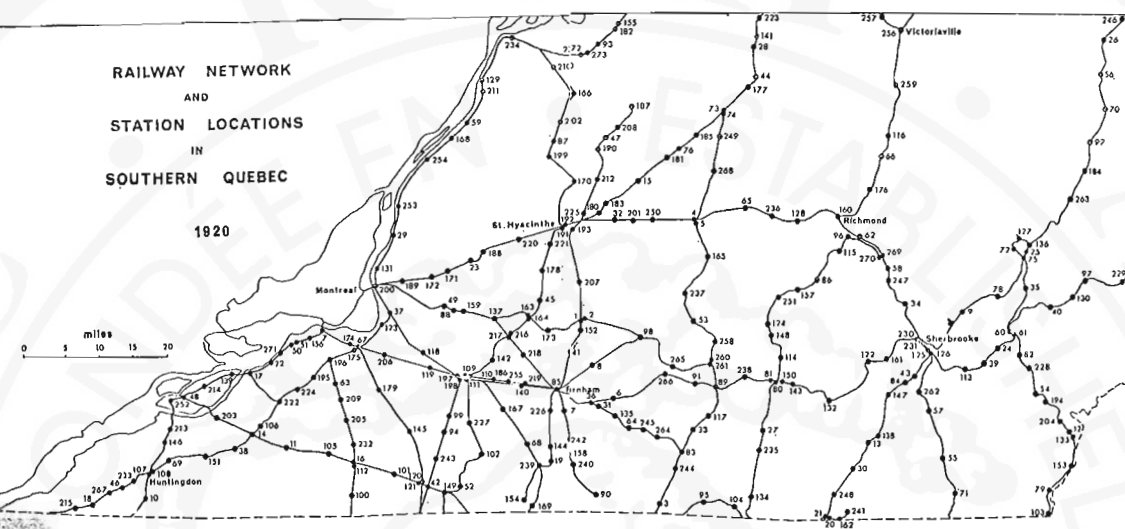
There grew up in southern Québec, between 1836 and 1916, a railway network which at its peak averaged one mile of track for every 7.2 square miles of area and, in specific cases such as Missisquoi County, achieved a density of one mile per 4.2 square miles of countryside. This development reached its maximum in 1916, at which time there were approximately 1,150 miles of railway in an area of 8,076 square miles.

The area included in the above statement comprises the counties of Bagot, Beauharnois, Brome, Chambly, Chateauguay, Compton, Drummond, Huntingdon, Iberville, Laprairie, Missisquoi, Napierville, Richelieu, Richmond, Rouville, St-Hyacinthe, St-Jean, Shefford, Sherbrooke, Stanstead, Vercheres, Wolfe and Yamaska. Located within this area were 273 stations, or an average of one for every 29.5 square miles. Clearly then few areas were more than six or seven miles from a railway station.

As seen from the map (Figure 1), the pattern of station distribution was particularly dense in the agricultural areas closest to Montréal, reflecting both a larger and more evenly distributed rural population than that which existed in the more distant parts of the Eastern Townships. Evident, too, was the more regular spacing of the stations, particularly in the St. Lawrence lowlands. Here, the interval was usually four to five miles, corresponding roughly to the location of the many rural market villages which dotted the plain. Interspersed with these villages were a number of growing industrial towns, such as Granby, St-Hyacinthe and Sherbrooke.

RAILWAY NETWORK
AND
STATION LOCATIONS
IN
SOUTHERN QUEBEC

1920



STATION INDEX

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| 2. MSC-Abbotsford | 37. GTR-Brosseau | 72. MEC-Dominion Station |
| 3. CPR-Abercorn | 38. GTR-Brysonville | 73. GTR-Drummondville |
| 4. GTR-Acton Vale | 39. CPR-Bulwer | 74. CPR-Drummondville |
| 5. CPR-Acton Vale | 40. CPR-Bury | 75. MEC-Dudswell Junction |
| 6. CPR-Adamsville | 41. CPR-Canrobert | 76. GTR-Duncan |
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| 9. QCR-Ascot Corners | 44. GTR-Carmel | 79. MEC-East Hereford |
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| 11. GTR-Aubrey | 46. GTR-Carr | 81. CPR-Eastray |
| 12. MEC-Aukland | 47. CPR-Cavignac | 82. MEC-Eaton Corners |
| 13. B&M-Ayers Cliff | 48. NYC-Cecile | 83. CPR-Enlaugra |
| 14. GTR-Ayrness | 49. MSC-Chambly Canton | 84. B&M-Eustis |
| 15. GTR-Bagot | 50. NYC-Chateauguay | 85. CPR-Farnham |
| 16. GTR-Barrington | 51. NYC-Chateauguay Basin | 86. CPR-Flodden |
| 17. NYC-Beauharnois | 52. QMS-Clarenceville | 87. QMS-Fleury |
| 18. GTR-Beaver Crossing | 53. CPR-Cleary | 88. MSC-Fort Chambly |
| 19. CPR-Bedford | 54. MEC-Clifton | 89. CPR-Foster |
| 20. B&M-Beebe Plain | 55. GTR-Coaticook | 90. CVR-Frelighsburg |
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| 22. NYC-Belleuve | 57. GTR-Compton | 92. QCR-Garthby |
| 23. GTR-Beloeil | 58. GTR-Coney Island | 93. QMS-Gerard |
| 24. CPR-Birchton | 59. QMS-Contrecoeur | 94. GTR-Girard |
| 25. QCR-Bishopton | 60. MEC-Cookshire | 95. CPR-Glenton |
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| 27. CPR-Bolton Centre | 62. GTR-Corris | 97. CPR-Gould |
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| 29. QMS-Boucherville | 64. CPR-Cowansville | 99. GTR-Grande Ligne |
| 30. B&M-Boynton | 65. GTR-Danby | 100. GTR-Hemmingford |
| 31. CPR-Brigham | 66. GTR-Danville | 101. GTR-Henrysburg |
| 32. GTR-Britannia Mills | 67. CPR-Delson | 102. QMS-Henryville |
| 33. CPR-Brome | 68. CVR-Des Rivières | 103. MEC-Hereford |
| 34. GTR-Bromptonville | 69. GTR-Dewittville | 104. CPR-Highwater |
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107. NYC-Huntingdon	163. MSC-Rougemont	219. CPR-Ste-Brigide
108. GTR-Huntingdon	164. QMS-Rougemont	220. GTR-Ste-Madeleine
109. CPR-Iberville	165. CPR-Roxton Falls	221. QMS-Ste-Madeleine
110. QMS-Iberville	166. QMS-St-Aimé	222. GTR-Ste-Martine
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114. CPR-Kartoum	170. QMS-St-Barnabé-s.	226. CPR-Ste-Sabine
115. CPR-Kingsbury	171. GTR-St-Basile	227. QMS-Sabrevois
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117. CPR-Knowlton	173. MSC-St-Césaire	229. CPR-Scotstown
118. CNR-L'Acadie	174. CPR-St-Constant	230. CPR-Sherbrooke
119. CPR-L'Acadie	175. GTR-St-Constant	231. GTR-Sherbrooke
120. D&H-Lacolle	176. GTR-St-Cyr	232. GTR-Sherrington
121. GTR-Lacolle	177. GTR-St-Cyrille	233. GTR-Smellie
122. CPR-Lake Park	178. QMS-St-Damase	234. QMS-Sorel
123. GTR-Laprairie	179. D&H-St-Edouard	235. CPR-South Bolton
124. CPR-Lawrenceville	180. GTR-St-Edward	236. GTR-South Durham
125. GTR-Lennoxville	181. GTR-St-Eugène	237. CPR-South Roxton
126. CPR-Lennoxville	182. QMS-St-François	238. CPR-South Stukely
127. MEC-Lime Ridge	183. GTR-St-George	239. CVR-Stanbridge
128. GTR-Lisgar	184. QCR-St-Gérard	240. CVR-Stanbridge East
129. QMS-Lisieux	185. GTR-St-Germain	241. B&M-Stanstead Pl.
130. CPR-Long Swamp	186. CPR-St-Grégoire	242. CVR-Stone
131. QMS-Longueuil	187. CPR-St-Guillaume	243. GTR-Stottsville
132. CPR-Magog	188. GTR-St-Hilaire	244. CPR-Sutton
133. MEC-Malvina	189. GTR-St-Hubert	245. CPR-Sweetsburg
134. CPR-Mansonville	190. CPR-St-Hughes	246. QCR-Thetford Mines
135. CPR-Mapledale	191. QMS-St-Hyacinthe	247. GTR-Titus
136. QCR-Marbleton	192. GTR-St-Hyacinthe	248. B&M-Tomifobia
137. MSC-Marieville	193. CPR-St-Hyacinthe	249. CPR-Tourville
138. B&M-Massawippi	194. MEC-St-Isidore	250. GTR-Upton
139. NYC-Melocheville	195. GTR-St-Isidore	251. CPR-Valcour
140. CVR-Menardville	196. GTR-St-Isidore Jct.	252. NYC-Valleyfield
141. GTR-Mitchell	197. CPR-St-Jean	253. QMS-Varennes
142. QMS-Mount Johnson	198. GTR-St-Jean	254. QMS-Vercheres
143. CPR-Mount Orford	199. QMS-St-Jude	255. CPR-Versailles
144. CPR-Mystic	200. GTR-St-Lambert	256. GTR-Victoriaville
145. D&H-Napierville	201. GTR-St-Liboire	257. GTR-Walker
146. NYC-New Erin	202. QMS-St-Louis	258. CPR-Warden
147. B&M-North Hatley	203. GTR-St-Louis(Gonz.)	259. GTR-Warwick
148. CPR-North Stukely	204. MEC-St-Malo	260. CVR-Waterloo
149. GTR-Noyan	205. GTR-St-Michel	261. CPR-Waterloo
150. CPR-Orford Lake	206. CPR-St-Philippe	262. GTR-Waterville
151. GTR-Ormstown	207. CPR-St-Pie (Bagot)	263. QCR-Weedon
152. CPR-Papineau	208. CPR-St-Prime	264. CPR-West Brome
153. MEC-Paquetteville	209. GTR-St-Remi	265. CVR-West Shefford
154. CVR-Phillipsburg	210. QMS-St-Robert	266. CPR-West Shefford
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156. NYC-Primeau	212. CPR-St-Simon	268. CPR-Wickham
157. CPR-Racine	213. NYC-St-Stanislaus	269. GTR-Windsor
158. CVR-Riceburg	214. NYC-St-Timothée	270. CPR-Windsor Mills
159. MSC-Richelieu	215. GTR-Ste-Agnès(Dundee)	271. NYC-Woodlands
160. GTR-Richmond	216. CVR-Ste-Angèle(Mon.)	272. QMS-Yamaska
161. CPR-Rock Forest	217. QMS-Ste-Angèle(Mon.)	273. QMS-Yamaska East

B&M	Boston & Maine Railroad
CPR	Canadian Pacific Railway
CVR	Central Vermont Railroad
D&H	Delaware & Hudson Railway
GTR	Grand Trunk Railway
MEC	Maine Central Railroad
MSC	Montreal & Southern Counties Railway
NYC	New York Central Railroad
QCR	Quebec Central Railway
QMS	Quebec, Montreal & Southern Railway

Natural waterpower facilities dictated the location of these towns, whereas the spacing of most rural villages was primarily due to the primitive wagon roads which prevented marketing of farm produce at any great distance from the point of production. In turn, this forced the proliferation of small service communities, each providing for the daily needs of a restricted hinterland.

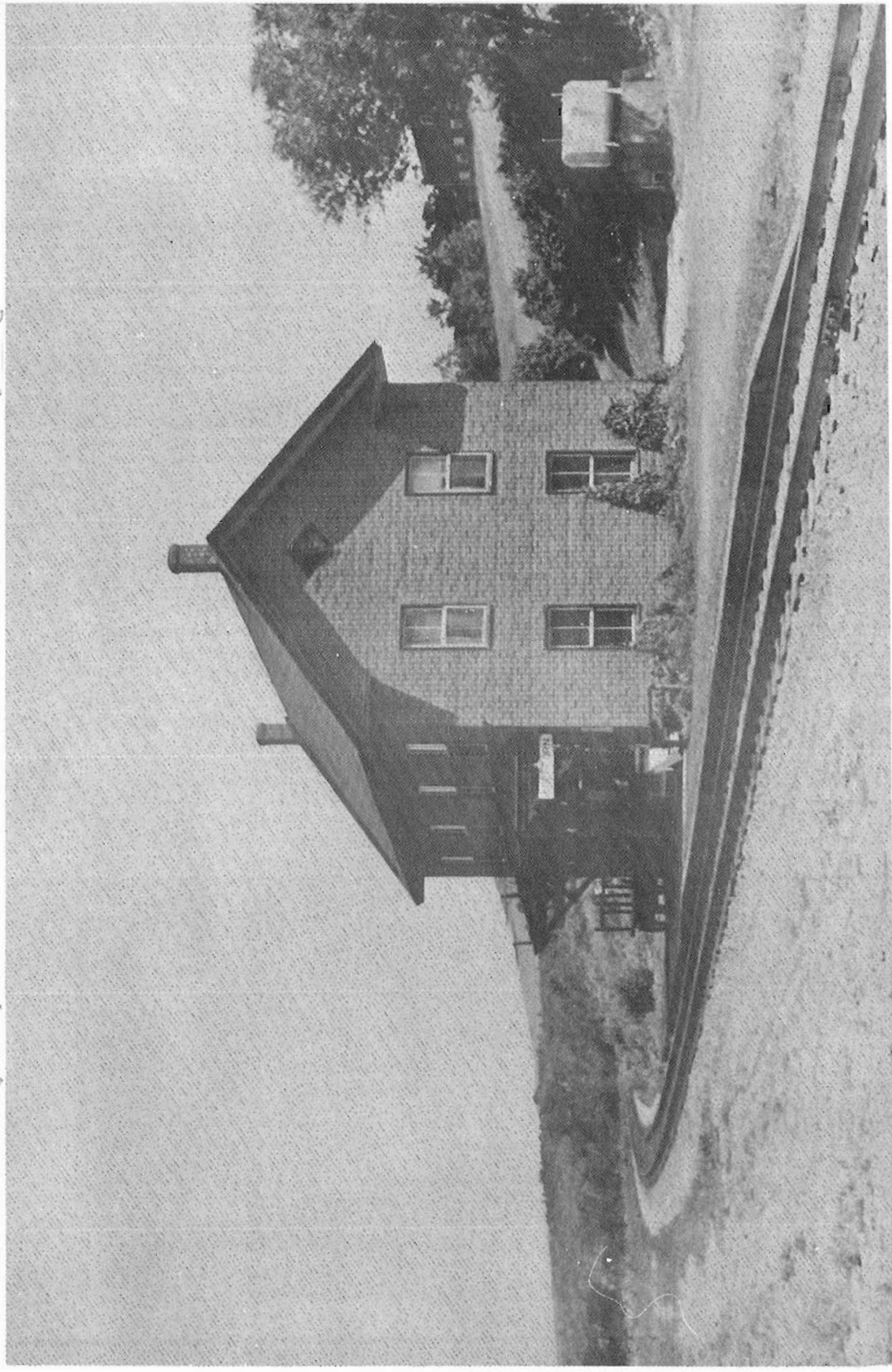
The early 1920s marked the apex in this district of both total miles of railway track and number of stations. But even before this time, some stations had already been abandoned. Included were stations on the line of the Waterloo & Magog Railway, completed in 1884 from Waterloo (Frost Village) through Magog to Sherbrooke. The stations at South Stukely and Bolton Forest were among the first to go. Subsequently, the W&M was purchased by the Canadian Pacific Railway Company, during construction of its "Short Line" to Saint John, New Brunswick and most of the original W&M line was abandoned.

The very few stations built in southeastern Québec after this period were for the most part those directly related to the growing suburban areas on the south shore of the St. Lawrence River, opposite the city of Montréal.

An interesting exception to this general rule were the station facilities of the "Three Villages" - Stanstead and Rock Island, Québec and Derby Line, Vermont - clustered on the International Boundary about 120 miles southeast of Montréal. A single railway station originally built in 1870 by the Massawippi Valley Railway served the three communities. In 1899, the town of Stanstead successfully persuaded the Boston & Maine Railroad, lessor of the Massawippi Valley, to extend this branch one mile to a location in the town of Stanstead Plain, where a station of the traditional Boston & Maine design was built. Simultaneously, a new station was constructed to serve the towns of Rock Island and Derby Line at an intermediate location (Passenger Street) on the branch. In the 1930s, the Stanstead extension was abandoned, the station at Stanstead demolished and that at Rock Island closed and sold. The branch extension was taken up and a new, modern brick station was built about half-a-mile from the original railway station at Rock Island and suitably designated as "Stanstead, Rock Island and Derby Line".

Many of the railways incorporated and constructed during the railway-building mania in the latter years of the nineteenth century

→ THE STATION AT ABERCORN, QUEBEC, ON CP RAIL'S NEWPORT SUBDIVISION BETWEEN Sutton, Québec and Richford, Vermont, exemplified the characteristic South Eastern Railway station, with living quarters for the agent/operator on the second floor. This station was demolished in the mid-1960s. Photographed July 1965. Photo courtesy J.D.Booth.





↑ THREE YEARS AFTER ITS ABANDONMENT IN 1962, THE JUNCTION OF CP RAIL'S Newport & Drummondville Subs. at Enlaugra (Sutton Junction) has almost been obliterated by grass and bushes. Photo courtesy J.D.Booth.

↓ FORMERLY THE STATION OF THE ORFORD MOUNTAIN RAILWAY AT MANSONVILLE, Québec, this building is now a dwelling. Its ancestry, however, is clearly apparent. July 1965. Photo courtesy J.D.Booth.





- ↑ CANADIAN NATIONAL'S STATION AT COATICOOK, QUEBEC IS CHARACTERISTIC of the larger wooden stations found in many industrial towns in southern Québec. July 1969. Photos courtesy J.D.Booth.
- ↓ THE STURDY BRICK STATION ON THE FORMER MONTREAL & SOUTHERN COUNTIES Railway - now CN - was unusual for a town of the size of Chambly - or, more correctly, Fort Chambly. Ca. 1966.



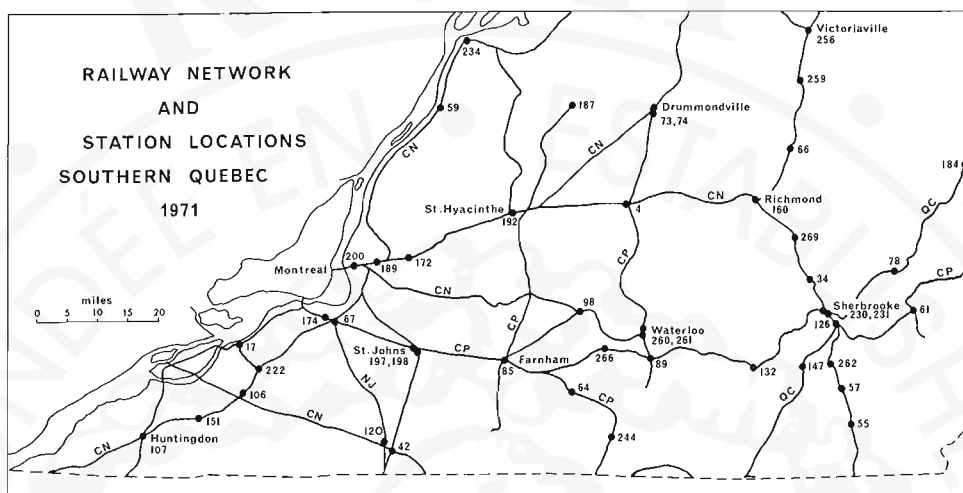
were not soundly founded in terms of either capital assets or location of lines. This fact became clear within a few short decades. The process of enforced retrenchment began in the 1920s, almost as soon as the last rails of the network had been laid.

From that time to the present, some 240 miles have been abandoned, the rails lifted and stations and other structures removed (Figure 2). For the most part, these abandonments occurred when many of the smaller, independent lines were absorbed into the two major systems of Canadian National and Canadian Pacific Railways. A number of branchline operations became redundant. Later, traffic dwindled in the face of highway competition. But even with the loss of 240 miles of main-line track, the railway network of southeastern Québec today retains a density of one mile per 8.8 square miles.

More apparent to the observer and a particular reflection of the decline in rail passenger transportation in these counties is the decrease in the number of railway stations. From a high of 273 in the early 1920s, the number has declined to only 47 in 1971, as shown in Figure 2. Today, only 46 localities and 306 miles of railway in southern Québec have any form of passenger service. Commuter services to and from Montréal account for much of this mileage. But more specifically, only 23 of the 46 scheduled passenger train stops have station buildings while the remainder either have small shelters, hardly worthy of the designation of "station", or no facilities whatsoever.

The substantial total number of railway stations which existed during the peak years of railway operation was, to a large degree, a function of the similarly numerous small rural hamlets which clustered along the lines. Once vigorous and important, these settlements have experienced a long period of decline, reflecting a basic demographic trend in southeastern Québec, operative since the turn of the century. Although the total population of the region has grown from 413,722 in 1921 to 996,087 in 1966 - an increase of 140.7% - the simultaneous increase in the urban portion has been 307.9% with but a 12.2% increase in the rural population. Thus, the situation which existed in 1921, with 56.5% of the population classed as rural, has been radically altered so that, by 1966, only 26.3% of the citizens of the region lived outside of centres of 1,000 or more inhabitants. One by one, as the villages decreased in economic significance over the years, their railway stations disappeared.

One of the characteristics which made the railway stations a particularly distinctive part of the landscape was the wide variety of architectural styles used in their construction. Since there were many independent railway companies in southern Québec and their lines were often built piecemeal over a period of years, uniformity of style was usually lacking. In addition, style variations were further proliferated since it was a common practice to employ local contractors to construct buildings along each segment of the railway. This accounted for the not uncommon phenomenon of two or three successive stations being identical in design, although differing completely from others on the same railway, e.g., CP RAIL's present station at Saint-Constant and the former station at L'Acadie, not far from Montréal. While certain characteristic building styles were associated with particular railways - the spacious stations of the South Eastern Railway were notable - for the most part, stations tended to exhibit a substantial measure of individuality in design details.



Constraints of utilitarianism, nevertheless, did impose certain limitations on basic layout. The dimensions and arrangement of the several station parts varied somewhat, but conformed to a standard plan in most cases. Exterior dimensions generally ranged from 40x20 to 80x20 feet. Stations in larger towns or cities sometimes exceeded these dimensions. The majority were single-storey structures, but some - notably those on the South Eastern Railway - had second storeys, generally designed as living quarters for the operator-agent and his family.

Stations at important operating points were frequently quite spacious, the structures at St-Hyacinthe and Richmond on the Grand Trunk Railway and the former South Eastern-Canadian Pacific station at Farnham, Québec, destroyed by fire in the late 1940s - being illustrative of this class. In the 1860s and early '70s, the provincial-gauge Grand Trunk boasted a double-tracked covered train-shed station at Sherbrooke, used by passenger trains of four railways.

Figure 3 illustrates a typical floor-plan of a small, rural railway station. As noted above, the arrangement of the rooms varied.

The operator's bay-window, a feature common to all stations, was usually centrally placed in the building, but was occasionally located at one end. In a few smaller stations, no separate freight room facilities were provided, although separate ladies' waiting rooms were not uncommon. The sometime use of turrets or towers to embellish the station was practiced even in the smallest centres. Canadian National Railways' stations at St-Bruno and Compton were notable examples.

The most common roof design, especially on single-storey stations, was one with a straight, relatively steep-pitched slope, with wide, overhanging eaves. Sometimes the eaves extended out on all four sides of the building, while others had an overhang only on the platform side, with gable ends on the long axis of the building, parallel to the track.

Stations in southern Québec were most commonly of wood-frame construction. The majority had no basements and heating was provided

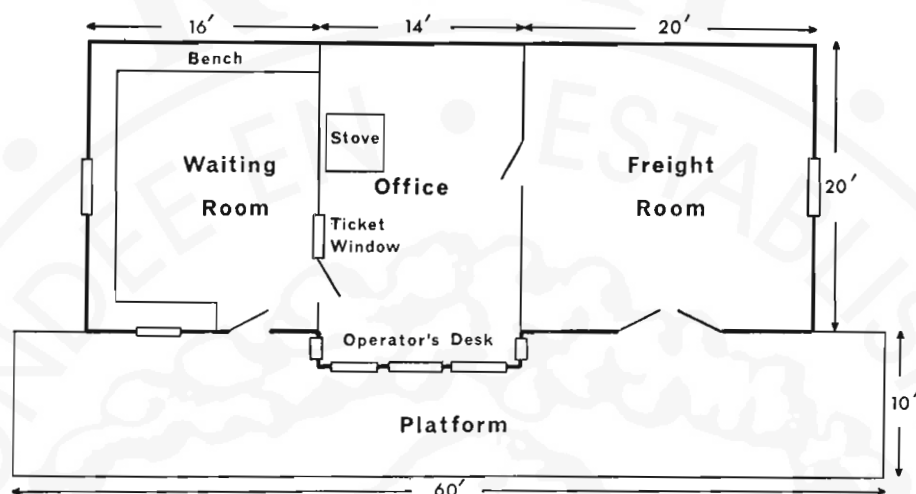


FIGURE 3

by stoves of various types, located within the building itself. The exterior colour schemes of the buildings did not always display the uniformity of the CN grey and CP red commonly used today, but were, in most instances, as varied as the colours of the wooden buildings in the towns which they served.

In only a few communities - usually the larger ones - were stone or brick stations to be found. Granby, Sherbrooke, Richmond, Drummondville and St-Jean were fortunate in this regard, although scattered settlements of lesser importance, such as St-Hilaire, Fort Chambly and East Angus boasted of such sturdy structures.

While in the majority of cases, railway stations in southern Québec abandoned in the past half-century have been demolished on site, a significant number remain as remnant features in the landscape. They are, however, frequently located at some distance from the nearest railway, fulfilling functions far removed from their former roles.

Included in the various secondary uses for stations are private dwellings or commercial enterprises (Mansonville: Orford Mountain Railway; South Durham: Grand Trunk Railway), summer cottages (Massawippi: Boston & Maine Railroad), agricultural or industrial outbuildings (Fulford: Canadian Pacific Railway; Bury: Canadian Pacific Railway), while the railways themselves maintain a small number of stations essentially for storage of maintenance-of-way equipment (Lennoxville: CP RAIL).

In this end-use consideration, it should be noted that one rural railway station - Barrington: Canada Atlantic-Grand Trunk railway - was removed over a distance of some 30 miles to be preserved at the Canadian Railway Museum/Musée Ferroviaire Canadien, Saint-Constant, Québec.

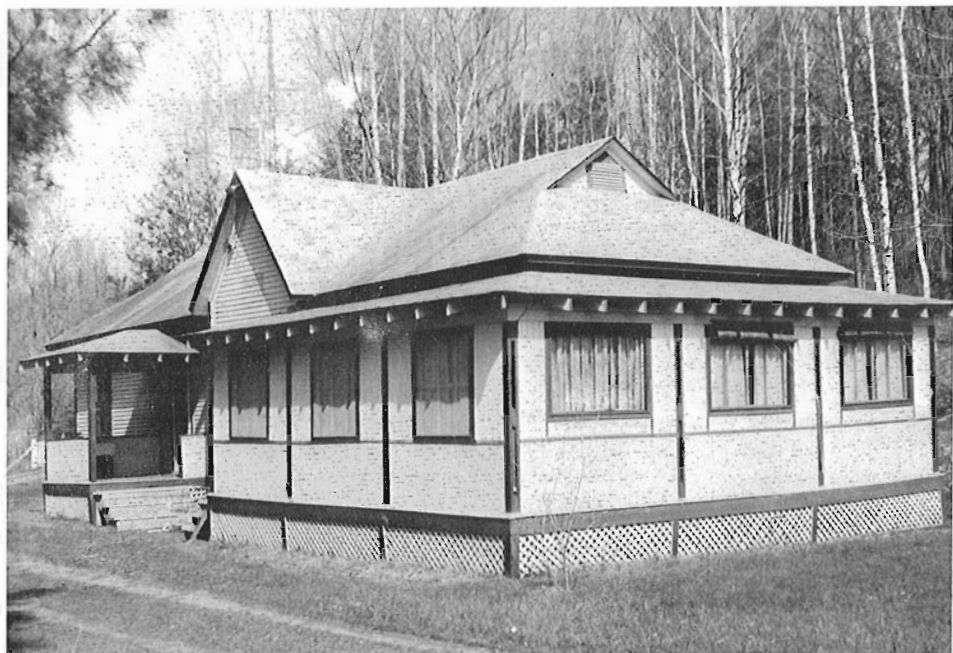
The process of station abandonment will continue as passenger service is curtailed and local freight and express shipments are transported increasingly by highway trucks, dispatched from centralized distribution points. In many localities where stations



- ↑ CP RAIL'S STATION AT LENNOXVILLE, QUEBEC IS TYPICAL OF SMALL STATIONS particularly on CP RAIL lines, with overhanging eaves only on the platform side and gable ends on the long axis of the building. July 1970. Both photos courtesy J.D.Booth.

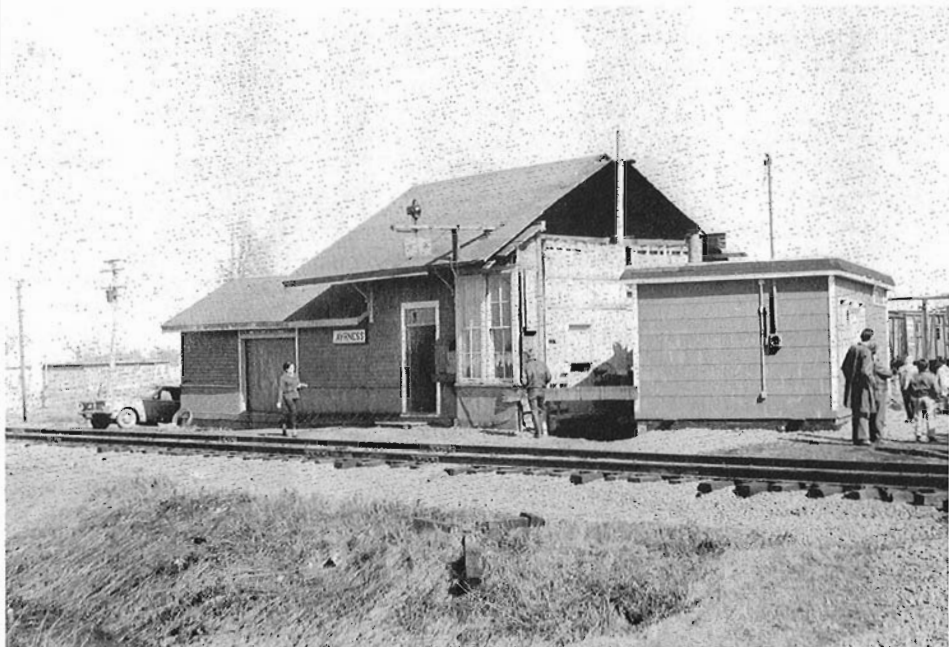
- ↓ CANADIAN NATIONAL'S STATION AT WATERVILLE, QUEBEC ILLUSTRATES THE variety in architectural style in rural railway stations. The station, now owned by the Town, had the usual floor layout but a variable roof design. September 1971.

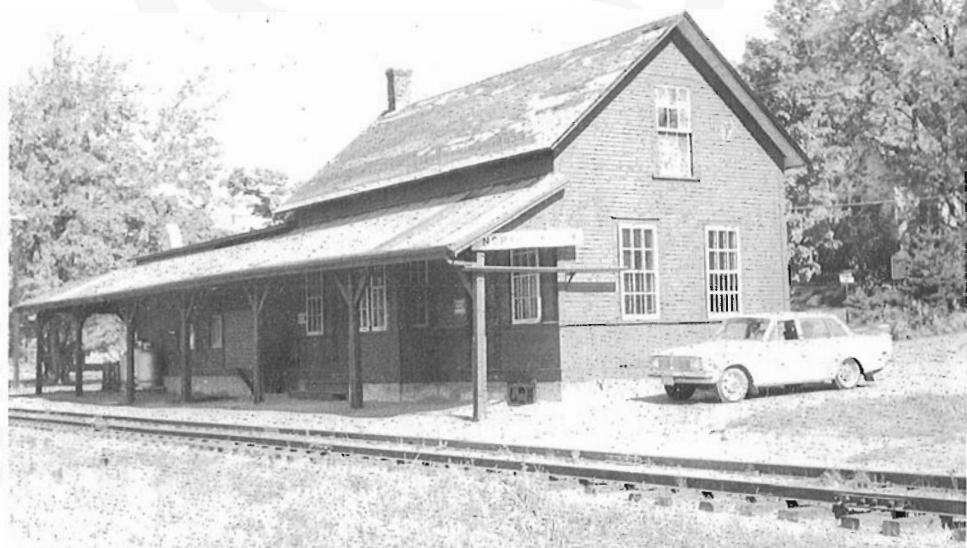




↑ THE OLD BOSTON & MAINE RAILROAD STATION AT MASSAWIPPI, QUEBEC, HAS BEEN Converted into a summer cottage and moved back from the right-of-way of Quebec Central's Beebe Sub. May 1969. Photo courtesy J.D.Booth.

↓ THE OLD AND THE NEW. THE STORY OF STATION DEMOLITION IN SOUTHERN QUEBEC is told in this picture of Canadian National's station at Ayrness. It was of the same design as Barrington station, preserved at the Canadian Railway Museum. April 1969. Photo courtesy J.D.Booth.





↑ THE STATION BUILDING AT NORTH HATLEY, QUEBEC, ALTHOUGH STILL LOCATED at trackside on Quebec Central's Beebe Sub., has lost its signboards and has been converted for use as a laundromat and municipal offices. September 1968. Photo courtesy J.D.Booth.

have been demolished, the more functional freight shed nearby has remained to become the new focal point for local rail freight traffic.

While the station in its greatly reduced numbers remains as one of the chief reflections of the changing role of rail transport, there are a variety of other remnants of the halcyon days of railroading in southeastern Québec. These may be discovered in the landscape by the sharp-eyed observer.

Some 240 miles of abandoned rights-of-way criss-cross the countryside. These roadbeds, where they have not been obliterated by farming, road-building or other activities, have slowly reverted to a natural cover of vegetation. South of Eastman, the former line of the Orford Mountain Railway today carries a modern highway. The roadbed of the primitive Huntingdon Mining Railway, east of South Stukely, is today an almost overgrown track, but can still be followed around the shore of Lake Libby. Even lines such as the Waterloo & Magog, abandoned over 80 years ago, are discernable to the explorer and can be traced relatively easily on aerial photographs.

Buildings such as the former engine house of the South Eastern Railway at Sutton Junction, Québec - once Enlaugra on the Canadian Pacific - provide an indication of the past significance of this village as the junction of the Canadian Pacific's Drummondville and Newport Subdivisions.

An overgrown turntable and pit and the foundations of the Stanstead, Shefford & Chambly Railway's engine house are to be seen at Waterloo, Québec, identifying this town as the line's eastern terminus, following the sale of the Waterloo & Magog Railway to the CPR in 1887 and its subsequent abandonment by that Company.

More direct evidence of the railway's presence on the face of the land is the widespread use of superannuated railway rolling

stock of various kinds. Boxcars, ice-refrigerator cars, cabooses and occasionally pieces of passenger equipment find end-uses as agricultural outbuildings, chicken houses and summer cottages. Frequently, these remnants are today located in areas which have been bereft of rail lines for many years.

It may safely be said that the railway has been eclipsed as a formative factor in the social and economic life of southeastern Québec. Everywhere its tangible physical components are less widespread than in its former days. Nevertheless, wherever man's hand has left its imprint on the land, the signs of his activities remain long after he has moved to new areas or has abandoned former endeavours in the face of new technologies.

Today, the rapidly vanishing landscape remnants - both urban and rural - of an earlier time in Canadian history deserve greater attention from the historian and the geographer. So also do those features which relate specifically to railway history, such as stone foundations, bridge abutments, rights-of-way and relict buildings. All these things are evidence which can fire the interest and imagination of the railway historian, as well as providing him with tangible information necessary to complement his findings from the available documentary sources.

This article is a report on a project being carried out by Professor J.D.Booth, Professor of Geography, Bishop's University, Lennoxville, Québec. Professor Booth notes that since the time that the article was written, the stations at Sutton, Cantic, Cowansville, Compton, Waterville, Ormstown, Howick, Ste-Martine and St-Guillaume have been removed.



SOMETIMES A JOYFUL SOUND

Arthur C. Riddington

To a trackside railroader, whose span of interest extends from the days of the single shout of the steam locomotive of the early twentieth century to the melodious, deep-throated chime of a Canadian Pacific 2800, that joyful sound may now be ended, but "the melody lingers on".

It was the sweet refrain of a steam locomotive whistle that was wafted into the semi-consciousness of an after-lunch catnap one day in late May 1958. At first, it seemed as though the repeated tone was part of one of those nebulous dreams that - now and again - emerge in natural repose. After all, this gladsome sound had not been heard around the neighbouring railway for many months, the interval being more than replete with the asthmatic eruptions from those track-locked trailer-trucks - otherwise, the diesels.

But ever and again the same clear harmonious sound broke the afternoon silence, this time loud and clear and sufficiently persuasive to motivate me to grab my camera and short-cut my way to the Val d'Or station of Canadian National Railways, somewhat in the manner of a bull-moose in the mating season!

Incredible it was but, sure enough, there was a CN 5200-class steam engine working the siding to the bulk oil-storage tanks, just west of the Senneville crossing! Incredible! Apparently, the old girl was doing some spotting of the cars in and out of the slot, with her pilot now and again nosing over the crossing. The engineer might have used the bell with adequate effect, but perhaps what made him pull away at the whistle-cord was a generous portion of nostalgia, all intermixed with what he figured was a last chance to play an old and familiar refrain that, for more years than most people can remember, had been a characteristic and integral part of the romance of the age of railroading.

Switching moves completed, Number 5255 chuffed up to the freight shed with some empties, to couple up to the Senneterre-bound consist. The old Pacific had not had her face washed in a month of Sundays! The tattle-tale grey on her formerly burnished-black boiler evidenced neglect - intentional or otherwise. Somehow, the comparison with the condemned Joan of Arc was natural. Her attire was now no longer important, as she made her slow, funeral journey down the "last mile".

← THE LAST STEAM ENGINE THROUGH VAL D'OR, QUEBEC ON 16 MAY 1958. Present for the occasion, left to right, Brakeman William Quirk; Brakeman William Edwardson; Conductor Vincent Burton; Clerk Milen Joncas; the Author, in his "official" uniform; Engineer Edgar Bisson and Fireman Jean-Louis Houle. Photo from A.C.Riddington.

But despite the inevitable terminal stage of her existence , her valve-settings were "right on" and the main rods were substantially free from clatter and clank, as her intricate valve-motion revolved to a halt only a few feet away. A wave of the camera to the engineer was enough to get the message to him and he held his iron steed still for the instant that was necessary to make the essential film record. Later, there were some photos of the crew, who said that 5255 had been kept at Rouyn all the previous winter, heating passenger equipment. Now she was working her way to the scrapyard, probably to run deadhead from Senneterre over the long irrevokable miles to Montréal.

Pictures being taken, the engine crew got back on Number 5255 and waited for the highball from the conductor. A signal from the van and Number 5255 exploded a pillar of black smoke to the skies , slipping severely a couple of times, as the steam to the cylinders beat the sand to the track. Then, getting her footing, she began to pick up speed, her throaty exhaust clearing and steadying, with the beat picking up at every turn of the drivers. Gradually, the sounds of her departure faded, but she left a final, persisting echo, one of the characteristics of her breed, the familiar sound diminishing in the distance to a silence filled with sadness and regret. The kind of silence that a diesel enthusiast can never understand until the last of that burbling brotherhood is finally suppressed by the cold, relentless hand of progress.

The remark of Mr. Ian Sinclair of CP RAIL about not being much moved by nostalgia is, in such circumstances, very hard to understand.

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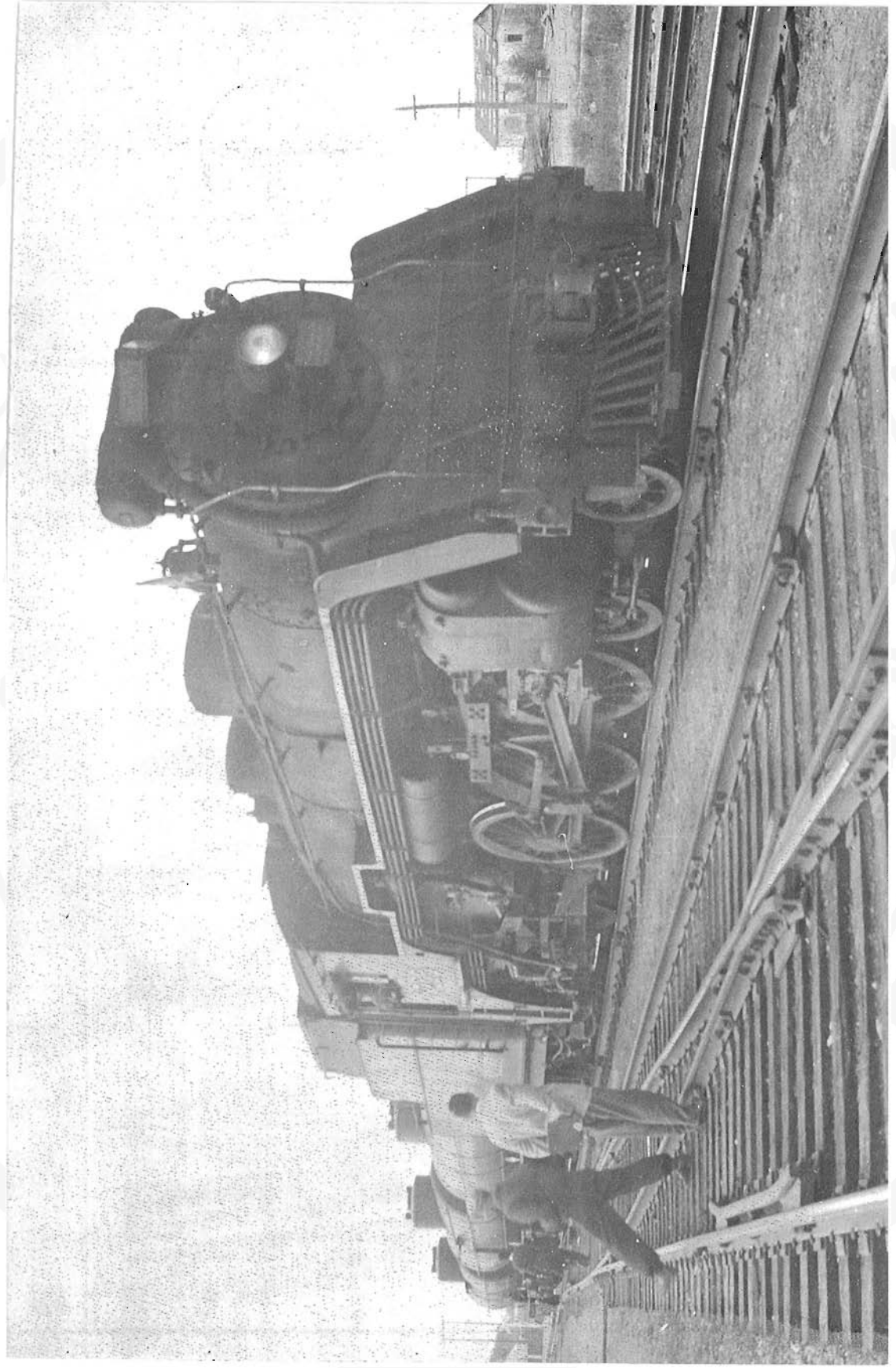
Editor's Postscript.....

Mr. A.C.Riddington, the author of the above impressions, was chief of police of the town of Bourlamaque in northwestern Québec when these events transpired. He admits a weakness for Canadian National Railways J and K-class steam engines, which for many years powered most of the passenger trains on both the Senneterre-Rouyn and, for a time, the Rouyn-Parent runs. These engines maintained the essential daily passenger services during the catastrophic forest fires which swept the northwestern Québec mining district in 1942 . One of CN's old consolidations hauled the water-tank train, keeping the roadbed wet and the ties from catching fire. The author's first caboose ride was behind the water-tank train, during an attempted evacuation of the town of Pascalis. Mr. Riddington recalls that, with the smoke from the forest fire "thick enough to lean against", he didn't have much of an opportunity to enjoy this long-anticipated experience.

Nowadays, Mr. Riddington resides in Shawbridge, Québec.

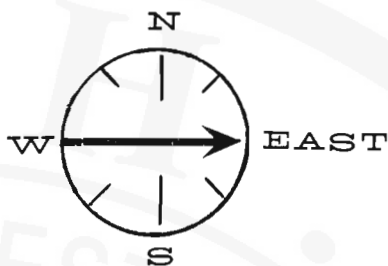
→ CANADIAN NATIONAL RAILWAYS' PACIFIC NUMBER 5255 WAS SHUNTING SOME tank cars in and out of the bulk oil-storage tank farm at Val D'Or, Québec, on 16 May 1958. While spotting the tank cars, the engineer had to take the engine over the road crossing and this rather required the use of the whistle! The effect - while perhaps annoying to the population - was music to the ears of any railfan.

Photo courtesy A.C.Riddington.



DIESELS

THIRD SECTION



↑ WITH A CONSIST OF SOME 16 CARS, CANADIAN NATIONAL RAILWAYS' TRAIN 1, The Super Continental, with units Numbers 6539, 6635 and 6527, stops at Ottawa Canada on 5 June 1971. Both photos courtesy P. Patenaude.

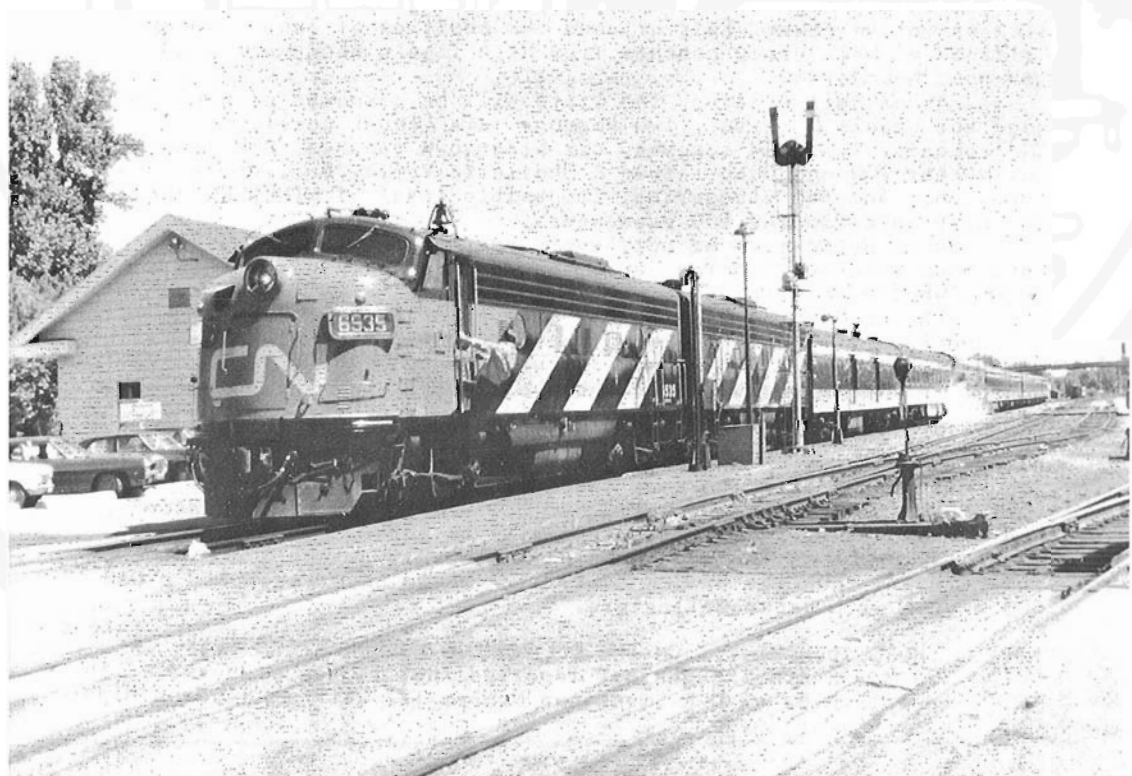
↓ TRAIN 45 - CANADIAN NATIONAL'S OTTAWA-BROCKVILLE CONNECTION, READY to leave Ottawa on 5 June 1971 with 2 MLW FPA4s, Numbers 6782 & 6773.





↑ CANADIAN NATIONAL'S " SUPER CONTINENTAL" AT ANOTHER PLACE - DORVAL, Québec - and another time - 12 June 1971. Heavy summer traffic requires GM units Numbers 6536, 6625 and 6542.

↓ THE LAKESHORE - TRAIN 51 OF CANADIAN NATIONAL RAILWAYS - WITH GM built units Numbers 6535 & 6618 on the head-end, at Brockville, Ontario, 5 June 1971. Both photos courtesy Pierre Patenaude.





APRIL 1973

WAYBILLS

ADDITIONAL EXCITING INFORMATION ON DELAWARE & HUDSON RAILROAD'S sesquicentennial "Display Train" and Steam Excursion of 28-29 April 1973 has been forwarded by Jim Shaughnessy, together with the two accompanying photographs.

The "Exhibition Train" will be in Montréal on 28 April and will consist of a new D&H boxcar, a flat car carrying the replica of the "Stourbridge Lion", an old-style D&H baggage car, freshly painted in blue and yellow, a second stainless steel baggage car and a traditional, radio-equipped "red caboose", bringing up the rear.

The first baggage car will contain exhibits illustrating the history of the Delaware & Hudson. These exhibits have been assembled by the Mohawk & Hudson Chapter, National Railway Historical Society, who own the car.

The stainless steel baggage car will contain exhibits from industries served by the D&H.

The Steam Excursion was overwhelmingly popular from the moment the news got out. In the beginning, it was postulated as an 8-9 car train, to be powered by ex-CPR Steamtown Number 127. In a matter of weeks, all 650 seats were sold, including the \$ 100 variety in the business car on the tail-end.

Because of possible operating difficulties, it was thereafter decided to use High Iron Company's ex-Reading Railroad 4-8-4 Number 2102 as motive power. This allowed the addition of four ex-Central Railroad of New Jersey coaches from High Iron's equipment pool at Lebanon, New Jersey.

As of this writing, the train will be composed of one baggage car (tools & parts), two baggage cars (lunch cars), four ex-CNJ coaches, four D&H coaches, six Steamtown coaches, D&H business car Number 200 and Cooperstown & Charlotte Valley Railroad's business car, for the staggering, impossible total of NINETEEN CARS, to carry an estimated 900 passengers!

And, believe it or not, every seat in the train was said to have been sold by 15 March, more than one month in advance of the event. What a trip this will be!

The ex-Reading Number 2102 arrived at Colonie Shops during the evening of 12 March. Coming north out of Carbondale, the freight ahead of her (AM-1) had a unit failure. The 2102 snuggled up to the van of the freight and shoved the whole works over the summit at Arrat! This resulted in the use of almost all of the coal in 2102's tender, so that when she reached Oneonta, a diesel unit had to pull her north through Schenectady to Colonie, with the locomotive working just enough steam to keep the cylinders lubricated.

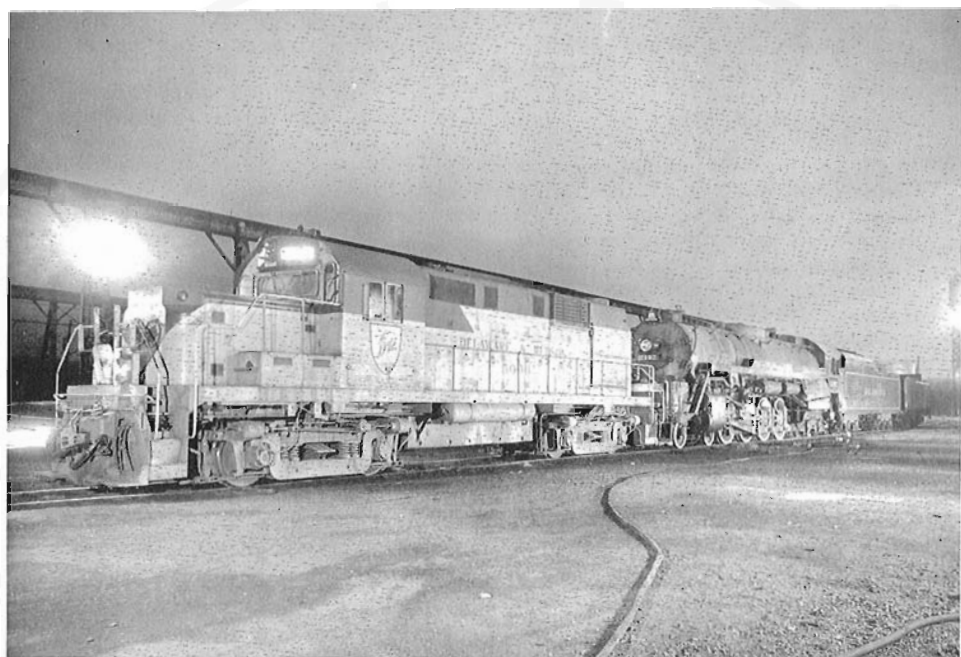
The 2102 will be painted and lettered "Delaware & Hudson", and numbered 302. Smoke-deflectors will be added.

When she is finished, she will probably resemble a D&H 300 more closely than the ex-CPR Number 127 would have resembled a D&H 600 - even with smoke-deflectors.

MORE....MORE....MORE.... ON THE DELAWARE & HUDSON STEAM TRIP:

23 March Jim Shaughnessy reported that it was proposed to double-head ex-CPR Steamtown Number 127 with ex-Reading High

Iron Number 2102 from Port Henry, N.Y. north to Rouses Point and Montréal on 28 April 1973. We all hope it's true!



MESSRS. MICHAEL LEDUC OF MONTREAL AND BARRY MACLEOD OF SYDNEY, N.S., have combined to provide the following information on the passenger cars of the Cape Breton Development Corporation's tourist train, scheduled for operation in Summer '73 between Grand Lake and Lingan Mine, N.S.:

- CN work car Number 15035 was originally a passenger coach built in 1881 for the Midland Railway Company of Canada. When the Grand Trunk Railway Company of Canada absorbed the Midland, this car became GTR 2500, was later renumbered 2906 and, after the GTR was amalgamated with the Canadian National Railway Company, it became CNR Number 49. More recently, it was a rules instruction car (in 1960) and was held in St. Lawrence Region of CN before being retired and given to DEVCO.
- Second oldest vehicle is CNR business car Number 83, which was built in 1899 as the sleeping car DAUPHIN for the Canadian Northern Manitoba Railway Company by the Pullman Company of Pullman, Illinois, U.S.A. It became Canadian Northern business car Number 54 and was Canadian National Railway business car Number 54, after the formation of the CNR. Later, it was CNR business car Number 83 and was held at Moncton, N.B. by the Atlantic Region of CN before it was donated to DEVCO.
- Next in order of seniority is car Number 7377, which was, in its last days of use, a combination baggage/passenger car. Built as a café-lounge car in 1912 by the Canadian Car & Foundry Company (Montréal) for the Canadian Northern Ontario Railway Company, it operated under the name OTONABEE. It was converted to a "combo" by CN in 1951.

The locomotive to be used on the DEVCO Tourist Train is Number 42, formerly of the Sydney & Louisburg Railway and today owned by Mr. R.C. Tibbetts, Association member of Trenton, Nova Scotia.

Originally built as a 2-6-4 in 1899 by the Schenectady Locomotive Works, Schenectady, New York, Number 42 was sold by the Sydney & Louisburg to the Dominion Coal Company in 1945 and to the Acadia Coal Company in 1954. The latter Company converted her to a 2-6-0 tender locomotive. Mr. Tibbetts purchased Number 42 in 1963. This engine was pictured, together with others owned by Mr. Tibbetts, in the June 1972 issue (Number 245) of CANADIAN RAIL.

In his letter, Mr. MacLeod wrote as follows:

"I would just like to add that it is understood that the train will operate this summer, possibly on a daily basis, between Victoria Junction - four miles southeast of Sydney - and the new Lingan Coal mine in New Waterford, about 7-8 miles from Victoria Junction on the Sydney & Louisburg's New Waterford branchline. This trackage is used on a regular basis by the DEVCO Railway.

An inspection of the proposed route was made (week of 1 January 1973....Ed.) by DEVCO tourist bureau officials, travelling on the DEVCO Railway. The Cape Breton Development Corporation hopes eventually to run this steam train to Louisburg, a distance of 39 miles from the Junction. The Corporation has talked about rebuilding the old original S&L narrow-gauge line to Louisburg, except that the rebuilt line would be standard-gauge.

The Louisburg Branch of the former S&L was operated up to seven years ago. In mid-1968, the S&L tore up the tracks from Louisburg to Broughton Junction, about 11 miles from

Glace Bay. The trackage from Glace Bay to Broughton Junction is still there, but is heavily overgrown and the roadbed is hardly distinguishable from the woods. Whether or not DEVCO has considered using this right-of-way is unknown. Most of it is said to have been sold to private citizens and an important railway bridge over Mira Gut has been converted to a highway bridge. The railway overpass on the Main-a-Dieu highway has been bulldozed to the level.

No matter which route is taken, the line will terminate at the former S&L railway station at Louisburg. This station has been refurbished by the Sydney & Louisburg Railway Historical Society.

In late January, I visited the ex-S&L roundhouse in Sydney and found 42 up on blocks, with her driving-wheel tyres removed and their replacements ready nearby. The boiler lagging had been removed and some of the tubes taken out. The tender was in bad shape, considerably rusted and holed through in some places. But, the important thing is that they are working on her.

Of the five passenger cars, one is in the roundhouse, while another is outside with a steam line from the boiler house connected, so that workmen restoring the interior can keep on working in the cold weather. The other three cars are stored in the yard."

MR. ROBERT UNDERWOOD, OUR MEMBER IN PERU, NEW YORK, sends us additional information on the previous ownership of the coaches and sleepers in the consist of AMTRAK's first train from New York to Montréal (CANADIAN RAIL, November 1972, Number 250):

AMTRAK
number

Information

7002	ex-Richmond, Fredericksburg & Potomac 70-seat coach, built by American Car & Foundry in 1947;
7003	- - - - - same as above - - - - -
3952	ex-New York Central snack-bar coach; built by Pullman-Standard in 1946;
5611	ex-Seaboard Air Line Railroad 56-seat chair-car; built by the Budd Company in 1939;
5613	ex-Seaboard Air Line Railroad, ex-Florida East Coast Railroad MELBOURNE, 56-seat chair-car;
7000	ex-RF&P 70-seat coach; built by ACF in 1947;
8300	ex-Chesapeake & Ohio Railroad diner-lounge; built by the Budd Company in 1948;
2633	ex-Union Pacific Railroad 10-6 sleeper PACIFIC SKIES; built by the Budd Company in 1950;
2619	ex-UPRR 10-6 sleeper PACIFIC MEADOW; built by the Budd Company in 1950;
2616	ex-UPRR 10-6 sleeper PACIFIC HOME; built by the Budd Company in 1950;
8301	ex-C&O diner-lounge; built by the Budd Company in 1948;
2608	ex-UPRR 10-6 sleeper PACIFIC CREST; built by the Budd Company in 1950;
2606	ex-UPRR 10-6 sleeper PACIFIC COMMAND; built by the Budd Company in 1950;
3212	ex-New York, New Haven & Hartford Railroad 6-DBR-Lounge; built by Pullman-Standard in 1955 for former CN-CV-NH-

PRR "Montrealer-Washingtonian" service;PINE TREE STATE.

Mr. Underwood included the following comments on the new AMTRAK service:

"I rode the second southbound run from Montréal to New York on 1 October 1972. The atmosphere was still festive, due to the newness of the train. We left Montréal on time..... On this run we had many AMTRAK officials, plus one groovy blonde, who talked to all of the passengers before the hour got too late. Passenger loading was quite good, but there were seats left at all times. Arrived New York 0900. Due at 0733. Rather late! I returned the same evening from New York. The consist was similar but without 3212 - PINE TREE STATE. Left NY on time. Arrived Montréal 1028. Scheduled 0940.

My next ride was on 21 November, Montréal to New York..... I was unable to reserve in ex-SP coach 4411 so took one in ex-RF&P 7000-class..... two-thirds full leaving Montréal; 9 minutes late.....At Essex Junction, 3-dozen passengers, mostly University of Vermont students, entered the car. More passengers boarded beyond Essex Junction. By the time we reached White River Junction, the coach was filled.

B&M crew took over here and, in the true old-time railroading fashion, the brakeman shouted out "Bellows Falls next" in the dark of the coach (and the night). This woke up many of us. Leaving White River, there were people standing and sitting in the aisle. Nearing Brattleboro - also shouted out in the coach by the B&M crew - the train crew were beside themselves. A crowd of about 75 passengers was waiting to board the train. People were jammed in the aisles of both coaches, all over the tables and floor in the diner-lounge and even in the aisles of the sleepers!

We had 387 coach passengers when we arrived at Springfield. At New Haven, one P-C coach was added and was filled up immediately. The diner was full of standees, so that passengers from Montréal wanting breakfast, had to go without..... We arrived New York about 1 hour late and, almost until the train stopped, the train crew were frantically selling cash fares to those passengers who had boarded back at Brattleboro!

My return from New York on 25 November..... we had five coaches, two of which had reserved seats. The (U.S.) Thanksgiving rush was in full swing. We had standees New York to New Haven.... The train was 20 minutes late into Penn Station NY and left 20 minutes late.....Leaving Hartford, the steam hose on a coach parted with a loud whoooooosh and a mechanic was waiting at Springfield to fix it. North of Springfield, we rocked rhythmically back and forth on the B&M track, which put me to sleep. It was like riding on an RDC. About 75 passengers must have detrained at White River alone. Unloading was heavy at all Vermont stops. Arrival at Montréal was 1040; scheduled 0915.

The train seems to be one of AMTRAK's most smashing successes, but everyone who rides it tells me it is never on time. AMTRAK has hired passenger agents for St. Albans, Essex Junction, Waterbury and Brattleboro, in Vermont."

In Montréal, it is reported that the northbound AMTRAK train has been on time only once between 30 September 1972 - when it was inaugurated - and 31 January 1973.

DAVID GARRICK, CANADIAN NATIONAL EXHIBITION'S GENERAL MANAGER announced in February that the provincial government's pushbutton train would be complete and fully operative by the 1975 CNE. Two companies, Hawker Siddeley Canada Limited and Kraus-Maffei GMBH of West Germany have submitted proposals. Right-of-way will be elevated and double-tracked. Car design has not been announced. The system is said to be the forerunner of the Government of Ontario's \$1.3 billion transit scheme for Metro Toronto, Hamilton and Ottawa. J. Welsh.



EDITOR LEN HALL - IN THE TORONTO & YORK BRANCH'S PUBLICATION

"The Turnout", reports that ex-CN 4-8-2 Number 6069, property of the City of Sarnia, Ontario and maintained by the Bayview Railroad Society at the Bluewater Railway Museum near the Canadian approach to the Bluewater International Bridge, has been removed from its former location to the CN roundhouse in Sarnia, until a new site is prepared in Centennial Park, not far from the old "stand". Removal was necessitated through requirements of the site for enlarging the approaches to the bridge. The GTW caboose, C&O caboose and CN baggage car, also exhibited previously, will also be kept in Sarnia and exhibited with the "Bullet-nosed Betty" at the new location.

STEAM LOCOMOTIVE ENTHUSIASTS EVERYWHERE WILL BE SORRY TO LEARN

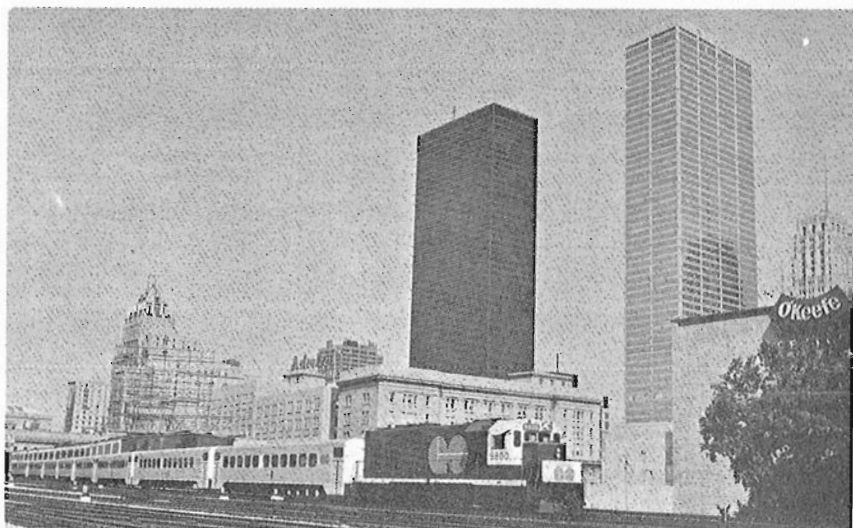
that the Ontario Northland Railway's roundhouse and stores building at Englehart, Ontario, were almost totally destroyed by fire on 24 October 1972. The major loss in the fire was the restored Centennial Train of the ONR and ex-CNR steam locomotive 2164 (2-8-0) repaired and renumbered 137 by the ONR in 1967. The wooden running boards and cab were totally burned in the fire. The damage to the locomotive is impossible to estimate. Also destroyed in the fire were maintenance-of-way cars 1627 and 1619. Engine Number 137 last operated 30 September 1972 for a Michigan Railfan Club trip. W.J.Bedbrook.

ALMOST OMITTED FROM THE CONSIST THIS MONTH WAS THE SCHEDULE

of the "Exhibition Train" of the Delaware & Hudson, which is scheduled to be in Montréal when the steam-hauled excursion arrived on 28 April. Here it is:

23-24 April - Colonie, NY	3 May - Oneonta, NY
25 April - Saratoga, NY	5 May - Binghamton, NY
26 April - Glens Falls, NY	7 May - Wilkes Barre, PA
28-29 April - CP RAIL, Montréal	8 May - Scranton, PA
30 April - Plattsburg, NY	9 May - Carbondale, PA
1 May - Whitehall, NY	11 May - Altamont, NY (nr. Albany)
2 May - Rutland, VT	12 May - Mechanicville, NY

THE GOVERNMENT OF ONTARIO (GO) TRANSIT HAS PLACED AN ORDER with the Diesel Division, General Motors of Canada, for four GP 40-2 diesel locomotives, to be delivered in December, 1973. This is the first order from GO Transit that DD GMC has received since December 1966, when eight GP 40TC units were delivered for the inauguration of this service. W.J.Bedbrook



GO Transit GP 40TC Unit in Service at Toronto

IN MID-DECEMBER 1972, CANADIAN NATIONAL RAILWAYS ASKED FOR proposals to redevelop 65 acres of land it owns in Niagara Falls, Ontario. The property is in three parcels in the area bounded by Bridge Street, River Road, Victoria Avenue and Buttrey Street and includes CN's Niagara Falls passenger station and express office.

What are they planning to do with the land? Well, it overlooks the Whirlpool Rapids and the "Lower Bridge" and is about three miles downstream from the famous "Falls" themselves. The area immediately adjacent to the Horseshoe Falls is now wall-to-wall motels and restaurants. The squeeze is so severe that there are three observation towers, as well.

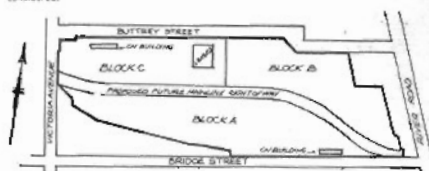
If redevelopment of the area takes place, the CN's main line to the bridge over the Niagara River and Suspension Bridge, NY, would be relocated to the north of the existing right-of-way and a new passenger station would be built. The express offices would be moved to some other part of the city.

CN said they would consider long-term lease, outright sale or land-exchange, in that order. Redevelopers have until 15 March 1973 to submit proposals. W.J.Bedbrook



**INVITES PROPOSALS
FOR REDEVELOPMENT OF PROPERTY
NIAGARA FALLS, ONTARIO**

CANADIAN NATIONAL RAILWAY COMPANY invites proposals to redevelop, under a long term lease arrangement, portions of its lands identified as Blocks "A", "B" and "C" hereunder and located within the city block bounded by Victoria Avenue, Bridge Street, River Road and Buttrey Street, City of Niagara Falls, Province of Ontario and comprising approximately 45 acres, more or less. Outright sale and/or land exchange will also be considered.



CANADIAN PACIFIC LIMITED CAN BOAST THAT IT NOW SERVES

nine of Canada's ten provinces and has since 14 November 1972. On that day, the S.S. HENRY OSBORNE of CP RAIL, ex-S.S. PRINCESS OF ACADIA, ex-S.S. PRINCESS OF NANAIMO, made her (his, its) first trip from Saint John, New Brunswick to St. John's, Newfoundland with a cargo of new automobiles and trucks. This new "ferry" operation began about 15 months ago (October, 1971), when CP RAIL began transporting some of the annual traffic of 15,000 new motor vehicles to Newfoundland.

This traffic was first handled by two chartered vessels, the MV RORO NEWFOUNDLAND and the MV RORO NEW BRUNSWICK (RORO= Roll On-Roll Off). No one knows for certain how Newfoundland is absorbing 15,000 road vehicles annually, but CP RAIL hopes that, in 1973, there will be the possibility of return traffic in used cars and trucks!

Originally, the S.S. PRINCESS OF NANAIMO was brought east to replace the S.S. PRINCESS HELENE on the Saint John, N.B.-Digby, N.S. run. Renamed the S.S. PRINCESS OF ACADIA, she continued in this service until CP RAIL's new trans-Bay of Fundy ferry, the MV PRINCESS OF ACADIA (nee MV PRINCESS OF NEW NOVA, during her trials) was commissioned in June, 1971. Thereafter, the old S.S. PRINCESS OF ACADIA was paid up at Saint John, N.B.

She was recommissioned in November 1972 and renamed S.S. HENRY OSBORNE, after the first Governor of Newfoundland. While her conversion was then incomplete, she steamed proudly into the harbour at St. John's, Newfoundland on 14 November with the CP RAIL multimark emblazoned on her funnel!

Rebuilding of the S.S. HENRY OSBORNE began late in 1971. The saloon deck of the ship was converted for automobile and truck transport, increasing the vessel's vehicle capacity from 120 to 225 road vehicles.

Utilization of drydock facilities at Saint John and Halifax was so intense that only in January 1973 could the ship enter drydock in Halifax to complete the conversion.

CP RAIL does not offer service under its own flag to Prince Edward Island - yet! But who knows what the future has in store!

Captain Harry Anderson..

PIERRE PATENAUDE CAUGHT ONTARIO NORTHLAND RAILWAY'S FAMOUS "POLAR Bear Express" at its northern terminus at Moosonee, Ontario, on 18 August 1972, headed by a pair of DD GMC FP 7A units, Nos. 1502 & 1519.



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