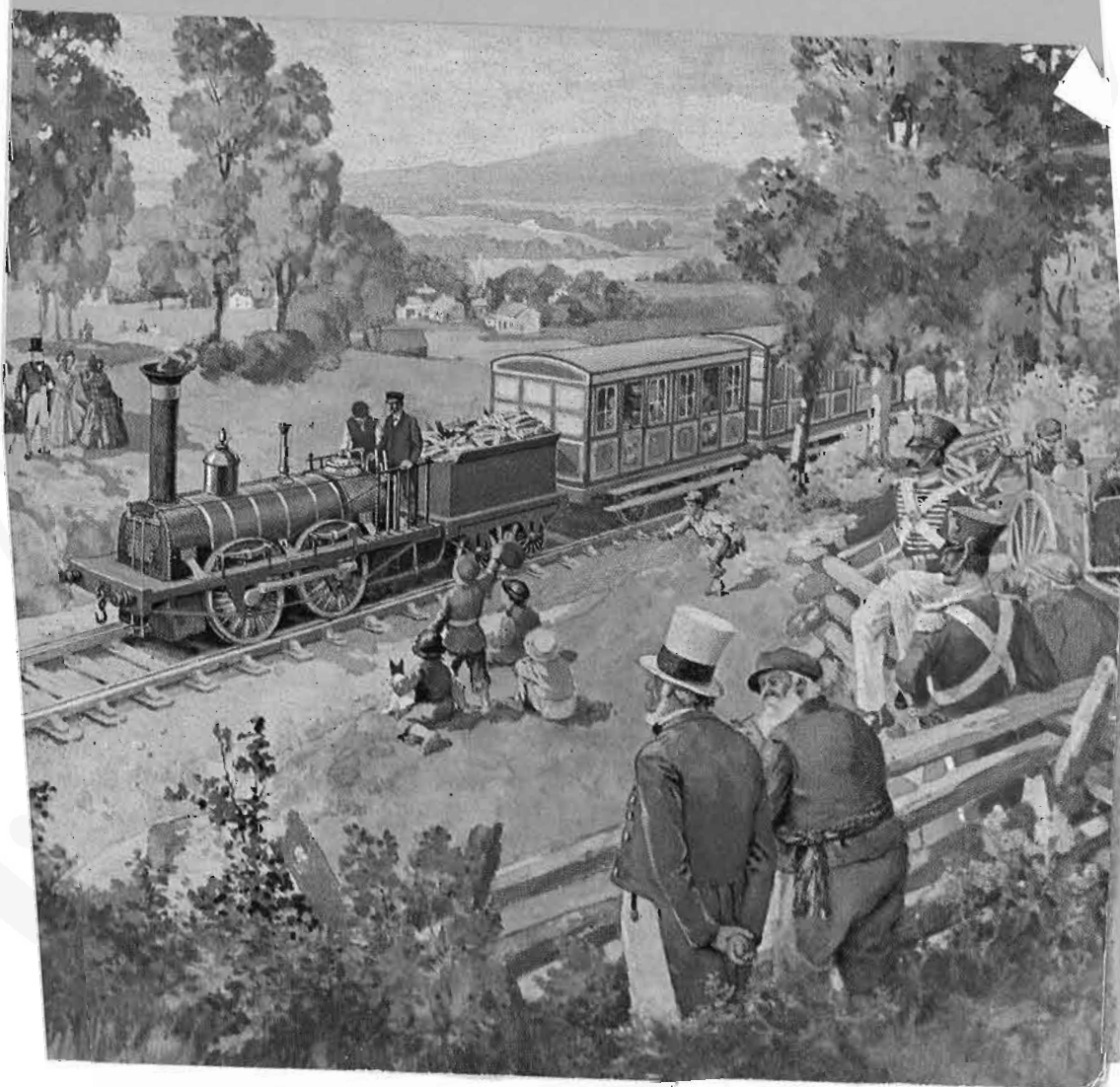


Canadian Rail



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THE CHAMPLAIN & ST. LAWRENCE RAILROAD

FIRST YEARS OF OPERATION

S. S. Worthen

WHENEVER A NEW publication about Canada's early railway appears, the railway historian lives in the hope that this time, the author will demolish once and for all, the many and proliferating myths that seem to pervade all the histories which have been published hitherto. But, alas! This is seldom the case, for the errors which began with Messrs. Trout in 1870 have been continued to the present day.

THIS ARTICLE, THEREFORE, is written in the tradition of the late Robert R. Brown, one of Canada's leading railway historians, in an attempt to clarify the early history of Canada's first railway, by a restatement of actual reports from the period, and a consideration of general conditions in Lower Canada, at that time, which had a great influence on the day-to-day operation of this unique enterprise.

IN THE EARLY 1830's, the War of 1812 was beginning to fade in the memory of Canadians, and the United States had re-established the trading practices which were to build that country into the foremost mercantile nation of the twentieth century. The Hudson River - Lake Champlain - Richelieu River trading artery again began to prosper and it was with some irritation that the merchants and traders of Montréal waited while barge-loads of merchandise described the eastward river journey via the town of Sorel, and then variously went down the St. Lawrence to Québec or turned westward again to Montréal. The lesson offered by the Mohawk and Hudson Railroad in the neighbouring state of New York, did not go unheeded, and thus, in 1832, the business men of Montréal chartered a railroad.

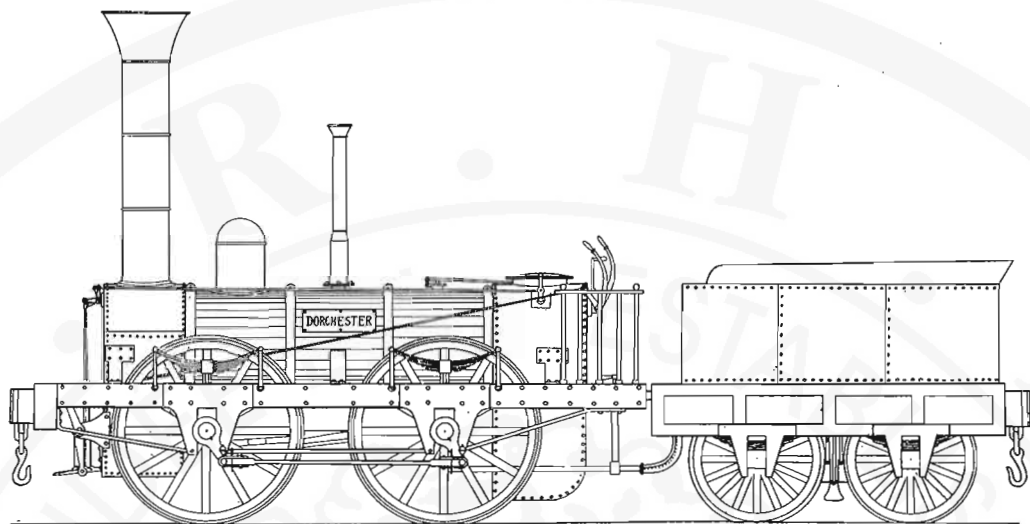
BUT LET US stop a moment and consider the "climate" in which this new venture was to be born. Distrust and unrest in Great Britain had been partially responsible for the protective tariff which the United States had imposed on Canadian goods. Ship fever had reached epidemic proportions in Montréal and Québec twice in three years. A wet summer in 1835, was succeeded by a crop failure in 1836 - the year the in-

fant railway was opened. In 1837, "Old Hickory" Andrew Jackson's monetary policies in the United States resulted in a panic that closed the banks in Lower Canada for two years. There had been deaths in the election riots of 1832 and tragedy rode on a wind of wild political words as the extremist groups in both the Canadas organized themselves to obtain by force what they failed to win by democratic means. And, in this confused, uncertain time, Canada's first railway was to be opened.

THE PROJECTED RAILWAY from La Prairie, on the St. Lawrence River to St. Johns on the Richelieu River has been variously described as straight and level with no physical obstacles which would, in any way, complicate the construction of the railway and would provide a straight and level line of rails for the transport of goods and passengers. It was so described probably in order to allay any apprehension which the subscribers to the undertaking might have. In reality, it had only two gradients of any consequence, and these were in favour of the traffic towards Montréal. But they did cause some complications. As for curves, there were three. The gentle curve to the eastward, on the outskirts of St. Johns, did not delay the trains, but the S-curve in the woods near L'Acadie did.

THE ROADBED OF the Champlain & St. Lawrence is still very evident, even in 1968. From the steamboat wharf at the edge of the St. Lawrence, the right-of-way climbed about 30 feet to attain the level of LaPrairie Common, from whence it ran straight and level to the ridge of land some 2 miles northwest of L'Acadie Village. This natural barrier could not be overcome by direct assault, so the railway took advantage of a small gulley to climb the ridge. A shelf was excavated on the side of the gulley and the railway, after turning southward along the hillside, made a second curve to the east, which brought it to the summit of the ridge. From this point it took a straight course to the outskirts of St. Johns, where a very gentle curve to the east was required to align the right-of-way with the wharf on the Richelieu River. The vertical rise through the woods near L'Acadie can be estimated at about 35 feet. This would mean a 1.3% gradient - not much by today's standards, but a real killer for an 0-4-0 running on strap rails!

THE LOCOMOTIVE ENGINE for the new railway was ordered from Robert Stephenson and Company, then of Newcastle-upon-Tyne, England, and was booked by them on 26 October, 1835, the 127th locomotive which they had built. It was completed about 1 March, 1836, and was recorded as costing 1200 pounds sterling. Its wheel arrangement was 0-4-0, one of the standard "Samson" type of this firm of builders. The wheels were 48 inches in diameter and of wood. The cylinders were 9"x14" and the locomotive weighed 112 hundredweight, 0 quarters and 19 lbs. - 12,563 lbs. in working order. It was about 13 feet long but with a wheel-base of only 5 feet, and, as a result, the engine was very unsteady and could only run at reduced speeds - safely, that is!



C. & St. L. "Dorchester"—Stephenson—1836.
(From a drawing by R. R. Brown.)

WITHOUT A LEADING bogie, the "Dorchester" (for so it was subsequently named) negotiated the rough and uneven track with difficulty. When pulling loaded cars, there was a tendency to derail. After the purchase of two Norris 4-2-0's for the railway in 1837 and 1839, the need for the addition of a leading truck was obvious, and the subsequent data indicates that the "Dorchester" was rebuilt about 1840 to a 4-2-0 type with the installation of a new and larger boiler and a haystack firebox.

SOME TIME AFTER her arrival in Canada the new locomotive was given a name. She was named "Dorchester" in honour of the town of that name, which later became St. Johns, Quebec. The town was named "Dorchester" about 1815, and from that year to 1835, was officially the namesake of Lord Dorchester, although the choice was not popular.

IN VARIOUS HISTORIES of Canadian railways, it is stated that the new locomotive was named "Kitten." This name was probably given the new locomotive because of its rather erratic and kittenish behaviour - a reasonable situation when one considers the inexperience of the supervising "engineer" and the state of the railway. Contemporary accounts (27 June, 1836, 19 August 1836, 23 July 1836, 25 July 1836, and 30 July, 1836) do not mention the name "Dorchester" in connection with the opening day celebrations of the railway, and some later trips on it and so it is probable that the engine was not "officially" named until later when other locomotives came to run on the line.

THE COMPANY OF Proprietors of the Champlain and St. Lawrence Rail Road were anxiously awaiting the arrival of their new locomotive in the spring of 1836. At the meeting of the stockholders on 9 May, the President, Mr. Peter McGill reported that it had not yet arrived but was expected soon. A careful search of Customs House records has failed to find mention of the importation of a steam locomotive. Perhaps the parts of the "Dorchester" were included in the entries of "boilers and machinery," of which there were several. Presumably these parts were discharged at the Port of Quebec and brought to Montreal by river lighter.

THE ARRIVAL OF the new engine at La Prairie is shrouded in an air of mystery. Perhaps this cloudy aura was due to one of two circumstances:

1. The parts of the engine were off-loaded at Montreal and assembled at an iron foundry under the supervision of the locomotive engineer who accompanied the engine from Newcastle;
2. Perhaps the Directors were apprehensive of the public reaction to the use of such a dangerous "machine."

THE ASSEMBLY OF the locomotive had to be carried out under the supervision of the accompanying "locomotive engineer" since there certainly was no one in Canada so qualified at that time. In fact, the defection of this engineer was to have serious consequences in about a month's time!

TRIALS OF THE "Dorchester" are rumored to have been conducted after dark, which lends even more spice to the early history of the engine. One prosaically logical explanation for this peculiarity was that since the presence of the Directors was essential to these trials, they were carried out after the Directors' normal working day.

NOTWITHSTANDING THESE CLANDESTINED goings-on, a young men's social club called the "Gilchristiana" visited La Prairie on 16 June, 1836 and reported in their minute-book:

"Went and looked at the new locomotive carriage, compact and elegant, and the fuel car and feeder, well built and very neat."

It is therefore safe to say that the parts had been assembled by that date.

WITH THE OPENING of the new line less than two weeks away, disaster struck! The Québec GAZETTE of 13 July, 1836 chronicled the mishap:

"An accident has happened to the locomotive for the railroad. The fireman let the water out of the boiler and kept the fire going until the flues were burnt. She will need new ones before she can proceed."

ON THE DAY of the opening, "Dorchester," with half her tubes plugged, was very feeble indeed. The effects were reported in the press:

"Before starting, the locomotive engine made two short trial trips with its tender and, as the accident, which occurred lately to it had not been thoroughly repaired, it was deemed advisable to attach it to only two of the covered passenger cars - while the other cars with the rest of the company were drawn each by two horses. The locomotive with its complement soon shot far ahead of the other cars.... The locomotive in returning took four cars with it, and the other twelve were dragged back, as

before, to LaPrairie by horses... The return trip of the locomotive on Thursday, was completed in fifty-nine minutes but we learn that yesterday, with four passenger cars and two loaded freight cars it effected the journey in 45 minutes and returned in 30, over a line $14\frac{1}{2}$ miles in length. A few repairs have been made to the engine and her regular trips commence on Monday next."

THE PRECISE OPENING day was Thursday, 21 July, 1836. The average speed (by calculation) was 14.5 miles per hour. On Friday, the southbound trip, with a considerable load, was made at an average of 19.3 m.p.h., while the return run, on the same day showed an average speed of 29 m.p.h. This latter figure is somewhat unbelievable and must be due to reportorial misinformation!

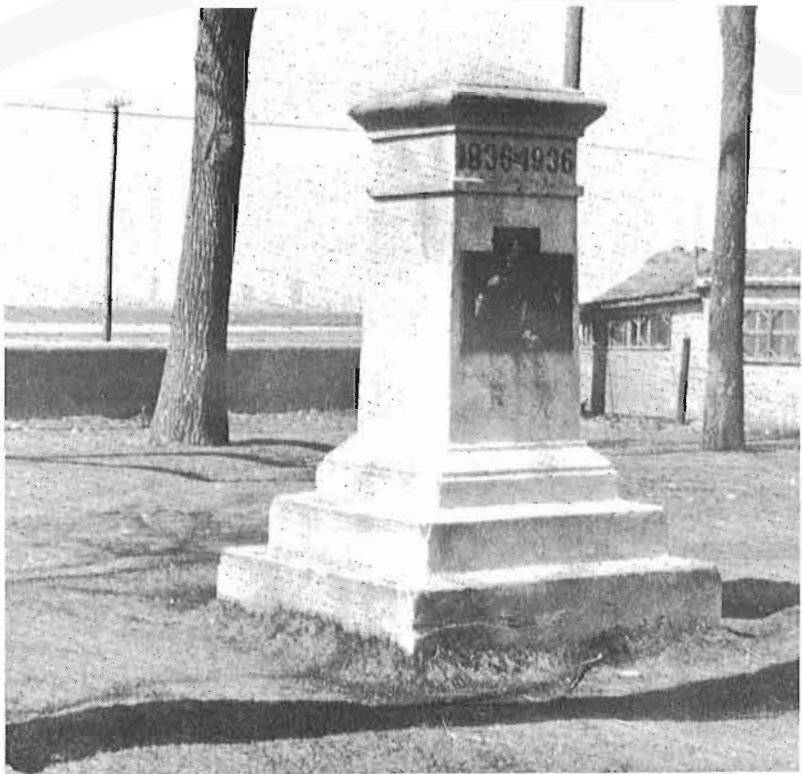
ABOUT A WEEK later (30 July, 1836), the engine was again removed from service. The locomotive engineer, who had been sent out to Canada by Robert Stephenson and Company, summarily departed from the employ of the railroad. Where he went is not recorded but in any event, it was "away!" Possibly his hasty departure was precipitated by the episode of the burned boiler flues and the somewhat incandescent tempers of the Company Directors!

BUT THE DISAPPEARANCE of the "qualified" locomotive engineer placed the Directors squarely in the middle of a dilemma. Where to obtain another "locomotive engineer," - a courageous and stalwart man, brave enough to cope with boiler pressures of the order of 60 pounds per square inch. And lo! from the engine-room of one of Mr. Molson's steamboats on the Montréal-Québec run, appeared such a stalwart - Ziba Pangborn by name, a Canadian by adoption and a Yankee of the Vermont school by birth. As Chief Engineer of the Molson steamboat line, he was accustomed to work with low pressure marine engines, and so it was, with surprise and relief, that the directors heard his noncommittal reply to the crucial question: "Can you make it go?" - "Waal, it's an 'n-gine aint it?"

The Association's intrepid President, Dr. R.V.V. Nicholls, also the first editor of the Association's BULLETIN, industriously refurbishes the marker on the still existing right of way of the Champlain and St. Lawrence Railroad. Erected where the track crossed Highway 9-A, this association marker commemorates the celebration of the one-hundredth anniversary of the opening of the railway, on July 21, 1836.

Photo courtesy N. Nicholls





Commemorative monument erected at the former site of the ferry dock at La Prairie, Que., and dedicated on July 21, 1936, during the celebration of the centenary of the Champlain and St. Lawrence Railroad. Montreal's modern skyline is visible in the background.

Photo S.S. Worthen.

AFTER EXAMINING THE MONSTER, Ziba opined that all she needed was plenty of wood and water to make her go. Apparently, he was right. About a week later the Montréal GAZETTE reported:

"We are glad to learn that the locomotive engine is in operation on the St. Johns Railroad. The new engineer has given it an examination and made a trial of its speed yesterday. With four cars to it, it went to St. Johns in 48 minutes and returned with five cars in 41. From Montréal to St. Johns, a person may now be conveyed in an hour and a quarter; a slight change from the old system of travelling, when some four to six hours of most uncomfortable jolting were by no means unusual."

DURING THE REMAINDER OF THE SUMMER OF 1836, the railroad operated in a somewhat restricted fashion. On October 1, 1836, the embargo on freight, which had been imposed on July 30, as a result of the burned flues in the "Dorchester," was lifted. Nevertheless, the engine's operation was not very well understood, despite the fact that a large amount of freight was transported in October and November, just before the winter freeze-up. During the winter of 1836-37, from November to April, when both shipping and railroad-ing were suspended, the engine was taken to the machine shop of the steamboat line. There the foreman, Ziba Pangborn, took "her"

to pieces, examined "her" thoroughly in all of "her" parts and then completely repaired and reassembled "her." The following April, when navigation and operation of the railway were resumed, the locomotive was in good running order, and George Pangborn rapidly became more expert in engine-driving. It is worthwhile noting that the little "Dorchester" could and frequently did run at a speed of over 30 miles per hour, which was some remarkable achievement when one considers her small dimensions, her unsuitable, unstable wheel arrangement and the remarkably rough track over which she was obliged to make her way.

THE OPERATION OF the new railway continued in a very hap-hazard manner - so haphazard that angry patrons gave vent to their dissatisfaction in the local papers. There were regrettable episodes of the train leaving LaPrairie before the ferry from Montreal arrived or when the train left St. Johns before the advertised time in order to make a totally unnecessary early connection with the ferry to Montreal. The following summer things were a little better. Ziba Pangborn, - that stalwart hero of the opening days, was elevated to the post of Master Mechanic. George Pangborn, formerly assistant-engineer on the steam ferryboat "Princess Victoria" was named locomotive engineer and thus became the first regularly appointed person to hold that position. The stoker from the same ferryboat was engaged as locomotive fireman. His name was Moise Latulippe. Tom Maguire and a french-speaking Canadian named Coulombe, were the first conductors and Denis Maguire, an Irish-speaking Canadian, was the first Roadmaster.

AT THE SEMI-ANNUAL MEETING of the Stockholders, on December 14th, 1835, Chief Engineer William R. Casey had noted that owing to the inclemency of the weather, the staking out of the line was not begun until May, 1835, and in June, the ground was broken on the summit level near St. Johns on the only piece of Company property fenced in. Nevertheless, ten miles of the grading (which represented 12.5% of the total cost) were accomplished in the wet spring weather, but the remaining 87.5% of the cost was due to hauling the fill for the embankments, which had to be carted from one-quarter to three-quarters of a mile "over the worst kind of clay in one of the worst seasons ever experienced and, but for about four weeks of good weather in the months of September and October, I should not now have the satisfaction of announcing the completion of the fencing, graduation, masonry, bridges, the large wharf at Laprairie and the frames of the station houses."

THE WORKS OF THE LINE consisted principally of the long and slowly rising earth fill which began just east of the Riviere St-Lambert and continued across Cote St-Raphael and Cote de la Bataille to the escarpment, about two miles east of the Little River (Riviere l'Acadie) and the bridge over this same river. The latter was four hundred feet long and thirty feet above the water. The channel was crossed by a lattice girder bridge of sixty-seven feet span, - the railroad passing on the top of the bridge. There were four other bridges over small rivers and brooks varying from one hundred and seventy feet in length over the Riviere St-Lambert, about three miles from Laprairie, to twenty feet, over a small unnamed brook east of the station at Little River (L'Acadie).

THERE WERE OTHER AMENITIES, which were stipulated in the original Charter of 1832 (II George IV Cap. 58). Very elaborate directions were provided for the construction of overhead bridges and underpass subways wherever public roads crossed the line. As an afterthought, it was stated that if such a horrible thing as a level crossing was actually necessary, then the crossing would simply have to be protected by double swing gates, according to the design which afterwards became so popular in England. These gates were to be placed so that they would be swung across the railway line at all times except when a train was actually passing. Naturally, it turned out that all of the road crossings were level crossings and even the provision of swinging gates, did not prevent the occurrence of Canada's first level crossing accident. The Montreal TRANSCRIPT reported, in the summer of 1837, that the train had bumped into a team of oxen at the Cote St. Raphael crossing. The newspaper did not relate the nature or extent of the damage to the ox team, but the train "was thrown off the track."

THE CHIEF ENGINEER, Mr. Casey, had provided for the construction of two "turn-outs" or passing sidings on the line - one at Cote de la Bataille, the other at Little River (L'Acadie). More were to be added, "as experience shows where they will be most convenient." However, the principal obstacle continued to be troublesome grade and reverse curve just east of Cote de la Bataille. Mr. George Washington Johnson of Clarenceville, Que., in his memoirs, "My Part in the Defense of the Frontier District During the Papineau Rebellion of 1837," has the following comment:

"The railway, which then ran between St. Johns and Laprairie, and by which I travelled, was the first in Canada and a very primitive affair. When we came to a steep grade, all the passengers had to get out, and those of us, who were men, had to put our shoulders to the cars and help them up the hill."

The February, 1837, issue of the Cowansville, Que., OBSERVER, ran an advertisement as follows:

"A stage coach will operate from St. Johns to Stanbridge, Frelighsburg, Richford, Sutton and Potton, Canada East, to Troy, Vermont, three times weekly, departing from St. Johns on the arrival of the train on the Champlain and St. Lawrence Railway.

In the winter, passengers will take the St. Johns and Montreal stage."

DESPITE THE UNPLEASANTNESS caused in 1837, by the Honorable Louis Joseph Papineau, (who had been one of the prominent figures on opening day) and others, operation in this year proved to be moderately successful. During this year, the first movement of military personnel over a Canadian railway was recorded, as the militia entrained at Laprairie to confront the Patriots south of St. Johns. Mason Wade says that by way of retaliation, the Patriots tore up one or two miles of the line, between St. Johns and L'Acadie. Notwithstanding these transient, but heart-breaking interruptions, the railway did turn in a good balance sheet in 1838-39, as



The crossing of the Ruisseau des Barbots, near Cote St-Raphael. The embankment, about four feet higher than the normal ground level at this point, now began to rise slowly to gain the plateau between Cote de la Bataille and Little River (L'Acadie). S.S. Worthen photo.

the following table will show:

<u>Year</u>	<u>Traffic Receipts (sterling)</u>	<u>Net Profit</u>	<u>Dividends per share</u>	<u>Rate.</u>
1836	6042	1986	-	-
1837	10177	2665	6-09-00	13.5%
1838	9799	2522	-	-
1839	15496	8188	12-10-00	25.0%
1840	13339	5107	7-10-00	15.0%
1841	14000	5242	8-00-00	16.0%

THE EXTRAORDINARY INCREASE in receipts (and dividends) of 1839, was probably not due to improved conditions in the country, since there was still a general condition of economic depression. More likely, it was the result of the purchase of two new Norris engines, - the "Laprairie" and the "Jason C. Pierce," built in 1837 and 1839 respectively. The railroad was consequently able to handle a much larger volume of traffic.

THE LOWER CANADA Almanac and Montréal Commercial Directory for 1840 contained a complete set of passenger and freight rates, and the rules and regulations regarding the sale of tickets and the conduct of passengers. All seats in the passenger cars were reserved. One hundred and thirty-five items were listed in the freight tariff, and the rate for the 14½ miles for all articles not enumerated was about 17 cents per ton mile - not bad for 1840! The passenger rates were:

FIRST CLASS (with not more than 30 pounds of baggage)

Railroad & Ferry - 5 shillings Halifax currency
Railroad only - 4 shillings Halifax currency
Ferry only - 7½ pence
Same Day over and back - 7 shillings 6 pence

SECOND CLASS -

Railroad & Ferry - 2 shillings 6 pence
Railroad only - 2 shillings

Children under twelve years of age - half price.

PASSENGERS HAD TO purchase their tickets on the steam ferry-boat, and to occupy the place in the car indicated by the ticket. They had to state their return intentions on the ferry and - if desired - take a return ticket at the reduced rate. Otherwise they would be charged full fare both ways - a very reasonable and enduring procedure. No one was allowed to ride on the engine, except the engineer and fireman, unless they were willing to pay 10 shillings - the fine for each offense. Likewise, smoking in the First Class cars was forbidden - a further 10 shillings (\$1.96) being required for infractions. It was more expensive to ride on top of the cars at the rate of 25 s. (\$4.89) per apprehension. Dogs were excluded from the first-class cars at the rate of 20 s. (\$3.912) per time.

THERE ARE, OF course, some momentos of Canada's first railroad still on exhibition. In Montreal's Chateau de Ramesay, (to be precise, in the cellar of this historic building) is a very accurate wooden representation of the "Dorchester." It can be examined whenever the Chateau is open to the public. Probably less well-known is the wooden model in the Manoir Lachine, Lachine, Que., which is also of wood, equally dilapidated, and less accurate, inasmuch as it lacks cranks, side rods and other details. However, it has the distinction of being the model used in the celebrations of the 100th Anniversary of Canada's Railways which unfolded on the weekend of 21, July, 1936. It was drawn behind Canadian National Railways 4-8-4 No. 6400, to St. Lambert, and thence, to St. Johns, part of the way over the same historic right-of-way which had borne its ancestor for 14½ miles a century before.

IN FACT THE right-of-way itself is still plainly visible today, and may be seen (and photographed) about a quarter of a mile south of Highway No. 7 (La Prairie to St. Johns) on (a) Highway No. 9A, where the Association has a commemorative marker, (b) Cote St. Raphael, where the original railroad bridged the little Riviere des Barbots and continued east on a high embankment and (c) Cote de la Bataille (south) where the railroad came across the flat plain on a four to six foot embankment, preparatory to climbing the hill to Little River (L'Acadie River or Petite Riviere Montreal) bridge and the town of Little River - now L'Acadie. Then, if you don't mind a short hike walk along the derelict right-of-way from Highway No. 9A to the crossing of the Riviere St-Lambert and you won't have any difficulty in identifying the place where the bridge used to be. If you are not so athletically inclined, then you can always try to discover the three com-



One hundred and thirty two years later, the road-bed of Canada's first public railway runs straight as a die eastward from Cote St - Raphael to Cote de la Bataille and the ridge at Little River dimly visible on the horizon.



The present day right-of-way of the C. & S.L. running east from Highway 9-A, about three miles from the river front at La Prairie, Que. Just beyond the growth of bush, the railway crossed the St. Lambert River.

Both photos S.S.Worthen

memorative plaques (one of which has the wrong dates on it) at St. Lambert-La Prairie and St. Jean d'Iberville. Canada's first railway has by no means entirely disappeared, although the history text books in today's elementary schools would certainly give one that impression!

THE AUTHOR is particularly indebted to the late Robert R. Brown, who personally researched much of this material but who, in addition, first discovered to the author the true joys of historical research on Canada's railways, particularly in the region of Montreal.

Sources:

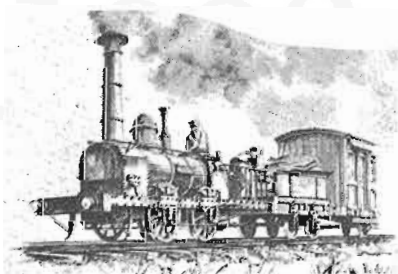
The Champlain & St. Lawrence Railroad -

Robert R. Brown
Bulletin No. 39, Railway
& Locomotive Historical
Society, Boston, 1936

Montreal TRANSCRIPT 1836-37
Cowansville OBSERVER 1837
The French Canadians Mason Wade Macmillan 1955.

INSIDE FRONT COVER : The wooden replica of the "DORCHESTER" , constructed by Messrs. Cole, O'Dowd, Renaud and others, from plans prepared by Messrs. John Loye and Robert R. Brown, at the Chateau de Ramesay, Montreal, in the months before the Railway Centennial Celebration in July, 1936. Photo W.G.Cole Collection.

OUR COVER THIS MONTH is artist J.D.Kelly's impression of the opening day celebrations at some point on Canada's first public railway The Champlain & St. Lawrence Railroad. Although some liberties have been taken with the locale, the portrayal of the 'Dorchester' and the two first-class passenger cars is quite accurate. This colour reproduction is made available through the courtesy of the Confederation Life Assurance Company, and the Southam Printing Company.



"CANADIAN RAIL"

200 ISSUES OF PROGRESS

F.F.Angus

"DIESELS FOR THE NAPIERVILLE JUNCTION RAILWAY"
"TROLLEY BUSES TAKE OVER PASSENGER SERVICE IN
CORNWALL"
" 'TRAIN OF TOMORROW' IN CANADA"

SO READ THE HEADINGS of the first issue of the C.R.H.A.'s "News Report" one day in October, 1949. This small 4-page report was the first in a series which, in the ensuing two decades, has changed and grown into CANADIAN RAIL, which this month publishes its two-hundredth issue.

OUR ASSOCIATION, IN 1949, differed greatly from what it is today. Although 17 years old, its membership had declined to such an extent during the war years, that only a few dedicated persons prevented its complete disappearance. However, its basic aims were the same, and the turning point came in 1947, when the centennial celebrations of the Montreal and Lachine Railway reawakened more general interest in railway history in Montreal. Two years later, the Association's first chartered tramway and railway excursions attracted new members and further spread the interest.

THE C.R.H.A.'S FIRST EFFORTS in the publication field had begun in 1936, when the Association was only four years old. At this time, Bulletins were produced on Canadian railway history and development, with our present President, Dr. R.V.V. Nicholls, as Editor. These bulletins foreshadowed a challenging future and the genesis of CANADIAN RAIL. After fifteen issues, the series came to a temporary pause, in 1940, in the second year of World War II, and today, surviving issues are rare and eagerly sought.

BY 1949, the revitalized C.R.H.A. was once more in need of a means of regular communication with the membership, and the News Report was first produced in October 1949, under Editor E. Allan Toohey and publisher R.J. Joedicke. The early issues were mimeographed sheets, printed on one side, and were written, printed, assembled and mailed by about four volunteers. The Association found it difficult to pay the invoice for the postage! The 1968 successors of this first enthusiastic group still prepare and mail our magazine, although printing and collating is now done commercially. Circulation in those days was less than 100, but nevertheless the news items and historical articles were of great interest, and are still read and referred to today.

THE NEWS REPORT was published monthly until August, 1951, and was then suspended till January, 1952. Reorganized under the editorship of O.S. Lavallee, who held the post of editor for eleven years, it resumed publication of eleven issues per year, and has continued ever since to be produced by members of the Association on a completely voluntary basis.

GRADUALLY, THE NUMBER OF PAGES and the circulation increased, and the quality of reproduction was improved. An important milestone was passed in July, 1957, when issue number 80 became the first to carry a photograph. On the cover was Montreal street car number 274, the Association's first piece of rolling stock and the inception of its present-day museum collection. Soon, photo covers were a semi-regular feature, supplemented from time to time by interior pages of photographs. In May 1959, the one-hundredth issue was published. It reported, among other items, the recent demise of street cars in Ottawa, and issue 115 of October, 1960, had pages printed on both sides for the first time.

UNTIL THE END OF 1960, the News Report had been printed on large-size pages, but in January 1961, report no. 118 was a completely new departure. Under the direction of D.R. Henderson, the format of the magazine was changed to the present size, while the number of pages increased, resulting in a more compact magazine. In July 1962, the name of our redesigned publication was changed to CANADIAN RAIL and about this time, the circulation passed the 1000 mark. This figure has continued to climb, and as we reach our 200th milestone, about 1500 members now receive CANADIAN RAIL, -11 times a year!

During the past 18 years, the publication has chronicled many historical events, as well as happenings that were then contemporary, but are now history also. In 1949, the steam engine was King on Canada's railways and electric street railways still dominated the transit scene in several cities across Canada. The news items of the period reflected the great change in railway operation in the post-war years as dieselization progressed at an ever-increasing tempo. When one considers that 1949 was the year in which the first diesel locomotive pulled a train into Montreal's Windsor Station, the year before Canadian National placed the first Canadian-built diesel "A" unit in service, and the year in which construction began on Canada's first subway in Toronto, one realizes the effect of less than twenty years, on Canadian rail transportation.

IN 1949, A RAIL ENTHUSIAST in the Montreal area could ride trains from Bonaventure and Place Viger Stations, as well as Central and Windsor. Most trains were steam-hauled and suburban commuter services on both railways used gas-lit, wooden cars that dated back to the early years of the century. One could travel, in a day's outing, over branch lines which now have no passenger service, if indeed they exist at all. Those interested in electric lines could ride the Montreal and Southern Counties Railway to Granby, and tour Montreal's streetcar system which then operated more than 200 miles of track with 1000 cars, more than 400 of which predated World War I. Stainless steel equipment and the Budd Co. RDC's had not yet appeared in Canada. Montreal's subway was



Assembly Session-old method; Messrs. Peter Murphy, Tony Clegg and Paul McGee collate and staple manually an issue of the NEWS REPORT in John Saunder's dining room.

Photograph courtesy F.F. Angus.

a much-discussed but far-distant fact and innovations, like the TURBO-TRAIN, were not even in the dream-state. The CRHA had not yet begun its collection of museum exhibits and although the vision of a museum was just forming, no one could foresee that by 1968, the still-growing collection would number nearly 100 items.

THE NEWS REPORT and CANADIAN RAIL have reported the coming of the new and the passing of the old, down through the years, and have also produced, in a permanent form, a spectrum of historical accounts of the earlier days of railroading in Canada and elsewhere. It is the aim of the Association and the producers of CANADIAN RAIL to continue this so the next 200 issues will be as varied and interesting as the last have been. The members can help realize this hope since their contributions of historical and news items has been and will continue to be a great factor in the success of the publication. The next twenty years will likely see as much change in the railways of Canada as the last twenty and it is hoped that CANADIAN RAIL will be on hand to record all these developments as it has in the past, so that the members who will produce the 400th. issue will be able to look back on an equally good "200 issues of progress".

ENVOI

THE STAFF OF "CANADIAN RAIL" are proud to present to the Membership this 200th. number of our magazine. Despite some temporary episodes of difficulty and delay, its production has been steadfastly continued.

THE NUMEROUS CONTRIBUTIONS to its pages by our members and friends are gratefully acknowledged. It has been said, and should be now reiterated, that without these contributions, the excellent variety which has characterized this publication could not be maintained.

SUSTAINED BY THE GOOD WISHES and encouragement of our many friends and well-wishers and tempered by the necessary constructive criticism of our mentors, we look forward with confidence and enthusiasm to a still more useful and prosperous career for "CANADIAN RAIL" in the months ahead.

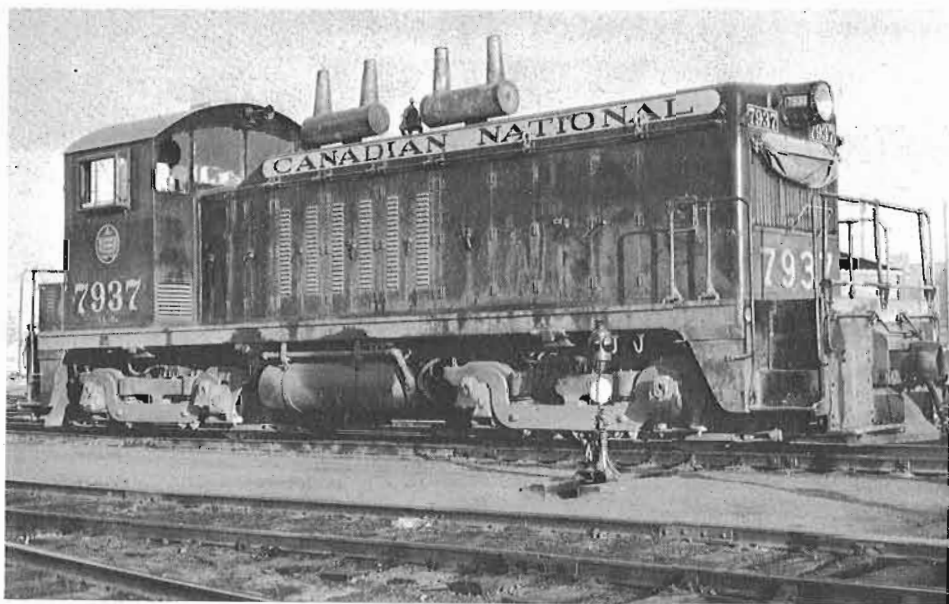
The Editor & Staff.

POWER

..with Murray W. DEAN

This month we present a cross-section of Canadian Diesel Locomotives.

CP 7031, an S-2, is shown on CN rails at Hawthorne, Ontario, backing into the piggyback terminal. 21/02/68. (W.R. Linley photo).





CN 7937 is an NW2. It is shown in Edmonton, Alberta on 13/05/67.
(Photo by R.A. Loat - negative collection of W.R. Linley).

CN 8401 was caught at North Troy at 09:30 on 13/04/68 on the Newport
to Richford way freight. It is an RS-2. (G.D. Southwood photo).

CN 4114 appeared on an extra eastbound express train on 21/10/67
about 14:10. The unit is a GP9 and is shown at Beaurepaire, P.Q.
(G.D. Southwood photo).



The famous Trainmaster manifests itself in CP 8907 shown here at Regina on 01/08/66. (Photo by R.A. Loat - negative collection of Bruce Chapman).

FP9A CN 6537 headed Train 34, the Bytowner, on 15/10/67 at Beaufort, P.Q. (G.D. Southwood photo).





G.M. SD40's are here at Yoho, B.C. on 03/09/67. The train is CP 902 and the units are 5505:5509:5508. (Photo by R.A. Loat - negative collection of W.R. Linley).

CN 3224:3212 are C-424's on Train 19, the Cabot, just leaving Drummondville, P.Q., on 04/07/67. (W.R. Linley photo).





BY F.A.KEMP

Things these days seem to come in "packages" of various shapes and sizes. The most recent member of the "containerized crew" has been produced for a very specialized purpose.

IN APRIL, 1968, CANADA'S FIRST 40-foot refrigerated container units were placed in service by Canadian National Railways. Designed for service between Port aux Basques and St. John's, Newfoundland, the units were primarily experimental and if proposed tests were satisfactory, subsequent extensive changes in traffic handling were proposed. The purpose of these containers is to transport a variety of dairy products and frozen foods, and other commodities requiring special temperatures during shipment. CN's present container fleet numbers 1,100 units, - 20 feet long and non-refrigerated. The new units, - 40 x 8 x 8 feet, are refrigerated and can maintain interior temperatures between -10 and + 60° F. They are completely self-sufficient for power, being equipped with a diesel generator, automatic controls and large fuel tanks. Three of the new units were for use in "captive" service, replacing refrigerator cars between the two termini of CN's island operation. The fourth unit was put in through service between Newfoundland, Montréal and Toronto. The four new units were built to ride on specially-designed flat cars, rebuilt in CN's Moncton Shops from general service flats. The new cars and containers permit semi-automatic transfer between rail and road vehicles, or may be handled by cranes.

MONTREAL LOCOMOTIVE WORKS LIMITED, in a notice given to its stockholders, has announced that its name will be changed to MLW-Worthington Limited, if the recommended change is approved at the Company's next annual meeting. MLW is presently one of three companies building diesel-electric locomotives in Canada, but this company's business has been developing increasingly in areas other than rail transportation. MLW was founded as the Locomotive and Machine Company of Montréal, in 1905, as a subsidiary of the American Locomotive Company, - the name being changed to the Montréal Locomotive Works several years later. Originally, it was a wholly-owned subsidiary of A. L. Co., which later retained a controlling interest, until recent years. When production of railway locomotives changed from steam to diesel in the 1950's, other contracts were obtained for the fabrication of pressure vessels and heat exchangers, which started the diversification that has continued to the present time. A similar change in the parent company's activity was reflected in the change of name to ALCO Products Inc., and its acquisition by the Worthington Corporation. This latter company also obtained control of MLW and, in 1967, the subsidiary Worthington Canada Limited was merged with MLW. The Worthington Canada plant, in Brantford, Ont., makes a variety of pumps, feedwater heaters and heat exchangers, as well as allied equipment. Some readers may re-

member that Worthington equipment was used on steam locomotives, built for the Canadian Pacific Railway, in the 1940's. The Worthington Corporation owns 52% of the MLW stock.

CANADIAN PACIFIC RAILWAY'S ADVANCE schedule circular, issued 5 April 1968, effective 28 April, shows all schedules in local time, marking the first occasion on which this has been done on a summer schedule, except during war-time. Trains 417-418 will operate between Sudbury and White River, Ont., except Monday, and Trains 236 (Ottawa-Montréal: Sunday) and 295-298 (Montréal-Vaudreuil) will return this summer, apparently to serve Mayor Drapreau's "Man and His World".

CANADIAN NATIONAL RAILWAYS has announced that the passenger train service between Deux Montagnes and Pointe Calumet, Qué., will be discontinued. This service, operated in the summer season only as an extension of the Montréal-Deux Montagnes suburban service, provided transportation to & from the cottage colonies of Pine Beach and Roger Beach, in addition to Pointe Calumet. The 4.3-mile branch line is known as the Oka Subdivision of CN, although it did not reach the village of Oka. Freight business on the line has been negligible recently, being limited to traffic from a couple of sand pits and a warehouse. Passenger service has usually consisted of three or four trains Monday to Friday, five on Saturday and three on Sunday. Most of these are "shuttles", connecting at Deux Montagnes with normal trains, but through trains have been run on Saturdays and Sundays, and often at least one on other days. Diesel-electric engines have been used on the line since their introduction to suburban service, but oil-electric cars and X-10a class 4-6-4 steam engines were also used during the 1950's. The writer can remember seeing all three forms of power in service on the same day, when the steam engine was temporarily relieved by a 7900-class diesel-electric switcher. The period of summer operation has been shortened in recent years. It formerly extended from May 24 (Victoria Day) to mid-October (Thanksgiving Day), but more recently it has been revised to coincide with the public school vacation period from the third week in June, to Labour Day. Passenger service patronage has been affected by the opening of a connection to the Autoroute des Laurentides and by the declining popularity of the area as a summer resort, as well as all-year occupancy of cottages, with local residents taking the train at Deux Montagnes (formerly called St. Eustache-sur-le-Lac).



THE "SNOW"

EXCURSION

March 2, 1968

On Saturday, March 2, a bright, sunny Winter morning which followed two days of mild weather, a group of Association members, gathered in the Canadian Pacific Railway's Windsor Station, at the end of a track on which two RDC units, 9105 and 9065, waited to receive them. The "All Aboard" was called and the train left on time at 8:45 A.M. After brief stops for passengers at Westmount-Montreal West and LaSalle, the train rumbled over the chilly St. Lawrence River and the frozen Seaway canal, then sped over the snowy field to St. Johns. Another pause to take up more excursionists, then on to Farnham, where we stopped several minutes to obtain a clearance and orders for our passage over the Newport Subdivision from Brookport to Newport, Vermont.

The first photo stop of the day was made at this diminutive train-order office which stands between the Sherbrooke and Newport Subdivisions, from which its name is derived. The flagman was let off about one mile West of the junction point; the passengers at the station, where they staked out their positions while the train backed up, retrieved the flagman, then advanced, at medium speed through the junction and swept past the waiting cameras and microphones with clattering wheels and swirling snow.

The Newport Subdivision is a winding track that follows the valleys of rivers and streams between rolling hills which soon become high enough to be called mountains, - although Westerners would not so call them. The towns and villages are somewhat like those of adjacent Vermont. We passed through Cowansville at speed, its red-brick station enveloped in wind-blown snow. The station is one of the last vestiges of the South Eastern Railway's ownership of the line.

Mileage 9, the site of the former Sweetsburg station, was the location of our next photo run, around a curve and over the crossing of Highway 13. The track at this point is on the opposite side of the valley from Sweetsburg village. Some of the few motorists on the snowy road, seeing the people along the track, stopped to ask what was going on.

The site of another former station, that of Enlaugra - (originally Sutton Junction) - provided our next stop. Only the abandoned one-stall enginehouse remains where the Drummondville Subdivision once connected, but a tiny village is still clustered around the road crossing. The same road, which leads to Brome provided a good vantage point for the photographers.

The next two important towns, Sutton, Quebec and Richford, Vermont were passed without stopping although the man in the Canada Customs office at the former station, took a second look! At Richford we followed the Mississquoi River Valley which takes little heed of man-made boundaries as the river finds the easiest course between the Sutton Mountains of Quebec and the Green Mountains of Vermont, and the railway follows, crossing the U.S. - Canada line three times in a few miles. The climb up to the height-of-land between the Mississquoi and Memphremagog valleys brought memories to some of us of double and triple-headed freight trains, with towering columns of smoke rising to proclaim their conquest of Newport Hill. Even the 1200 horsepower of our four underslung Diesels were fully required to urge the two cars up to the top where the white expanse of Lake Memphremagog was spread before us - the only level surface in this hilly country. A steep descent soon brought us literally down to lake level, for the last half-mile is laid on a rock fill in the lake.

We were rather surprised to see that the station had been demolished, in fact, the only remaining section of platform is on the Clyde River trestle on the QCR line. To reach this, a reverse move was necessary, crossing the main street twice. United States Customs and Immigration officers then boarded the train and performed their inspection before anyone was allowed to detrain.

The restaurants of Newport were the next objective of most of the passengers during the remaining 50 minutes of our stop but the majority were back on the train in good time. A Quebec Central Railway crew took charge of the train for the run to Sherbrooke, and we were pleased to see that they still had their Q.C.R. caps although all passenger service on the railway ended in 1967.

The Beebe Subdivision of the Quebec Central Railway, from Newport to Lennoxville, was built by the Connecticut & Passumpsic Rivers Railroad. The Canadian part was chartered as the Massawippi Valley Railway and opened in 1870. It passed to the Boston & Maine Railroad in 1887 and to the Quebec Central in 1926. Passenger train service was discontinued in 1952. The line leaves Newport on a short, steep grade, passes two long sheds, designated "Canadian Pacific Flour Sheds Nos. 1 & 2," then keeps to a fairly straight course veering away from Lake Memphremagog, through rising brushland to the International Boundary, the wheels clattering almost immediately over the switches of Beebe Junction, where the Stanstead Subdivision diverges to the border straddling freight shed of Rock Island and Derby Line.

Beebe Junction station houses a Canada Customs office and the train received a brief inspection before continuing through the snowdrifts which give a peculiar "floating" motion to RDC units when hitting them. The way freight, which had made a round trip that morning, had been delayed two hours on the way, but our passage would have been impossible had it not gone through.



The Association's SNOW Train - Canadian Pacific's RDC 2 no. 9105 and RDC 1, no. 9065, pictured at the site of the former station at Sweetsburg, Que. Photo by W. Bedbrook.

MR. REGINALD HATCH, of Tomifobia, Que., -retired QCR section man, standing in the cleared space in front of the monument which he had shovelled out for the Association's SNOW Trip.



From Beebe Junction, the line follows the Tomifobia River on its winding course to Lake Massawippi, which gives its name to the original railway. A short distance north of the tiny village of Tomifobia, stands a unique trackside monument, which is formed partially from a boulder which fell from a nearby rock ledge and derailed B. & M. Engine 427 in 1895. The engineer and fireman were taken to hospital in Newport by the hastily-commandeered Stanstead branch train, but died of their injuries, and the monument was later erected about 500 feet south of the actual derailment site by the two Brotherhoods of Locomotive Firemen and of Locomotive Engineers. The stones were dug out for us by Mr. Reginald Hatch, retired QCR sectionman, who now lives in Tomifobia. This was a still photo stop, as was the one at Ayer's Cliff station. The first photo run was made at the gate of the estate called "Fern Cliff" near the site of Massawippi Station. Others were made over the trestle at the outflow of Lake Massawippi in North Hatley; over the highway crossing at the site of Eustis Station, where the background included a covered road bridge, and around the bend of the river at Adams siding in Lennoxville. Another still stop was made at the CN station in Lennoxville, which has lost its Agent and also displayed notices of a proposed service reduction to take effect at the end of April. The C.P.R. and B. & M. used CN (G.T.R.) track to Sherbrooke, but the Q.C.R. uses it for only 0.3 mile to the mechanical interlocking tower which controls the C.N.R. C.P.R. connection, where our train switched to C.P.R. track for the run to Sherbrooke.

Half-an-hour was allowed for servicing the train at Sherbrooke, while some of the passengers adjourned to nearby restaurants. A light snow was falling as we left Sherbrooke in the fading light of late afternoon. About 15 minutes were spent in meeting freight train No. 908 at Rock Forest, then we made a fast run to Magog, around the end of Lake Memphremagog, whose frozen expanse we were seeing for the second time, then up the hill to Mount Orford Station, which lies beneath the rocky cliffs of the mountain itself. The fill and viaduct at Eastray, which passes above the village of Eastman, provided the site for our last stop and photo run, which some people facetiously called a "night-past," due to the lack of available light. However, several of the participants took the trouble to get well bogged down in the snow in order to take advantage of what light remained.

After this, there were stops at Farnham, St. Johns, LaSalle, Montreal West and Westmount to detrain passengers, and we arrived at Montreal Windsor Station on time at 7.30 P.M., after a very enjoyable day.





THE VANCOUVER ST

August 21,

"... it's not 50c a ride, madam ... and it's the PGE, not the PNE."