

Canadian Rail



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MONTREAL TO MEGANTIC!

S.S.Worthen

Part I

When, on November 7, 1885, Donald Smith of the Canadian Pacific Railway Company braced his feet and manfully whanged away at both of the last spikes of Canada's longest railway, the glad tidings were flashed over the telegraph wires from Craigellachie, in Eagle Pass, in the heart of British Columbia, Canada, to the four corners of the world and other outposts of the British Empire. It was a great occasion.

The long, arduous and financially perilous task was finished. William Cornelius Van Horne, quite overcome by the occasion, was able to utter only "All I can say is that the work has been well done in every way". Shortly thereafter, somebody is said to have shouted "All aboard for the Pacific" and in the mind's eye of every Company stockholder, the first, the epoch-making train, glided gracefully down the gentle western slopes of the Rocky Mountains, triumphantly to the blue-green waters of Burrard Inlet and the Pacific Ocean.

Now in truth there was a continuous line of rails from Montréal to Port Moody, but they were essentially western rails, fulfilling in fact the undertaking which Canada's fledgling Dominion government had given to the Province of British Columbia in 1871, as a condition of that Province's agreement to confederate with Canada. The magnificence of the "Grand Finale" at Craigellachie rather overshadowed another, equally important ceremony which had already taken place the previous May (1885) at a point near Blackbird River, west of Jackfish, Ontario, on the austere and forbidding northern shore of Lake Superior. Here it was that Colonel Oswald of the Montreal Light Infantry had driven the last spike in the railway connecting Montreal and the industrial east with Winnipeg and the

↳ AFTER A MEET AT LENNOXVILLE, QUEBEC, CANADIAN PACIFIC RAILWAY EXTRA 5410 east rumbles over the bridge across the Massawippi River to tackle the grade up to the summit at Birchton, on January 24, 1954. The moment was captured on film by Jim Shaughnessy.

↖ ON ONE OF THE VERY RARE OCCASIONS WHEN CANADIAN PACIFIC ENGINE NUMBER 3101 was rostered for Train 39 from Megantic to Montréal on the "Short Line", Jim Shaughnessy was at the crossing of Route 1 just west of Magog, Québec, to record her passing. The date was 10 August 1954.

great west. But the romance and repute of Jackfish and Blackbird could never compare with the nostalgic battlecry of "Stand fast, Craigellachie!"

With a continuous line of railway between Montreal and Port Moodie, albeit sometimes soggy and slightly swaybacked, the grandeur of the Canadian Pacific Railway was unparalleled. No other country in the world boasted a one-company railway of this dimension, Huntington and Crocker of the Central Pacific notwithstanding! If Canadian Pacific shares began to appreciate at an unnatural rate, it was not to be wondered at.

Not content with an eastern terminus at Montréal, Canada's fastest growing city and potential ocean-port, officials of the CPR were already holding meetings with their Intercolonial Railway counterparts. The Intercolonial, after a multitude of trials and tribulations mostly caused by meddling governments, had fought its way up the Matapedia Valley from New Brunswick to the shores of the St. Lawrence River in 1876. The ICR was quite as interested as the CPR in arranging a profitable exchange of traffic, if not actual running rights, to and from Montréal. But the great and garrulous Grand Trunk Railway Company of Canada which had, up to this time, enjoyed a monopoly of the Intercolonial traffic exchange, was not about to allow the western "arriviste" Canadian Pacific Railway to invade its private eastern preserve. After all, the GTR was a power to be reckoned with, east and west of Montréal, having leased in 1853 the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroad, Canada's first international railway, from Longueuil opposite Montréal to the Atlantic seacoast at Portland, Maine.

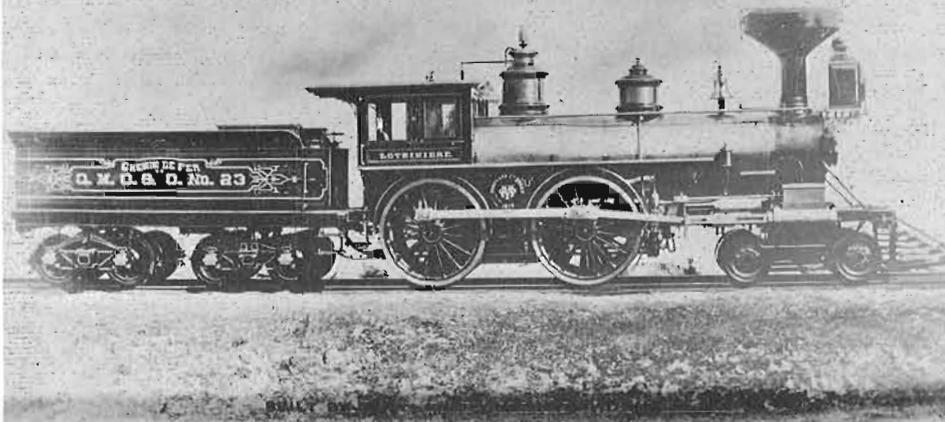
Thereafter, the GTR gathered to its capacious bosom the Québec & Richmond Railway, from the GTR's main line at Richmond to Lévis, Québec, opposite the famous city, and a subsequent connection with the Intercolonial further east along the St. Lawrence at Rivière du Loup.

From Montréal in a southerly direction, the GTR's shorter lines to points on the International Boundary in the vicinity of Lake Champlain assured the "Big Valise" of an iron-clad monopoly of the traffic coming and going to the seaside cities of Boston and New York by the ancient Champlain Valley route. The GTR's tenure of office dated from July, 1864.

In the beginning was the word. And the word from Canadian Pacific's head office was "Lease when you can; buy when you can't lease; build when you must". East and west of Winnipeg, they built. East and west of Ottawa, they leased. East and west of Montréal, an easy espousal of the Québec, Montréal, Ottawa and Occidental Railway was arranged. Southeast of Montréal - for some peculiar reason now lost in the obscurity of time - they bought. And what they got was a real prize-package!

Early in 1836 and before Canada's first public railway, the Champlain & St. Lawrence Rail Road, had worked up a head of steam, Montréal's newspaper, the GAZETTE, reported that the citizens of the southeastern part of Canada East were palpitating to build a railway from the C&StL's projected terminus at St. Johns on the Richelieu River, through the village of West Farnham (later Farnham), Granby, Waterloo and Magog, to the Province line, near Stanstead, where a connection would be made with a railroad building north through the New England states towards Montréal.

Sept 19, 1878



↑ NUMBER 23 OF LA COMPAGNIE DU CHEMIN DE FER QUEBEC, MONTREAL, OTTAWA and Occidental, a 4-4-0 named "Lotbinière", built by the Portland Works, Portland, Maine in 1875. CRHA Archives.

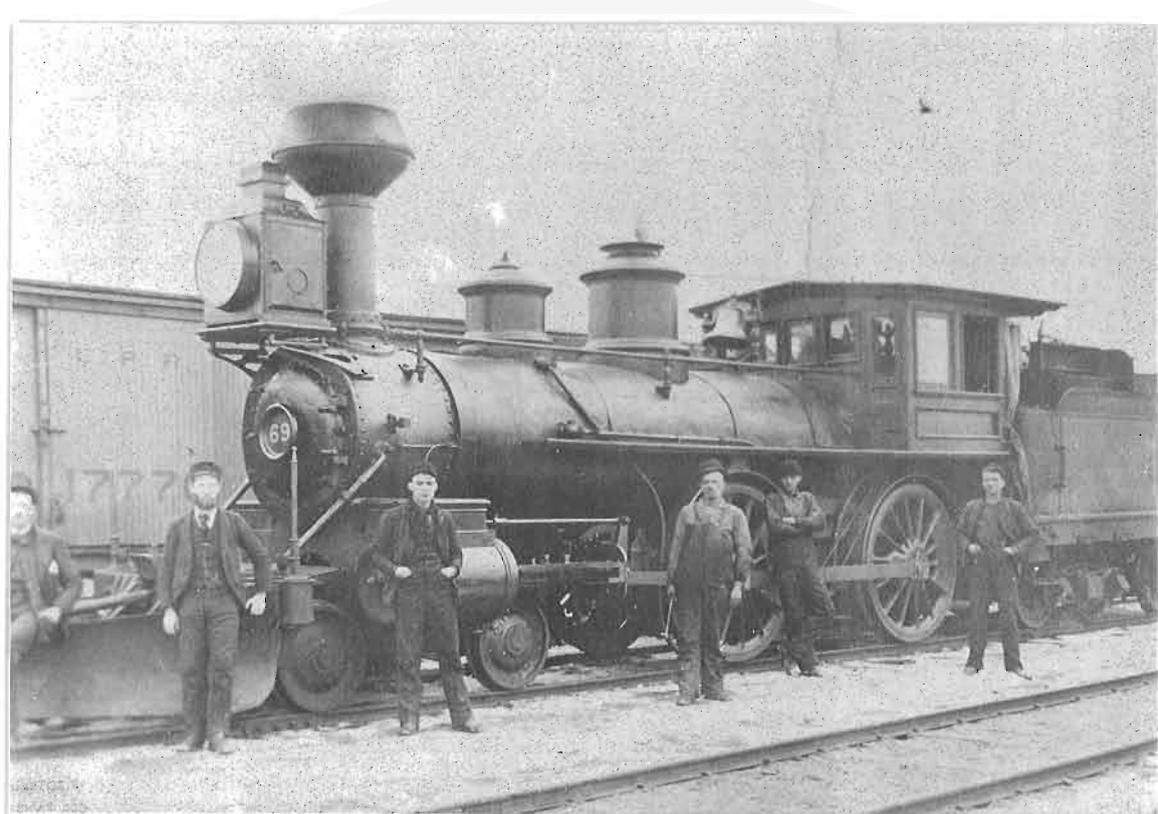
Incorporation of this railway through the Eastern Townships was delayed for a brief interval of 30 years, after which a company called the South Eastern Counties Junction Railway Company was chartered (1866) to build from a point on the Stanstead, Shefford & Chambly Railroad - next described - to a point on the Province Line (International Boundary) in the Township of Potton.

Roughly, this meant that a railway was proposed from Waterloo, Canada East to near North Troy, State of Vermont, U.S.A. In 1869, the Dominion of Canada government granted permission for the new Company to construct a railway "of wood or of iron", but this stimulated the affair not one whit!

What did stimulate the affair was the advent of Asa Belknap Foster, lately of Waterloo, Canada East. Born a Vermonter and a real Yankee, the Colonel - as he was later styled - came back to the Eastern Townships in the 1850s, fresh from a meteoric career in railroad building with his uncle in various parts of the neighbouring States of Maine, New Hampshire and Vermont. The Colonel certainly had the necessary know-how.

Speedily, with boyhood friend and fellow-townsmen Lucius Seth Huntingdon, he demolished the local inertia by resurrecting the comatose charter of an undertaking called the Stanstead, Shefford and Chambly Railroad, originally organized in 1853, planning construction of the proposed line in reverse, eastward from the garrison town of Chambly on the Richelieu River through the counties of Shefford and Brome to the province-line town of Stanstead. It did not take a deal of finagling to switch the western terminus to St. Johns and the gently-smiling jaws of the Vermont Central and the Grand Trunk Railway. The Colonel and his cohort were now very firmly ensconced in the "cat-bird" seat!

Living up to his reputation as a man who got things done, the Colonel whanged the SS&C through from St. Johns to West Farnham in 1859, to Granby in 1860 and to Waterloo - plus three more miles to Frost Village on the Stukely Township line - in 1861. Right there, everybody sat down. The money had run out. Even the Township of



↑ CANADIAN PACIFIC RAILWAY 4-4-0 NUMBER 69, AT LENNOXVILLE, QUEBEC, IN the autumn of 1888. Built by the Canadian Locomotive Company, Kingston, Ontario in 1872, she was renumbered "26" in 1905 and scrapped in 1913. Standing beside the front cylinder is Mr. Jake Mercier, grandfather of Mr. J.L. Mercier, who provided this photograph.

Stukely's contribution to the SS&C treasury, which had been paid for those three extra miles beyond Waterloo, was spent. But the Colonel was not a man to let an investment moulder. With Lucius Seth's able assistance, he persuaded the Vermont Central Railroad to lease his SS&C, in order to protect itself against the spectre of competition from a southeasterly direction.

Eight years later, the Colonel, with twinkling eye and far from out of breath, turned his attention to the exercise of the charter of the South Eastern Counties Junction Railway Company, by some peculiar circumstance, his property. The dirt began to fly around West Farnham in the spring of 1870, as the railway began to be built from "a point on the SS&C to the Province Line in the Township of Potton", just like the charter said, with Lucius Seth Huntingdon aiding and abetting the project.

Viewing all this hoorah with great enthusiasm was Mr. Emmons Raymond, President of the Connecticut and Passumpsic Rivers Railroad, a small but integral link in a chain of railroads from Boston north towards Montréal. The avowed intention of the owners of this group was to break the "iron-clad" monopoly on traffic exercised at the time by the Vermont Central. Since Mr. Emmons Raymond's line had been waiting in the woods at the south end of Lake Memphramagog since 1863, with only a partial respite offered by the completion of the Massawippi Valley Railway in July 1870 to an interchange with the broad-gauge Grand Trunk at Sherbrooke, Québec, he was not at all unwilling to supply the SECJR's driving genius with assistance, even

in the form of money. This assistance would, Emmons hoped, extricate both himself and his railway from the woods and would get the whole show on the road to Montréal. It did, but Emmons lived to regret the whole arrangement.

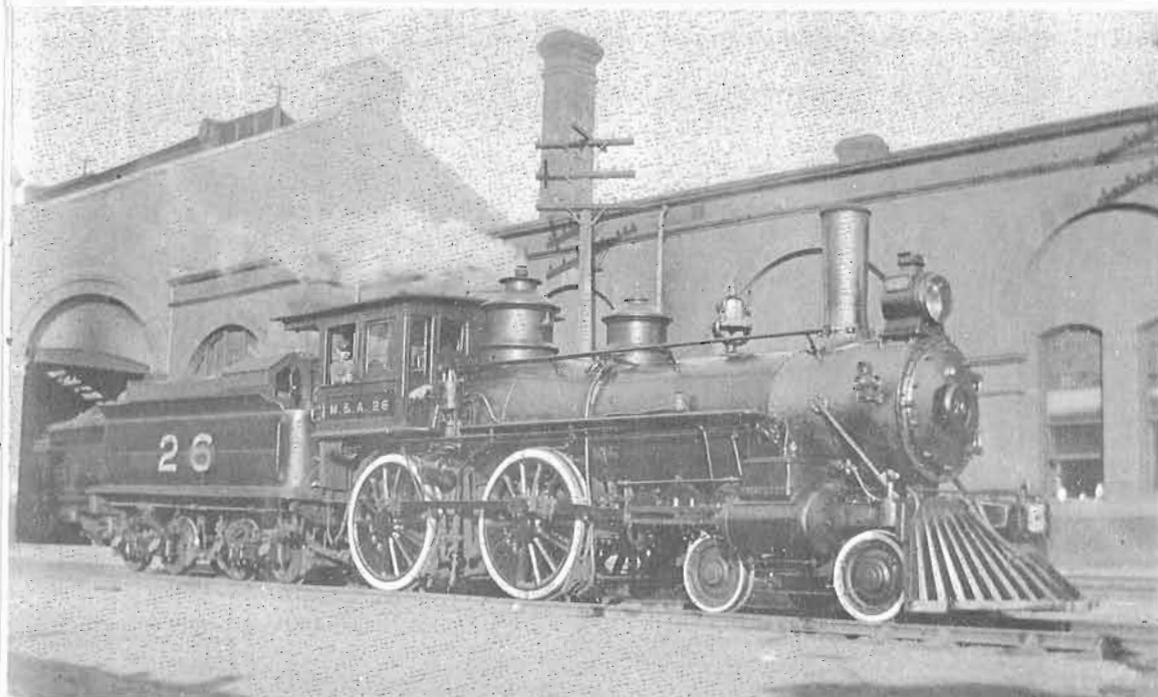
As a direct - or possibly indirect - result of Emmons Raymond's munificence, the first part of the SECJ's line from West Farnham to Richford, Vermont, was completed two years later and service began on June 10, 1872. Trains to Montréal thereafter rode the rails of the SECJRy from Richford to Abercorn, Sutton, Nelsonville (Cowansville), and West Farnham, whence they took to the Stanstead, Shefford & Chambly to St. Johns on the Richelieu River, travelling onward to St. Lambert and Montréal via the Grand Trunk Railway and the Victoria Bridge.

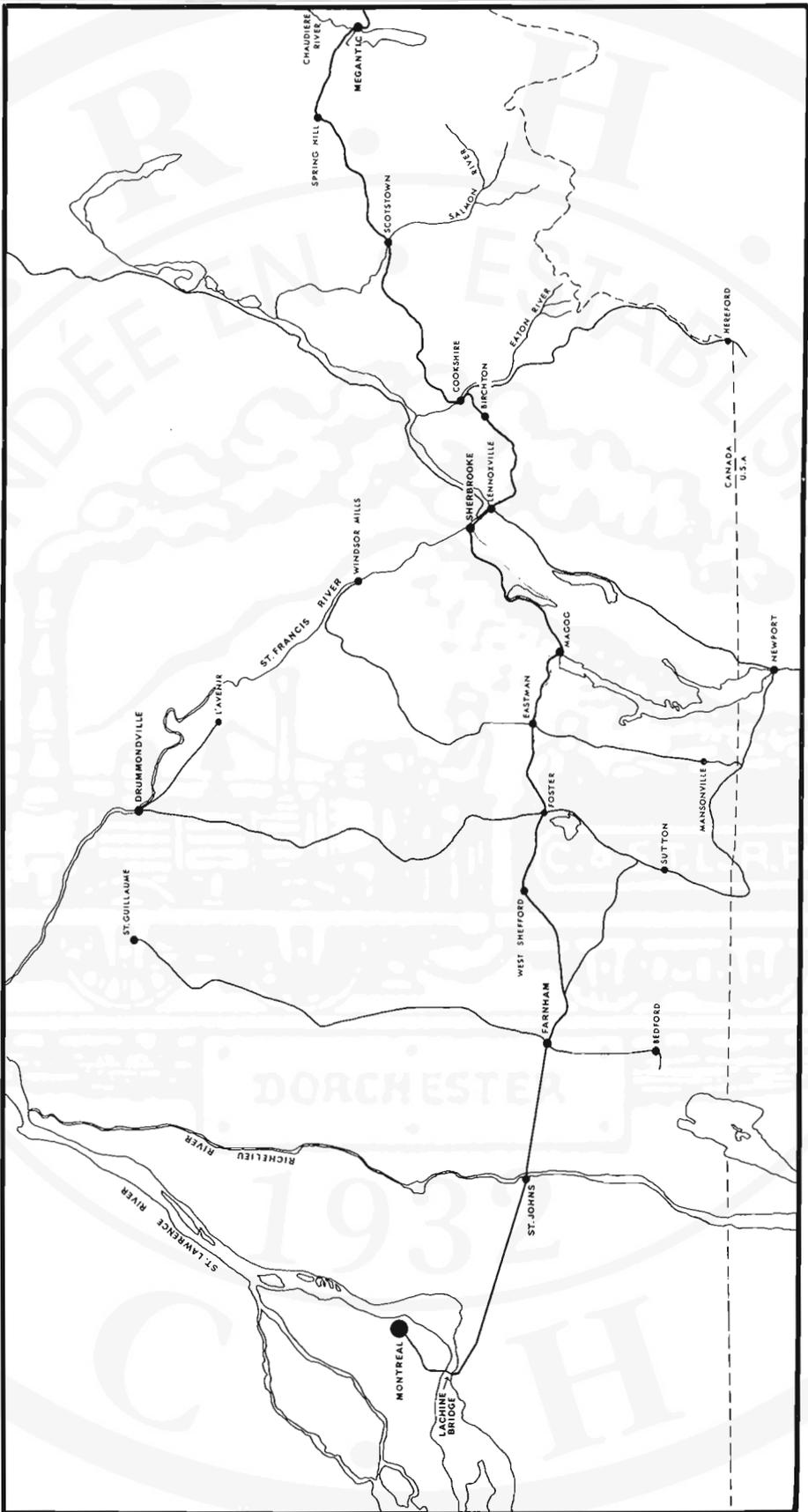
Soon after the completion of the line south to Richford, Colonel Foster and Emmons Walker secured a charter for the Missisquoi and Clyde Rivers Railroad in the State of Vermont and pushed the track onward eastward up the Missisquoi River valley, criss-crossing the International Boundary, to the horseshoe curve at Newport Centre and an end-on junction with the Connecticut and Passumpsic Rivers Railroad at Newport, Vermont, in the woods at the south end of Lake Memphramagog, some ten miles south of "The Line". Through service to Newport was inaugurated on July 1, 1873, much to the everlasting chagrin of the Vermont Central. Their monopoly on traffic to and from Boston, New York and Montréal was now thoroughly fractured.

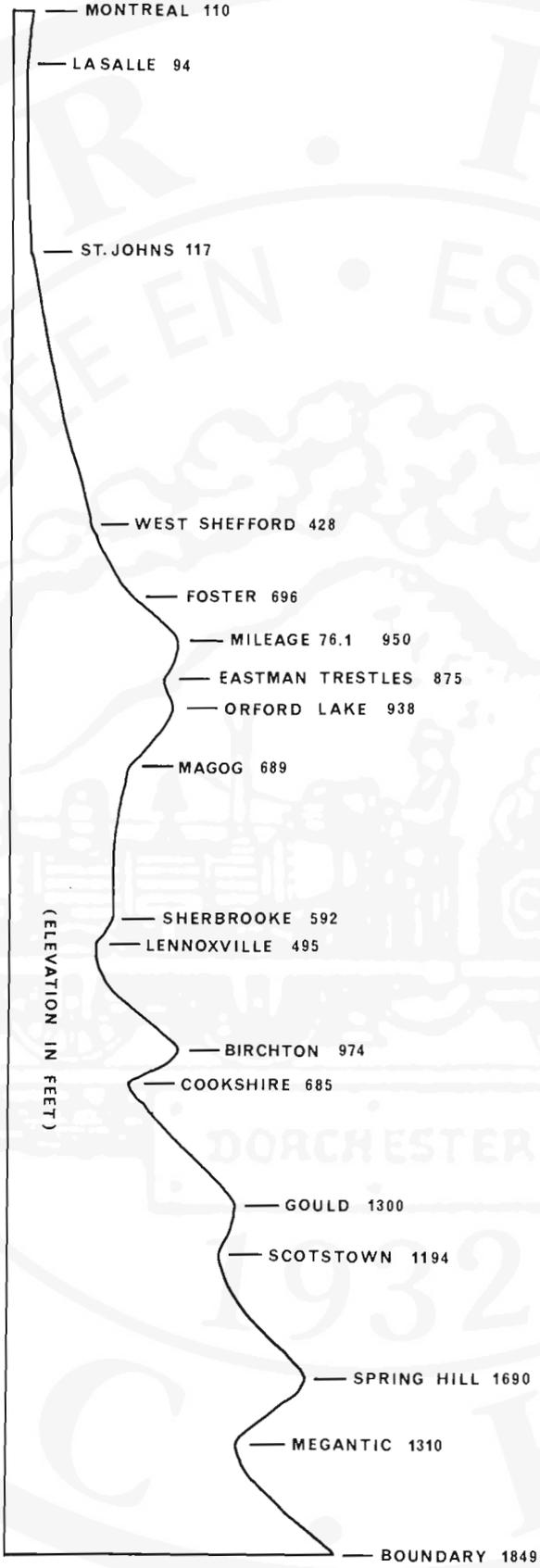
That same year, Colonel Foster's railway enjoyed further growth through the purchase of the Richelieu, Drummond & Arthabasca Coun-

↓ MONTREAL & ATLANTIC RAILWAY NUMBER 26, 4-4-0 CLASS A-10, PICTURED AT Saint John, N.B. in August 1906. Build by the Rhode Island Locomotive Company in 1881 (B/N 1078), she was first South Eastern Railway Number 26 "John Dodsworth" and then SER Number 23 "Longueuil".

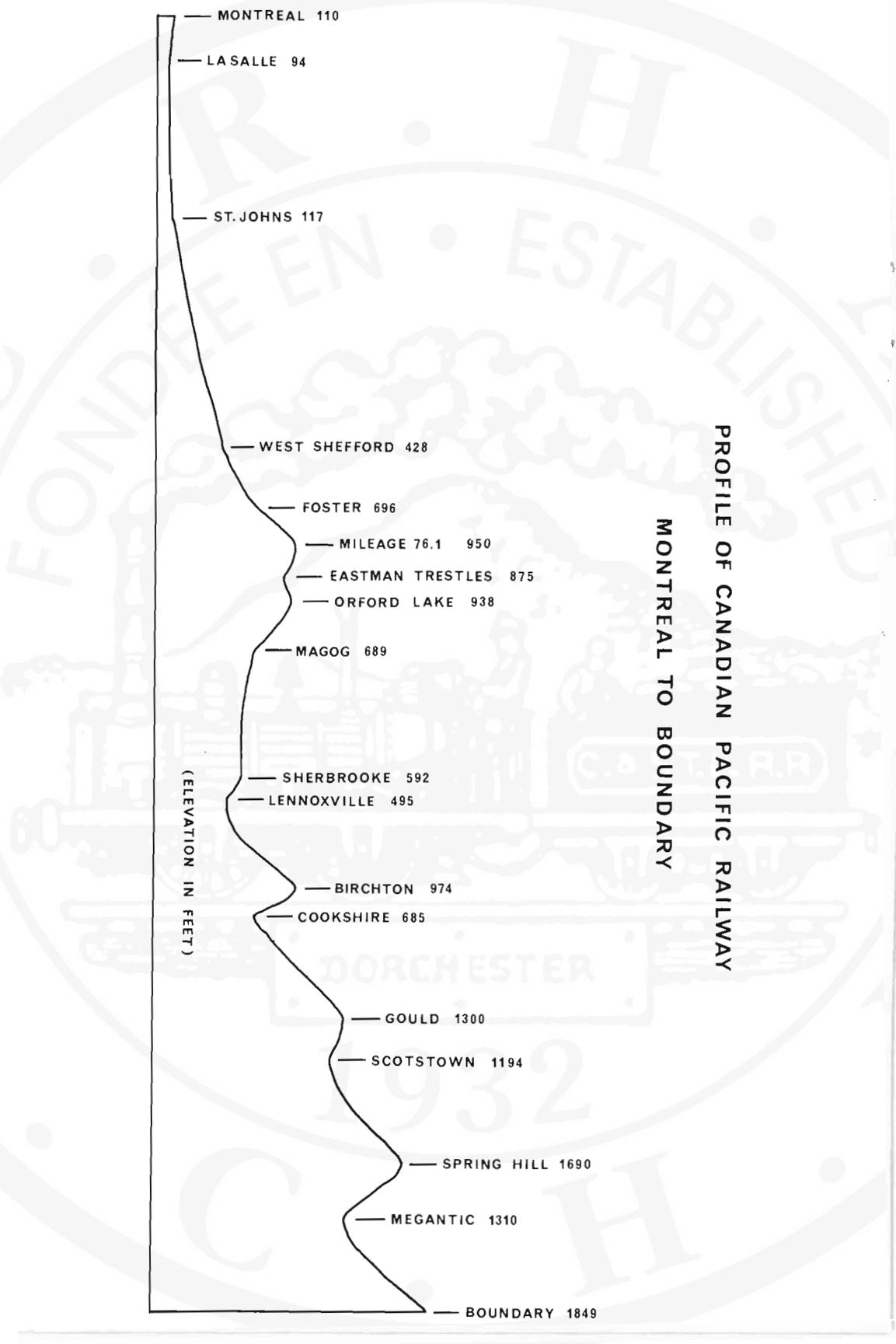
Photo courtesy C. Warren Anderson.







PROFILE OF CANADIAN PACIFIC RAILWAY
MONTREAL TO BOUNDARY



ties Railway Company. This rather rural undertaking, originally a wooden-railed railway, was intended to link the county towns described in the corporate title with the St. Lawrence River at Sorel, with an optimistic but redundant branch to a nearby village called L'Avenir. At the time, the RD&A had no physical connection with the South Eastern. To keep the record straight, it should be noted that the year before (1872), the SECJRy had changed its corporate title and the adolescent line was now styled the South Eastern Railway Company. After Colonel Asa Belknap Foster had got things going as well as could be expected, two New England lines, the Boston, Concord & Montreal and the aforementioned Connecticut & Passumpsic Rivers Railroad were persuaded to take a joint lease on the South Eastern. The Colonel was delighted.

By 1876, the South Eastern's unavoidable obligation to deliver and to receive all of its traffic from the Stanstead, Shefford and Chambly Railroad at (West) Farnham was proving to be very irksome. The "éminence gris" Vermont Central, lessor of the latter, made sure that this was almost a one-way proposition: all "to" and no "from". In order to escape from this frustration, the South Eastern bought the charter of the Montreal, Chambly and Sorel Railway Company of 1871, thus legalizing the construction of an extension from Farnham to St. Lambert on the south shore of the St. Lawrence River, opposite Montréal. The new railway ran to the north of the SS&C, through the villages of Ste-Angèle de Monnoir, Marieville and Chambly, the latter the authorized terminus of the SS&C! Now, in 1882, the South Eastern had a main line from St. Lambert to Newport, Vermont, with connections to Boston and New York. It could offer an alternate route to that of the Vermont Central, long anathema to the Bostonians.

The South Eastern also had incidental branch lines to Sorel, Drummondville, Stanbridge and St-Guillaume. A connection between the main line at Sutton Junction (Enlaugra), through Waterloo rescued the isolated Richelieu, Drummond and Arthabasca Counties in 1878. Although the reason for these branch lines seems obscure, it should be remembered that in the '80s and early '90s, hundreds of tons of hay were transported annually south to the coastal cities in the eastern United States, to "power" the horse-power that hauled the horse-cars along city streets, in the days before the advent of the electric streetcar.

In the first years of the "Elegant Eighties", the South Eastern was still frustrated from an entry into Montréal proper, mostly by the arbitrary and uncooperative attitude of the Grand Trunk Railway of Canada, owners and operators of the Victoria Tubular Bridge, the only "rail" way across the St. Lawrence. From time to time, the GTR granted trackage rights to the South Eastern across the bridge, but invariably, after a time, the Grand Trunk balked at renewal of the rights. Seeking an alternative and more permanent arrangement, the SER made an agreement with the Quebec, Montreal, Ottawa and Occidental Railway on the opposite shore for the operation of a car-ferry in summer and the famous ice railway in winter, from the SER's terminus at Longueuil to the QMO&O's terminus at Hochelaga. This experimental connection was carried on with success during the period 1880-1883. Although the SER was able to force the GTR to knuckle under, and after June 27, 1881, SER passenger trains did indeed arrive and depart from the Grand Trunk's Bonaventure Station in Montréal, the arrangement was unstable and prone to disruption.

It was in the summer of '83 that the Canadian Pacific Railway Company began to take a more than casual interest in the South Eastern. Specifically, the CPR purchased 67½% of the SER's bonds. Shortly thereafter, and not at all as a result of this purchase, the South Eastern, faced with steadily declining revenues and an empty treasury, declared itself bankrupt and went into receivership. Its operation was assumed by the bondholders, i.e., the Canadian Pacific Railway Company and others. Nonetheless, SER operation over the GTR, across the Victoria Tubular Bridge to Bonaventure Station, was resumed the same year and continued until 1887. By that time, other events had occurred.

With the purchase of two-thirds of the bonds of the South Eastern, the Canadian Pacific now had a starting point for its eastward expansion. The Company prepared to enter the competition for traffic from the New England States. The first thing to be done was to build a new bridge over the St. Lawrence River.

The site and designs for the new bridge had been selected by 1886 and in the early months of the next year, the single-tracked "flying cantilever" span between Lachine (Highlands) and Caughnawaga was completed. The CPR was now very definitely on the south shore of the river, much to the consternation of the Grand Trunk and the Vermont Central.

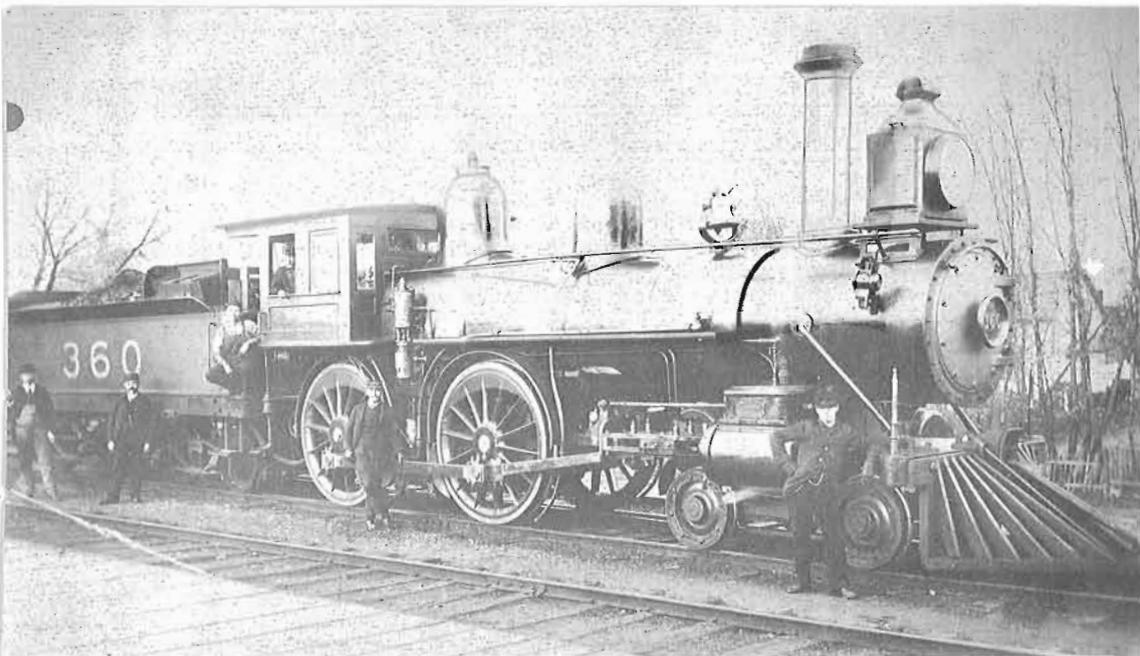
To facilitate operation of the various parts of the South Eastern, the CPR incorporated a new company in 1891, the Montreal and Atlantic Railway Company. A little pruning of unproductive branch lines followed. When, during the winter of '91, the bridge over the Yamaska River on the ex-SER branch from St-Guillaume to Sorel was carried away by the ice, that portion was thereafter abandoned. Two years later, the branch from Drummondville to L'Avenir and the former main line of the Richelieu, Drummond and Arthabasca from Drummondville to St-Guillaume were also abandoned.

Although the Canadian Pacific was across the St. Lawrence and had arranged a connection with the New England railroads, it did not have its own line to the Atlantic seaboard. This situation, not entirely desirable to the CPR, was a very logical development. For fifty years after 1836, the pioneer railways of this region and later the Grand Trunk, their successor, had ruled the roost between the Lake Champlain-Richelieu River water-transport system and the St. Lawrence and Montréal. The charter rights of these pioneer railways were so ancient and unassailable that it would have taken a major legal battle to abrogate them. But between the lawyers and the politicians, a stratagem was found to subvert the Grand Trunk's inherited monopoly.

There was a piece of legislation on the statute books which enabled the breaching of the iron-clad GTR-VCR combination. This was the charter of the Atlantic and North-West Railway Company, Dominion 42 Victoria, Cap. 65, which in 1879 conferred legality on the construction of a railway "from some port on the Atlantic Ocean or the Bay of Fundy, in Canada, to a port on the eastern side of Lake Superior, via Lake Megantic, Sherbrooke, Montreal, Ottawa and French River". This Company was also granted the power to "build or acquire lines across the State of Maine, insofar as is compatible with the laws of the United States of America, to build a bridge across the St. Lawrence River, etc., etc." The scope of this charter boggled the mind!

And who had obtained this fabulous charter in 1879 from the





↑ CANADIAN PACIFIC RAILWAY ENGINE NUMBER 360, BUILT BY THE CPR AT DELORIMIER SHOPS, MONTRÉAL, IN 1886. SHE WAS RENUMBERED "205" AND LATER BECAME NUMBER 17. THE ENGINEER, JACK KINGADE AND CONDUCTOR JACK GILLEN WERE WELL-KNOWN FOR THEIR FAST RUNS BETWEEN MEGANTIC AND SHERBROOKE. Photo courtesy C. Warren Anderson.

← THE COLLAPSED TRESTLE OF THE CANADIAN PACIFIC RAILWAY OVER THE NORTH BRANCH OF THE MISSISQUOI RIVER AT EASTMAN, QUÉBEC, AT THE OUTLET OF CRYSTAL LAKE. IT IS SAID THAT THE FREIGHT TRAIN WAS DOUBLE-HEADED AND THAT ONLY ONE OF THE ENGINES WAS RECOVERED. THE DATE OF THE COLLAPSE IS THOUGHT TO BE THE SPRING OF 1888. Photo courtesy the late Mrs. Place.

newly restored government of Sir John A. Macdonald? None other than Mr. George Stephen of the Canadian Pacific Railway Company and Mr. Duncan McIntyre of the Canada Central Railway Company, bosom buddies. With the legality of the new railway assured, the CPR began construction at once, heading east from the Lachine Bridge for St. Johns on the Richelieu River. The construction of the railway across the flat lands to St. Johns and onward to (West) Farnham did not wait on the completion of the bridge, for the railway entered St. Johns in 1887, the same year that the Lachine Bridge was completed.

East of Farnham, the CPR used the ex-South Eastern main line for 6.3 miles to Brigham Junction, later Brookport. Here, the CPR's new line turned east up the middle branch of the Yamaska River, crossing the height of land to the village of Foster, named, of course, for the imperishable Colonel of South Eastern and SS&C fame. At Foster, a junction was made with the Enlaugra-Waterloo-Drummondville line of the old SECJRY.

East of Foster, there was but one way over the mountains and around the southern end of Lake Memphramagog. Between Orford and Chagnon Mountains was Orford Pass. It was already occupied by a primitive little undertaking called the Waterloo and Magog Railway. This was an unprofitable extension of the Stanstead, Shefford and Chambly Railroad, constructed on the proverbial shoe-string and then leased to the Vermont Central, who would lease anything that threatened their traffic. The W&M was a sort of "last ditch" stand by the VC-SS&C, intended to block off the South Eastern from further eastward expansion. When the South Eastern reached Newport, the reason for the W&M almost ceased to exist.

However, should the Waterloo & Magog be extended to Sherbrooke, quite a different situation would be created. There were railways at Sherbrooke like the Quebec Central and the St. Francis & Megantic International, the latter destined to appear in the third act of the CPR's little drama.

In a valiant attempt not to loose the war, the Vermont Central interests incorporated the Waterloo & Magog Railway Company on December 23, 1871. Included in the arrangement was an interest in the Huntingdon Mining Railway, organized by Colonel Foster's longtime friend, the Honorable Lucius Seth Huntingdon, which ran from the terminus of the SS&CRR at Frost Village, three miles from Waterloo, first on wooden and later on iron rails to the tiny mining community of Dillonton, deep in the valley of the north branch of the Missisquoi River. The directors of the Vermont Central grabbed off this mining railroad from Lucius Seth Huntingdon on July 26, 1871, and transferred it to the threadbare pocket of the Waterloo and Magog on October 30, 1874.

It is not surprising to learn that the owner of the copper mines at Dillonton was the Honorable Lucius Seth. Had he been at liberty at the time the W&M was projected, it is reasonable to suppose that the Colonel and Lucius Seth would have built the W&M themselves and leased it back to the Vermont Central.

By dint of much wangling, a start had been made on the W&M's construction in 1875 and an operable line from Frost Village, over the height of land to Dillonton, was completed in 1877. Out of the river valley, there was a hard climb east to Orford Lake in the pass of the same name. The bogs and bays around the lake in the pass were crossed on several miles of trestle. East of the pass, the railway followed Dutch Brook to Lake Memphramagog and crossed the Cherry River bog on another long wooden trestle.

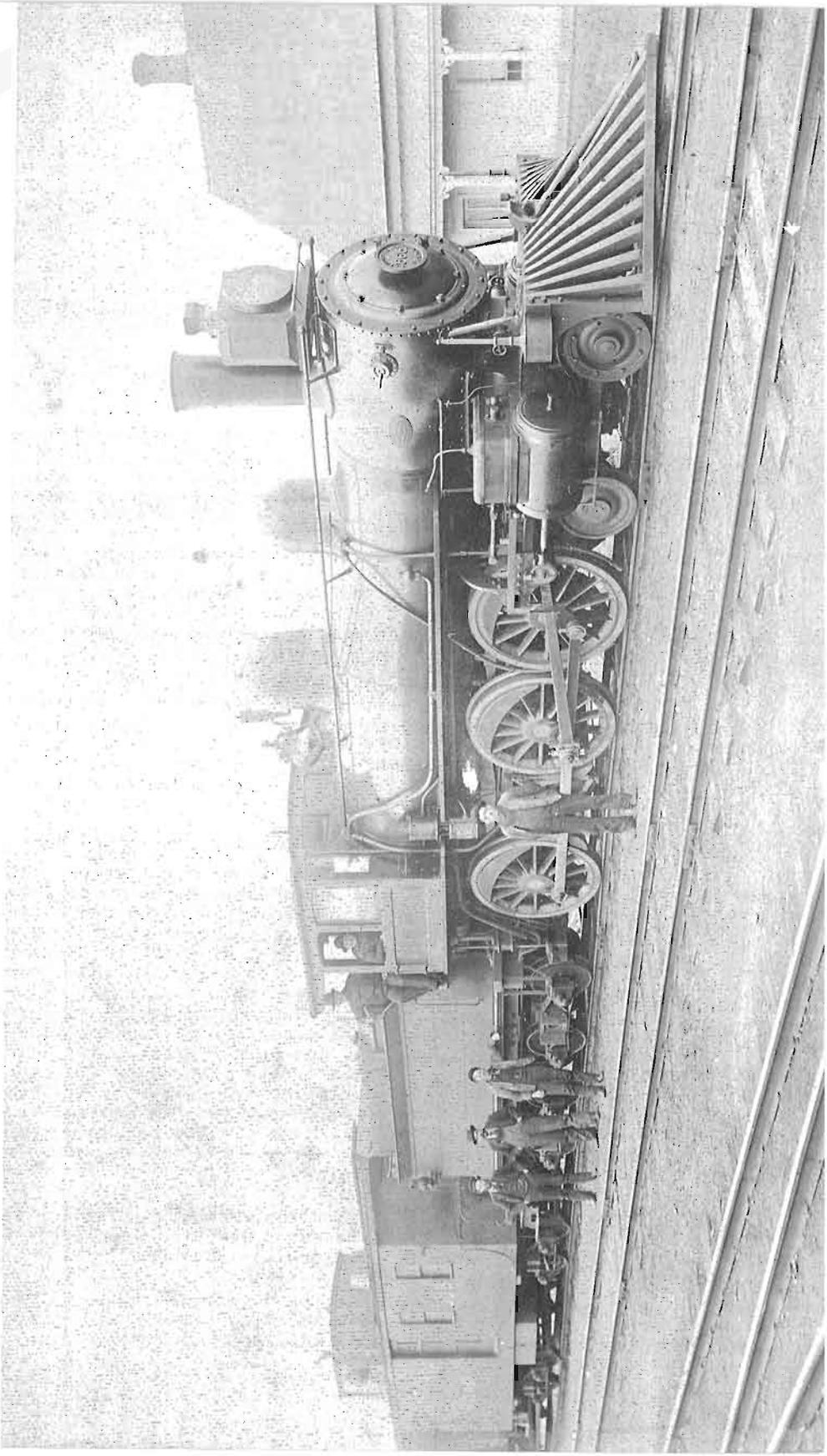
Crossing the Cherry River bog was particularly difficult. The railway was obliged to build a long pile-trestle, which was completed in 1878. Four long, hard years later, after crossing another almost bottomless bog at the head of Little Lake Magog, the track had been laid high along the south side of the Magog River and by December 1884, the primitive little railway had tobogganed off the undulating slopes of the Capelton Hills to a terminus at the corner of Frontenac and Belvedere Streets in the upper part of the town of Sherbrooke.

As far as the Waterloo & Magog was concerned, the pinnacle of success was achieved early in 1885, when the Quebec Central Railway completed its high bridge across the St. Francis River from Newington and, ignoring the puissant Grand Trunk below, ran upward through a gully to upper-town Sherbrooke and a junction with the Waterloo and Magog. At last the W&M could interchange traffic with another railway.

Then the CPR appeared on the scene. There was room in Orford Pass for but one railway and, in an anticipatory move, the CPR began negotiations with the W&M in 1887. On June 10 of that year, the W&M was sold to the Atlantic and North-West, creation of the CPR.

→ CANADIAN PACIFIC RAILWAY ENGINE NUMBER 565, A 4-6-0 built by the Rhode Island Locomotive Company in 1891. She is pictured with Van 308 - a centre-door type - at Lennoxville, Québec, about 1890.

Photo by L.J.Chandler, Lennoxville, Que., from CRHA Archives.



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↑ THE STATION OF THE WATERLOO & MAGOG RAILWAY IN SHERBROOKE, QUEBEC, AT the corner of Frontenac and Belvedere Streets. This is the street-side of the station after it was converted by the CPR into the main freight office. Photo ca. 1938. Photo courtesy S.S.Worthen.

As the W&M had been built on the proverbial shoe-string, most of its line was not used by the CPR. For example, a high trestle was built over the Missisquoi River valley at Eastman. A new line was built around the north side of Orford Lake. Cherry River bog was crossed on a trestle about half-a-mile south of the W&M's rickety structure. East of Magog, the new line was located on the north side of the Magog River. In Sherbrooke, a new yard was built.

It should be noted in passing that, during the construction of the line from Foster to Sherbrooke, work was in progress in many places simultaneously. The W&M's line, albeit second-class, was used to transport materials and equipment to the various sites, to hasten completion of the 57 miles from Brigham Junction to Sherbrooke.

The Waterloo, Québec "Advertiser" - Friday, June 19, 1885

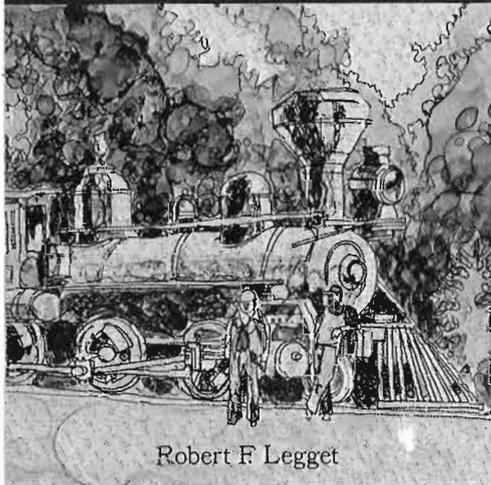
"The Waterloo & Magog Railway is to be positively opened for traffic to Sherbrooke on Monday, the 29th. of June. The mail train, morning and evening, will be run on the present time table, leaving Sherbrooke at about 6 in the morning and arriving back at night at about 10 o'clock. The fast express with drawing room car will leave Montréal at half past 8 in the morning and will arrive at Sherbrooke at half past 12. A mixed train will be run each way daily between Sherbrooke and St. Johns. Superintendent I.B.Futvoye, who has been indefatigable in his efforts to have the W&M opened through to Sherbrooke, is in Magog this week completing arrangements. Mr. Futvoye has purchased from Mrs. Fogg, for the Central Vermont, the steamer "Mountain Maid", which has been completely refitted and which will be run on the Lake in conjunction with their trains."

The map and profile of CP RAIL's Montréal-Megantic, Québec, main line were kindly provided by Professor J.D.Booth, Geography Department, Bishop's University, Lennoxville, Québec.

Part II of "Montréal to Megantic" will appear in a forthcoming issue of CANADIAN RAIL.

Lorne Perry reviews ...

RAILROADS OF CANADA



Robert F Legget

One of the series "Railway Histories of the World", RAILROADS OF CANADA is a badly-needed addition to the list of books which chronicle the development of Canada's railways. Badly needed because it is at once an accurate survey of its subject, an entertaining story and concise enough to let the whole, vast subject be grasped and important events interrelated.

As a railway enthusiast, this reviewer found the book particularly satisfying on three counts. First, the author has lived during several significant periods of Canadian railway development and can therefore write from first-hand knowledge of services and territories experienced "ever since I made my first train journey in this country, from Halifax to Montréal, now more than forty years ago".

Second, the author displays a degree of competence seldom met with in general railway histories, whenever he comments on motive power, car equipment or fixed plant developments.

Third, the various embellishments to the text, excluding the dust-jacket, are well done. The selection of 34 illustrations includes several fascinating photographs made by the author in the 1930s. The maps are superb - although Canadian National Railways

has mysteriously been awarded ownership of two private railways in Newfoundland - and the tables and reading lists are valuable in themselves.

It is significant that the book is structured to reflect the conflicts of the era in which the various events occurred. The first two-thirds of the volume is composed of chapters dealing with the individual railways, one by one, describing the bitter rivalry among them for both government support and commercial traffic. Then suddenly, in his account of the 1930s, the author begins to treat the railways of Canada as a complex but single unit, no longer so independent and distinct, one from the other. This, of course, is a clear reflection of the shift that has taken place, from inter-railway competition to joint competition with other transportation modes and to joint contention with trade-unions and regulatory bodies.

The copy of RAILROADS OF CANADA which is reviewed was produced for distribution in the United Kingdom, but when the book is distributed in Canada, only the title, RAILWAYS OF CANADA, and the dust-jacket will be changed. It is a little unfortunate that the text will not be "translated" for the North American market. It is obviously written to match the knowledge and experience of the United Kingdom reader. The author frequently emphasizes points of contrast between Canadian and U.K. railway criteria and performance.

For example, in describing a railway journey from Montréal to Smiths Falls, Ontario, in the days before the operation of Montréal-Toronto trains was "pooled" by Canadian National-Canadian Pacific, Mr. Legget describes the train in these terms:

"Loads were naturally kept light but there were eight coaches on this particular day, well loaded, giving a total weight of at least 600 tons (so heavy is standard Canadian passenger stock)."

The reader, perforce a resident of the United Kingdom, must draw the comparison from his knowledge of the weight of eight passenger cars on British Railways.

Much U.K. railway terminology creeps in. We find terms such as footplate, top-link driver, passing loops. There is one enigmatic reference to an English geographical feature called "Chat Moss", which only the U.K. reader or ardent railway historian can decipher. However, the author comes by these references honestly and it is understood that he may have thus tailored his text to suit the publisher's requirements.

If the author is to be faulted anywhere, it is in permitting his bias as an enthusiast of the grand old days of railroading to show too often. One must vigorously dispute his contention that "... no figures appear to have been published to substantiate the claim..." that significant economies have resulted from the conversion from steam to diesel traction. In fact, Headquarters Library of Canadian National Railways, which is open to any bona-fide researcher, contains several studies and reports on just these economic considerations.

At the same time, one could suggest that if his several complimentary mentions of the Canadian Railroad Historical Association, CANADIAN RAIL and the Canadian Railway Museum are evidence of any kind of bias, no matter. He's right!

PUTTING 'EM IN ORDER.

David Hanson

Presuming that CANADIAN RAIL is running on time, every year about the middle of January, we are all faced with the necessity of filing the previous year's issues of our magazine in some kind of order. Having them bound by a commercial bindery is, of course, an excellent way of keeping last year's copies together. But, unfortunately, it is sometimes an expensive proposition.

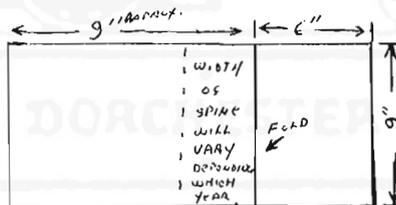
I am glad to tell you that you can "do it yourself". And here are the directions:

But first things first! You will need a few other items besides the copies of CANADIAN RAIL to be put together. These will include a sharp knife, some light-weight cardboard with a beige or brown exterior surface, a pin-size drill, a pair of scissors, some plastic (SCOTCH*-brand) tape about $1\frac{1}{2}$ inchies wide and - patience!. Personally, I use green cardboard and yellow (not clear) plastic tape. I like the green-and-yellow colour combination!

Now we can begin. This is Step 1: see Sketch 1:

Take a piece of the light-weight cardboard, as described, and cut it to double the width of CANADIAN RAIL, lying flat; that is to say, about 12 inches long (2 x 6 inches) plus 3 inches for the width of the spine, by 9 inches wide. This piece will make the front cover, the spine and the back cover of the bound volume, in finished form.

SKETCH 1



Step 2: See Sketch 1:

Starting with the December issue of the year to be bound, remove the staples carefully, one at a time. By leaving one staple in place, the holes made by the other staple which you just removed will stay in line. It is important that they do stay in line.

Step 3: See Sketch 1:

Then lay the partially "de-stapled" issue on one side of the cardboard and drill two pin-sized holes through the

cardboard with the pin-sized drill, through the staple holes left by removing the staple in Step 2. I use a small EXACTO* drill for making the holes.

Step 4: See Sketch 1:

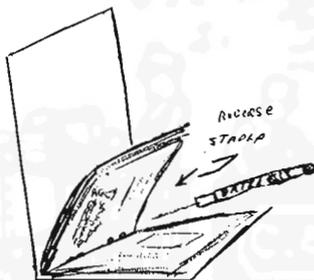
Hold the back of the issue of CANADIAN RAIL square with the cardboard. Now, reinsert the staple which you removed in Step 2 (and hopefully saved) through the two tiny holes in the cardboard backing, in the opposite direction to which it was inserted in the original magazine; that is, with the points outward.

Step 5: See Sketch 2:

Bend the ends of the staple over flush with the cardboard. Carefully repeat Steps 2 through 5 for the second staple on the fold of this issue of the magazine.

This is probably a good place to pause for a break. You may wish to consider the result of following the directions, or you may wish to raid the icebox. When you have recovered your courage, we will continue.

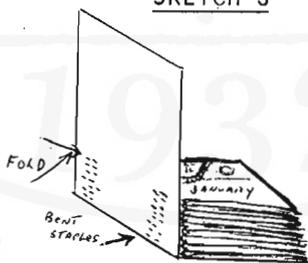
SKETCH 2



Step 6: See Sketch 3:

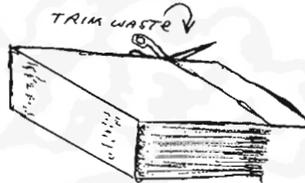
Repeat Steps 2 through 5 above with the November, October, September, August and July issues, and so on, back to the January issue. Be sure that each copy of CANADIAN RAIL is carefully positioned and is snug to its neighbour and to the cardboard backing.

SKETCH 3



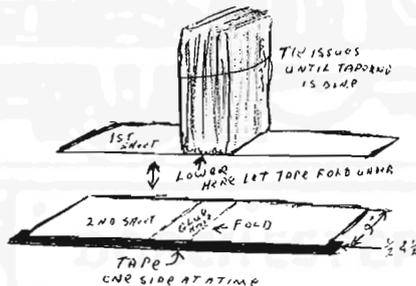
Step 7: See Sketch 4:

After the 12 issues have been firmly fixed to the cardboard spine of the volume by the staples, fold over the cardboard flat along the top of the pile of accumulated issues. With a sharp knife, trim the cardboard flush with the top and bottom issues.

SKETCH 4Step 8: See Sketch 5:

Cut a second piece of cardboard to the same dimensions as given in Step 1 above (about 15 inches long by 9 inches wide) and bend it so that it fits around the outside of the volume. As this is the outside of the bound volume, it is necessary to pay particular attention to the surface of the cardboard used in this operation. Trim with a sharp knife to the exact size of the first cardboard binder.

(Are you still with me? I hope so.)

SKETCH 5Step 9: See Sketch 5:

Cut pieces of coloured plastic tape or masking tape to the length of the edges (about 14 inches and 9 inches) of the volume. Apply the tape to the edges of the outer cardboard cover, so that half of the width is on the outer cardboard, leaving half of it to be applied to the inner cardboard.

Step 10: See Sketch 6:

Fit the second or outer piece of cardboard to the bound volume and fold over the tape along the edges, so that the second or outer cardboard cover is exactly fitted and held tight to the inner cardboard binder.

SKETCH 6



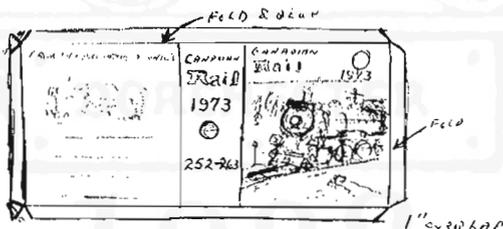
You should now have a bound volume of CANADIAN RAIL. If it looks a little unsatisfactory, do not be discouraged. You cannot expect to have a perfect job on the first try. But I can guarantee that the third volume will be a very satisfactory product.

The cardboard spine of the inside binder can be doubled to give the volume greater strength. The individual issues of the magazine can, alternatively, be sewn to the double or single-thickness spine with a needle and thread, if you do not want to be bothered saving and using the original staples.

Instead of using coloured adhesive plastic tape around the edges of the second cardboard cover to hold it to the first, you can use glue to bond the two cardboard covers together firmly. However, the glue should be water-resistant and should not cause curling of the edges of the covers when it dries.

Probably almost everyone knows that CANADIAN RAIL is not numbered by "Volume" and "Number". You can best identify the issues of CANADIAN RAIL in a bound book by the year or by the first and last issue numbers.

Decorations can be applied to the front or back cover, or the spine, by cutting out the symbol and the title from a CANADIAN RAIL mailing envelope and applying it or them to the cover and/or spine of the volume. You may also wish to use other railway symbols or sketches, including trolley-car drawings. You may wish to assure that these decorations are permanently affixed by applying one or two coats of clear, quick-drying liquid plastic over the designs.



This is perhaps a rather primitive way of binding copies of CANADIAN RAIL, but after you become accustomed to doing it, you will find that it really works and is a lot less expensive than the "per volume" price charged by the local bookbindery, when there is one in the neighbourhood. My nearest bookbindery is about 40 miles away!

One last word of advice. Don't be discouraged if the first-time result is something less than ideal. Just follow the directions carefully and be patient.

Practice, you know, makes perfect!



January, 1974

WAYBILLS

FOR THE EASTERN EXPRESS COMPANY,

M. McKewey

IN THE APPRAISAL OF THE NEW RAILWAYS AND CANALS (1971) MAPS IN THE National Atlas of Canada, which appeared on page 288 of the September 1973 issue Number 260 of CANADIAN RAIL, it was stated that relocated and abandoned railway lines were not shown. This is incorrect. Mr. Brooke Cornwall, official author of these maps, points out that "... every abandoned line that could be identified, and mapped at publishing scale, has been included".

The abandoned lines are printed in green on the maps, but are not specifically identified as to former ownership.

Moreover, exception might be taken to the fact that the Canada and Gulf Terminal Railway at Matane, Québec, is shown as a private railway, when in fact it is a common carrier. Canadian National Railways' Norton Mills, Vermont - Portland, Maine, line is identified as GT, which in the key is interpreted as Grand Trunk Western, which this portion of CN's Champlain Area never was. The former branch of the New York Central Railroad from Ottawa, Canada to Helena, New York, ought to be shown as crossing the St. Lawrence River at Cornwall, Ontario, which it did. The abandoned Canadian Northern Ontario Railway from Toronto to Ncoanee is divided on the map into two sections, when it was in fact a continuous line. The railway that once ran from Peterborough to Cobourg, Ontario crossed Rice Lake, but is not so shown on the map.

Railway historians, if they so wish, may sharpen their green pencils and remedy these slight deficiencies. Without doubt, the maps will be corrected when next they are printed.

S.S.Worthen.

ONCE UPON A TIME, IN 1866, SOME COURAGEOUS BUSINESS MEN FROM THAT part of the State of New York which snuggles up against the State of Vermont about 40 miles northeast of the former's capital city of Albany, organized the Union Village and Johnsonville Railroad Company. This 14-mile shortline was finished and opened for business on August 31, 1870, but in the interval, the Company had been reorganized as the Greenwich and Johnsonville Railroad Company.

At Johnsonville, the G&J had a connection with the Boston & Maine Railroad. By 1903, the G&J had absorbed a little line called the Battenkill Railroad and, with a little construction, had bridged the Hudson River to Schuylerville and a connection with the B&M's branch from Mechanicville to Saratoga. At Saratoga, the G&J also met the Delaware and Hudson.

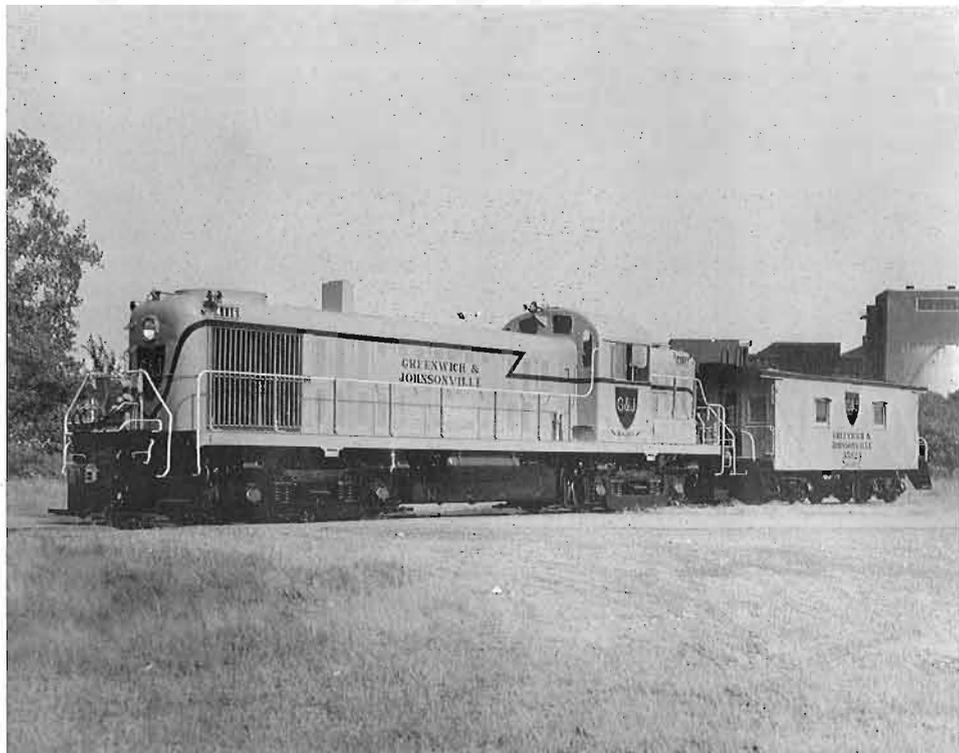
Over the years to 1906, the G&J borrowed various pieces of equipment from the D&H, but furnished their own locomotives. They were labelled "Greenwich and Johnsonville". Although the D&H gained control of the G&J in 1906, locomotives continued to be painted "G&J" until the 1930s. After that, they were identified as "Delaware and Hudson" or just plain "D&H".

The citizens of Greenwich and Johnsonville, New York, received a pleasant surprise in October 1973, when what should appear

on the G&J but a freshly-painted RS 3, Number 4116, obviously of D&H ownership but nonetheless positively identified as belonging to the Greenwich and Johnsonville, "RADIO" included.

Ownership was further affirmed by the not-so-obviously D&H "flat-hat" caboose Number 35823, positively identified as being the property of the G&J.

It was a nice gesture on the part of Carl Sterzing and the parent D&H and it will no doubt be a source of satisfaction to the citizens of Greenwich and Johnsonville, New York. J.J.Shaughnessy.



MR. PIERRE PATENAUDE, OUR CORRESPONDENT FROM ROSEMONT, SENDS US THE following information regarding deliveries of Canadian National Railways new M 420s from MLW Industries, Montréal. These units are CNR Class MR-20a and are based at Montréal Yard, St. Lawrence Region, for maintenance:

<u>Road number</u>	<u>Builder's number</u>	<u>Delivery date</u>	<u>Road number</u>	<u>Builder's number</u>	<u>Delivery date</u>
2500	M-6071-1	June 14, 1973	2515	M-6071-16	July 30, 1973
2501	M-6071-2	May 23, 1973	2516	M-6071-17	August 3, 1973
2502	M-6071-3	May 30, 1973	2517	M-6071-18	August 9, 1973
2503	M-6071-4	June 4, 1973	2518	M-6071-19	August 10, 1973
2504	M-6071-5	June 7, 1973	2519	M-6071-20	August 17, 1973
2505	M-6071-6	June 12, 1973	2520	M-6071-21	August 21, 1973
2506	M-6071-7	June 18, 1973	2521	M-6071-22	August 28, 1973

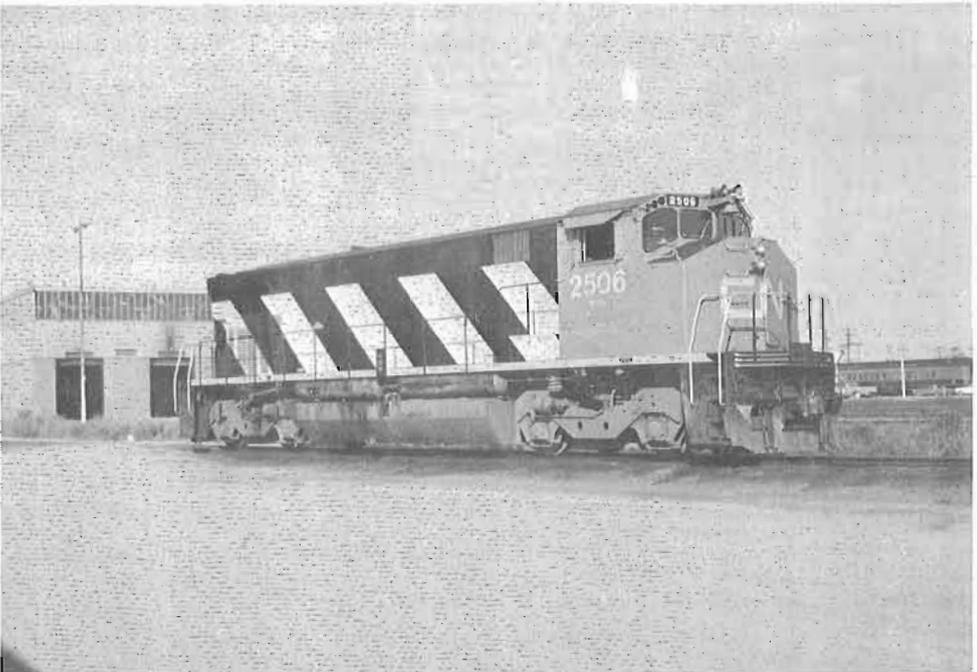
2507	M-6071-8	June 27, 1973	2522	M-6071-23	Sept' b' r. 4, 1973
2508	M-6071-9	June 27, 1973	2523	M-6071-24	Sept' b' r. 4, 1973
2509	M-6071-10	June 28, 1973	2524	M-6071-25	Sept' b' r. 4, 1973
2510	M-6071-11	June 29, 1973	2525	M-6071-26	Sept' b' r. 6, 1973
2511	M-6071-12	July 4, 1973	2526	M-6071-27	Sept' b' r. 11, 1973
2512	M-6071-13	July 19, 1973	2527	M-6071-28	Sept' b' r. 12, 1973
2513	M-6071-14	July 10, 1973	2528	M-6071-29	Sept' b' r. 14, 1973
2514	M-6071-15	July 13, 1973	2529	M-6071-30	Sept' b' r. 21, 1973

Ontario Northland Railway has taken delivery of the following SD 40-2s from Diesel Division, General Motors of Canada, London, Ontario:

Road numbers	Builder's numbers	Delivery date
1730	A-2844	March 29, 1973
1731	A-2845	March 29, 1973
1732	A-2846	March 29, 1973
1733	A-2847	March 29, 1973
1734	A-2848	March 29, 1973

These units have been assigned to North Bay, Ontario.

The ONR has ordered an additional three SD 40-2s from DD-GMC, on order Number C-362. The builder's numbers will be A-2942 through A-2944 and the road numbers will be 1735 through 1737.



Pierre notes that, with the arrival of the five SD 40-2s, Numbers 1730 through 1734, ONR FP 7A units Numbers 1503, 1505, 1507, 1512 and 1513 are slated for retirement and conversion to GO TRANSIT power control cars. The conversion will be made at Canadian

National Railways' Pointe-St-Charles Shops, Montréal. Unit Number 1505 is already at Pointe-St-Charles (25 October 1973) and its conversion is under way.

GO TRANSIT has ordered four GP 40-2 units from the Diesel Division, General Motors of Canada, on order Number C-361. The builder's numbers will be A-2938 through A-2941 and the road numbers will be 9808 through 9811.

In closing, Pierre reports that Canadian National Railways have ordered ninety-one GP 40-2, 3000 hp., 4-axle units from Diesel Division, General Motors of Canada, for fast freight service. The builder's numbers will be A-2978 through A-3068 and the road class will be GR-4-30c, the "4" denoting "4 axles". The New units are scheduled for delivery during the first quarter of 1974.

From MLW Industries, Montréal, Canadian National has ordered an additional thirty 2000 hp. M-420 units, to be delivered during the first quarter of 1974. These units will be classified as MR-20b and will have road numbers 2530 through 2559.

We are grateful to Pierre for sending this information, as well as the accompanying illustration of CN Number 2506, one of the new M 420s, at Montréal Yard on September 15, 1973.

REMEMBER THE DISCUSSION ABOUT CANADIAN NATIONAL'S "LONGLAC CUTOFF"?

Jack Beatty has taken the time to send us the following information:

"The specific arguments for building these 30.3 miles of track may now no longer be in CN's files, but the simple reason would undoubtedly have been one of simple economics. Had the line not been built, CN would have had the following routes available between Montréal or Toronto and Winnipeg:

- (1) via Capreol, Longlac, Port Arthur and Sprague;
- (2) via (1) to Port Arthur, thence Graham and Sioux Lookout;
- (3) via North Bay, Cochrane, Hearst and Nakina;
- (4) from Montréal via Hervey, Senneterre, Cochrane, Hearst and Nakina.

In these cases, the mileages from Montréal and Toronto would have been:

Route	From Montréal	From Toronto
1	1458.8	1317.1
2	1474.1	1332.4
3	1374.3	1258.0
4	1397.1	-

Use of Route 1 would involve 44.9 miles in the State of Minnesota, with attendant delays at Baudette and International Boundary, Minnesota, or additional clerical procedures required for United States Customs clearance.

Use of Route 3 would involve running over the T&NO, now Ontario Northland Railway for 254 miles, with diversion of revenues from Canadian National Railways.

As Canadian National's present transcontinental route via the "Longlac Cutoff" reduces the Montréal-Winnipeg mileage to 1358.5 and the Toronto-Winnipeg mileage to 1216.8, in retrospect, the building of the "Longlac Cutoff" was amply justified."

IN LATE SEPTEMBER 1973, PREMIER DAVID BARRETT OF BRITISH COLUMBIA

announced that legislation had been introduced in the Provincial Parliament to increase the number of Directors of the British Columbia Railway from five to nine. Premier Barrett said that the purpose of the proposed legislation was to fulfill his government's promise to appoint a number of ordinary citizens to the boards of provincial companies.

Present members of the Board of BCOR are Premier Barrett, President; Joseph Broadbent, BCOR Vice-President; British Columbia Minister of Labour William King; Mr. Edward Rowland and Railway Appliance Research Company's Robert Swanson. R.H.Meyer.

THERE ARE STILL VISIBLE REMAINS OF THE ONCE-BUSY INTERURBAN HULL Electric Railway Company in and around Aylmer, Québec, as the accompanying photographs from Mr. Pierre Langevin of Ottawa, Canada, affirm. In the first picture, Mr. Langevin photographed the main repair shop of the former Hull Electric Company at Deschênes, Québec, between Hull and Aylmer. The structure on the



right of the streetcar barn was added by a furniture company after the Hull Electric was abandoned. The highway is built on the former right-of-way of the HEC and the picture, taken in May 1968, looks west towards Aylmer.

In the second photograph, we see the 4-track repair shops from a closer point. The original roof has long since been removed.

In the third picture, Mr. Langevin illustrates the streetcar storage barn of the HEC on St-Rédempteur Street in Hull, Québec, as it appeared in May 1968. Its original identity is still affirmed by the cement plaque over the middle door which says "H.E.Co.1912". This characteristic building was a warehouse for a trucking company when the picture was taken.

Mr. Langevin hopes that one day, one of the members of the Association will write an article on the Hull Electric Company and its interurban streetcar operation.

WITH CANADIAN NATIONAL RAILWAYS' EXCURSIONS BEHIND REFURBISHED NUMBER 6060 going at about seven cents a mile, other trips for enthusiasts in the Montréal area, albeit using diesel-electric units for motive power, are offering better deals on miles per dollar with the added bonus of more runpasts for the enthusiasts. On October 6 1973, the St. Lawrence Valley Railway Society, second-generation Iron Horse Tours, made a 432-mile expedition from Montréal to Tring Junction, Québec, via CP RAIL and the Quebec Central Railway, returning via Megantic and CP RAIL to Sherbrooke and Montréal, all for \$ 15.90. This figures out to 3.7 cents per mile. Another trip by the same organization on December 1 made the swing from Montréal to Rivière-a-Pierre, returning via Hervey Junction, 370 miles over CNR tracks, at the rate of 4.3 cents per mile.

Steam engine or no steam engine, these trips cost the customer roughly half as much as the CN-sponsored ventures to Victoriaville, Québec and Fort Erie, Ontario and included as many as five runpasts. Considering the fact that both were sell-outs, there may be an indication that the general public, who, after all, make these trips profitable, no longer attaches much real importance to the presence of a steam engine as motive power. And there are few railway enthusiasts, these days, who are so obdurate as to refuse to participate in an excursion simply because there isn't a steam engine on the train.

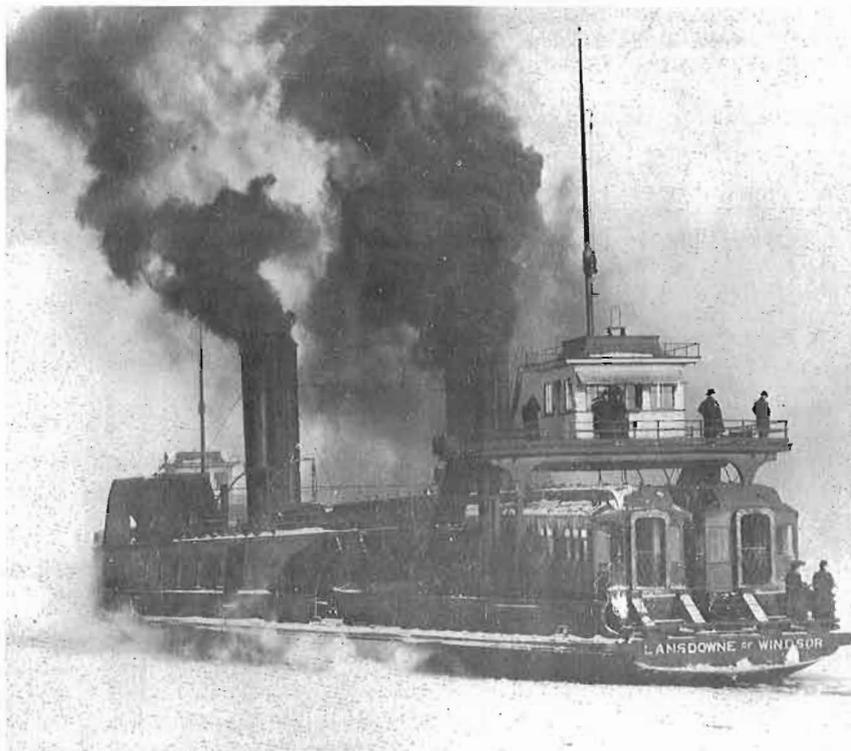
The people in the railway excursion business, including Canadian National Railways, had better have their figuring pencils good and sharp for the 1974 season, unless they can afford to be altruistic philanthropists!

S.S. Worthen.

SHOULD YOU CHANCE TO PASS THE CORNER OF MAIN STREET AND HIGGINS AVENUE in Winnipeg, Manitoba, one of these days, you will look in vain for any trace of what was once the pride of the Canadian Pacific Railway Company at this location. Of the once regal and elegant Royal Alexandra Hotel, there isn't a trace. About \$ 20,000 of Winnipeg public money is being spent to convert the site, still owned by Canadian Pacific Limited, into a natural oasis of Manitoba prairie, complete with water and bullrushes. About 7,000 square yards of the 1.5-acre site will be grassed and about 40 deciduous and coniferous trees will be planted. Next spring, waterlilies and bullrushes will line a 75-foot pond near the centre of the site. Perhaps birds will come to the area.

Mayor Drapeau of Montréal may take this hint and arrange

for the improvement of the former site of the bus terminal on Dorchester Boulevard, between Mountain and Stanley Streets. It will be difficult, however, to confine the pigeons to Dominion Square. Wayne Hoagland.



THE CAR-FERRY SERVICE BETWEEN CANADIAN NATIONAL AT WINDSOR, ONTARIO and the Grand Trunk Western at Detroit, Michigan, provided by the former sidewheelers LANSDOWNE and HURON, now converted to car-barges, was to have terminated September 1, 1973, but did not because of the back-log of hi-cube boxcars resulting from the rail strike. When the service does end, the two car-barges will be brought back to Sarnia where the HURON began her career some 98 years ago.

The LANSDOWNE's iron hull was built at Wyandotte, Michigan by the Detroit Drydock Company in 1884 and her superstructure was installed at Windsor by Jenking Brothers in the same year. Originally, she carried 16 cars on two tracks. Her engine, a two single-cylinder 50" x 108" 1360 hp. machine, was built by E.E. Gilbert and Sons of Montréal in 1872 and came from the Great Western Railway Company's MICHIGAN (1) of 1873.

The HURON was built at Point Edward, Ontario in 1875 for the Grand Trunk Railway Company. With a high-pressure, non-condensing 30" x 30" 900 hp. engine, built by T. Wilson of Dundas, Ontario in 1875, the HURON originally carried 24 cars on three tracks. By 1970, she was carrying 11 cars on two tracks.

The accompanying photograph of the S.S. LANSDOWNE, thunder-

ing through the ice on the Detroit River on a cold winter's day in the 1920s, is reproduced with the kind permission of the University of Detroit, Marine Historical Collection.

Information from Toronto & York Division TURNOUT.

MLW INDUSTRIES HAVE DELIVERED THE EIGHT M-420 MODELS TO BRITISH Columbia Railway on the following dates:

<u>Road number</u>	<u>Builder's number</u>	<u>Date delivered</u>
640	M-6068-1	October 3, 1973
641	M-6068-2	October 4, 1973
642	M-6068-3	October 5, 1973
643	M-6068-4	October 9, 1973
644	M-6068-5	October 10, 1973
645	M-6068-6	October 12, 1973
646	M-6068-7	October 19, 1973
647	M-6068-8	October 31, 1973

Pierre Patenaude, who send this information, included the accompanying photograph of BCOL Number 640, in transit at Montréal, on October 4, 1973.



CANADIAN NATIONAL RAILWAYS HAS ACQUIRED ON A LEASE-PURCHASE BASIS the following CP RAIL Budd RDC cars, type RDC-2:

<u>CP RAIL numbers</u>	<u>New CNR numbers</u>	<u>Date assigned</u>
9104	6207	July 3, 1973
9195	6208	July 3, 1973
9196	6209	July 3, 1973
9197	6210	July 3, 1973



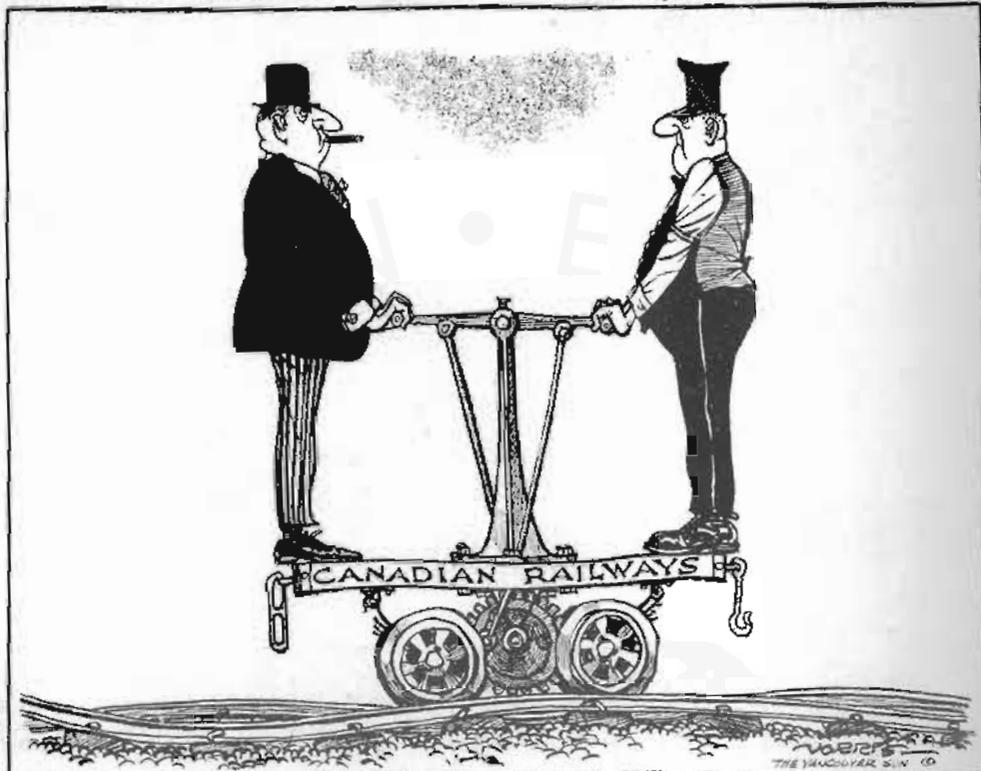
These RDC units were assigned to Pointe St-Charles Shops, St. Lawrence Region, enabling CN RDC units Numbers 6001, 6113, 6115, and 6353 to be transferred to Spadina Shops, Great Lakes Region.

RDC Number 6113 was returned from Spadina to Pointe St-Charles on July 6, 1973.

Pierre Patenaude, who was kind enough to send in this information, also sends the accompanying photograph of CNR RDC units Numbers 6210, 6113 and 6208 on Train 621 from Sherbrooke to Montréal, pausing at St. Lambert, Québec, on October 20, 1973.

THE ASSOCIATION'S FALL FOLIAGE EXCURSION TO ST. ALBANS AND RICHFORD, Vermont, was most successful, judging by the reports received. Pierre Patenaude sends the accompanying picture of Central Vermont Railway's two GP 9 units, Numbers 4551 and 4550, rumbling over the bridge across the Missisquoi River at Mile 13.2 of the Richford Subdivision on October 13, 1973.





Demonstrating the impossibility of it running while the operators maintain a rigid, unbending position.

"CANADIAN RAIL"
published by the

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EDITOR S.S. Worthen

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