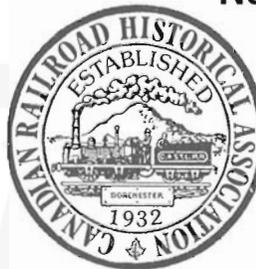


Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 456



JANUARY - FEBRUARY 1997



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION
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CANADIAN RAIL

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FRONT COVER: The second main passenger station in Saint John New Brunswick was this elegant structure built in 1884 by the Intercolonial Railway (ICR). In 1889 it became a union station when the CPR arrived via the Short Line across Maine. This building survived until 1930 when it was torn down to make way for a new station which lasted until 1974. This photo was taken in May 1899 as part of a series of scenes of Saint John. Two years earlier this station had witnessed the arrival of the passengers from train 25, the Western Express, wrecked at Palmer's Pond.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Membership Dues for 1997:

In Canada: \$35.00 (including GST)
 United States: \$30.00 in U.S. funds.
 Other Countries: \$37.00 U.S. funds.

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

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The Larger Format Canadian Rail

This issue of Canadian Rail marks another major step in the evolution of the publication since it was founded, as the CRHA News Report, in October, 1949. For the first time since 1983 we have increased the size of the pages in Canadian Rail. The new size is about half an inch higher than formerly, and will be the standard 8 1/2 by 11 inch size used by many other magazines. This will give an average of two feet more of column space per issue, which will allow more text and - or photos without any increase in cost of production or postage.

The most important change inaugurated with this issue is not as readily visible to the reader, but will make for improved quality of illustrations, as well as greatly decreased cost. This is the introduction of computer processing for illustrations. Since 1990 the text has been set by computer, but this will now be extended to photos and drawings as well. Up till now all illustrations have had to be photographed, either as half tones or line drawings, and then labourously "burned in" separately on the printing plates. This is, of course, an expensive process, costing at least \$16 per illustration. With the new method, all illustrations are scanned into the computer and cropped and scaled by the editor. They are then placed directly in their final position by the computer, all ready to make the negatives from which the printing plates are made.

There are several major advantages to the new system. Foremost is cost; the expense per illustration will drop from \$16 to zero. This will allow the use of more illustrations, meaning that some may be included which would have had to be eliminated for financial reasons. It time it will also speed up production time since it will not be necessary to wait the extra week formerly required for preparing halftones and transferring them to the printing plates. The quality of illustration will also improve since computer enhancement can be used on poorer quality photos to do such things as increasing contrast or "cleaning up" line drawings by removing unwanted blemishes.

All this requires much more computing power than was previously available, which meant a new computer and lots of time to learn the workings of the new software. This is why this issue is very late. However this has all been done and the "new" Canadian Rail is now on track. There are more than sixty illustrations in this issue, the most ever, and all of them were done through the scanner. Soon, we hope to be back on schedule if we receive manuscripts to publish.

We begin with the story of a strange train wreck of a century ago, and also include an article on railway stamps. This could not have been done before because of the cost of the large number of illustrations required. Next month will mark the sixty-fifth year of the CRHA, and this year also marks sixty years since the first CRHA publication appeared. It is hoped to have some commemoration of this in the next issue. So here's the new Canadian Rail. Hope you enjoy it.

Fred F. Angus, Editor.

THE GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF INFORMATION AND ARTIFACTS RELATING TO THE HISTORY OF CANADIAN RAILWAYS



The Penny Wreck

1897 - Centennial - 1997



By Fred F. Angus

There are many connections between the study of railway history and the study of money in its various forms. Besides the obvious financial considerations in the building and operation of railways, there are other factors relating the subjects of ferroequinology and numismatics. In recent issues of Canadian Rail we have seen how railway subjects have appeared on coins, tokens and paper money since the earliest days of railways themselves. Transportation tokens, sometimes bearing railway rolling stock, have been in use in Canada for at least 150 years, since 1847 when the Montreal & Lachine Railway issued its famous tokens. Of all these connections between railways and coins, one of the most bizarre was an incident that happened exactly one hundred years ago. In New Brunswick there is a legend of how, long ago, a train wreck scattered a load of "pennies" at Palmer's Pond, near Dorchester. This is not fiction; it really did happen.

This story is not intended to emphasize the sensational aspects of the case. It is intended to preserve the story of an accident whose cause may be unique in history. It also demonstrates how late nineteenth century progress in railway equipment so contributed to safety that only two people died in a wreck as spectacular as the one we are about to describe. To commemorate the centennial (or perhaps we should say centennial) of that disaster we present the story of the events of January 26, 1897.

At 7 A.M. on Tuesday, January 26, 1897, Train number 25, the CPR's "Western Express", departed from Halifax's North Street Station for the long run to Montreal. Behind Intercolonial locomotive No. 150 were six CPR cars: mail-express car 2041, baggage car 1746, second class coach 989, first class coach 431, diner "Cumberland" and sleeper "Sherbrooke". ICR 150 was a high-wheeled 4-4-0 passenger engine with 17 X 24 inch cylinders and 69 inch drivers. It had been built by the Canadian Locomotive Company in Kingston in 1883 (construction number 277). In 1896 it had been rebuilt by the ICR in its Moncton shops, so was like a new locomotive.

What was a CPR train doing in the heart of ICR territory, far from any CP line? The answer is simple. When the Canadian Pacific Railway had opened its "Short Line" through Maine in 1889, it had made an agreement with the Intercolonial Railway providing for the CPR through passenger train, hauled by an ICR locomotive, to run on the ICR tracks between Saint John N.B. and Halifax, an arrangement which continued until 1917.

Among the numerous passengers on No.25 that day, occupying the drawing room in the sleeper, was Dr. (later Sir) Frederick William Borden (1847 - 1917) who was Minister of Militia and Defence from 1896 to 1911, and after whom Camp Borden is named. He is not to be confused with Sir Robert Laird Borden (1854 - 1937) who was later Prime Minister (and who has his picture on the current \$100 bill). Another passenger was Charles Fawcett, the founder and proprietor of the well known stove factory at Sackville. He, and several others, had just boarded the train at Sackville station. In the express section of mail-express car 2041 was an unusual shipment, about 900,000 newly-minted Canadian cents, dated 1896, weighing, with the boxes in which they were packed, more than six tons. Car 2041 was operating with the mail section forward, so the coins were loaded in the rear of the car. The train was scheduled to reach Saint John at 4 P.M., and Montreal at 9:05 the following morning, but on this trip it wasn't going to make it.

Noon on January 26 found the "Western Express" departing Sackville, N.B. 10 or 11 minutes late. It had just passed the east-bound passenger train which had left Dorchester half an hour before. The trip through Nova Scotia and into New Brunswick had been uneventful. The day was cloudy with a strong northwest wind, and the temperature was a cool 10 degrees Fahrenheit. No problems were

foreseen, and it was expected that arrival at Moncton would be close to the scheduled time of 1:03 P.M. In the mail-express car, postal clerks Arthur C. Edgcombe, aged 34, of Fredericton, and Harry B. Peck of Saint John were chatting pleasantly. They had completed sorting the mail and were about to take a short break from their duties and have lunch while awaiting additional mail which was to be loaded at Dorchester. Mr. Edgcombe was scheduled to go off duty at Saint John, but had received permission to continue through on the train to join his wife who was visiting relatives in Fredericton. In the first class car, J.W. Howard, the news agent, was also on a break from his duties, and had taken a seat beside an acquaintance, Miss Beulah Patriquin, aged 18, a dressmaker from Bloomfield N.B., who had boarded the train at Truro. She was the daughter of Alex Patriquin, who had been for many years an ICR section foreman. Miss Patriquin was telling Mr. Howard that her father had died two weeks before, and she had gone to Halifax to attend his funeral. She was travelling on a pass issued by the ICR at Moncton, and had overstayed the time limit so the pass had expired. However she had received special permission from the track master for it to be extended to cover her return home. As the train neared Dorchester, the topic of conversation among the passengers turned to the sensational murder trial under way in that town. A man named John E. Sullivan was on trial before Judge Hannington for the murder of a Mrs. Dutcher on the previous September 10. The trial was nearing its end, and a verdict was expected the next day. No one realized that an even more sensational story was about to break!

Two miles east of Dorchester, the track descends a steep grade, going from 234 feet to 27 feet above sea level. One mile from the station, at a location near what is now known as milepost 96.5 of CN's Springhill Subdivision, the track passes Palmer's Pond, by two sharp curves, while still on the down grade. Soon after entering the first curve the track emerges from a cutting at the edge of a belt of woods. It then passes on to an embankment which becomes higher as the ground level descends to skirt the pond which is on the north (right hand) side of the track, and on the outside of the curve. At the far end of the pond the track crosses a small bridge before entering the second curve. At some time between 12:20 and 12:30 P.M. (the accounts vary as to the exact time, the official report says 12:25) the train entered the first of the curves at Palmer's Pond while proceeding at a speed of 30 to 35 miles an hour, well within safe speed limits. Aboard No. 25 everything seemed in order.

CANADIAN PACIFIC RAILWAY

SHORT LINE

HALIFAX, N.S., ST. JOHN, N.B., AND MONTREAL

Miles	STATIONS	RAILWAYS	Western Express	Sherbrooke Local	Mixed	Mixed
0	Halifax N.S. Lv		+ 7.00 am			
	Sydney, C.B.		+ 4.50 am			
	New Glasgow		+ 6.10 am			
61	Truro		8.55 am			
	Pictou		6.55 am			
108	Oxford Junc.		10.25 am			
130	Spring Hill Junc., N.S.		10.55 "			
138	Amherst	Intercolonial	11.28 "			
147	Sackville		11.49 am			
159	Dorchester		12.11 pm			
	Pt. du Chene		12.10 pm			
188	Moncton		1.05 pm			
208	Petitcodiac		+ 1.48 "			
231	Sussex		2.31 "			
275	St. John, N.B. 77 Ar		+ 4.00 pm			
	Halifax	Domintion Atlantic	+ 6.30 am			
	Kentville		+ 9.40 am			
	Annapolis		+ 12.00 n'd			
	Yarmouth, N.B.		+ 8.00 am			
	Digby, N.S.	Steamship	+ 1.00 pm			
	St. John, N.B.	Prince Rupert	+ 4.00 pm			
275	St. John, N.B. 77 Lv		+ 4.10 pm		+ 6.30 pm	
	Fredericton 79		+ 4.30 pm			
319	Fredericton Junc.		+ 5.35 pm			
	St. Andrews St		+ 6.35 am			
	St. Stephen St		+ 4.45 pm			
	Woodstock		+ 4.28 pm			
358	MoAdam J.	Canadian	+ 6.55 pm		+ 2.20 am	
365	Vancouver 76 J.		7.15 "		3.30 "	
370	Lambert Lake		+ 7.28 "		3.45 "	
381	Forest		+ 7.48 "		4.37 "	
386	Eaton		+ 7.49 "		4.43 "	
391	Danforth		+ 8.01 "		5.10 "	
400	Danforth		+ 8.15 "		5.40 "	
403	Wrytongton	Pacific	+ 8.21 "		5.50 "	
412	Kingman		+ 8.36 "		6.35 "	
420	Mattawamkeag 88		8.55 "		7.10 "	
442	Sebouk		+ 9.25 "		8.48 "	
454	Lake View		+ 9.37 "		9.39 "	
468	Brownville Junc. 74		10.25 "		11.30 am	
481	Onawa		+ 11.05 pm		12.45 pm	
	Bangor	Ban. & Aroos	+ 4.50 pm		+ 6.55 pm	
497	Greenville 76		+ 11.45 pm		+ 3.30 pm	
507	Moosehead		+ 12.05 am		3.15 "	
515	Aakwith				+ 3.45 "	
524	Mackamp	Canadian			+ 4.15 "	
529	Long Pond				4.40 "	
537	Jackman		+ 1.05 "		5.40 "	
550	Holeb	Pacific	+ 1.30 "		6.10 "	
561	Lowelltown		+ 2.02 "		7.35 "	
565	Boundary				+ 7.55 "	
581	Megantic 66 Ar		+ 2.42 am		+ 8.55 pm	
	Megantic 66 Lv	Quebec Central	+ 6.30 am			
	Lewis Ar		+ 1.15 pm			
	Quebec (Ferry) Ar		+ 2.00 pm			
581	Megantic 66 Lv		2.42 am		+ 7.15 am	
589	Spring Hill, Que.				7.44 "	
596	Milan				8.30 "	
606	Boatstown	Canadian	3.31 "		9.15 "	
619	Bury				9.15 "	
628	Cookshire		4.15 "		9.40 "	
633	Burton				9.48 "	
636	Bulwer				10.06 "	
639	Johnville				10.18 "	
648	Lennoxville 73	Pacific	4.48 "		10.40 "	
648	Sherbrooke 72 Lv		5.08 "	+ 7.45 am	+ 11.00 am	
656	Rock Forest		5.42 am	8.20 am	+ 3.40 pm	
667	Magog		5.42 am	8.20 am	+ 4.00 pm	
	Kingsbury	Orford Mountain	+ 6.30 am		+ 4.45 pm	
	Lawrenceville		+ 7.25 am		+ 1.00 pm	
678	Eastman 94		8.45 am		+ 2.00 pm	
681	South Stukeley		8.52 "		5.15 "	
686	Foster		6.18 am	9.05 "	5.30 "	
696	West Sherford			9.19 "	5.49 "	
702	Adamsville			9.31 "	6.06 "	
706	Brigham Junc.	Canadian	6.48 "	9.38 "	6.48 "	
712	Farnham J.		7.05 "	9.55 "	7.05 "	
726	St. John		7.30 "	10.29 "	7.30 "	
751	Montreal Junc.		8.19 "	11.23 "	8.17 "	
756	Montreal Win. St. Ar		+ 8.30 am	+ 11.55 am	+ 8.30 pm	
876	Ottawa 10 J.	Pacific	+ 1.40 pm	+ 8.25 pm	+ 1.00 am	
1018	Peterboro 16		+ 4.40 pm		Leaves + 4.42 am	
1094	Toronto 19 J.		+ 7.10 "		+ 4.00 pm	
1209	London 35		+ 11.20 pm		+ 7.10 am	
1325	Detroit - E. Time				+ 8.00 "	
1806	St. Louis - C. Time				+ 11.45 "	
1806	St. Louis - W. Time				+ 10.45 "	
1897	Chicago, Polk St. Ar	Wabash			+ 7.52 pm	
	Chicago, Polk St. Ar				+ 7.55 am	

Ar Daily, Lv Daily, except Sunday. Daily, except Saturday. Daily, except Monday. / Flag Stations. / Tues, Thurs and Sat. only. n Mon, Wed, Fri, Sat. only. x Stops to take passengers for West of Megantic. x Stops to leave passengers from East of Vancouver. Lake for West of Mattawamkeag. Western Express leaves Halifax and St. John daily, except Sundays, arriving Montreal daily, except Mondays. Through Sleeper Halifax to Montreal and Montreal to London. Dining Car Truro to Brownville Junc.

The CPR timetable for May 1897, showing the "Western Express", with a closeup below. West of Saint John the times are slightly different from the winter schedule in effect at the time of the wreck.

Miles	STATIONS	RAILWAYS	Western Express
0	Halifax N.S. Lv		+ 7.00 am
	Sydney, C.B.		+ 4.50 am
	New Glasgow		+ 6.10 am
61	Truro		8.55 am
	Pictou		6.55 am
108	Oxford Junc.		10.25 am
130	Spring Hill Junc., N.S.		10.55 "
138	Amherst	Intercolonial	11.28 "
147	Sackville		11.49 am
159	Dorchester		12.11 pm
	Pt. du Chene		12.10 pm
188	Moncton		1.05 pm
208	Petitcodiac		+ 1.48 "
231	Sussex		2.31 "
275	St. John, N.B. 77 Ar		+ 4.00 pm



THE SHORT LINE

— TO —

QUEBEC, MONTREAL, Etc.

PACIFIC EXPRESS leaves St. John, N. B., at

4.10 P. Week days, for and arriving in
 M. Megantic, 2.30 a. m.; Quebec, 2.00 a. m.; Sherbrooke, 5.40 a. m.; and Montreal, 9.05 a. m., connecting for Toronto, Ottawa, Winnipeg, and all points West, North West and on the Pacific Coast.

For Tickets, Sleeping Car Accommodations, etc., apply at Moore, Chubb's Corner, and at station.

D. McNICOLL, A. H. NOTMAN,
 Pass. Traffic Manager, Dist. Pass. Agent,
 Montreal. St. John, N. B.
 10-20 Tues & Fri

Intercolonial Railway

ON AND AFTER MONDAY, the 12th October, 1896, the trains of this Railway will run daily (Sunday excepted), as follows:

TRAINS WILL LEAVE ST. JOHN.

Express for Campbellton, Pictou, Wash, Pictou and Halifax, 7.00
 Express for Halifax, 13.10
 Express for Sussex, 16.35
 Express for Quebec and Montreal, 17.10

Passengers from St. John for Quebec and Montreal take through Sleeping Car at Moncton at 20.10 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN.

Express from Sussex, - - - 8.30
 Express from Montreal and Quebec (Monday excepted), 10.30
 Express from Moncton (daily), 10.30
 Express from Halifax, - - - 16.00
 Express from Halifax, Pictou and Campbellton, - - - 18.30
 Accommodation from Moncton, 24.30

The trains of the Intercolonial Railway are hauled by steam from the locomotive, and those between Halifax and Montreal via Lewis are lighted by electricity.

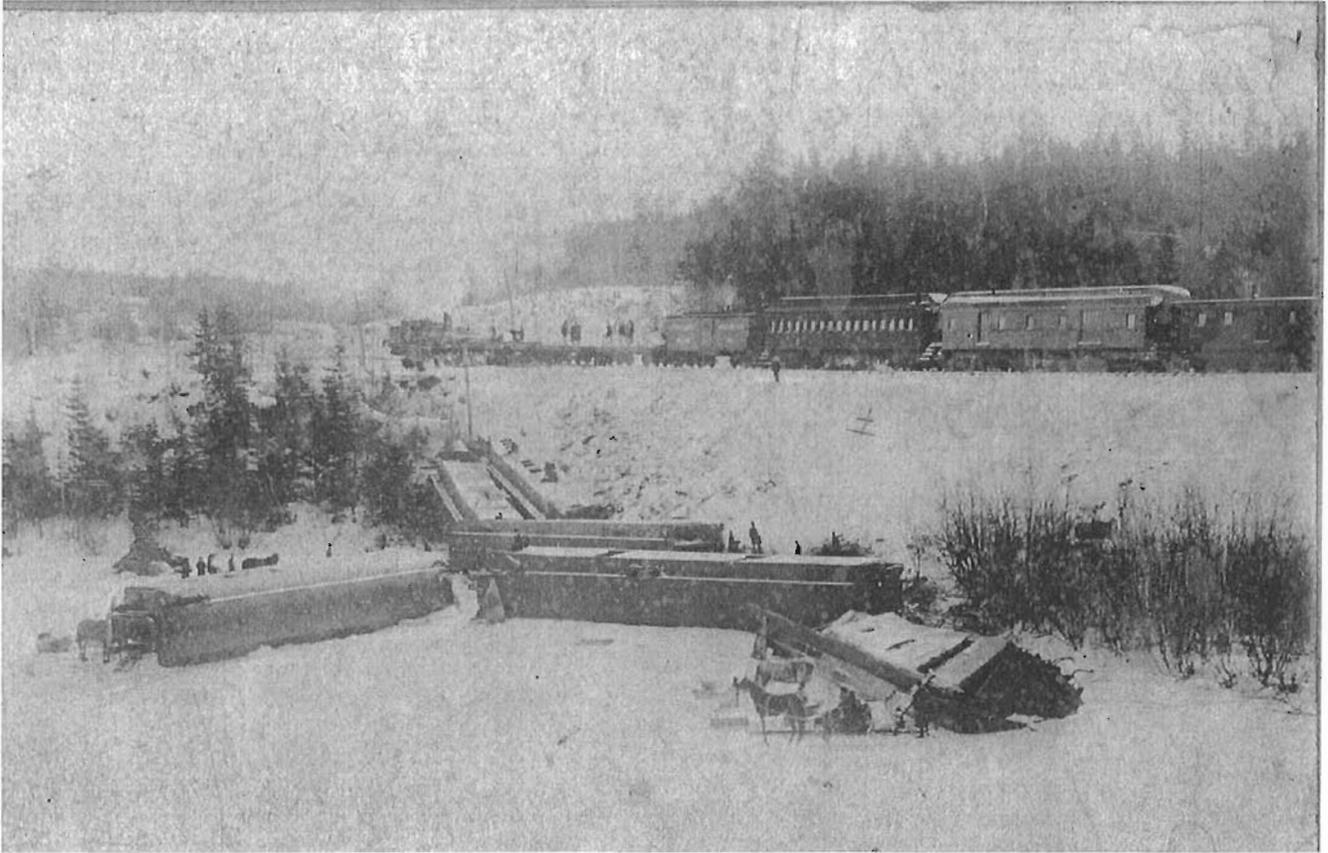
All trains are run by Eastern Standard Time.

D. POTTINGER,
 General Manager.
 Railway Office, Moncton, N. B., 8th October, 1896.
 10-13

These advertisements for the service appeared in the Saint John Globe on January 26, 1897, the day of the wreck. Note that all trains ran by Eastern Standard time, and the CPR was on the slightly slower winter schedule.

Everything was not in order for long. In the cab of No. 150, engineer Samuel Trider felt a sudden jolt, followed by a peculiar motion of the locomotive. Looking back he saw that his train had disappeared! A further glance revealed that the train was running off the track and down the embankment. As quickly as possible Mr. Trider brought No. 150 to a stop.

Mr. Alonzo Sohnsen lived near Palmer's Pond about 300 yards from the first curve. He heard the train coming and stepped out of his house to watch it go by. Suddenly, as the train emerged from the cutting, he saw a sight he would remember for the rest of his life. In his own words, in response to questions asked at the Coroner's



This general view of the wreck scene was photographed from the opposite side of Palmer's Pond after the arrival of the Moncton auxiliary, but before any of the wrecked equipment had been moved. The train was heading from left to right (towards Moncton) when it derailed. The sleeper and diner are nearest the track, with the first class coach at an angle to them. Closer to the camera are, from left to right, the second class coach, the baggage car, and the mail-express car. Notice the horse-drawn sleighs and a few people near the wreck. The varied equipment, including the 1870s-era coach, on the auxiliary train is also interesting. Photo courtesy of the Keillor House Museum, Dorchester N.B.

inquest, he said: "I saw the train coming out of the cutting; I judge the train was running about her usual rate; I saw the express car dash down the bank and the engine kept on; the express car was nearly upright when I first saw it; it was about the depth of itself below the tracks; the baggage car followed suit, and the others and they broke apart; all the cars turned towards me with their tops towards me except the second class car; I rushed to the scene and rendered what assistance I could". Mr. Sohnsen had just become the only witness, other than those on the train, to the Palmer's Pond derailment, known in local history as the "Penny Wreck". The mail-express car had jumped the track, breaking the coupling between that car and the locomotive. Then all six cars had derailed, their momentum causing them to continue on in more or less a straight line from the point of derailment. After running along the ties for about 150 feet, they veered to the right, down the 25-foot embankment and onto the frozen surface of the pond. All the cars fell over on their sides, except the mail-express car which came to rest partly on its roof. Locomotive 150 did not derail but continued along the track until it could be stopped. Strangely, not very many rails were torn up as the train derailed.

In the first class coach, as the train rounded the curve, Miss Patriquin turned to Mr. Howard and remarked "Oh, Isn't that awful. I can hardly keep my seat." Little did she know that the train had just derailed and she had only a few more seconds to live! We will let Mr. Howard describe, in all its grim vivid detail, what happened next. "I was beginning to wonder what she would say when we came to the second one, which is much worse, but she never got an opportunity

to say. All of a sudden I felt the car give a jump. I knew what it meant, and at once looked about to see what course I had better pursue. There were in the car partitions reaching out from either side to the aisle. I caught hold of one of them, the upper one, as the car rolled over, and held on to it till the car struck the ice. When I left Miss Patriquin's side she seemed to be awfully scared. When the car came to a standstill I went over to her. The fifteen or sixteen passengers were all penned in the car, and it was pretty dark. I found that she was on the lower side of the car. Her body seemed to be part away out of the window, her hips were at all events, and her neck appeared to be bent over. It was utterly impossible for her to move. She did not speak, but as I caught hold of her, her eyes opened. I tried to pull her into the car, but could not. Then I got out of the carriage as best I could, and getting an axe, returned. After I cut away the sash, etc., I was able to pull the poor girl out. When I got her head clear, blood gushed from her mouth. She threw up one arm, but never moved again. A doctor, one of the passengers, came along and said she was dead." (Saint John Globe, January 27, 1897).

Mr. Peck, the postal clerk, was in car 2041 with Mr. Edgecombe and, speaking in the third person, he gave details of what happened there: "When the car left the rails Mr. Peck was eating his lunch at the end of the car nearest the engine and Mr. Edgecombe was standing near the other end of the car next to the baggage car. They were not at work sorting mail as they were nearing Dorchester. As the car bumped on the railroad ties Mr. Peck was trying to get toward the rear end where Mr. Edgecombe was so that he could get something to hold on to, but had not got far when the car turned over

Second Edition.

AWFUL ACCIDENT!

C. P. R. Train Thrown Off the Track

BY A BROKEN RAIL AT PALMER'S POND

Two Persons Killed and Many Badly Hurt.

Hon. Mr. Borden Slightly In-
jured—Postal Clerk Edge-
combe a Victim of the
Disaster.

[SPECIAL TO GLOBE.]

DORCHESTER, Jan. 26.

A terrible accident happened to the ex-
press from Halifax, due at Moncton at one
o'clock this afternoon.

The train was approaching Dorchester
about a half hour late. When within one
mile of the station at a point known as
Palmer's Pond, the whole train, excepting
the engine and tender, left the rails and
went over an embankment seventy-five feet
high.

The cars piled up on one another and
fell crushed almost to kindling wood on
the ice in the pond.

The first class passengers had a miracu-
lous escape.

The first body taken from the ruins was
that of a woman, Miss Patriquin, dress-
maker, of Bloomfield, Kings county. Her
body was terribly cut and bruised and life
was quite extinct. In the confusion it
was thought she was the only person
killed, but examination revealed that a
postal clerk, Arthur C. Edgecombe, was
pinioned in his car. His body was releas-
ed with difficulty. It was very little bruise-
d, but it is thought his back was broken, as
his body was all doubled up.

Conductor Millican, of St. John, was in
charge of the train. The driver was Sam
Tucker, of Moncton.

Miss Patriquin was a passenger from
Halifax to Bloomfield.

Among those on board was the Minister
of Militia, Hon. Mr. Borden, on his way to
Ottawa, where his wife is. He is badly
hurt about the head, but thinks he will be
able to continue his journey.

Senator Wood, Sackville, was shaken up,
but not otherwise hurt.

Charles Fawcett, stove founder, Sackville,
was quite seriously bruised about the head
and body.

LEFT: The first news of the accident to reach the outside world was this article hurriedly inserted into the second edition of the Saint John Globe of January 26. Because of the rush to get it into print, it contained some inaccuracies, such as the broken rail, the condition of the cars and the height of the embankment. However the basic facts were true.

BELOW: This editorial appeared in the Daily Sun the day after the accident. The Sun was a morning paper so it was likely written when the cause of the derailment was still a mystery. The final remarks are as true today as they were 100 years ago.

THE DAILY SUN

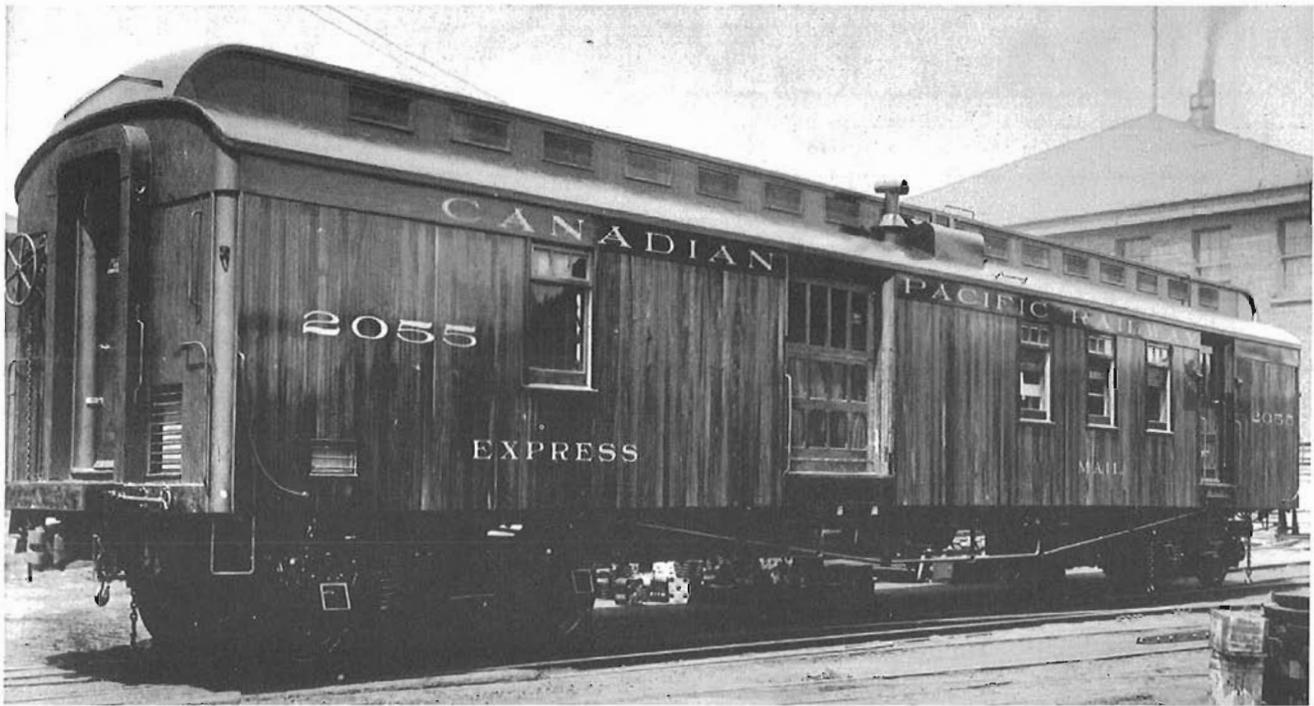
ESTABLISHED 1878

ST. JOHN, N.B. JANUARY 27, 1897

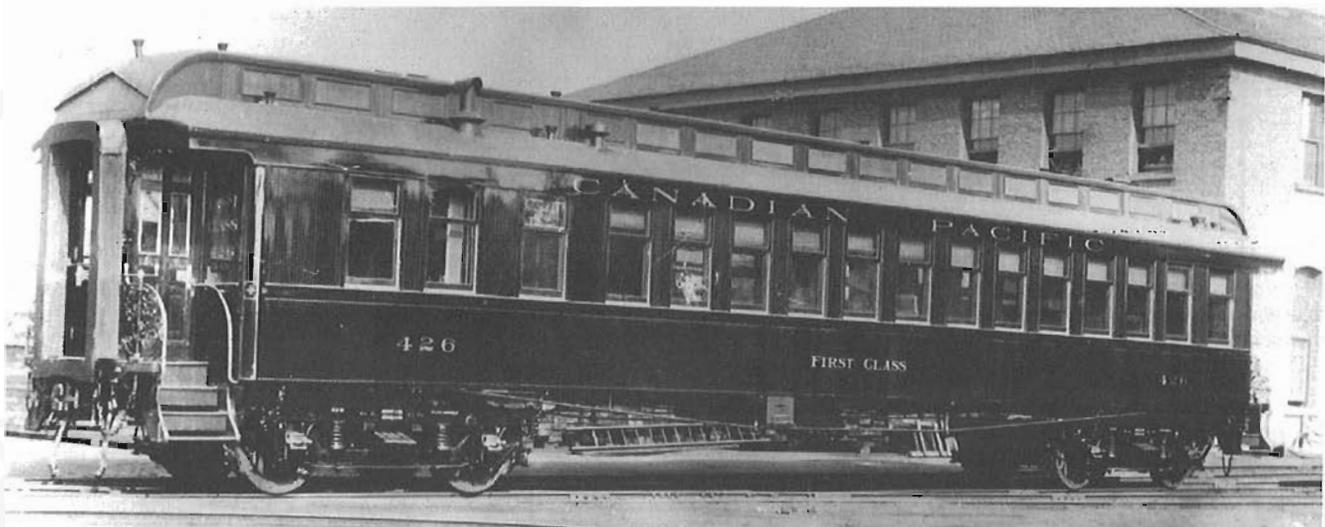
THE RAILWAY DISASTER

A great many years have passed since
an accident has taken place on the Intercolonial
Railway of so serious a character as yesterday's
disaster. The loss of two lives effaces for the
time the consideration of the great destruction
of property and of other losses. It is not yet cer-
tain whether any, or how many, of the large
number of persons injured may be found to have
been dangerously or fatally hurt. What we know
is that an estimable and popular young public
servant was instantly killed at his post of duty,
and that the valuable life of a young lady was
cut short at a moment's notice. When all the
circumstances are considered the surprising
thing is that so many escaped, after that terrible
fall and shock. No doubt the most rigid enquiry
will be made into the cause of the accident. The
Intercolonial road bed is reported to be one of
the best in Canada, and no effort or expense
has been spared to keep it in perfect condition.
But the best that railway men can do is not a
perfect guarantee of immunity from accident.

on its side and he received such an ugly wound over the right eye that he was stunned for a time. On regaining his senses he could not see anything for escaping steam, but finally climbed up through the side door of the car, which was then on top. He called out to Mr. Edgecombe and the only response he received was a couple of groans. Mr. Peck then re-entered the car and found Mr. Edgecombe pinioned between the iron rack (used for holding the mail bags) and the side of the car that was crushed in. He tried to pull his unfortunate companion out but was unable to do so. Mr. Edgecombe was then quite conscious and said "I am very weak". These were the last words he said. Mr. Peck went out of the car, and securing an axe and some help returned and tried to chop the wood clear which pinioned Edgecombe across the chest, but it was a dangerous piece of work, as the iron rack was apparently supporting the side of the car and if chopped away the car was liable to collapse and kill the rescuers. Preparations were then made to support the side of the car, and while this work was being done as quickly as possible Mr. Edgecombe breathed his last. About 15 minutes elapsed from the time the car left the rails until death came. About 10 minutes after he died his body was removed from the wreck." (The Daily Telegraph, Saint John, January 27, 1897). The heavy shipment of coins also played a direct part in Mr. Edgecombe's death for the Daily Sun, in its issue of January 27, 1897, quoting Mr. Peck, reported: "When the car went off, Mr. Edgecombe was thrown against the side of the car.... Then the boxes came tumbling down upon him, and he was jammed in between them



What 2041 looked like before the wreck. 2055 was a mail-express car very similar to the ill-fated 2041. The shipment of coins was loaded in the express end of the car, which is the end nearest the camera in this photo. The mail was in the other end which is the end that derailed. Leach Collection.



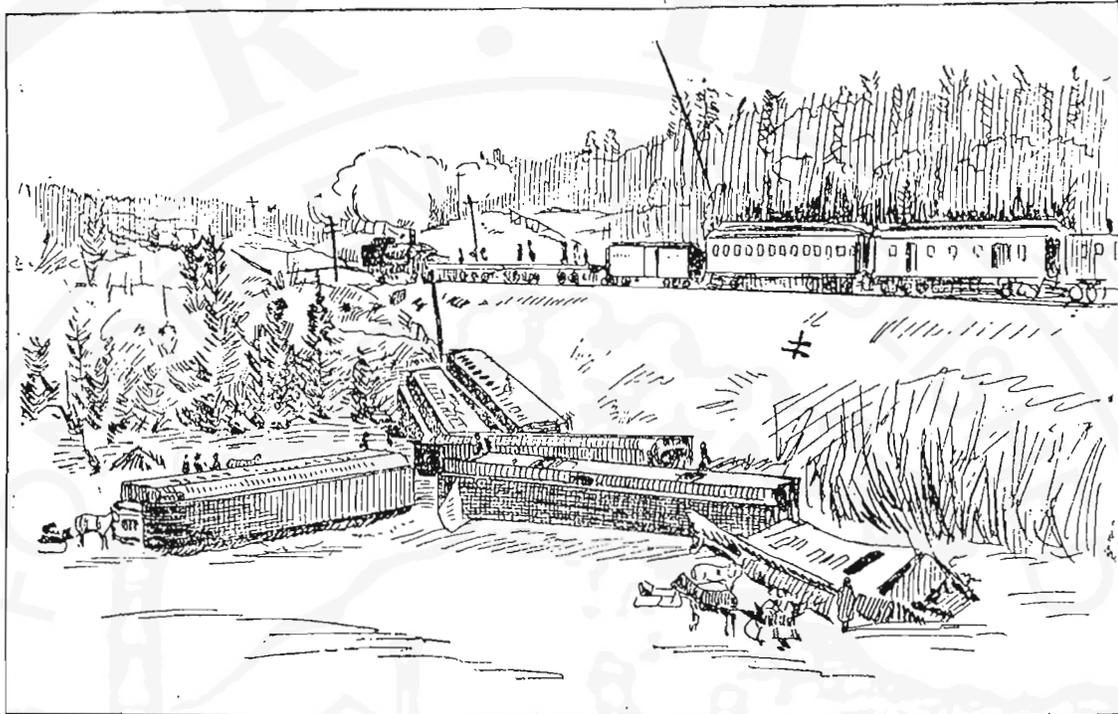
First class coach 426 was built for the Short Line service in 1890. It is much like 431 which derailed in the Palmer's Pond wreck, and in which Miss Patriquin was killed. Note the ornate narrow vestibules which were typical of the 1890s. Leach Collection.

when Mr. Peck saw him.... Catching hold of Mr. Edgcombe he endeavoured to extricate him from under the rack and boxes, but all to no avail. [It is no wonder he could not move them, each of the boxes of coins weighed 140 pounds].... A whole lot of letters were saturated with blood. The addresses of many of them could not be made out. The postal car, Mr. Peck says, is a total wreck. It is difficult, he says, to understand how such a heavy car could be so nearly smashed to pieces. Mr. Peck, when he found himself, was lying on the ice, the lower side of the car, where he was, being completely broken out. Letters and papers were scattered in all directions. Mr. Peck will probably be laid off for a few days".

A passenger in the sleeping car "Sherbrooke" reported: "I, with a couple more gentlemen, was in the smoking department [sic] of the sleeping car, and the train was going along at a good rate of speed, when all in an instant we felt the car leave the rails and we bumped along for a short distance, and then the car turning partly over began sliding down the bank and on to the ice in the pond. I was thrown about violently and shortly after the car stopped the water began flowing in through windows and doors and it reached up around our waists. When I collected my senses I found a window which I burst open and managed to crawl out onto the ice. After me came the porter of the car and a couple of other gentlemen".

DAILY WITNESS

MONTREAL, SATURDAY, JANUARY 30, 1897.



SCENE OF THE RECENT ACCIDENT ON THE I. C. R.

The accompanying illustration of the scene of the accident to Train No. 23 from Halifax at Palmer's Pond, N.B., on Tuesday morning last, will cause one to be surprised at the comparatively small loss of life that it occasioned. This is especially the case when it is remembered that the embankment is forty feet in height and that the whole train, with the exception of the engine, went rolling down on to the ice of the pond. The Hon. Dr. Borden, Minister of Militia, who was among the passengers injured at the time, is reported to be improved and expects to be at his post in Ottawa in a few days.

Within a few days the accident was front page news in other parts of Canada, no doubt because of the fact that the Minister of Militia and Defence was aboard the train. The Montreal Daily Witness printed this excellent drawing, obviously drawn from the photograph (page 5). In those days photoengraved illustrations were not used much in daily papers, being confined to slick paper publications.

Drawing courtesy of Keillor House Museum, Dorchester N.B.

Unbelievably, Miss Patriquin and Mr. Edgecombe were the only fatalities, however thirty-nine others, including Dr. Borden, were injured, some seriously. Some passengers, although shaken up, were not injured at all. Had the accident occurred in summer it would have been far worse since the cars would have been submerged in the pond and some passengers would have drowned. Nevertheless, it was the worst wreck ever to occur on that section of the ICR.

Immediately after the wreck, engineer Trider proceeded ahead in the locomotive to Dorchester station to summon help while conductor James Millican, although badly shaken up and bruised, remained at his post with what was left of his train. The news spread very quickly. At the Hotel Windsor in Dorchester, a large number of people attending the Sullivan murder trial were in the dining room during a break in the court proceedings. Suddenly there was a commotion outside, and the news was told that the CPR train had been wrecked. Rumours quickly spread and got worse with each telling. Soon it was said that the train had gone down a 75 foot embankment, that there were eight known dead and many others presumed drowned in the icy waters of the pond. Lunch soon ended and court proceed-

ings were temporarily adjourned as hundreds of people, including Judge Hanington himself, started for the scene of the wreck. It was certainly the biggest event in the area for years and no one wanted to miss the excitement. It was not all motivated by curiosity, for the local people helped a great deal to rescue passengers and crew from the wrecked cars. Soon the Hotel Windsor was turned into a makeshift hospital as the citizens did all in their power to help the injured. Dr. Borden, the Minister of Militia, was taken to the house of Mrs. George W. Chandler, where it was found that his injuries were not as bad as first reported. Gradually stories came out of hairbreadth escapes, some bordering on the miraculous. The general opinion was that, except for the two fatalities, it had been an extremely narrow escape for a great number of people; an experience they would always remember.

While this drama was taking place, the ICR authorities in Moncton were busy. The next few hours were an example of railroading, and cooperation between the ICR and the CPR, at its very best. As soon as the news of the disaster had reached Dorchester, the agent there telegraphed Moncton, 27 miles away. The response



Looking down on the wreck from the railway right of way. The sleeping car "Sherbrooke" is nearest to the camera. This car was destined to serve the CPR for another 65 years before being preserved. Photo courtesy of the Keillor House Museum, Dorchester N.B.

was immediate and positive, with no delay whatever. The Moncton auxiliary wreck train was made ready and an urgent call for doctors was sent out. Within minutes doctors Chandler, McCully and others responded, and, with Superintendent Pottinger and the emergency crew, boarded the train. Immediately the auxiliary was dispatched with the highest priority and a clear track all the way to the wreck scene. It arrived about 2 P.M., little more than 90 minutes after the wreck! The medical men aboard the auxiliary joined Doctors Teed and Mitchell of Dorchester who were already on hand and treating the injured. As soon as the auxiliary arrived, workers set to work to repair the damaged track. All the wrecked cars were lying well clear of the line, and they had derailed so cleanly that there was surprisingly little damage to the track and roadbed. As a result it was a matter of less than three hours to lay new rails and have the line open for limited service.

The next train following No. 25 was the ICR day express from Halifax to Saint John which was due to pass Dorchester about 2:15 P.M. and arrive at Saint John at about 6:30 P.M. It waited near the scene for about two and a half hours and then passed, very slowly, over the newly relaid track. On reaching Dorchester it picked up any passengers who were able to travel and carried them on to Saint John where it arrived at 9 P.M. Meanwhile, the crew of the eastbound CPR train had received word of the wreck on arrival at Saint John at 1:30 P.M. It was decided to hold the train at Saint John and send the eastbound passengers on a special ICR train which was quickly prepared. By the time this train reached the location of the wreck, the line was open again so it proceeded on to Halifax. The CPR train

which had been short turned was all made up and ready, and it waited at Saint John for the day express to arrive from Halifax. When this pulled in, little time was lost in taking aboard the westbound passengers and so the new "Western Express" departed for Montreal at 9:15 P.M. Despite all they had been through, the passengers had experienced a delay of only five hours.

The arrival of the Halifax train at the Saint John station was a scene of drama and pathos. It had been only two and a half years since the tragic wreck of July 2 1894, in which five men died, (see Canadian Rail No. 435, July-August 1993 for an account of this wreck), memories of this event were still fresh, and the thought of a repeat of this tragedy was very disturbing to all. A very large crowd of citizens was on hand when the train came in at 9 P.M. Reporters from the newspapers had gone east on another train and met the incoming one at Salisbury. They had interviewed most of the passengers on the train, and already had their stories when it arrived at Saint John. Expressions of regret for the disaster were on every face. Railway men, especially, showed by their manner and words their sorrow and sympathy. When the train rolled in, most of the onlookers quietly watched as the passengers began to disembark. The first off was H.B. Peck, Edgcombe's partner in the ill-fated car 2041. His head was bandaged and his face was very pale. Friends rushed forward to shake his hand. Many of the passengers lived in Saint John and they were warmly welcomed by the citizens. After all had disembarked the crowd began to disperse so fewer people were on hand when the next train arrived at 2 A.M. It carried some more survivors, and also the remains of Arthur Edgcombe.

Very soon investigation was begun to find out the cause of the wreck. At first a broken rail was suspected, but subsequent investigation disclosed that all the rails involved, although bent in the wreck, were unbroken. The rails had been manufactured in 1891, and were thus little more than five years old, and they were of the best quality. The roadbed was also well maintained and had not given problems to any other train. There was also speculation that a wheel or axle on the mail car had broken, but investigation showed all to be intact. The possibility of a frost heave was also considered but was ruled out since no other train had experienced roughness at that place. Furthermore, all accounts agreed that the train was not travelling at an excessive speed, the consensus being that it was going 30 to 35 miles an hour; perfectly safe for that piece of track. Yet trains do not derail suddenly without some cause, so the investigation widened. On January 28, Supt. Pottinger and Hon. Mr. Blair, Minister of Railways, proceeded by special train to the wreck site. Meanwhile, on January 27, Post Office inspector S.J. King had visited the scene and made a thorough inspection of the wreck. He also ordered photographs to be taken as part of the documentation of the accident. These photographs have survived and are reproduced here. On the following day The Saint John Daily Sun had an excellent description which was largely based on Mr. King's observations:

"The cars left the track just after striking the embankment. They did not go down it at right angles to the track, but diagonally, turning over on their sides as they went. They did not telescope each other, and are all separated from each other as they lie. While the postal car is six or seven hundred feet from the point where it left the rails, the pullman [sic] is only about half a car length from the rails, resting on the side of the embankment. The postal car was the first to leave the rails. It rushed down with the full momentum of the train's speed. The trucks were knocked from under it and it went gradually over on its side, grinding over rough boulders before reaching the ice, turning over still further as it progressed, and as the side was ground out of it, until when it came to a stop its roof was down and its bottom up. But one side and the roof were practically dragged out of it, leaving splintered fragments all along its course. It was this destructive work, displacing the interior fittings, that caused the unfortunate Mr. Edgcombe to be pinned down and killed. The mail car is a total wreck, and only the iron work is worth taking away. Still, it is possible to go inside of it to the place where Mr. Edgcombe lay and from which Mr. Peck was able to get out.

The baggage car followed pretty close to the postal car, but is not nearly so much damaged. It lies on its side, with the bottom toward the track. A little farther back the first and second class cars are side by side, but while the first class car, which is nearest the track, has its bottom toward the track, the other car canted toward the track and lies on its left side, with its roof toward the rails. Still farther back, the dining and pullman cars are lying on their sides on the embankment, the pullman nearest the track. They did not reach the foot of the embankment or the pond at all, and the story about water coming up in one of them is therefore wholly incorrect. Neither did any of the cars roll over: None did more than turn on its side, except the postal car, as already described.

Inspector King observed that the position of the cars is a great proof of the value of the Westinghouse air brake. The moment the postal car left the rails and was disconnected from the engine, the brakes on all the cars were automatically applied. But in the case of the postal car and baggage car this was of no avail, for the reason that they were instantly off the rails and there was nothing for the wheels to grip. In fact the cars canted over and the wheels flew from under them as they swept forward. But in the case of the cars farther back, the brakes had time to get in their work and check the speed, especially in the case of the pullman, which had a whole train length

DID THE CENTS CAUSE THE WRECK?

The latest theory advanced by the railway men for the accident is that it was caused by six tons of copper cents on one end of the baggage car. These cents were from the mint in England and were being shipped to the Canadian government.

The first report of what might have happened was contained in this account in the Halifax Herald of January 27, 1897.

to go before leaving the rails. Had there been no such brake these cars would have gone down with almost equal momentum, and there would no doubt have been great loss of life.

Another point made clear, the inspector says, was the powerful build of the cars. Though the sides of those which ground along for the longer distance are damaged, the bottoms of them are intact, not even warped out of line. Of course the trucks went out from under, and wheels are scattered everywhere. Another singular fact is that in the dining car, pullman and first class car the seats remain in their places, and the lamps in the ceilings hang there with scarcely a shade broken. The pullman car is as straight as a gun barrel. The second class car is more damaged than the other passenger compartments. The people who received most injury were those sitting on the side of the car that rose in the air. They were thrown to the lower side. In this way Miss Patriquin was killed, and Hon. Dr. Borden injured. There was no sudden stop and jolt when the cars went off. The embankment, at the point where the cars went off, is not over 20 to 25 feet. Farther along it is much higher. While Inspector King was there yesterday the CPR express passed along. Looking up at her, he said, it was almost impossible to realize that such a train could run down that bank without being smashed to splinters." (The Daily Sun, Saint John January 28, 1897).

Suspicion soon fell on the six tons or more of coins that were in car 2041. This suspicion was greatly strengthened when it was revealed that the entire shipment was stowed within a 12 foot space at the rear end of the 65 foot car. It was thought that this unbalanced loading might have unduly lightened the other end of the car and caused it to oscillate up and down to such an extent that it would derail on the sharp curve.

The Daily Telegraph of Saint John reported in its issue of January 28: "The generally accepted theory now is that the wreck was caused by the large quantity of coin which were being shipped in the mail car; for as far as can be seen the wheels and the rails at the curve are perfect. The coppers were packed in the rear end of the mail car and there were 90 cases of 100 [Sic. Should be 140] pounds each. In the other end of the car there was nothing. It is supposed that the great weight of metal would cause the front end of the car to spring and jump as power was applied from the engine. When the curve was reached, the front wheels left the track, broke the coupling between the mail car and the engine and dragged the rest of the train from the track."

The investigation and inquest which followed called numerous witnesses and considered most of the facts. Unfortunately it never did reach a definite conclusion so, officially, the case is unsolved. However most people involved strongly believed that the shipment of cents was indeed the cause of the wreck, and this belief continues to the present time. In the Dorchester region it is still known as "The Penny Wreck".

To determine how many coins were involved it is necessary to make some assumptions and do some arithmetic. Each coin weighed 87.5 grains thus, at 7000 grains per pound, 80 coins would weigh one pound. Two accounts say that each box contained \$100 face value, i.e. 10,000 coins. At 80 to a pound, these would weigh 125 lbs. The accounts state that each box weighed 140 lbs.; undoubtedly the extra 15 lbs. was the weight of the box itself which would have to be strongly made of wood. There were 90 boxes which would weigh 12,600 lbs. or 6.3 tons, just about the weight reported. Thus we are quite safe in saying that the "six tons of cents" reported means six tons of boxes of cents, so there were 900,000 in the shipment.

Canadian cents had been made since 1858 when the old Province of Canada (now portions of Ontario and Quebec) changed its currency from pounds to dollars. The earliest cents weighed 70 grains each, but subsequent additional ones, made from 1876 on, were 25% heavier, the same weight as the British halfpenny. These were minted in England as required in various years, including every year since 1890. The Canadian cents of the Victorian era were not like the small thin coins of today. Until 1920, cents were big, made of solid bronze, were exactly one inch in diameter, and weighed 87.5 grains; exactly one-fifth of an ounce. On one side of the 1896 cents was a profile portrait of Queen Victoria surrounded by the inscription "VICTORIA DEI GRATIA REGINA . CANADA". Although the Queen was then in her late seventies, and had ruled for almost sixty years, the portrait showed her as she had appeared almost forty years before. On the other side of the coin, surrounded by a serpentine wreath of sixteen maple leaves, was a three line inscription "ONE CENT 1896". When newly minted these coins shone brightly, almost like gold. They had real buying power too, in 1897 there were quite a few things that could be purchased for a cent. Until 1908 Canada had no mint, so all Canadian coins were made in England, either at the Royal Mint in London or at the Heaton Mint in Birmingham. They were then packed securely in strong wooden boxes and shipped to Canada. Each box was about 13 by 10 by 8 inches and had a gross weight of about 140 pounds. The coins involved in the wreck had been ordered and minted, at London, in 1896 and all bore that date. By the time they arrived in Canada it was already the new year of 1897. The Mint records state that the entire coinage of cents for Canada in 1896 was 2,000,000 pieces. Since there were 900,000 in this shipment, it means that almost half of the 1896 Canadian cents ever made were in that wreck! This is as good a time as any to clear up another point. Although these coins are commonly called "pennies", they were, in fact, cents. There was a penny coin at this time, the English coin, exactly twice as big as the Canadian cent. These did circulate in Canada, but for two cents each!

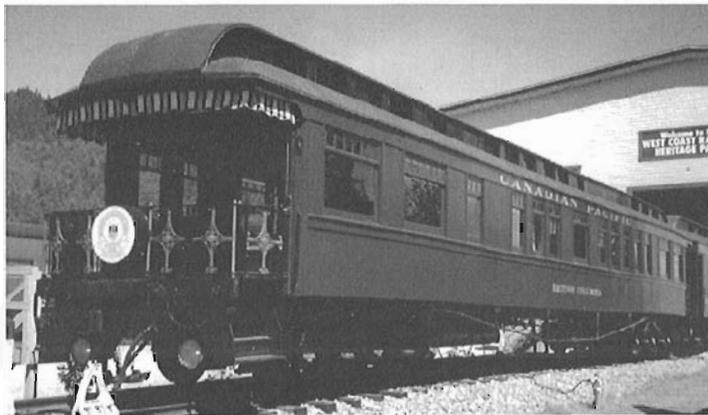
Once the injured had been rescued the crowd started "salvaging" relics. Among other things in the mail car was a shipment of live lobsters destined for Montreal. They survived the wreck, although their boxes were somewhat the worse for wear. Nevertheless they were forwarded to their destination without being devoured by the townspeople. However, foremost in the minds of those present were the coins. Many boxes (some say as many as fifty) had been broken open and cents were scattered everywhere. In their brand-new condition they must have looked like shiny gold lying on the snow. The



Both sides of an 1896 Canadian cent. The actual coin is one inch in diameter and weighs one fifth of an ounce. There were 2,000,000 cents of this date made at the Royal Mint in London England. Of these, 900,000 were in car 2041 of train No.25 on January 26, 1897. This particular coin may well have been one of the 900,000. We will never know! Photos by Fred Angus.

locals must have felt like the prospectors who had discovered gold in the Klondike, only a few months before. They likely would have sung "Pennies from Heaven", except that song was not written until 1936! The Moncton Daily Transcript reported: "After rescue of those injured and killed from the wreck, attention was turned to a collection of mint from England to Montreal, seven tons of which was in the postal car and the boxes containing which were smashed and Palmer's Pond strewn with coppers, in some instances two or three feet deep. A congregation of boys started in to assist in the recovery of the mint from the snow in which it was embedded and last evening the Coroner was flooded with new cents which had evidently been taken from the place." The Saint John Daily Sun of January 28 1897 said "The coins were scattered very much, about fifty of the cases being broken. An engine with hose and steam was at work melting the snow so that they could be picked up. Inspector King said he thought about all the mail matter had been picked up. They found the clerk's list and only one registered letter is now missing. There might be some letters found under the baggage or other cars. Of course they had no check on letters not registered". Although Judge Hanington had taken charge, as a representative of the Crown, and detective Ring and County Secretary S. Edgar Wilson were placed in charge, many coins escaped the official roundup; there was plenty of "penny pinching" that day. The Daily Transcript also reported: "1896 cents, souvenirs of the ICR accident, are already in circulation. There were seven tons in one of the wrecked cars and the boys, and even those of older growth, liberally helped themselves." While this was going on, the word was received, almost anticlimactically, that the murder trial was concluded. The jury had brought in a verdict of guilty and, on January 27, Judge Hanington sentenced John E. Sullivan to be hanged on March 12.

A much larger job than recovering the cents was the cleaning up of the wreck site and salvaging the equipment. Little damage had been caused to the track and roadbed, so in a very short time trains were running again. The night of January 27 it began to snow, and this soon turned to a raging blizzard which slowed down, but did not stop, the salvage work. Car 2041 was beyond repair and, after its contents were removed, it was burned and the metal recovered for scrap. The other cars were in remarkably good condition, considering what they had been through, and they were laboriously hoisted up to track level and taken to Moncton. The Saint John Daily Telegraph reported on February 1, 1897: "Good progress was made today [January 31] in clearing up the wreck at Palmer's Pond. A gang of 35 men under N.L. Rand worked steadily from early morn-



Former CPR business car "British Columbia" at the railway Museum at Squamish, B.C. on July 7, 1996. This car began its career in 1890 as the sleeping car "Sherbrooke". One hundred years ago it was the sleeper on train 25 in the "Penny Wreck". Today it is a beautifully restored museum piece, the "crown jewel" of the Squamish collection. It is also the last survivor of the Western Express of January 26, 1897. Photo by Fred Angus.

ing until dark and accomplished more than in any two days last week. A track about 300 feet long had been laid to the wreck and today the sleeping car "Sherbrooke" was pulled up on to the main line and taken to the I.C.R. repair shops at Moncton. The first-class car was lifted up yesterday and a large hole was found in the side where Miss Patriquin was killed. The hole was caused by the car falling on the trucks. Another box of cents was found beneath the ruins of the express car today, leaving about one box, or \$100 to be accounted for. All the cars are to be taken to Moncton, with the exception of the postal car, which will be burned on the spot. A few more letters were picked from the debris this afternoon. Hundreds of people drove in from the surrounding country to visit the scene of the wreck today. If the weather is favourable the wreck will be cleared up this week. Dr. Borden continues to improve, and hopes to be able to proceed on his journey some time this week."

The body of Mr. Edgecombe was taken to his native Fredericton while that of Miss Patriquin was returned to Bloomfield. Accounts of both the funerals appeared in the newspapers, but more coverage was given to that of Mr. Edgecombe since he was well known in the community. At the Edgecombe funeral, on January 28, in the midst of the blizzard, a floral tribute came from one who had been through the same experience, Mrs. Walter Starkie, the widow of the mail clerk who had died in the wreck of July 2, 1894.

Gradually the excitement died down and the official investigation continued. Numerous witnesses were interviewed, and considerable coverage was given by the newspapers, but no significant evidence was uncovered beyond that which we have already considered. On January 29, the coroner's inquest was concluded. Two separate juries were impanelled, each considering one of the fatalities. The first verdict was as follows:

"We, the undersigned jury, called to enquire into the death of Beulah Patriquin, late of Bloomfield in the province of New Brunswick, that she came to her death in a railway accident at Palmer's Pond, in the Parish of Dorchester, on the 26th day of January, inst., and that we attach no blame to the railway, it appearing to us that the roadbed and train were apparently in good order and condition at the time of the accident."

The second verdict added a significant comment at the end which left the major question unanswered due to lack of sufficient evidence:

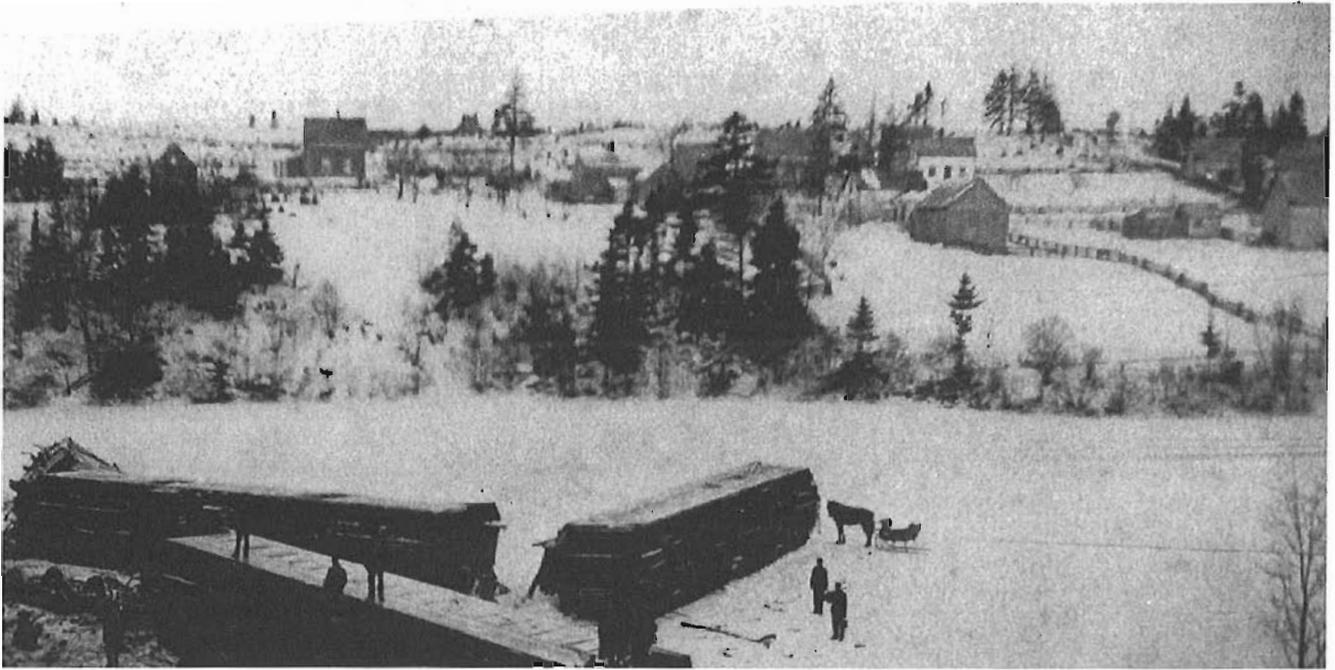
"We, the undersigned jury, impanelled to inquire into the death of Arthur Edgecombe, find that deceased came to his death from injuries received in a railway accident which occurred at Palmer's Pond, Dorchester, on Tuesday, the 26th of January, inst. Upon inquiry into that accident, we can find no fault or negligence on the part of the Intercolonial authorities, who control the running of C.P.R. trains over the I.C.R. In the absence of evidence as to how a quantity of heavy freight was loaded in express car No. 2041, and evidence as to the condition of said car, we cannot exonerate the C.P.R. for want of precaution in loading said freight."

So ended the investigation without coming to a definite conclusion as to what caused the derailment. However most people did not need an official verdict as they had already made up their minds; it was the shipment of cents. Gradually the news of the wreck disappeared from the front pages of the papers. On January 30 news came of another wreck on the CPR line, this time ten miles east of Megantic, near the Maine border (the first report said it happened at "Megantic, Maine"!). This wreck was indeed caused by a broken rail, and resulted in the derailment of the "Eastern Express", with almost as much damage as at Palmer's pond. However this time no one was killed. Then, as if to show that misfortunes go in threes, on February 16 a man named Dixon was walking along the track at the Palmer's pond curve when he was hit by a train and killed. By mid February the Palmer's pond wreck was fading from being a topic of every day conversation, and was entering the realm of folklore and legend, a position it still occupies.

This brings us to the main question, did the cents derail the train? Certainly a static load of 6.3 tons at the end of a 65 foot car would not lift the truck at the other end. However this was not a static load when the train was moving. A dynamic system was created which may be considered as a horizontal compound pendulum. Such a system may, by the laws of physics, be shown to have a natural resonant frequency. If the conditions of load, speed and rail length were just right, a resonance could be set up which could, in a very short time, build up to the point where it would lift the front axle enough to derail. Perhaps the running in of the slack in slowing for the curve created, momentarily, just the right conditions. Since all other causes seem to have been eliminated, it seems very likely that public opinion was correct and the cents did indeed derail the train.

To complete the account, it is interesting to trace the history of the participants in this story in the years that followed. The condition of Dr. Borden soon improved sufficiently that he could return to Ottawa, which he did in the private car "Boston", specially sent for the purpose, and he made a full recovery. He remained Minister of Militia and Defence until 1911, and was knighted in 1902 for his service in the South African War of 1899 - 1902. He retired after the defeat of Sir Wilfrid Laurier's Liberal government in 1911, and died in 1917. Although the injuries to some of the passengers and crew were quite serious, all eventually recovered, and the ICR and CPR employees who had been in the wreck were soon at work again.

Locomotive 150 was virtually undamaged and soon returned to service. In 1912, as part of a general renumbering, it became Canadian Government Railways (the successor to the ICR) No. 1091. It survived long enough to be taken into the CNR roster when CN took over the CGR in 1918, at which time it was assigned CN number 225. However this new number was never applied as the engine was retired, at Moncton, on November 16, 1921, still bearing the CGR number 1091. It was scrapped in January 1922, exactly a quarter century after its adventure at Palmer's Pond. Car 2041 was scrapped immediately after the wreck, but the other five cars, amazingly, survived. They were taken to Moncton where it was expected that they would be repaired in the ICR shops. However the ICR had so much



Exactly one hundred years separates these two views of Palmer's Pond, as seen from the track. The top view was taken on January 26, 1897, soon after the derailment. The bottom photo was taken from the dome car of the "Ocean" at 12:22 P.M. on January 26, 1997 at approximately the same location. The shoreline of the pond is virtually unchanged, and two or three houses can be identified in both photos. There was almost no snow on the ground in 1997, unlike 1897, but most notable is the growth of forest on the hills which has replaced the open fields. The ghostly date "97 1 26" in the lower photo was put in automatically by the camera, but it could be a reminder of what happened there the last time that date rolled around. Oh yes, there's one other difference too. The wreck has been cleared away. Top photo courtesy Keillor House Museum, Dorchester N.B. Bottom photo by Fred Angus.

work at that time that they could not repair them immediately, and the CPR wanted them back as soon as possible. Accordingly, they were moved to Montreal where CP rebuilt them. In some cases this rebuilding involved stripping them down to the frame and reconstructing them, but it was done and all the cars saw years more service, including service on their old run. Most interesting of all was the

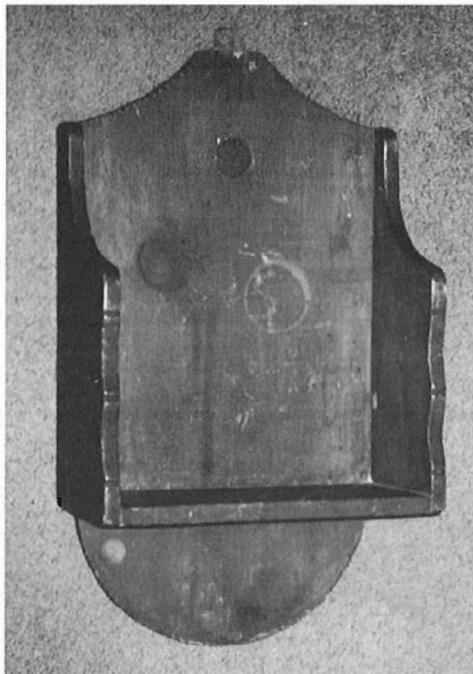
subsequent history of the sleeping car "Sherbrooke". It had been built by Barney & Smith in 1890, especially for the "Short Line" service, and it returned to that route, as good as new, after its repairs. It remained a sleeper until 1910 when it was rebuilt as an official car, renamed "New Brunswick", and assigned to its namesake district. Later it was transferred to different parts of the CPR system and had,

at various times, the names "Laurentian", "Ontario", "Selkirk" and "British Columbia", before receiving the number 16 in 1928. Its last official assignment was at Medicine Hat, Alberta before it was retired in the early 1960s. Its career was not over though, for it was acquired by the West Coast Railway Association which restored it and named it "British Columbia", a name it had borne briefly in the 1920s. Today it is a prized exhibit at the railway museum at Squamish B.C. where it is on public view. It is still "as straight as a gun barrel" (to quote Inspector King in 1897), and shows no sign of the adventure that almost terminated its career a century ago.

What happened to those very important participants in our story, the cents themselves? Despite the "penny pinching" of the local people, the great majority of the coins were recovered and reached the government vaults from which they were placed into circulation. Many of the looted coins were also spent and joined the others as well. Cents of this weight continued to be made until 1920 when the size was reduced to 48 grains, the same as the United States had used since 1864, and roughly the same as those used today. The large cents were not withdrawn then, but continued to circulate alongside the small ones for another twenty years. It was only the metal shortage of World War II that caused the final retirement of the large cents in 1940, when they were melted down. By that time those minted in 1896 were 44 years old, but the majority of them were still in circulation until then. A sample of 324 Victorian cents, removed from circulation about 1940, reveals 17 of 1896, about the statistical average for that date. They remained in better condition than some of the later dates which wore unevenly due to concave reverse dies. Many cents of 1896 survive today; it is not a scarce date. Almost any coin store will have one for prices from 50 cents up. \$5 will buy one in very fine condition which will satisfy most persons. Since 45% of all the 1896 cents made were in the Palmers Pond wreck, there is a very good chance the one you get is one of them. (The odds get much better with more coins. In the 17 mentioned above, there is a 99.996% chance that at least one of them was in the wreck).

For those persons who were in, or who witnessed, the wreck, it was an experience they would remember for the rest of their lives, which in some cases were very long. As the years went by, memories of details faded and stories got embellished. It became more and more difficult to distinguish fact from fable. In the 1950s there were still some elderly citizens who had been on the ill fated train No. 25 so long ago, but the last survivor is thought to have died about 1960. Although there were no more remaining first-hand memories, tales were passed on from generation to generation and the story was never completely forgotten. Looking at the old newspaper files is like clearing away a veil and making it all seem like front page news again.

Today VIA Rail's "Ocean" still runs by Palmer's Pond, although it no longer stops at Dorchester. The scene of the wreck looks somewhat the same as it did in 1897, although the trees are much more numerous. Through service from Halifax to Montreal, on the CPR line, ended in 1917 but resumed in 1979 with the coming of VIA. Sadly it disappeared again when the "Atlantic" was cancelled in November 1981, returned in June 1985, and then disappeared again in December, 1994. The 1897 wreck is not generally known



This little bookshelf is made from wood recovered from car 2041 in 1897. It is owned by a member of the family of a former station master at Dorchester. Notice the cent mounted in the top, in memory of the "Penny Wreck".

among railway enthusiasts, although it has been a legend locally. Some families still have souvenirs recovered a century ago, including, no doubt, a few 1896 cents. If preserved in mint condition they would be worth a lot of money now. The museum at Dorchester has a framed photo of the wreck, and in each of the four corners of the frame is mounted one of the cents. They also have a cane in the top of which is mounted an 1896 cent on which is engraved "27 [sic] January 1897. 2 killed". A few years ago a coin dealer in Montreal offered one of the cents, suitably inscribed, for sale. On February 2, 1985 the Moncton Times Transcript ran a lengthy story about the derailment. Like many events of long ago, the story of the "Penny wreck" has become a legend. People can remember their parents or grandparents telling about hearing of this event from their parents. Older people can remember, many years ago when they were children, searching for, and perhaps even finding, one or two of the lost coins. Although a recent search with a metal detector did not turn up anything, this is not surprising since whatever remains is probably at the bottom of the pond. It is not like pirate gold but, in a way, it is still a form of buried treasure. They will be corroded now, but undoubtedly there

are still 1896 cents down there somewhere, relics of that day 100 years ago when a derailed train spilled "pennies from heaven" over the countryside.

EPILOGUE

On January 26 1997 the author was aboard VIA train 14, the "Ocean", bound for Sackville. That morning the weather conditions were just about like they had been exactly 100 years before; cloudy, temperature about 12 degrees Fahrenheit, with a strong northwest wind. One difference was that, unlike in 1897, in the last few days the weather had been unseasonably warm so there was little snow on the ground. Passing Palmer's Pond the features described in the accounts, and shown in the photos, were clearly recognizable. There was one final irony. The "Western Express" was wrecked at about 12:25 P.M. on January 26, 1897. One hundred years later, train 14 was almost an hour late, so it passed the wreck site at 12:22 P.M. on January 26, 1997. That's about as close as you can get.

ACKNOWLEDGEMENTS

The author wishes to acknowledge the help of several persons in the compiling of the material used in this article. Mr. Douglas Smith first drew my attention to the occurrence of the wreck, and also provided newspaper articles and reports. Mr. Harold Wright of Saint John gave me several good leads, and Mrs. Sylvia Yeoman and Phyllis Stopps of the Keillor House Museum in Dorchester N.B. did research for me and provided valuable information and illustrations. Mr. and Mrs. Johns of Saint John gave me much information about the railway at Dorchester and Palmer's Pond. The Saint John Free Public Library allowed me to look at their microfilm newspaper files, from which I obtained many of the accounts of the wreck. Mr. Larry Leach provided two photos of early CPR passenger train cars, and Mr. Ray Corley gave me data on ICR locomotive 150. To all these people, Thank You! Without your help this article could not have been written.

Railway Subjects on Canadian Stamps

By Fred Angus



A corner block of nine of the world's first stamp bearing a picture of a railway subject. This stamp was first issued for New Brunswick on May 15, 1860. This block is from the second printing, done in 1864.

In recent years many new issues of Canadian stamps have depicted subjects relating to railways. The last time Canadian Rail covered railway-oriented stamps in general was in issue number 206 in January, 1969. That article discussed only ten different stamps out of about twelve that had then been issued. There have also been a few articles on specific stamps (e.g. the New Brunswick 1 cent of 1860) but no general article. Since 1969 Canada has issued numerous rail-

way stamps and other, older, issues have, on further consideration, been deemed worthy of including in the list. Today there are well over fifty stamps, not including varieties, relating to railways issued by Canada, including Newfoundland and New Brunswick.



An original Threepenny Beaver of the early 1850s. Note the imprint (upside down) in the bottom margin. These stamps were printed by Rawden, Wright, Hatch and Edson in New York City. This company became part of American Bank Note Co. in 1858.



In 1859 the beaver stamp was changed to five cents, this being equal to three pence in the old currency. This Five Cent Beaver was cancelled on the Great Western Railway's eastbound rail post office car on September 26, 1861.

The first stamp we will consider is not a railway stamp at all. However it was designed by a person who was very closely connected with Canadian railways from Atlantic to Pacific. This is, of course, Canada's first stamp, the threepenny beaver, designed by Sandford (later Sir Sandford) Fleming (1827-1915) and first issued on April 23, 1851. The life of Sir Sandford and his connection with the Intercolonial and Canadian Pacific railways, his development of standard time, and so much else, is not part of this story and is very

well known. However it is justification for including the Beaver stamp in this listing. The threepenny beaver was issued from 1851 to 1859, the last year's production being perforated. In 1859, after Canada switched to decimal currency, the value of the stamp was changed to five cents, which was equal to three pence in the old currency. In this new form the stamp was issued until 1868 when it was discontinued upon the issuance of the new post-confederation designs. Although the threepenny beaver is quite scarce (especially the perforated version) the five cent is quite common and readily available. This was the rate for an ordinary letter within Canada, so there are a lot of these stamps around. An added bonus would be to find one, or better still a complete envelope, bearing a Railway Post Office (RPO) cancellation.

The next stamp to consider is the first true railway stamp, in fact it is the first railway stamp in the world. This is the well known one cent stamp of New Brunswick first issued in 1860. When New Brunswick switched from pence to cents a new series of stamps was ordered, and was printed by the American Bank Note Company of New York. Undoubtedly they used a standard locomotive design, but it was the first time any railway related subject had appeared on a stamp. Credit for this idea probably belongs to Charles Connell, the Postmaster General of New Brunswick, who was quite involved in railway development at that time. Unfortunately, Connell made one serious mistake; he put his own picture on the five cent stamp; the most used denomination! The stamp was never issued, one bearing Queen Victoria was substituted and Charles Connell resigned. However the one cent continued to be used. A new printing was made in 1864 which is distinguished by being a deeper violet colour. In 1868 all New Brunswick stamps were replaced by Canadian ones, and the remaining supplies were stored. When the Customs house in Saint John burned in 1892, supplies of these stamps, stored there, were "liberated" by some telegraph messengers and sold to stamp dealers in New York. Thus unused examples of the one cent of the 1864 printing are quite common, and even complete sheets are not unknown. In fact unused stamps are much more common than used ones.



The 1908 Newfoundland map stamp.

After the discontinuance of the pre-Confederation stamps in 1868, there were no further railway stamps used in Canada until the twentieth century. In fact Canada itself did not actually issue a railway stamp until 1927. In the meantime, however, Newfoundland, then a separate Dominion, had produced two stamps which could be considered to have railway connections. In 1908 a shipment of newly printed stamps, en route to Newfoundland from New York, was lost

in a shipwreck. Some of these stamps were washed ashore, and the government, fearing that they might be used on letters, decided to get out a new issue. Although the panic passed, and most surviving shipwrecked stamps were recovered, the new issue of two cent stamps did appear in September, 1908. This attractive red stamp featured a map of Newfoundland on which was plainly shown the routes of the Newfoundland Railway. There was only one printing of this stamp and it was replaced by a new design in 1911. Nevertheless, it is not particularly scarce. In 1910, as part of a series of stamps to commemorate the 300th anniversary of one of the early settlements, Newfoundland issued a ten cent black stamp showing the paper mill at Grand Falls. Tracks, and some freight cars, are visible near the mills. The earliest examples of this stamp were lithographs of rather indifferent quality, but these were followed, in 1911, by high quality engraved stamps of the same design. Few of either version were produced and they, especially the engraved ones, are very scarce.



"What might have been". The 1914 Victoria Bridge stamp of the proposed Macdonald - Cartier issue that was cancelled due to war.

For the next examples we must enter the realm of "what might have been". In 1914, Canada planned a series of six stamps, called the MacDonald Cartier series, to commemorate the 100th anniversary of the birth of Sir John A. Macdonald (1815 - 1891) and Sir George Etienne Cartier (1814 - 1873). (This is not a typo error, his name was George, not Georges). The fact that Macdonald was born in January 1815 does not seem to have concerned the authorities who planned to commemorate both birth dates late in 1914. The stamps were designed and engraved and a very few die proofs were made, both in black and in the colour of issue. All that was needed was to make the plates and print the stamps. The ten cent value, in brown-violet, had an engraving of the old Victoria Tubular bridge at Montreal, the design being copied from the lithograph published by John Weale in 1860. Under the illustration was the inscription, in French, "Le Pont Victoria". On the twenty cent stamp, in olive green, was a detailed engraving of farmers on the prairies with a six car passenger train going by, heading towards the mountains appearing in the distance. The picture is very detailed, even showing people on the open observation platform of the last car. Under the picture is the title "All Aboard For The West". Unfortunately, like so many other good things, the plans for the new stamps were abandoned upon the outbreak of war in August, 1914. The very few surviving proofs are extremely rare, and stamp collectors are not likely even to see one. While the Victoria Bridge engraving was never used, the view of the train in the West did finally make it, fifteen years late. The twenty cent red stamp of 1929 uses exactly the same picture, but without the title. The rest of the newer stamp is entirely different from the proposed design of 1914.



The transcontinental railways appear on the 1927 map stamp.

In 1927 Canada celebrated the sixtieth anniversary of Confederation, and this included a set of commemorative stamps. Two of these had railway subjects. The twelve cent blue stamp had a map of Canada showing the country's borders in 1867 and in 1927. On this map clearly appears the routes of both of Canada's transcontinental railways. The 20 cent orange special delivery was a classic, and the



Newfoundland's 5 cent, issued from 1928 to 1932.

engraving previously mentioned. This series lasted less than two years and was replaced by a new set in December 1930. Here, the 20 cent red shows grain elevators, and a railway line, but it takes a lot of imagination to see the track, and we leave it to you as to whether to



Canada's first railway stamp; the 1927 Special Delivery

first Canadian stamp to actually show a train since the New Brunswick one cent of the 1860s. This vertical format stamp features a gothic arch through which is seen a mountain as well as various means of transportation; passenger train, steamboat, horseback rider, airplanes, dogsled but, interestingly enough, no automobiles or trucks! It is a "busy" design, but very effective. Neither of these stamps is scarce and, in fact, from the 1920s on, all the stamps we will consider are common and easily obtained.

In 1928 it was Newfoundland's turn, and they produced their last, and by far their best, railway stamp. This was the famous five cent grey stamp featuring a picture "Express Crossing Newfoundland". It appeared in three versions, all very similar. When Newfoundland changed printers in 1929, a new engraving was made which differs from the original in only the minutest details. Then in 1931, the stamps began to be printed on watermarked paper, so creating the third variety. The design was replaced in 1932, but enough have survived to make them common. Closing out the 1920s, Canada issued a new set of regular stamps in January 1929. The twelve cent grey depicted the Quebec Bridge, while the 20 cent red used the 1914



The Quebec Bridge on a 12 cent stamp of 1929



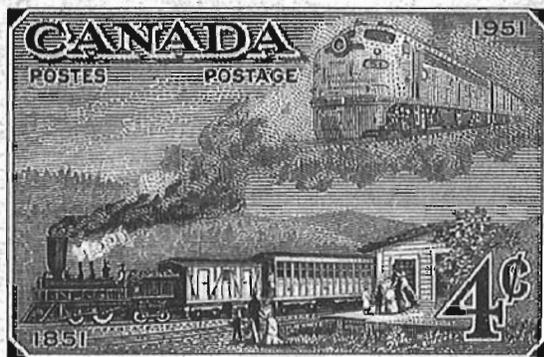
The 20 cent stamp of 1929 had the same picture that had been planned for the never-issued 20 cent of 1914. However the rest of the stamp was quite different. This stamp was part of the same series as the Quebec Bridge 12 cent stamp shown above.

include it or not. In 1936 was the centennial of Canada's first railway, but the Canadian government, despite considerable urging, did not see fit to issue a stamp. Thus it was another decade before any stamp appeared having a subject dealing with railways.



The train ferry "Abegweit" on the 1946 \$1 stamp.

Following the end of World War II, it was decided to replace the "War" issue of 1942 with a "Peace" series showing peacetime activities. This set of nine stamps appeared on September 16, 1946. The highest value in the set was the one dollar pink stamp which featured the train ferry "Abegweit" which ran between Prince Edward Island and the mainland. This stamp was a regular issue and was in use until early 1951. Then, in 1951, came the only contribution of



The 1951 commemorative showing old and new trains.

the 1950s to our collection, but one of the best of the lot. On September 24, 1951 a set of four stamps appeared to commemorate (five months late) the April 23, 1851 issue of Canada's first stamp, the threepenny beaver. The first three of these stamps (4, 5 and 7 cents) showed old and new means of transportation, while the 15 cent showed the 1851 beaver stamp. It is the four cent black that concerns us here. This stamp features a passenger train, said to be on the Brockville & Ottawa Railway, of 1851, complete with station and waiting passengers. In the sky above, appearing like a vision, is a passenger train of 1951, hauled by what looks like an E-8 diesel numbered 51. In this author's humble opinion, this is the finest railway stamp ever produced in Canada and one of the best in the world. Like most stamps of the period, it features detailed steel engraving, today almost a lost art in this age of multi-colour lithography. Being printed in black, it has high contrast with the white paper and it clearly shows every detail. Although only issued for a few months, many were printed and it is easy to find.

The 1960s produced only one railway-theme commemorative stamp, the five cent pink of 1963 depicting Sir Casimir Gzowski. On the right hand side of this stamp appears a nineteenth century locomotive, probably of the Grand Trunk. Then, in 1968, came the first new regular stamp to show a train since 1929. The postage rate was raised from five cents to six cents on November 1, 1968 and this necessitated a new six cent stamp. This one, which was first produced in orange, featured various means of transportation but, very prominent on the left hand side, was the Turbo train which was then being introduced by the CNR. In January 1970 the colour of the



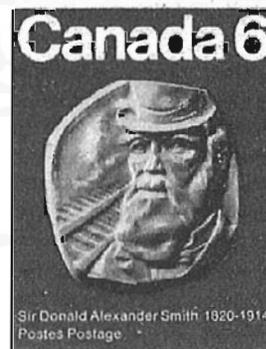
Sir Casimir Gzowski, 1963

stamp was changed to black and in 1971, when the rate was raised to seven cents, the same design was used again on a green seven cent stamp. However, when the rate was raised again, to eight cents in 1972, a new design was used and the Turbo, like the prototype, was discarded.



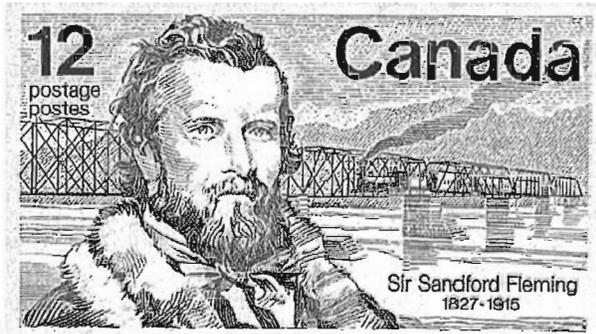
The regular six cent of 1968 showing the Turbo

In the 1970s there were three designs that concern us. First came the issue, on November 4, 1970, of a six cent green stamp to commemorate Donald Smith, later Lord Strathcona. Then on September 16, 1977 appeared a twelve cent brown stamp to commemo-

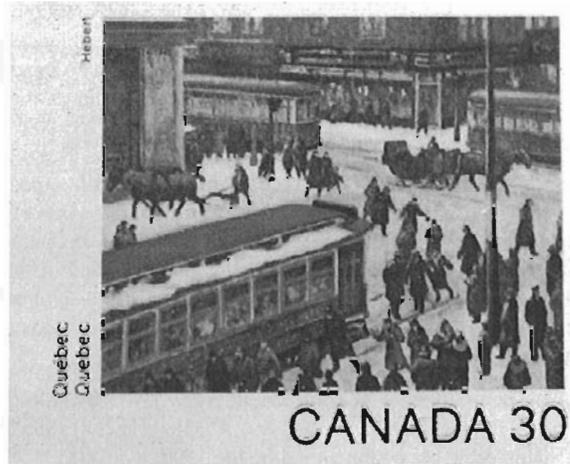


Donald Smith on a commemorative in 1970

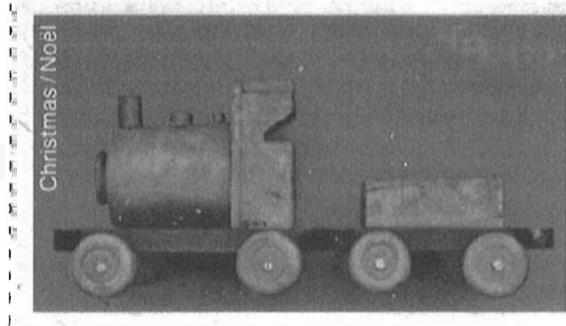
rate the 150th anniversary of the birth of Sir Sandford Fleming. This stamp features a portrait of Sir Sandford with a view of an Intercolonial Railway train crossing the bridge over the Miramichi River in New Brunswick. This was one of the last stamps to be entirely steel engraved in one colour. Multi-colour lithograph examples had been introduced in the 1960s, and the new technology gradually replaced the traditional method. The last railway stamp of the 1970s was the fifteen cent Christmas stamp issued on October 17, 1979. This featured a charming colour picture of a primitive toy locomotive.



Sir Sandford Fleming, with the ICR bridge across the Miramichi river, appeared on this twelve cent commemorative in 1977. The piers of this bridge, with new superstructure, are still in use.



Three Montreal street cars appear on this 1982 stamp.



The fifteen cent Christmas stamp of 1979 featured an old fashioned toy locomotive. There were more of these printed (109,500,000) than any other Canadian commemorative showing any railway subject.



Curé Labelle with a 19th century locomotive in the background.



Box cars in Alberta from another stamp of the same issue.



The old and the new on the Expo 86 stamp.

The 1980s marked the real proliferation of railway subjects on Canadian stamps. During this decade there were no less than twenty five different stamps of that category! Foremost among them were the four series, of four stamps each, that depicted sixteen historic Canadian locomotives built between 1836 and 1945. Fifteen of these were steam, with the sixteenth one being the CNR's pioneer diesel 9000 of 1929. The dates of issue of each of the four series were: October 3, 1983; October 25, 1984; November 7, 1985; November 21, 1986. Of note to historians was that the first series (1983) was inaugurated at the Canadian Railway Museum at Delson, while the third series (1985) was timed to coincide with the 100th anniversary of the driving of the Last Spike on the CPR, and was inaugurated at Craigellachie B.C. on the anniversary day. In addition to the regular stamps, the issue of October 25, 1984 has a variety, for a souvenir sheet of the four stamps was also issued for a philatelic exhibition. The stamps on this sheet differ from the regular ones in that the background is blueish instead of greenish. No such varieties exist for the other three sets.

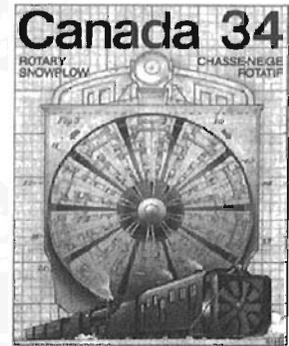
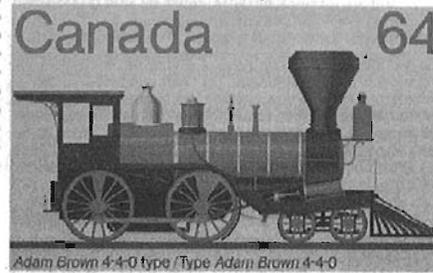
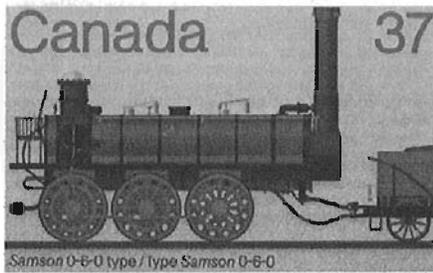
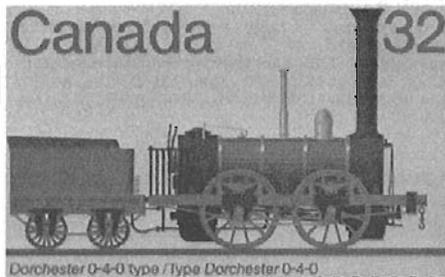
In addition to the sixteen locomotive stamps, there were nine other railway stamps issued in the 1980s. The Canada day souvenir sheet of 1982, containing twelve different 30 cent stamps, contained two that meet our criteria. The one representing Quebec has a painting, done about 1929, of an intersection in Montreal in which appear three street cars. The painting is so accurate that the class of each car is easily recognizable and in one even the number is visible. Two are of the 2100 class while the third one is a 1200 with the number "1277" plainly readable. The stamp representing Alberta has a scene of grain elevators with several box cars visible. Then on

September 16, 1983 a 32 cent stamp came out commemorating Curé Antoine Labelle (1833 - 1891). In the background is a locomotive of one of the colonization railways that Curé Labelle did so much to promote. The Canada day sheet of 1984 showed a train on the 32 cent stamp representing Saskatchewan. Then on April 28, 1986 appeared a set commemorating Expo 86 in Vancouver. On the 86 cent stamp of this set was a B.C. Electric interurban car with a modern elevated system somewhat resembling the Sky Train. As part of the technology series of June 27, 1986 was a 34 cent stamp depicting the business end of a rotary snow plow. This set was issued in sheets containing all four of the stamp types, thus it is possible to obtain a block of four with one of each. Only one of the four contains railways, however.

The three more railway stamps of the 1980s included two commemoratives and one regular issue. On November 4, 1986 a 34 cent stamp came out commemorating the 150th anniversary of the

phers. One of these 38 cent stamps, commemorating William Notman, showed one of Notman's famous photos, taken about 1859, of the building of the piers of Victoria Bridge.

The 1990s have continued the pattern set in the 1980s, with ten railway type stamps issued so far. On March 25 1992 a set of four was produced commemorating the 350th anniversary of the founding of Montreal. The 42 cent of this set shows Montreal as it is now and, in the foreground, plainly appears a train of Montreal's Metro. This stamp also comes on a souvenir sheet, but this is not distinguishable from the regular issue if it has been separated from the sheet. On June 14, 1993 a series of stamps came out depicting famous CPR hotels. While all of these might be considered as having a railway connection, the only one we include is the 43 cent showing the Banff Springs Hotel, for, running along in the foreground, is CP's famous transcontinental train "The Canadian". Then on November 8, 1993 came the fifth in a series of four each commemorating Canada's involvement in World War II. The 1993 series features the campaigns of 1943 and two of these 43 cent stamps; "Aid to the Allies" and "The Italian Campaign" show railway tracks and freight cars.



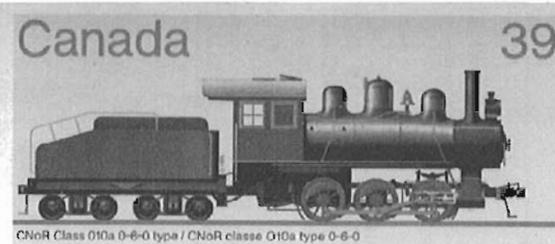
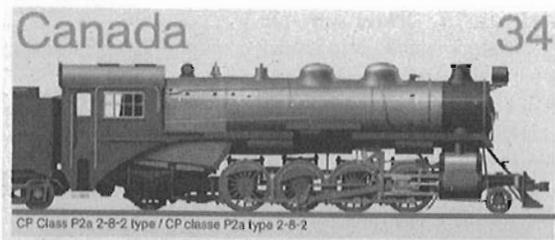
A rotary plow on a 1986 stamp

The 1983 set of locomotive stamps depicted the earlier types.

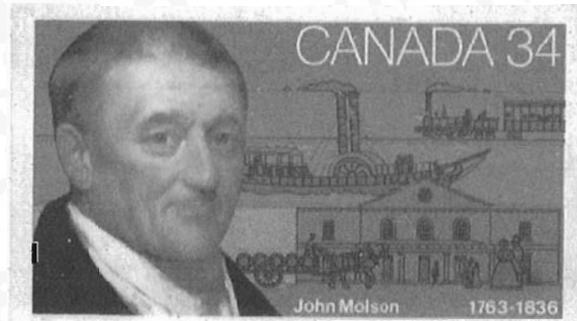
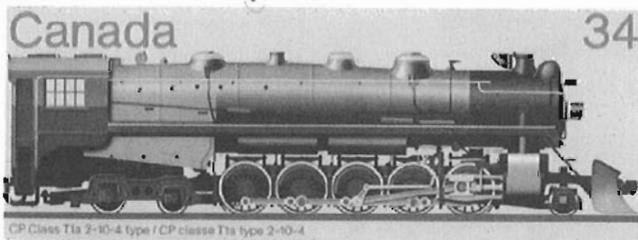
death of John Molson. In the background are representations of the Molsons' many activities, including an early train of the Champlain and St. Lawrence Rail Road, the first railway in Canada. Then on May 5, 1989 an orange \$2 stamp appeared which depicted the impressive CPR station at McAdam New Brunswick. This was a regular issue stamp which continued to be issued until 1994 which was, coincidentally, the year in which McAdam lost its passenger service with the discontinuance of Via Rail's "Atlantic". Last of the 1980s was one of a series to commemorate early photogra-



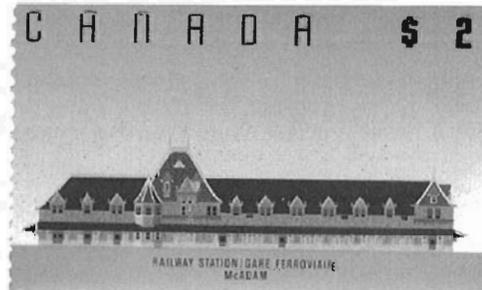
The 1984 set featured locomotives of the late nineteenth and early twentieth centuries. This was the only set that was also issued as a souvenir sheet,



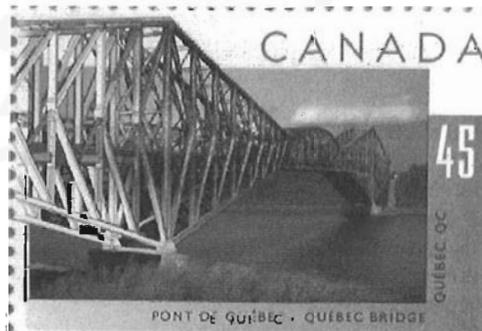
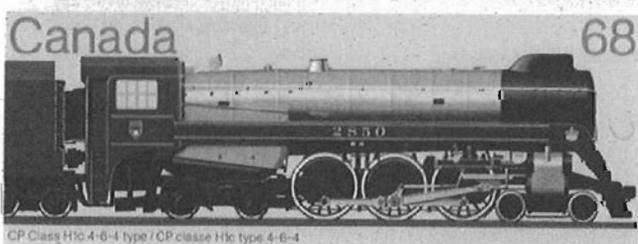
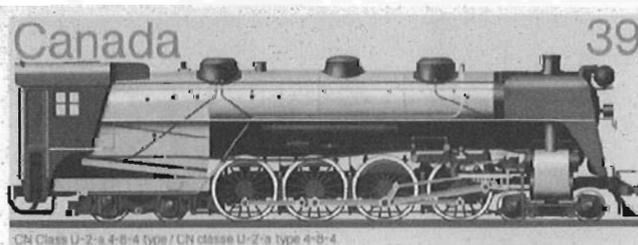
The 1985 set of locomotive stamps issued on November 7, 1985 at Craigellachie B.C.



The John Molson stamp was issued in 1986 the year of the 150th anniversary of his death. Note the pioneer train of the Champlain and St. Lawrence Rail Road in the background.



McAdam station on a regular issue \$2 stamp.



The last set came out in 1986 and included CPR Royal Hudson 2850 as well as CNR's pioneer diesel locomotive 9000.

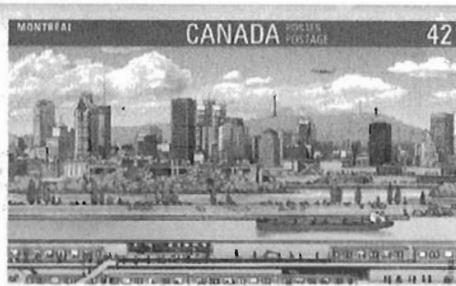
The Quebec Bridge, 1995. Contrast this view with the engraved 12 cent stamp of 1929.

On August 19, 1994 a souvenir sheet of six different stamps was issued showing, as part of an ongoing series, historic means of land transportation. One of the 88 cent stamps has an excellent side view of a Saint John New Brunswick street car, number 40, which was built by the Ottawa Car Company for the Saint John Railway in 1894. This stamp was issued only in the souvenir sheet form. This author can claim a small part in the design of that stamp for he was called in a consultant and was able to supply information about the authentic colours as well as making numerous small corrections, all of which were adopted, to the proposed design of the stamp. See next page for an illustration of this stamp.

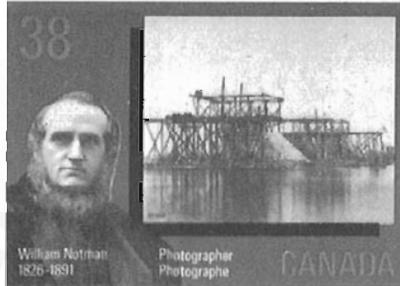
On September 1, 1995 a set of 45 cent stamps appeared showing famous bridges. One of these was the Quebec Bridge which had appeared on a twelve cent stamp back in 1929. The new picture of the bridge was quite different from the old one. A set of 45 cent stamps showing well known comic strip characters made its appearance on October 2, 1995. Since Superman was created by two Canadians, he is shown flying high above a speeding streamlined steam locomotive.

In 1996 a special large souvenir sheet appeared showing all 25 of the historic transportation stamps, but in different denominations from the originals. Saint John street car No. 40 reappeared, this time as a ten cent stamp, and with a differently coloured background. Finally a special set of 45 cent stamps was issued commemorating 100 years of movies in Canada. These stamps were issued only in "peel and stick" format in a special pack with a very interesting descriptive booklet. The first stamp in the series was a scene from the first movie ever shown in Canada, a train entering a station in France in 1896. The last stamp in the set shows a scene from the movie "The Grey Fox", and a steam locomotive appears in the background.

Any consideration of trains on Canadian stamps would not be complete without including the postal stationary, i.e. stamped envelopes and post cards. The history of stamped envelopes in Canada goes back to 1860, and many have designs quite different from the regular stamps. Stamped postcards, newspaper mailers, air letters and other forms of postal stationary have appeared over the years. In 1968 the new six cent stamped envelopes showed the same designs, and in the same colour, as the regular stamps which showed the Turbo train. The envelopes were made in both the number 8 and number 10 size and were



Montreal showing the Metro



The piers of Victoria Bridge in 1859.



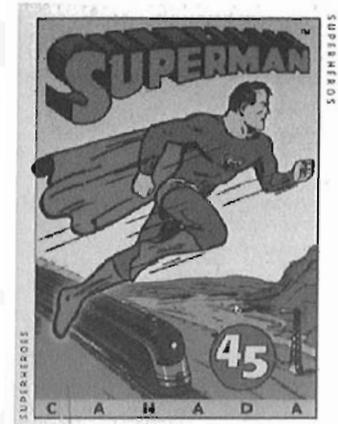
Banff Springs Hotel and The Canadian.



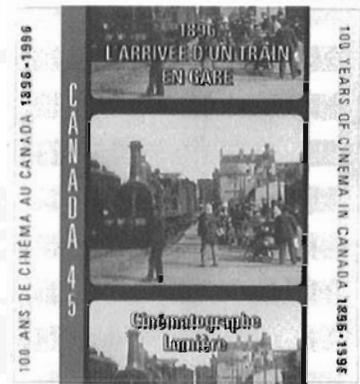
Aid to the Allies in World War II



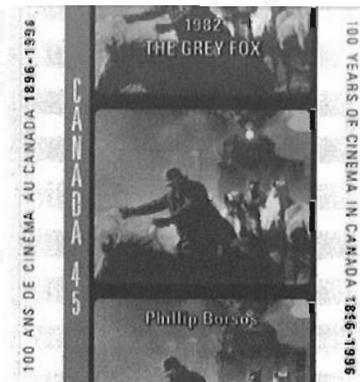
The Italian campaign of World War II



Superman flying over a speeding train



The arrival of a train in a station was the first movie ever shown in Canada (June 27, 1896). A frame from that film is shown on this stamp.



This scene from the film "The Grey Fox" features a steam locomotive in the background. This is the most recent railway-type stamp to be issued in Canada.

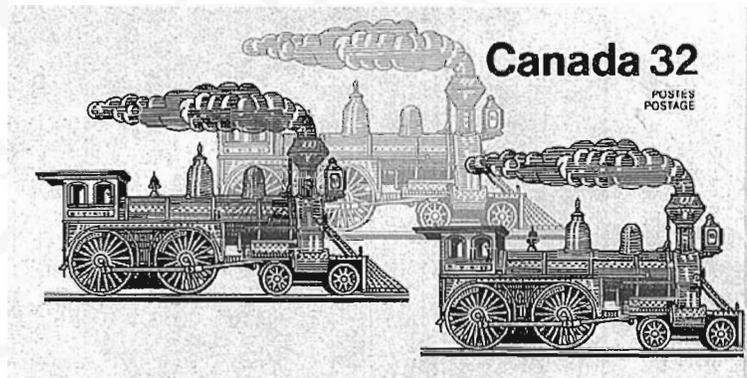


ABOVE: Saint John Railway Co. car 40, built by Ottawa Car Co. in 1894, was the subject of this 88 cent stamp issued in August of 1994. A similar 10 cent stamp came out later as part of a special souvenir sheet.

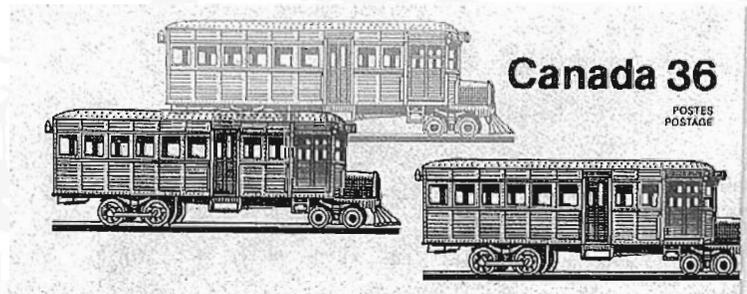
made with all three varieties of the stamps, six cent orange, six cent black and seven cent green. Then in 1982 a new series of stamped envelopes came out with designs entirely different from the regular stamps. The theme of all these was transportation, and each envelope bore three identical images, in different colours, partially superimposed. The number 8 envelopes featured railways while the number 10 ones depicted ships. As the rates changed, the colours changed too and some the design as well. Three different designs were used during the life of this series. The 30 cent (1982 to 1983) and the 32 cent (1983 to 1985) featured a Grand Trunk 4-4-0 of 1881. Some of these 32 cent envelopes were later surcharged for the new higher rate of 34 cents. The 34 cent (1985 to 1987) and the 36 cent (1987 to 1988) bore a broadside view of a Temiscouata Railway rail bus. Finally the 37 cent (1988 to 1989) and the 38 cent (1989 to 1990) featured a side view of Ottawa Electric Railway mail car 423. This car is now at the Canadian Railway Museum. When the postal rates were raised again in 1990 a new series was introduced which did not concern railways.

Stamped post cards were also issued and those that came out between 1968 and 1972 showed the same view of the Turbo train as the stamped envelopes issued at the same time. In the 1970s there was also a set of ten pictorial post cards issued for the National Postal Museum. These cards had pictures relating to postal history, and the stamp printed on it had the same picture as that on the card itself. One of these stamps had a view of one of the early mail cars, introduced in 1894, of the Ottawa Electric Railway.

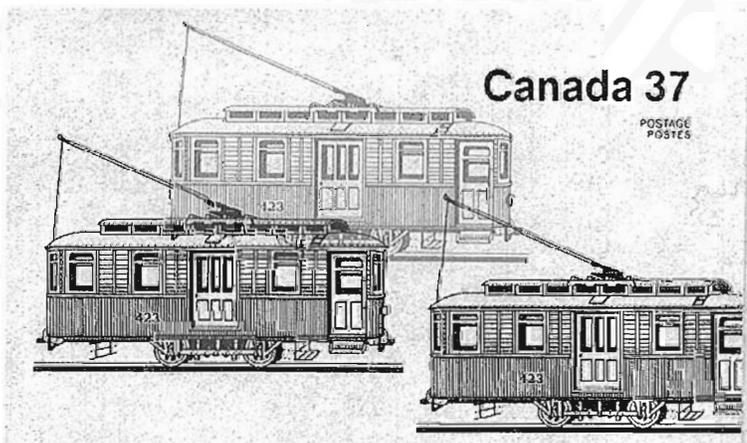
So far, the movie stamps of 1996 have been the last that showed railways, but it is very likely that others will appear in the future. Well over half of all the varieties ever issued have appeared in the last fifteen years, which raises hopes that we will see future issues. Canada has the longest history of railway stamps in the world, going back 137 years to the one cent New Brunswick of 1860. It is hoped that this history will continue and that we will in the future see many more new Canadian stamps bearing railway subjects.



A Grand Trunk 4-4-0 of 1881 appeared on the 30 and 32 cent small-size stamped envelopes.



When the postage rates went up to 34 cents, the 4-4-0 was replaced by a rail bus of the Temiscouata Railway. This design continued for the 36 cent envelopes.



The last issue of railway-oriented stamped envelopes, the 37 and 38 cent denomination, featured Ottawa Electric Railway mail car 423. This car is at the Canadian Railway Museum.

CANADIAN STAMPS WITH RAILWAY SUBJECTS

SCOTT NUM.	DENOM. CENTS	SUBJECT	COLOUR	DATES ISSUED	QUANTITY PRINTED
NEW BRUNSWICK					
6	1	Locomotive	Lilac	May 15 1860 to 1864	200,000
6a	1	Locomotive	Violet	1864 to 1867	400,000
NEWFOUNDLAND					
86	2	Map of Nfld. Railway	Red	Sep 1908 to 1911	Unknown
95	10	Mill, showing Railway	Black	Aug 15 1910 to 1911	10,000
101	10	Same, but engraved	Black	Feb 7 1911 to 1911	Unknown
149	5	Nfld. Railway Train	Grey	Jan 3 1928 to 1929	650,000
167	5	Same, slightly modified	Grey	Sep 14 1929 to 1931	Unknown
176	5	Same, watermarked	Grey	Jul 1931 to 1932	Unknown
CANADA					
Note *: Nos. 1, 4, 12, 15 are not railway stamps but are included because of their connection to Sandford Fleming.					
1 & 4	3d	Beaver (imperf.) *	Red	Apr 23 1851 to 1858	3,100,000
12	3d	Beaver (perf.) *	Red	Jan 1859 to 1859	428,200
15	5	Beaver *	Red	Jul 1859 to 1868	39,792,172
—	10	Victoria Bridge	Violet	1914, Never issued	NONE
—	20	Western train	Olive	1914, Never issued	NONE
145	12	Map showing Railways	Blue	Jun 29 1927 to 1929	7,492,000
E3	20	Train and mountains	Orange	Jun 29 1927 to 1930	671,000
156	12	Quebec Bridge	Grey	Jan 8 1929 to 1930	4,300,000
157	20	Train in West	Red	Jan 8 1929 to 1930	7,009,000
175	20	Harvesting wheat	Red	Dec 4 1930 to 1935	21,000,000
273	100	PEI train ferry	Pink	Sep 16 1946 to 1951	15,375,000
311	4	Old and new trains	Black	Sep 24 1951 Commem.	49,750,000
410	5	Sir C. Gzowski	Pink	Mar 5 1963 Commem.	27,820,000
459	6	Turbo etc.	Orange	Nov 1 1968 to 1970	1,017,400,000
460	6	Turbo etc.	Black	Jan 7 1970 to 1971	Unknown
531	6	Donald Smith	Green	Nov 4 1970 Commem.	35,400,000
543	7	Turbo etc.	Green	Jun 30 1971 to 1972	271,445,000
739	12	Sandford Fleming	Brown	Sep 16 1977 Commem.	12,000,000
839	15	Toy locomotive	Blue	Oct 17 1979 Commem.	109,500,000
956	30	Montreal street cars	Multi	Jun 30 1982 Commem.	5,400,000
964	30	Box cars in Alberta	Multi	Jun 30 1982 Commem.	5,400,000
998	32	Antoine Labelle	Multi	Sep 16 1983 Commem.	20,000,000
999	32	"Toronto"	Multi	Oct 3 1983 Commem.	9,000,000
1000	32	"Dorchester"	Multi	Oct 3 1983 Commem.	9,000,000
1001	37	"Samson"	Multi	Oct 3 1983 Commem.	8,600,000
1002	64	"Adam Brown"	Multi	Oct 3 1983 Commem.	8,200,000
1023	32	Train in Saskatchewan	Multi	Jun 29 1984 Commem.	4,400,000
1036	32	"Scotia"	Multi	Oct 25 1984 Commem.	9,000,000
1037	32	"Countess of Dufferin"	Multi	Oct 25 1984 Commem.	9,000,000

1038	37	G.T. Class E3	Multi	Oct 25 1984	Commem.	8,600,000
1039	64	C.P.R. Class D10a	Multi	Oct 25 1984	Commem.	8,200,000
1039a		Souvenir sheet of 4	Multi	Oct 25 1984	Commem.	700,000
1071	34	G.T. Class K2	Multi	Nov 7 1985	Commem.	9,000,000
1072	34	C.P.R. Class P2a	Multi	Nov 7 1985	Commem.	9,000,000
1073	39	C. No. Class o10a	Multi	Nov 7 1985	Commem.	8,600,000
1074	68	C.G.R. Class H4d	Multi	Nov 7 1985	Commem.	8,200,000
1093	68	B.C. Elec & Sky train	Multi	Apr 28 1986	Commem.	15,000,000
1099	34	Rotary snowplow	Multi	Jun 27 1986	Commem.	5,250,000
1117	34	John Molson	Multi	Nov 4 1986	Commem.	14,000,000
1118	34	C.N.R. Class V1a	Multi	Nov 21 1986	Commem.	7,000,000
1119	34	C.P.R. Class T1a	Multi	Nov 21 1986	Commem.	7,000,000
1120	39	C.N.R. Class U2a	Multi	Nov 21 1986	Commem.	9,500,000
1121	68	C.P.R. Class H1c	Multi	Nov 21 1986	Commem.	9,500,000
1182	200	Mc. Adam station	Orange	May 5 1989 to 1994		Unknown
1237	38	Victoria bridge piers	Multi	Jun 23 1989	Commem.	3,750,000
1404	42	Montreal showing metro	Multi	Mar 25 1992	Commem.	7,500,000
1407a		Souvenir sheet of 4	Multi	Mar 25 1992	Commem.	400,000
1468	43	Banff with train	Multi	Jun 14 1993	Commem.	750,000
1503	43	Aid to Allies (World War II)	Green	Nov 8 1993	Commem.	2,500,000
1506	43	Italian Campaign (W.W. II)	Brown	Nov 8 1993	Commem.	2,500,000
1527e	88	Saint John street car 40	Multi	Aug 19 1994	Commem.	800,000
1570	45	Quebec Bridge	Multi	Sep 1 1995	Commem.	3,750,000
1579	45	Superman	Multi	Oct 2 1995	Commem.	6,000,000
	10	Saint John street car 40	Multi	1996	Commem.	Unknown
	45	1896 Movie scene	Multi	1996	Commem.	Unknown
	45	Movie "Grey Fox"	Multi	1996	Commem.	Unknown

CANADIAN STAMPED ENVELOPES

Envelopes are #8 size unless indicated as #10

U90	6	Turbo etc.	Orange	Nov 1968 to 1970
U90a	6	Turbo etc. (#10)	Orange	Nov 1968 to 1970
U91	6	Turbo etc.	Black	Jan 1970 to 1971
U91a	6	Turbo etc. (#10)	Black	Jan 1970 to 1971
U92	7	Turbo etc.	Green	Jul 1971 to 1972
U92a	7	Turbo etc. (#10)	Green	Jul 1971 to 1972
U112	30	GTR locomotive	Olive	May 1982 to 1983
U114	32	GTR locomotive	Sepia	Feb 1983 to 1985
U118	34	GTR surcharged 34	Sepia	Jul 1985 to 1985
U116	34	Rail bus	Yellow	Jul 1985 to 1987
U120	36	Rail bus	Blue	Apr 1987 to 1988
U122	37	Ottawa mail tram	Mauve	Jan 1988 to 1989
U124	38	Ottawa mail tram	Brown	Jan 1989 to 1990

CANADIAN POST CARDS

UX103	6	Turbo etc.	Orange	Nov 1968 to 1970
UX104	6	Turbo etc.	Black	Jan 1970 to 1971
UX105	7	Turbo etc.	Green	Jul 1971 to 1972
UX109C	8	Old OERY. mail car	Multi	c. 1974 Commem.

The ADtranz IC3 Flexliner

By John Godfrey



A stream of people flowed through the open door of gate 5 into Ottawa Station early in the afternoon of December 10th, 1996. As the last of them trickled through the opening, a disembodied voice announced that VIA train #640 would arrive in a few minutes at gate 5. I knew I hadn't imagined seeing a cart before a horse in the driveway! A glance out the floor-to-ceiling window revealed that #640 was, in fact, in the station, and that I had not ticketed myself "the long way" home in vain: today's #640 - soon to be #643 was comprised of one of the IC3 trainsets leased by VIA for 4 to 6 months of testing in Ontario. I escaped the warm confines of the station building to examine this visitor more closely.

Each of the two train-sets in test service in Canada is about the length of an RDC and a half. The 193 foot extended aluminum carbody is divided into three sections and rides on four trucks, the middle section sharing a truck with an adjoining one, and is officially considered an "IC3D" by the manufacturer, ADtranz. Schafenberg couplers on the end of each trainset enable it to couple to up to five similar trainsets, be they diesel or electrically propelled. A full-width cab on each end is accessible directly from the outside by means of an external cab door and stirrup steps. Passenger access is provided by automatic plug-type access doors and folding steps on each side of each motor coach. A rubber bladder on each end of the trainset inflates to make the set more aerodynamic. Once speed reaches 80 km/hr, it creates a vacuum in front of the unit, so that there is little air resistance to the movement. When it is desired to couple two or more trainsets together, air pressure is decreased in the bladder, which becomes a diaphragm to enable passengers to pass from one set to the next out of the elements.

Having seen all that I could see, I headed back to the station. It was about 1320, and the wind was whipping about ice pellets, snow flakes, and whatever else it could pick up, with a fair amount of velocity. Judging by the length of the line-up that had formed inside, most of the 141 seats would be occupied today. At 1345, #643 was declared ready for boarding, and those assembled headed for the train. I grabbed a

window seat in the middle section on the "fireman's side", and stowed my things in the overhead luggage bin.

Inside, the IC3 is airy and functional. Window blinds roll up completely out of the way, allowing natural light to flood the blue/grey interior through huge windows. Seats, while relatively low-backed, are wide and comfortable. If there is one nit to pick, the reclining mechanism for each seat, found between the two seat cushions, may have you getting to know your fellow passenger better than you might want to.

We got underway two minutes late at 1352; if I had not been looking outside at the time, I would not have known, as there was no perceptible sensation of motion. That is until the train went through the various switches that were lined for its route onto the Beachburg Sub, when the gentle telltale rock of the tilt system told us that we were leaving town. A technician from ADtranz is on board for each run an IC3 makes. Once my ticket was collected, I set about to find and interrogate him in an effort to learn all I could about this new technology.

The trainsets testing in Ontario are "hybrids" in a sense. ADtranz leased them back from the Israel State Railways expressly for testing and evaluation in North America. Their interiors were modified in consultation with Amtrak (since the sets will spend most of their North American time in the U.S.) to include phone booths (the European models have wall phones in the vestibules), electric heat (vs. oil fired), computer outlets, and North American type wall outlets. The Israel sets were chosen as they are the only ones constructed to date with air conditioning; European sets have open-top windows. The 109 seats in the coach section are 2-2 facing across a small table. First class contains seats for 32 people in groups of two, three, and four facing each other across another small table.

Top speed for the Flexliners in Canada is 95 mph. Over in the U.S. they are allowed to get up to 100 mph. Four 400 HP air-cooled engines power the inboard axle of each truck by means of a drive shaft (just like a Budd car) and produce 33,000 lbs. of starting tractive effort (each trainset weight 224,000 lbs.). Three types of brakes are included on the IC3:

electro-pneumatic, air and, to keep the train stationary during long stops, a magnetic brake not unlike that found on the PCC streetcar. All systems are monitored by a battery of on-board computers which relay information to the engineman's console. Mechanics can download performance information during their weekly inspections in order to evaluate performance and make any repairs necessary. Both on-board and underneath components are arranged in modules, which can be replaced in minutes; sending the train on its way before the damaged module is repaired and placed back in the stores. Operational modules for North American service include a bell, AAR radios, and an event recorder.

As we slowed for the station stop at Smiths Falls and the associated change of iron from CN to CP, a glance at my watch showed us to be slightly ahead of the advertised. The conductor joined the technician and I at the rear of the train. He noted that we are to meet two CP freights and VIA #42 here. The freights turned out to be the eastward and westward Iron Highway sets CP is testing between Montreal and Toronto. While we waited for the freights to clear, the technician put the extra time to good use, explaining the method of coupling trainsets together; a simple matter of flicking a switch that enables his set to join a stationary one ahead of it at a slow creep and deflate the bladder. Once coupled, the controls are set to "MU", much as in a North American diesel locomotive consist, and, making use of compressed air, the engineman's console and end door are swung aside to permit unrestricted passage into the next set. Panels fold across the former cab area, creating a 4.3 foot wide corridor. The average passenger would not realize that he was walking through the control area at all. In addition, sets can be uncoupled on the fly (up to about 20 mph), the trailing set coasting to a momentary stop to have its operational systems configured to "lead" and to secure clearance, before continuing on its way.

We departed Smiths Falls 32 minutes late at 1305. Once on the Brockville Sub, I headed back to my seat to write down some notes. Brockville: 1533; we made up 6 minutes and seamlessly made our way onto the Kingston Sub. Kingston is the heaviest stop of the day: 1613 vs. 1549. Trenton Junction: 1720; now 25 minutes down, thanks to a couple of slow orders.

I was beginning to get concerned over making #68 at Guildwood for the trip home to Montreal. What should have been a 35 minute connection was fast eroding. To take my mind off the situation, I tried out some of the creature comforts found on the Flexliner.

The underside of the overhead luggage bins contain the usual reading lights, as well as airline-type train attendant call buttons and "fresh air" vents, and headphone jacks to tune in any of the five on-board channels.

The various sections of the train are separated by "seeing eye" doors (similar to those found at the supermarket. While most of the doors seemed to work well, the one next to my seat must have been blind. More often than not, the unsuspecting passenger would walk into a door that remained closed after the beam was broken. Automatically operated toilets and faucets, common in European rolling stock, are found on the Flexliners. The one designated for the use of the mobility-impaired is more spacious than its counterpart on VIA's LRC cars. Most signage on the train is of the pictogram variety, though each vestibule and each passenger compartment contains dot display information screens to provide passengers with updated information about the trip. Each vestibule also contains a brief description of the Flexliner, and a map identifying the routes they can be found on during their stay in Canada.

Oshawa 1754; 25 minutes down. Having travelled these tracks many times, I knew how much time it took to get from here to Guildwood; somewhat less than the 17 minutes the schedule called for. Time to get my gear together.

VIA #643 rolled to a stop at the station shared with GO Transit at 1808, 22 minutes late. I set foot on the platform amid a crowd of nonplussed commuters interested only in getting home after a day's labour, and stepped back to watch the Flexliner head into the night. No rhythmic chant of a prime-mover or staccato bark of exhaust for this fleet-footed speedster of the rails. The chimes of the electronic bell were soon lost amid a roar that seemed to denote more of a kinship with Kenworth and friends, than with the Budd-built ancestors a generation or more ago. I turned into the wind, and shouldered my way towards the nearby station building for a few minutes of warmth to ward off the chill of the cold, damp wind off nearby Lake Ontario.

Safely aboard a sparsely-populated #68, I pondered the merits of large scale use of the IC3 in Canada. While there are some significant technological advances incorporated into the Flexliner, the sets would have to be significantly strengthened to meet North American buff force requirements. Seat arrangement may also have to be modified. VIA discovered that most of its clientele did not enjoy riding backwards for great distances, and they modified the rearward-facing seats in their LRC cars accordingly when they came due for rebuilding. Lastly, one has to wonder how the purchase of a fleet of Flexliners can be justified in the cost-conscious board room of VIA, when a fleet of predecessor RDCs, some recently rebuilt, lie idle in Toronto. Perhaps the answer would be to incorporate some of the IC3 technology into the already-paid-for and more structurally rigid RDCs, and thus attempt to regain some of the market share it abandoned to other modes of public transit it abandoned a few years ago on its feeder and secondary routes.

BACK COVER: Street car number 40 of the Saint John Railway Co. was one of eleven (Nos. 30 to 40) built for that company in 1894 by the Ottawa Car Co. This was part of the re-equipping of the Saint John system after the reorganization following the failure of the earlier companies. Cars of this type saw a great deal of use, and some lasted as late as 1920. Number 40 was the prototype for the Canadian commemorative stamp that was issued in 1994. A photo of that stamp is on page 23. National Archives of Canada, Merrilees Collection, Photo No. PA-166554..

C. R. H.
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