NEWPORT
VERMONT

THE JUNCTION OF
THE CANADIAN
PACIFIC AND THE
BOSTON AND MAINE
RAILROAD SYSTEMS.

1

Carl Riff

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

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

JANUARY 31, 1916

0-6-0	U-3	Alco	1905

JANUARY 31, 1930

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

DIESELS

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

SUTTON FEBRUARY 13, 1911

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

ACTONVALE MAY 19, 1911

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

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

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

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

COWANSVILLE DECEMBER 23, 1946

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

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

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

VERMONT DIESELS

THE FIRST CANADIAN PACIFIC DIESELS IN VERMONT, DECEMBER 1949.

CANADIAN PACIFIC DIESEL LOCOMTOIVES; DEAN MURRAY AND DAVID B. HANNA, TORONTO, RAILFARE, 1981.

It was decided that with the exclusive use of diesels, all helper services could be eliminated and that two 1500 HP units would be used for each through freight train. All other traffic was to be handled by single units except under peak traffic conditions when two units would be operated in passenger service. The schedule provided for three through freights daily in each direction between Montreal and White River Junction, handling a maximum of 2200 tons per train. It was considered that four two-unit sets could handle these six trains with the Boston and Maine Railroad supplying the power for two trains under a joint agreement between the two railways.

To provide for peak volumes of through freight traffic and spares for protection, it was considered necessary to acquire two extra two-unit sets for a total of twelve 1500 HP units. These were to consist of eight A units and four B units. The purchase of the B units was recommended since they cost less than the A units and three units could then be operated under conditions of unusually large volumes of traffic. Since CP's A units are not equipped with multiple unit receptacles at the cab end, this would not have been possible with A units only. Finally, the track loop at St. Luc (Montreal) and the wye at Wells River, along with the turntables at Newport and White River Junction, eliminated any turnaround problems in the event of a locomotive consist of an A and B pair only.

For passenger service it was considered that a 2000 HP unit was sufficient to handle up to ten cars with the schedules then used. The steam heating capacity on the ALCO unit was 3000 pounds per hour, considered sufficient for eight cars under the most severe conditions encountered in this area. The equivalent GM unit, on the other hand, carried two steam generators of this capacity. The passenger A units were to be utilized as follows:

a) One for the *Newport Local*, Trains 213 and 214.

b) One for Trains 209 and 210 *(The Redwing)*, the night Montreal-Boston train, but operated with a CP unit between Montreal and Woodsville, Vermont only. Adjustment was necessary in the schedule to enable one unit to make the round trip each day.

Photo left:

On September 13th 1949, the first scheduled train to arrive at Windsor Station under diesel power was the harbinger of a new era. The train was a humble one, the all-stops local Train 213 originating in Canadian Pacific's railway town of Newport, Vermont. The same train, with a nearly-identical consist, is seen here, photographed on October 18th 1949. Number 8404, a recently acquired ALCO-built RS-2, was a dual-service locomotive as were its sister units 8400 to 8403. The little fleet was called upon to handle both local passenger trains as well as freight in the international boundary area of the Farnham Division.
— Roger Robinson, collection Canadian Pacific.

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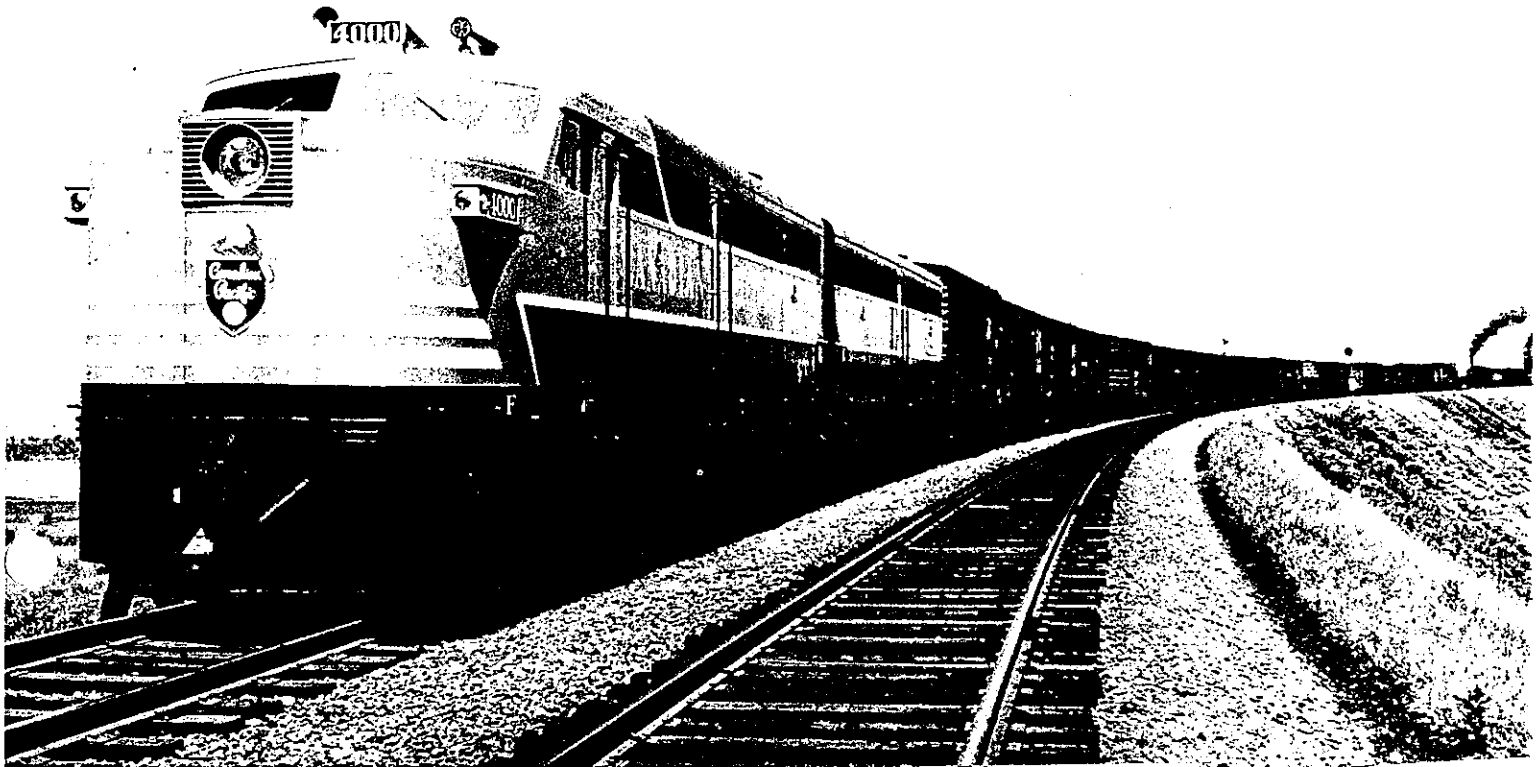
Photo below:

Having just crossed the Saint Lawrence River over the Lachine Rapids bridge in west-end Montreal, 4000 and 4400, ALCO-built FA-1 and FB-1, head up a freight to the United States on June 2nd 1949. The locomotives, although intended for the purely functional task of hauling freight trains, are streamlined as they belong to an era when motive power aesthetics were high on the industry's priority list. ALCO was particularly noted for the care which it put into the design of its carbody, evidenced here through the generally smooth rounded lines set off by the arrangement of headlight casing, number boards and shrouded pilot. This position of number boards, in fact, distinguishes these units from later FA-1 production. The railway also put much effort into the design of a livery which would complement the sleek lines of the unit. The result is a showpiece from the time when railways were still in the forefront of public interest. Note the "Spans the World" crest applied to the front of the unit. This company symbol appearing only on the earliest diesel road units, would soon be altered to the simpler "beaver crest".
— Roger Robinson, collection Canadian Pacific.

c) One for Trains 211 and 212 *(The Alouette)*, the day Montreal-Boston train, operated by CP power on alternate days between Montreal and Boston opposite a Boston and Maine locomotive under an agreement covering locomotive equalization.

At this time there was a mixed train (numbers 769 and 770) making a round trip between Woodsville and Newport on a daily basis. One 1500 HP road switcher equipped with a steam generator was deemed necessary for this service. In addition, a daily wayfreight operated in each direction on both the Lyndonville and Newport Subdivisions for a total of four daily runs. These were to be covered by four 1500 HP road switchers with one spare. It was decided to equip all these road switchers with 3000 pound-per-hour steam generators for handling passenger trains when required. The spare main line freight cab units were also to be used as spares for both the mixed and wayfreight trains in the event of failure of the road switcher units or the need for their use in passenger service. For normal conditions at Newport, it was considered that two 1000 HP switchers would be sufficient, although a third locomotive was judged necessary for periods of peak traffic. This third unit would also be available for snow plow operations and work train service. Table 4 summarizes the units recommended for purchase and gives the road numbers of those actually bought.



The territory under consideration consists of 171.6 route miles, comprising the Adirondack (39.0 miles), Newport (58.4 miles), and Lyndonville (63.7 miles) Subdivisions of the Farnham Division as well as the 10.5 mile entrance into Montreal over the Montreal Terminals Division. The traffic studied was only the international traffic originating or terminating in the United States plus wayfreight movements and, therefore, included only a portion of the traffic on the Adirondack Subdivision which is also CP's main line to Saint John, New Brunswick. Since the route was "international" so were the locomotives - only three class D10 (4-6-0), four class G1 (4-6-2) and one class G2 (4-6-2) were Canadian-built and assigned for international operation. The other 33 locomotives were American-built and due to customs regulations could not be used exclusively in Canada.

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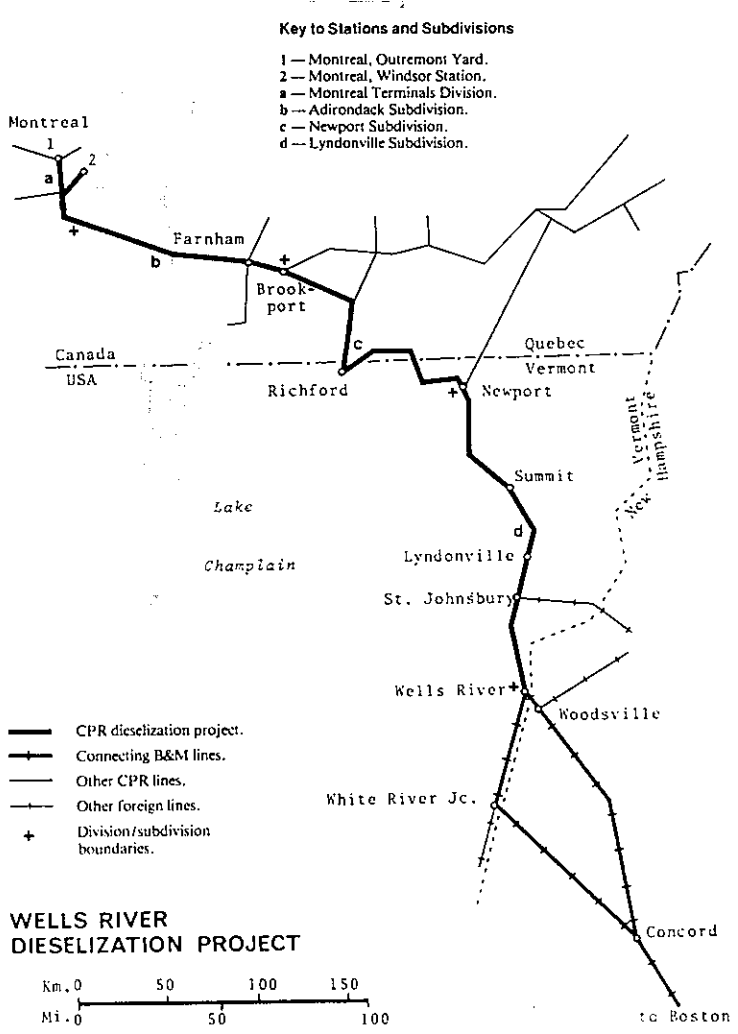
Right:

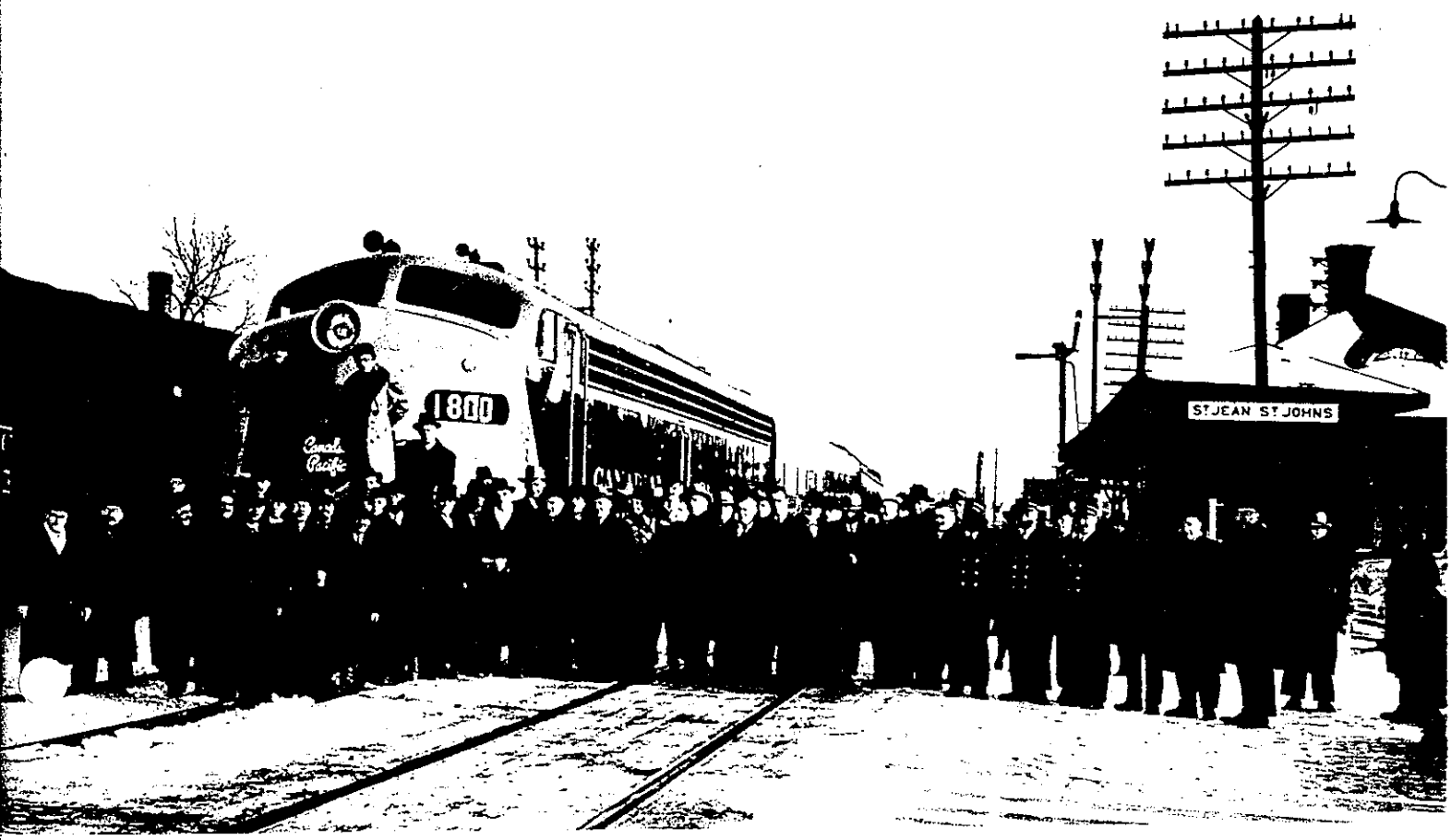
Map of Wells River dieselization project, showing stations, subdivisions and connecting lines.



Below:

Outshopped on December 2nd 1949, Canadian Pacific 1800 made its way to Montreal on the ninth as a celebrity. On that day, the first passenger diesel locomotive on the system headed a press run from Boston to celebrate and publicize the new event. At every major station the train stopped for local acknowledgement and fanfare and at St-Jean, Quebec, not far from Montreal, the company brass, reporters, crew and hangers-on lined up for the official camera.

— Philip Delisle, collection Canadian Pacific



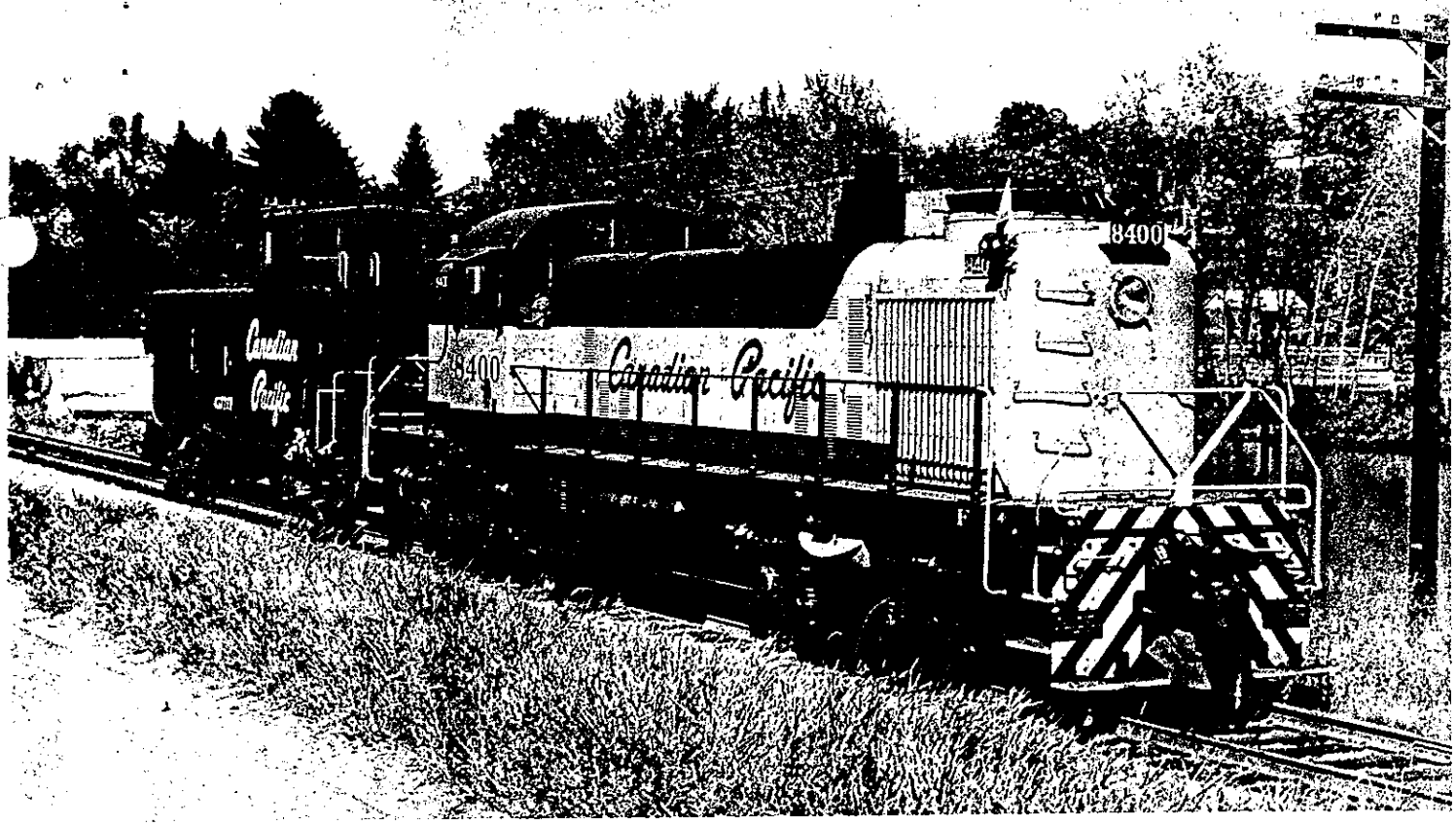


Table 4
Units for the Wells River Dieselization

No. of Units	Type of Unit Recommended	Model Purchased	Road Nos. Assigned	Notes
3	2000 HP passenger A unit	EBA	1800-1802	1
8	1500 HP freight A unit	FA-1	4000-4007	
4	1500 HP freight B unit	FB-1	4400-4403	
5	1500 HP road switcher	RS-2	8400-8404	
3	1000 HP switcher	S-2	7096-7098	

Notes:
1) 2250 HP units actually purchased.

The line from Montreal to Farnham is comparatively straight and level with a maximum grade of 0.7% for less than a mile. This section of the route was two-track territory in 1948. Between Farnham and Wells River the line passes through the Green Mountains of Vermont. Although the maximum grade of 2.1% extends for only about 300 yards on the Newport Subdivision, there are a number of points where the grades range from 1% to 2% for several miles with two major summits. The Lyndonville Subdivision has only one major summit. Both southern subdivisions are single track.

If the use of steam power had been continued, the plan was to use nineteen class G3 (4-6-2), five class G5 (4-6-2), three existing class G2 (4-6-2), three existing class D10 (4-6-0) and two new diesel switchers. The last two units were included in an otherwise "all-steam" plan since the use of diesels in yard service was already established company policy. This plan would have required considerable expenditures for strengthening bridges, replacing the 70-foot turntable at Newport with one of 110 feet, and other alterations necessary for the use of larger locomotives.

Introduced in January 1946, the "Spans the World" beaver crest lasted but a short time — until July 1949 — and appeared on only one series of diesel locomotives, ALCO built FA-1 units 4000 to 4007.

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Photo above:
Road switching at Barton, Vermont, in September 1973, Canadian Pacific 8400 performs exactly what ALCO designed this locomotive for. Canadian Pacific's first RS-2 is here in its third paint scheme (tuscan and grey with script lettering). With over three decades of service, 8400 and its four brethren have become very rare, for by 1980, Canadian Pacific operated about two-thirds of the known RS-2 locomotives (counting MLW-built 8407) left in North America. The end of their long tenure on the Wells River line is now in sight, however, as they are slated sometime in the next few years to be replaced by the original CP chop-nose GP9R units (8492, 8518, 8530, 8615, 8619) and scrapped. — Stan Smaill

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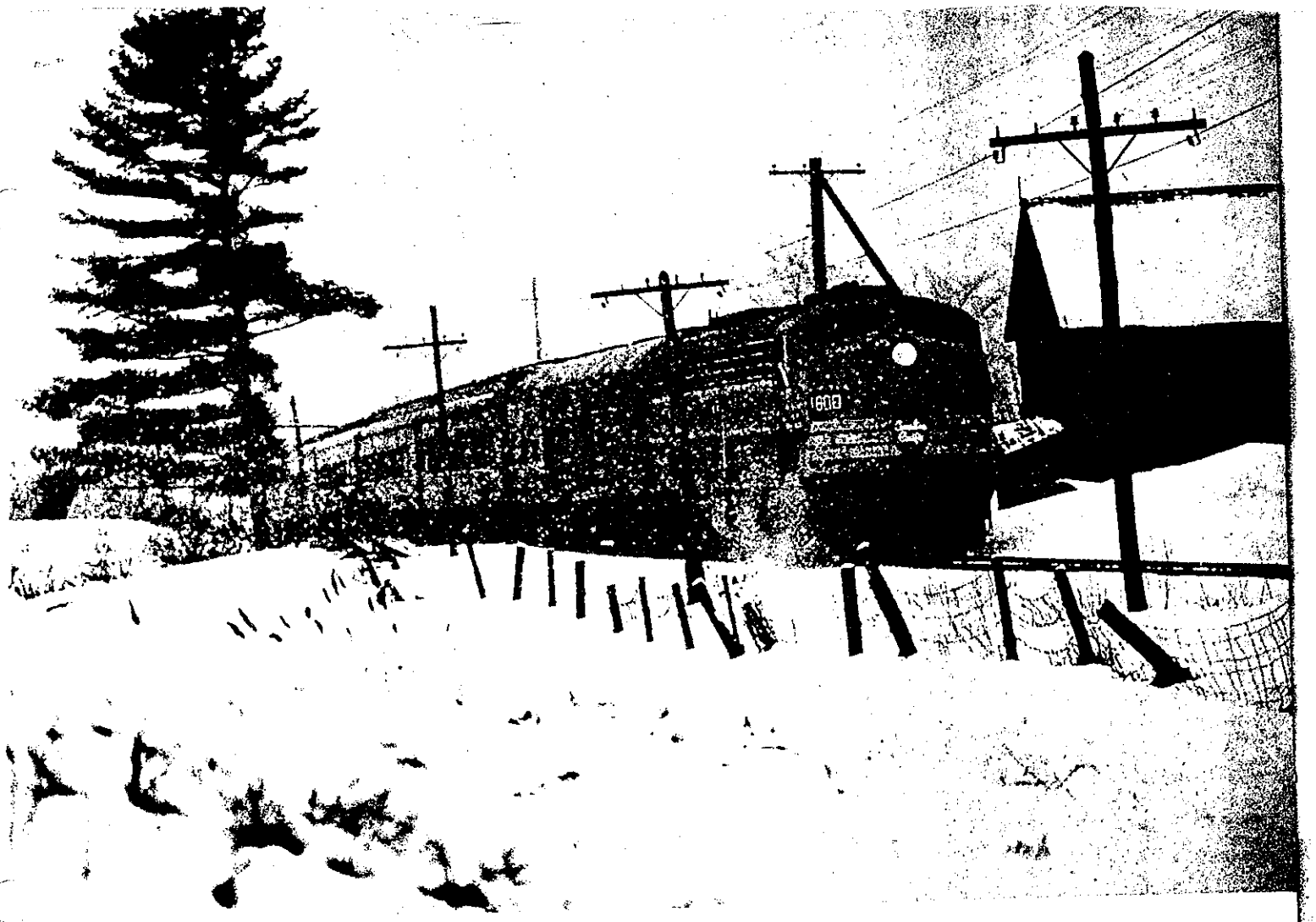
Opposite page, lower:

The Wells River dieselization programme called for only three yard switchers, the RS-2s being able to handle all other switching assignments. Thus three final S-2 units were received from ALCO in August 1949, the only three to remain in the country in which they were built. With ALCO's early switcher production, the exhaust stack was not supplied and had to be home-built as is evident in this view of 7097 at Brownville Junction, Maine, on August 1st 1974. The receipt of S-2s from ALCO marked an unusual incident in diesel locomotive manufacturing as MLW, ALCO's Canadian licensee, began outshopping the newer S-4 model before the parent. Canadian Pacific 7099 to 7108, all S-4 models, appeared in June and July of the same year. — Wendell Lemon, collection Peter Cox.



A request for a quotation on all these units was made to ALCO, BLW, FM, and EMD. Baldwin and FM were eliminated in the end as they did not quote on all types of units required. In addition, it was found that Baldwin did not have a good record in the United States either in the field of performance or maintenance. Therefore, the railway decided to wait until some practical experience had been gained with the small Baldwin units already on order before acquiring more from this builder. Another objection to BLW was that a 3000 pound-per-hour steam generator would have required a road switcher with six axles rather than four. Fairbanks-Morse was a newcomer to the field and its prices were substantially higher. General Motors had both poorer delivery dates and higher prices than ALCO. In addition, GM traction motors were less rugged, leading to a lower continuous tractive effort, and it was felt that GM's 36" (rather than 40") wheels would lead to higher maintenance cost. As in the case of Baldwin, a 3000 pound-per-hour steam generator would not fit on the EMD road switcher type (model BL2).

For these reasons, the entire order went to ALCO with the exception of the three passenger A units. In order to maintain consistency with the Boston and Maine, which proposed to run EMD E7s in the Montreal-Boston passenger services, three such units were ordered in September 1948 through the International Equipment Company in Montreal. However, by February 1949, EMD had designed the improved E8 model and CP shortly thereafter changed its order to this model, although the E7 would still have been available to the railway.

In order that the extra freight units could be used on Canadian assignments if necessary (i.e. other than turnaround assignments in international service) — singly as a 1500 HP locomotive, with two units totaling 3000 HP, or with three units totaling 4500 HP — the Canadian customs duty was paid on three A units (4000-4002) and one B unit (4400). This permitted higher utilization of these units when not required between Montreal and Wells River. It also permitted the testing of the units in proposed Canadian dieselization programmes.

By September 1950 it became apparent that the operation was more efficient than expected, and in order to provide maximum flexibility in running the road units through to Smiths Falls, the duty was paid on all the remaining A and B units. In addition, duty was paid on three of the road switchers: two for the Newport-Farnham way-freight and one for general service. Customs regulations then enabled them to pick up and set out cars in Canadian territory as well as being used in Canadian road service if required.

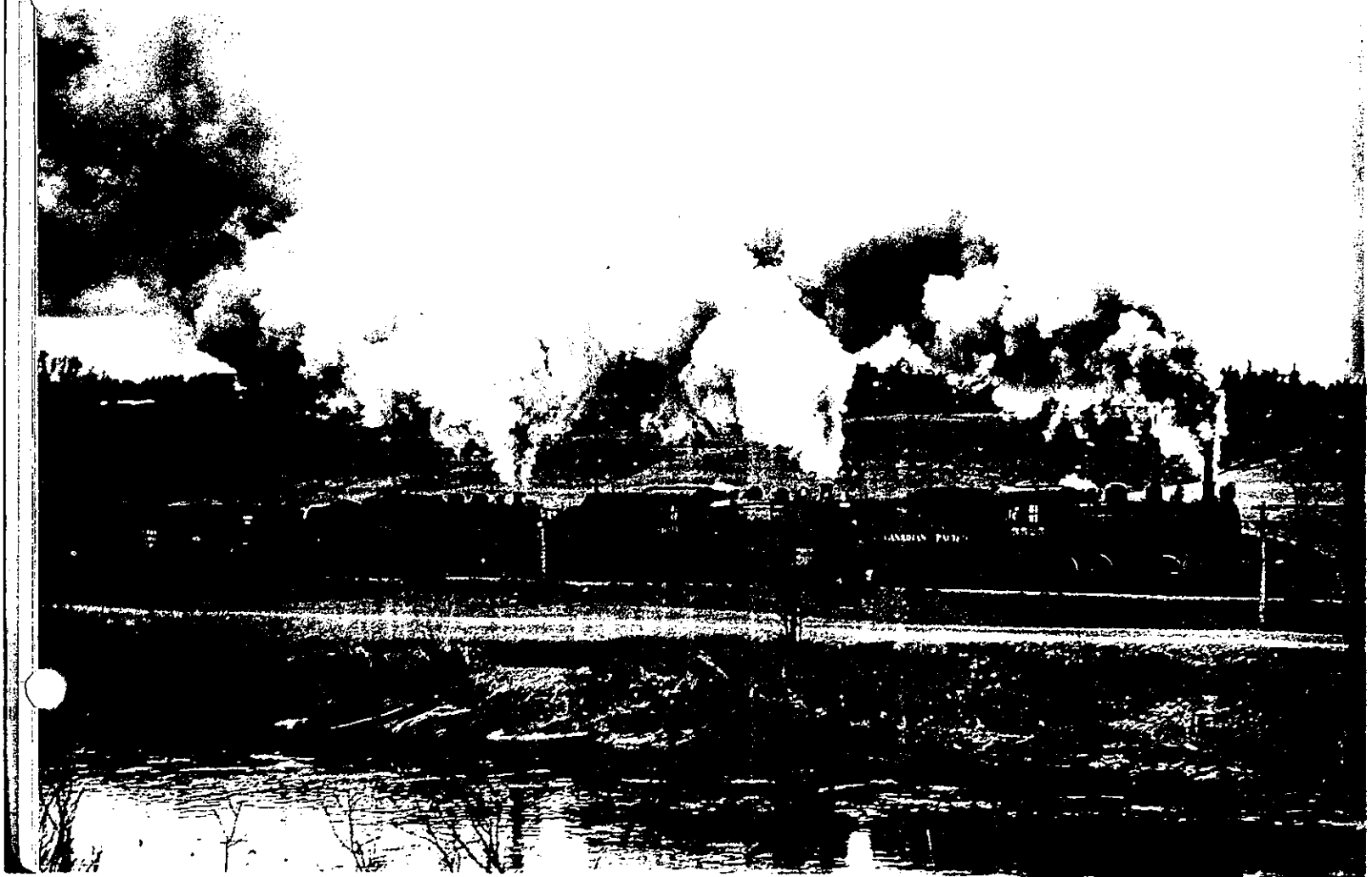
THE LYNDONVILLE SUBDIVISION

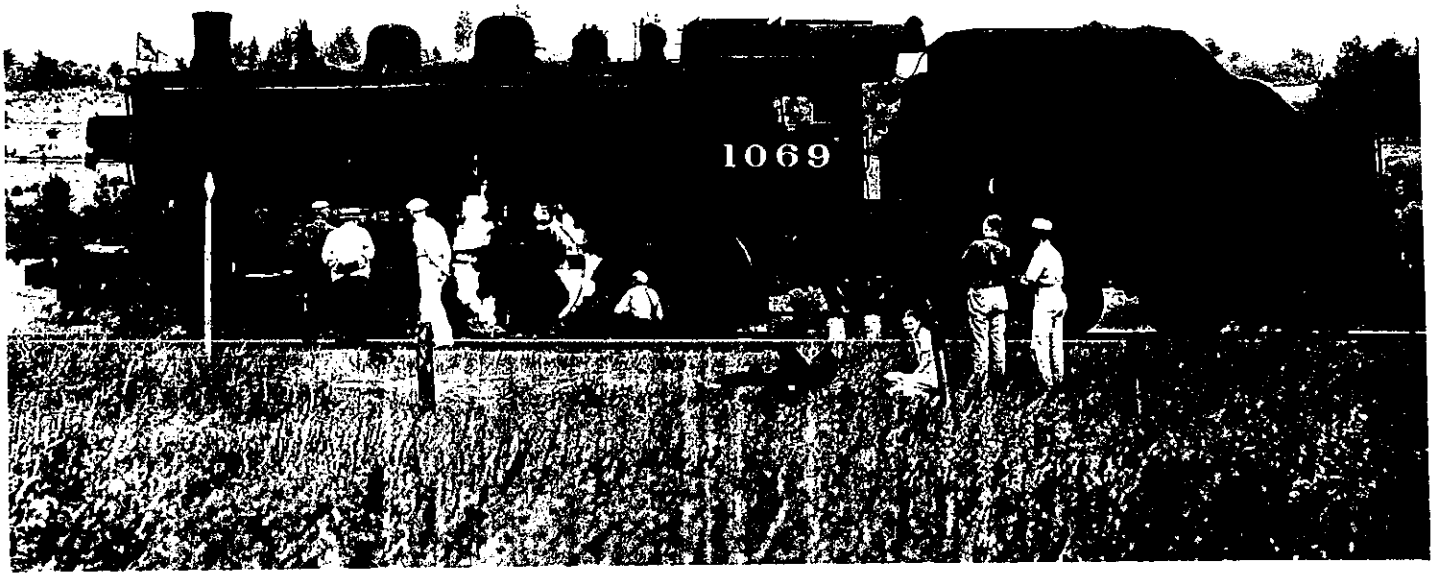
—As seen by John S. Kendall

All photographs by John S. Kendall from the collection of Albert G. Hale.

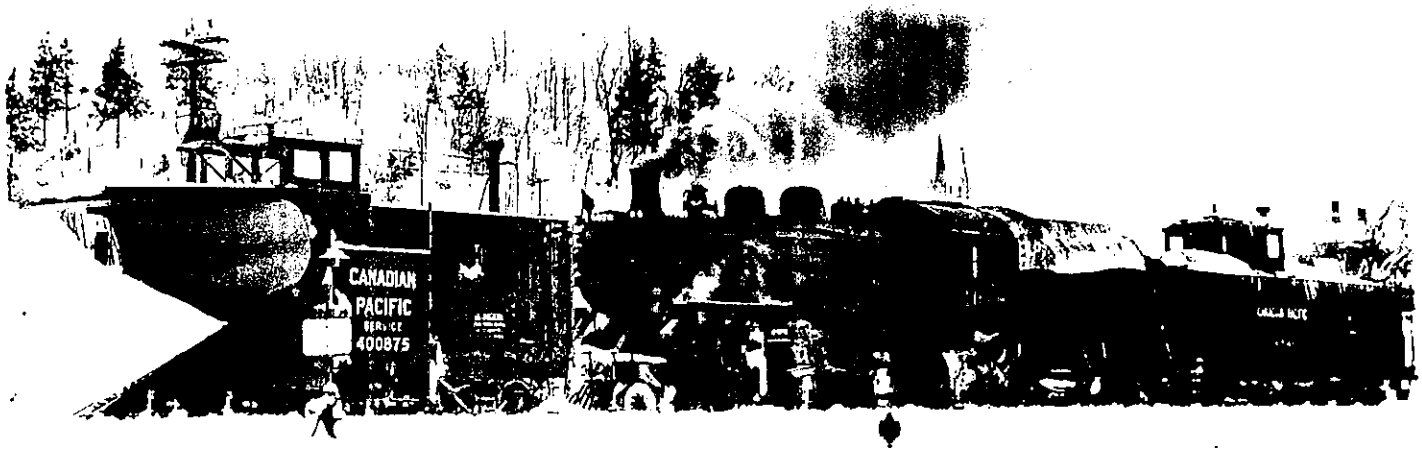
The late John S. Kendall was assistant postmaster in St. Johnsbury, Vt. for many years. In addition he served for a long time as a spare trainman on the St. Johnsbury & Lake Champlain R.R. John was not an overly prolific photographer but what he did shoot during the 1930s and 1940s was without any doubt of superior quality. Much of his work, quite naturally, concerned itself with the St.J. & L.C., but the Lyndonville Subdivision of the Canadian Pacific Railway was another favorite subject. Extending from Wells River, Vt. north some 64 miles to Newport this line was formerly a part of the B&M's Passumpsic Division mainline from White River Jct., Vt. to Sherbrooke, P.Q. In 1926 the CPR purchased the road from Wells River to Sherbrooke, assigned the Newport-Sherbrooke segment to their subsidiary the Quebec Central Railway, and designated the remainder the Lyndonville Subdivision of the Farnham Division. In 1949 the CPR dieselized at one time all its lines in Vermont and the steam era north of Wells River had come to an end. Not however before John had documented on film his impressions for latter-day fans to enjoy.

White River Jct.-Newport freight No. 903 works north through St. Johnsbury Centre in the late fall of 1941. Power is CPR Class M-4 2-8-0 No. 3525, CPR Class D-10 No. 1069 and B&M Class K-8 No. 2671.

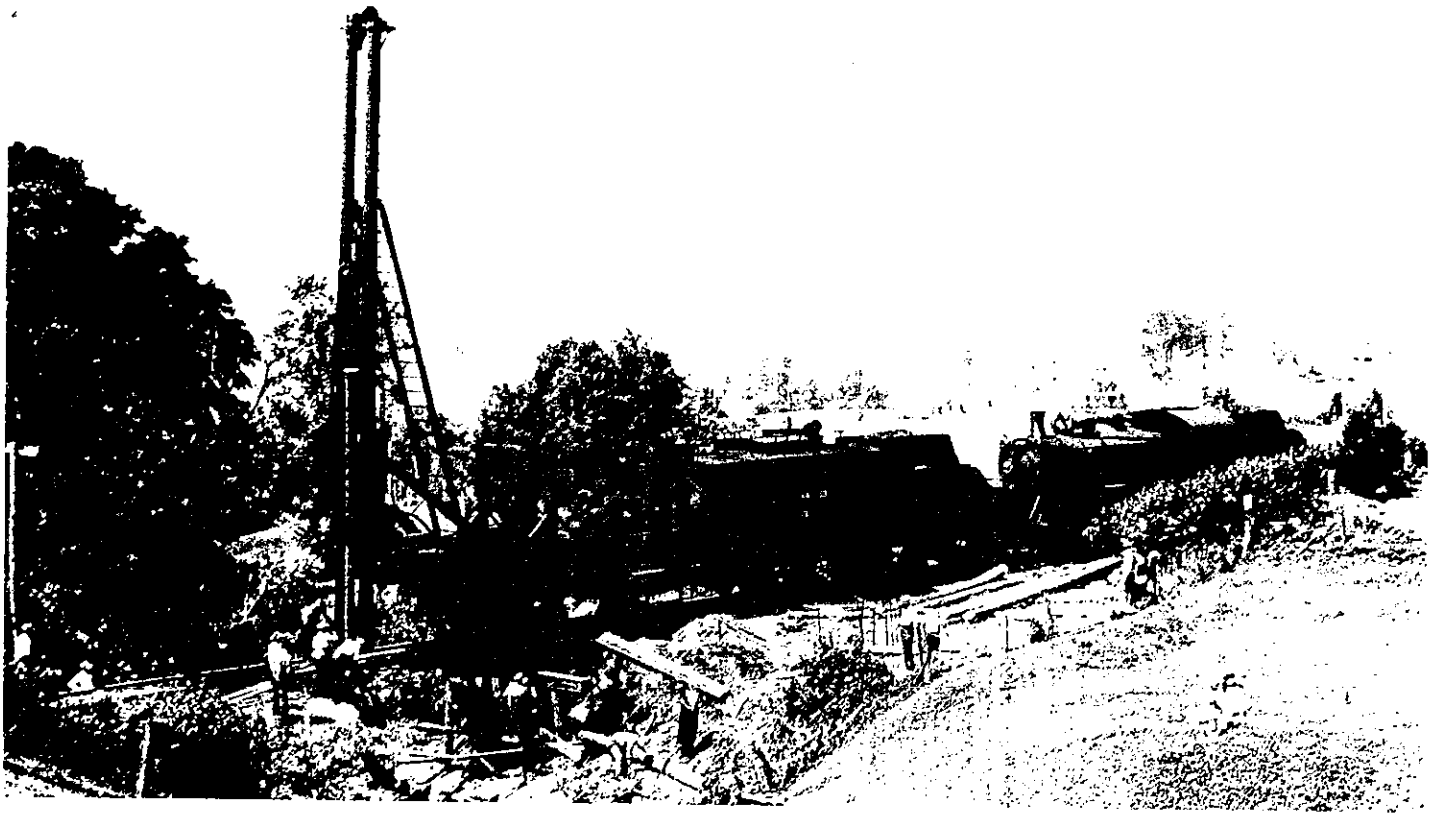




In a fascinating glimpse at field expediency, D-10 No. 1069 is getting a tire changed near Passumpsic.

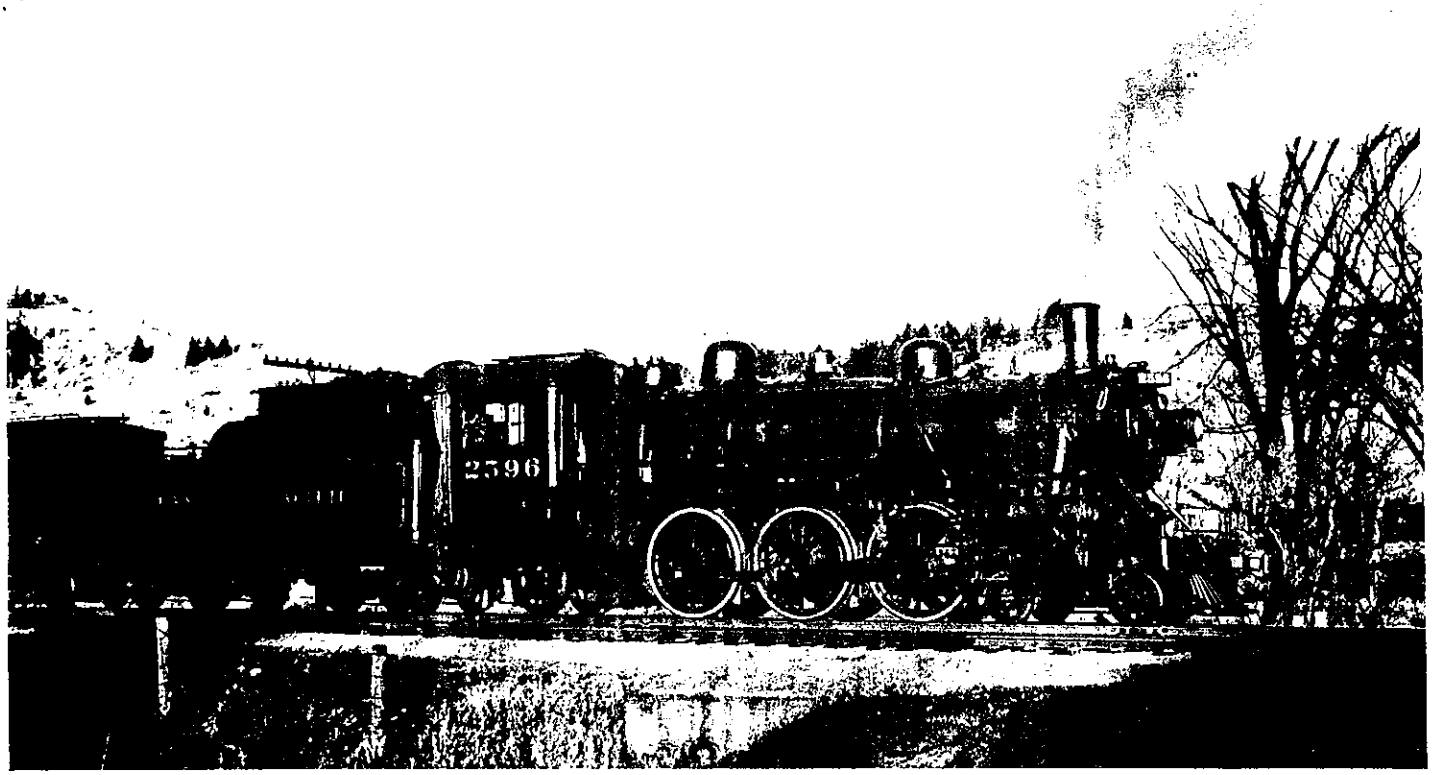


In the winter of 1941 Plow Extra 1078 was photographed in St. Johnsbury. Note the canvas stretched across the cab and tender, serving dual duty in protecting the crew and the coal.



A spring freshet has caused a washout near Lyndonville and an all-steam assemblage is busily engaged in repair work. Class D-10 4-6-0 No. 1068 provides the locomotion and pile driver No. 400006 supplies the means.

The M-4 class 2-8-0s were normally assigned to helper service south from Newport or north from Lyndonville or were double-headed with B&M power through from White River Jct. to Newport on symbol freights. At times they might show up elsewhere in work train or other service, as in the case here of the 3521 at repose by the Wells River water plug.



The ubiquitous G-2s showed up system-wide on the CPR and the Lyndonville Sub. was no exception. Here the 2596 handles a switching move on the northbound way freight. On the other hand the E-5 class 4-6-0s were a distinct rarity in New England. John had the extremely good fortune to frame the 2114 at St. Johnsbury while it was assigned to No. 2o5, the morning Woodsville (Wells River)-Newport local passenger job.

— TURNTABLES —

Location	Lgth.	Maker	Date Instal.	Material	Design Cap.	Ctr. Type	Traction	Remarks
FITCHBURG DIV.								
Charlestown	70'	ABC	1917	Steel	E-60	Cone Roll	Elec Motor Air Motor	from E. Deerfield
Roberts	60'	BBW	1902	"	112T	" "	Hand	from Greenfield
South Acton	60'	"	1892	"	"	" "	"	
Greenville	60'	"	1910	Wrt. Iron	"	" "	"	
East Fitchburg	70'	ABC	1907	Steel	E-60	" "	Elec Motor	
Marlboro	56'	Edgemore	1895	Wrt. Iron	126T	" "	Hand	from Mechanicville
Gardner (new)	85'	ABC	1917	Steel	E-60	Live Ring	Elec Motor	
" (old)	60'	Pencoyd	1900	Wrt. Iron	100T	Cone Roll	Hand	
Milford	61'-9"	BBW	1887	" "	112T	" "	"	from Fitchburg
Keene	60'	"	1895	" "	"	" "	Elec Motor	at Shops
"	51'-6"	Hawkins	1866	" "	"	" "	Hand	Not used, at Rd. Hse.
North Walpole	75'	ABC	1911	Steel	E-50	Disc	Elec Motor	
Concord Junction	60'	BBW	1887	Wrt. Iron	112T	Cone Roll	Hand	Not used by B&M, used by N. Y. N. H. & H.
East Deerfield	85'	ABC	1916	Steel	E-60	Live Ring	Elec Motor Air Motor	
BERKSHIRE DIV.								
Shelburne Falls	60'	BBW	1888	Wrt. Iron	112T	Cone Roll	Hand	
North Adams	54'	Edgemore	1876	" "	126T	" "	"	used by B&ARR
Williamstown	60'	BBW	1887	" "	112T	" "	"	Not used Emergency
Johnsonville	70'	ABC	1907	Steel	E-60	Disc	"	used by D&H and G&J
Saratoga	60'	Edgemore	1883	Wrt. Iron	126T	Cone Roll	"	from Troy, N. Y.
Mechanicville	85'	ABC	1913	Steel	E-60	Live Ring	Elec Motor Air Motor	
Troy	75'	"	1911	"	E-50	Disc	Elec Motor	used by Rutland & NYC
Schuylerville	60'	BBW	1910	Wrt. Iron	112T	Cone Roll	Hand	from E. Fitchburg
Rotterdam	75'	ABC	1904	Steel	E-50	Disc	Elec Motor	Used by NYC
Greenfield	75'	"	1910	"	"	"	Hand	
W. N. & P. DIV.								
Worcester	73'	BBW	1912	Steel	127T	Disc	Gas. Eng.	
Oakdale	Y							Min. radius: 500'
Clinton	65'	BBW		"	120T	Cone Roll	Hand	
Winchendon	60'	Edgemore	1892	Wrt. Iron	126T	" "	"	from No. Walpole
Peterboro	60'	Sellers		Cast Iron	100T	" "	"	
Nashua	60'	BBW	1901	Steel	120T	" "	Elec Motor	
"	50'	Sellers		Cast Iron	60T		Hand	Not used
Hillsboro	60'	Phila.	1916	Steel			"	from Nashua
Boston	60'	BBW	1899	Wrt. Iron	120T	Cone Roll	"	
	50'	Sellers		Cast Iron	60T	" "	"	used infrequently

Epping	50'	Keystone	1895	Wrt. Iron			Hand	used infrequently
Ayer (new)	70'	ABC	1905	Steel	E-60	Disc	Elec Motor	
Springvale	Y							Min. radius: 375'
Elmwood	Y							Min. radius: 475'
WHITE MTNS. DIV.								
Lakeport	53'	B&MRR	1904	Wood		Spicer	Hand	Not used
"	60'	BBW	1912	Wrt. Iron	112T	Cone Roll	"	from Woodsville
Plymouth	75'	ABC	1911	Steel	E-50	Disc	Gas Eng.	
No. Woodstock	Y							Min. radius: 425'
Wentworth	60'-2"	BBW	1890	Wrt. Iron	112T	Cone Roll	Hand	
Woodsville (new)	73'	ABC	1910	Steel	E-50	Live Ring	Gas Eng.	
Montpelier	60'	Roberts	1907	"		Disc	Hand	
Groveton	60'	BBW	1912	"	120T	Cone Roll	"	from Plymouth
Wing Road	Y							Min. radius: 625'
Bethlehem Junction	Y							Min. radius: 300'
Profile House	Y							Min. radius: 250'
Fabyans	Y							Min. radius: 350'
Whitefield Junction	Y							Min. radius: 250'
Cherry Mtn.	Y							Min. radius: 425'
Berlin	Y							Min. radius: 600'
Lancaster	Y							Min. radius: 250'
C. & P. DIV.-NORTH								
Lyndonville	60'	BBW	1900	Steel	120T	Cone Roll	Hand	
Newport	70'	ABC	1906	"	E-60	" "	Gas. Eng.	Used by B&M and CPR
Stanstead	52'-6"	Sellers	1872	Cast Iron	100T	" "	Hand	
Sherbrooke	70'	Canadian	1902	Steel		" "	Elec Motor	Used by B&M and GT
C. & P. DIV.-SOUTH								
Springfield	85'	ABC	1917	Steel	E-60	Live Ring	Elec Motor	
Northampton	70'	"	1906	"	"	Disc	Gas Eng.	
E. Northfield	55'	Hawkins	1891	Wrt. Iron		Cone Roll	Hand	
Brattleboro	53'-6"	Sellers	1886	Cast Iron	100T	" "	"	Not used
Windsor	60'-2"	BBW	1896	Steel	120T	" "	"	
ST. J. & L. C. R. R.								
St. Johnsbury	80'	ABC	1912	Steel	E-60	Live Ring	Elec Motor	
Swanton	60'	SJ&LC		Wood		Screw Pin	Hand	rebuilt 1901
Morrisville	60'	"		"		" "	"	rebuilt 1916
Walden	Y							Min. radius: 400'
Greensboro	Y							Min. radius: 375'

ABC - American Bridge Co.
BBW - Boston Bridge Works
Canadian - Canadian Bridge Co.
Edgemore - Edgemore Bridge Co.
Hawkins - Hawkins Iron Works
King - King Bridge Co.
Phila. - Philadelphia Bridge Works
Roberts - A. P. Roberts
Union - Union Bridge Co.

Data Compiled by Chandler Cobb

Canadian Pacific Railway in New England

by H. ARNOLD WILDER

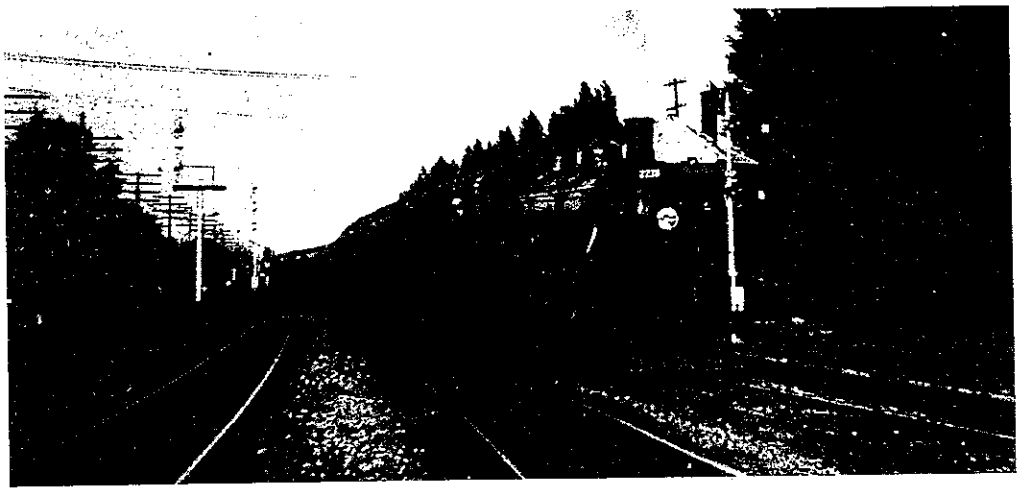
Prior to 1926, the Boston & Maine Railroad (B&M) operated the line between White River Jct. (Vermont) north through Wells River, St. Johnsbury and Newport (Vermont), to Sherbrooke (Quebec) as their Connecticut & Passumpsic Rivers Division. In that year Canadian Pacific leased the line from Wells River, opposite Woodsville (New Hampshire), north to Sherbrooke, and assigned the line north of Newport to Lennoxville (Quebec), with trackage rights into Sherbrooke CNR, to Quebec Central Railway. As well, CPR built a connection at Lennoxville to enable movement of Quebec Central trains to CPR in Sherbrooke. Train crews between Wells River and Newport had the option of transferring to CPR or staying with B&M. In either case such crews were pooled between Newport and White River Jct.

Until the early-1930s, CPR Nos. 209 and 210, the "Red Wing" night sleeper, and Nos. 211 and 212, the "Alouette" day train between Montreal and Boston, were operated through Wells River to Woodsville where the B&M took over for the trip to Boston via Plymouth and Concord (New Hampshire), each train with a CPR observation car on the rear, with the train name displayed. Steam power was originally changed at Woodsville. CP G1 Pacifics 2210, 2211 and 2218 and G2 Pacifics 2583 and 2597 are remembered. Later a Pool service was established, with CPR power running through to Concord, and later to Boston, while B&M P2 Pacifics were run through to Montreal on the night trains.

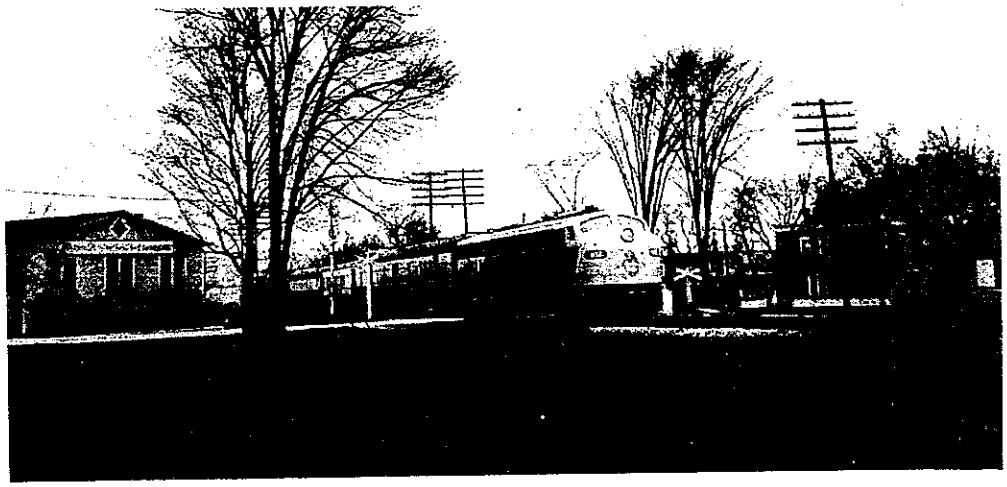
B&M engines in this service had to be "Internationally equipped" and, as CPR's late Omer Lavallée explained, it meant step-lates on the cowcatcher and valves to adjust the airbrake pressure to conform to Canadian requirements. Dirty B&M engines were not tolerated on the CPR and it was reported that several B&M Pacifics were thoroughly cleaned in Glen Yard (Montreal) and the B&M was billed for the work. It was said that the B&M got the message and saw to it that only clean engines were assigned to this pool service.

When the CPR originally took over the Wells River lines, there was considerable anticipation that they intended to continue to expand towards Concord, New Hampshire, even though the Woodsville to Plymouth line had a much heavier grade than that via White River Jct., Franklin to Concord. Nothing came of the suggestion. About 1932, the B&M, as an economy move, transferred the "Red Wing" from the Woodsville-Plymouth route, south from Wells River to White River Jct. and there combined the Central Vermont "New Englander" with the "Red Wing" to Boston, via Franklin. The "Alouette" continued via Plymouth and Woodsville until October 30, 1954, when B&M's request to abandon the line from Plymouth north was granted. Thereafter all CPR service was handled south to White River Jct. Service gradually declined, thanks in part to B&M new management under President Pat. McGinnis who wanted out of the passenger business to the point where a single Budd RDC was used between Montreal and White River Jct., with connections for Boston.

For many years the CPR route was a wonderful way to travel. I enjoyed meals in the Buffet-Observation while travelling to Montreal to take part in a number of railfan excursions operated by the Canadian Railroad Historical Association until the end of steam in Canada. ◆



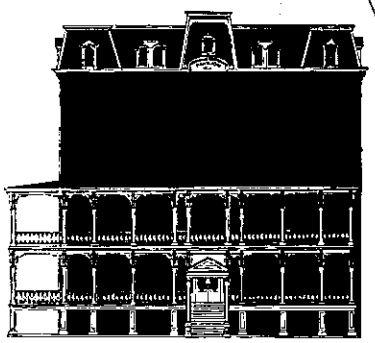
Canadian Pacific G1 Pacific 2218 leaves Montreal West, Quebec, with the Montreal-Boston "Alouette" in 1947. Photo by E.A. Toohey, CRHA Archives Neg. No. 47-265.



Canadian Pacific E8A 1802 leaves Farnham, Quebec, with the Boston-Montreal day train in the spring of 1952. No. 1802 and sisters 1800 and 1801 were in a pool with B&M E7A units. Photo by E.A. Toohey, CRHA Archives Neg. No. 52-022.

MARCH 1999 BRANCHLINE.

VERMONT HISTORICAL SOCIETY



Pavilion Office Bldg., 109 State St. • Montpelier, Vermont 05602 • 802/828-2291

July 8, 1980

Carl Riff
73 Austin Drive
Hamilton, Ontario
Canada L8V 3V5

Dear Mr. Riff:

Our railroad pictures are divided into folders as follows:

Boston & Maine
Brattleboro & Whitehall(see West River RR)
Bristol
Burlington & Lamoille
Canadian Pacific
Central Vermont - General
- Locomotives
- St.Albans Station
Delaware & Hudson
Grand Trunk(see Canadian National)
Green Mountain
Hoosac Tunnel & Wilmington
Maine Central
Manchester, Dorset & Granville
Montpelier & Wells River
Rutland Ry.
St.Johnsbury & Lamoille County
Vermont Railway
West River
White River
Woodstock

So any picture of interest to you would apparently be in the B&M folder. It is of moderate size---not a large collection.

I'm enclosing our picture reproduction form so you can read the policies on the back.One that is not stated, but followed here, is that we keep all copy negatives. I'm also enclosing the price list of the photographer we work with, Mr. Lizzari, so you can estimate the costs. If you ordered pictures made, there would be a $1.00 service fee for each due now. The $5.00 use fee comes due only when you select a picture for actual publication. The receipted form noting that the $5.00 has been paid serves as your permission to publish. these fees are in addition to the photographer's charges.

We can make photocopies of the pictures in the B&M folder, if you wish. Our fee will be .16/page or sheet(may be more than one item if they are small), plus .50/25 sheetsd for postage and handling. We appreciate your adjusting your check to cover the difference in value between U.S. and Canadian currency at present. We'll do the work and send it to you with a bill, and you can use the photocopies to make your selections.

Sincerely, Mary Pat Johnson Mrs. Mary Pat Johnson, Staff

May 80

Phone (802) 223-7474

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MEMBER

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Black & White	Color	Transparency			
$23.50	$34.95	$30.00	-	35mm	THESE PRICES APPLY
		40.00	-	2¼ x	TO ANY WORK DONE
for 11 x 14 add $7.00		50.00	-	4 x 5	ON LOCATION OR IN
		70.00	-	5 x 7	THE STUDIO

Photographs of gold, silver, glass etc., may cost more depending on time involved. $15.00 per hour or any part of after first half hour.

COPIES - of original pictures, line drawings, small maps and paintings, etc., IN STUDIO, provide up to 8 x 10 glossy or matte print:

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		40.00	-	4 x 5
		60.00	-	5 x 7

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$9.95	$2.95	$1.95	Up to 8 x 10 - $ 4.00
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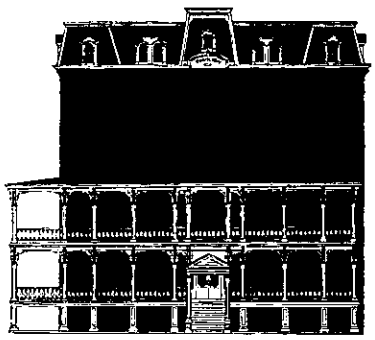
VERMONT HISTORICAL SOCIETY



Pavilion Office Bldg., 109 State St. • Montpelier, Vermont 05602 • 802/828-2291

August 12, 1980

Carl Riff
73 Austin Drive
Hamilton, Ontario
Canada L8V 3V5

Dear Mr. Riff:

Enclosed are photocopies from the Maine Central folder(1 sheet) and the Boston & Maine folders(12 sheets). The Canadian Pacific folder turned out to be empty.

Your bill for xeroxing came to $2.45 so a refund check for $5.55 is enclosed.

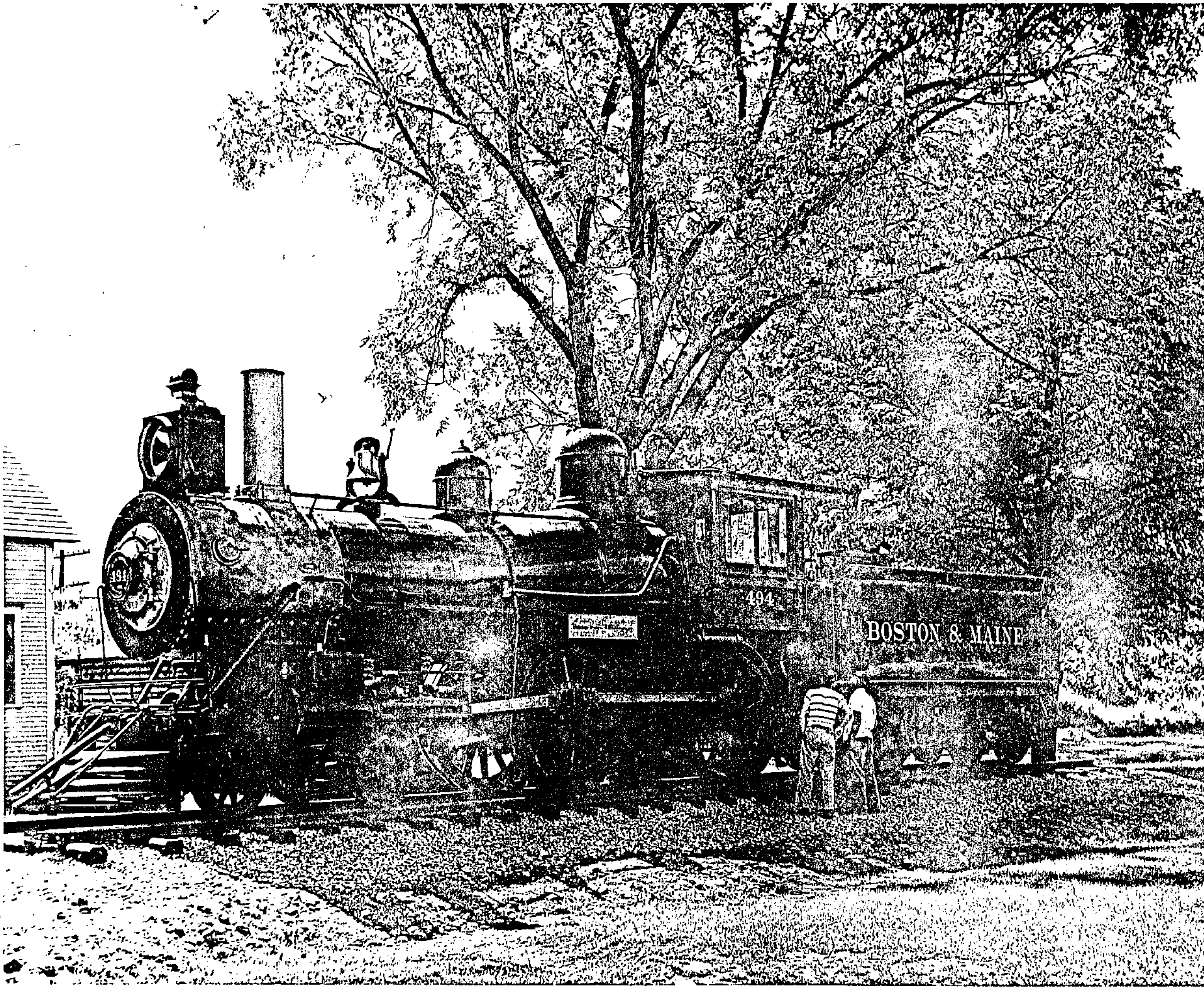
You did not need to fill out the "Application for use of VHS illustrative materials" form to obtain photocopies. However, you will need it if you ever wish to order photographic reproductions. Then the service fee of $1.00 per item would apply, along with the use fee where publication or other commercial use was involved.

There are already copy negatives ofr ATX368, ATX130, ATX590. We work with a local photographer, and I enclose a copy of his most recent price list. You deal with him separately from your dealings with us, and his charges are in addition to ours.

Sincerely,

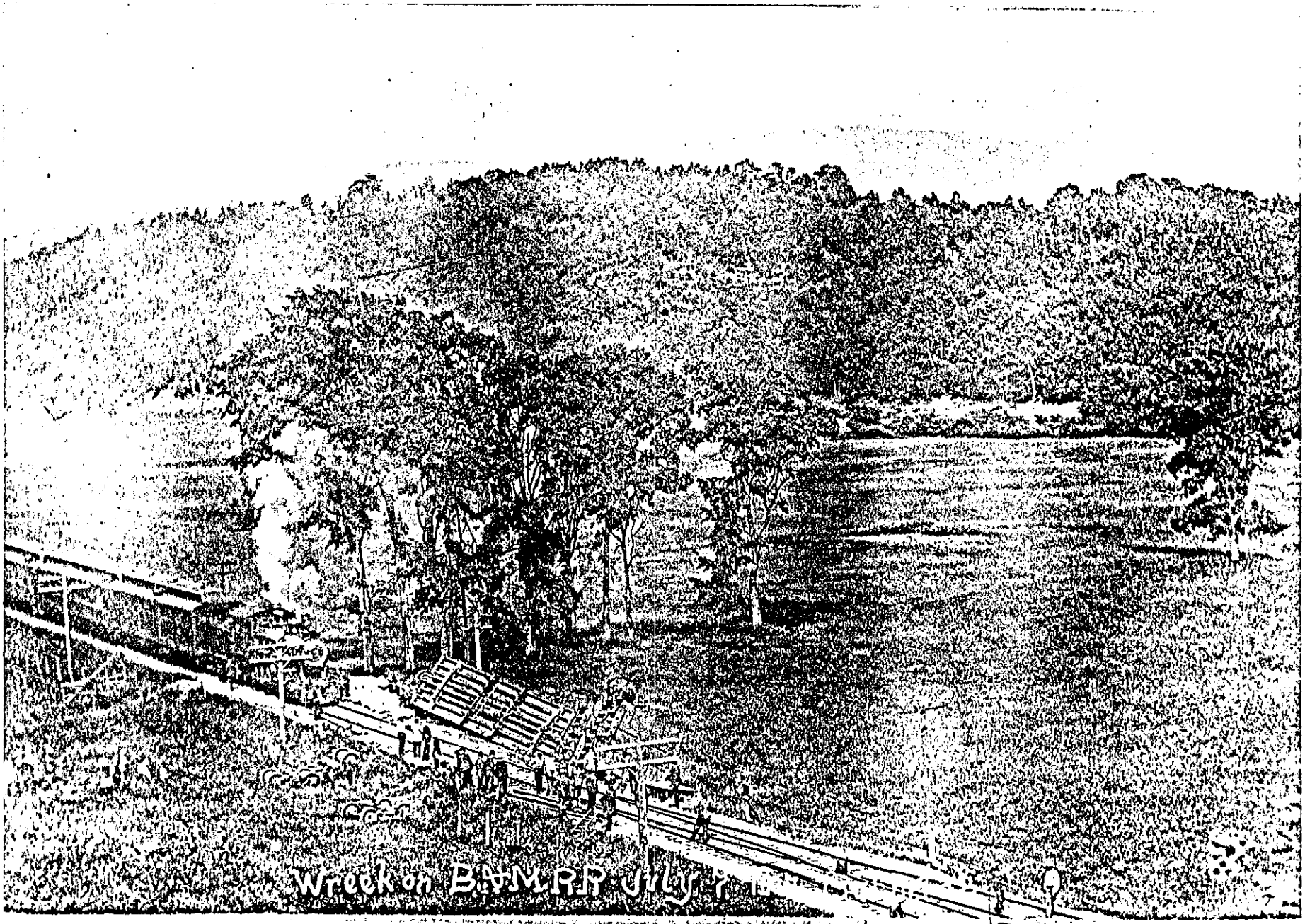
Mary Pat Johnson

Mrs. Mary Pat Johnson
Staff



FRA-B&M

ATX 368



1901 Barnet 32

F-RA-B&M Railroad wreck in Winnedow north of Barnet

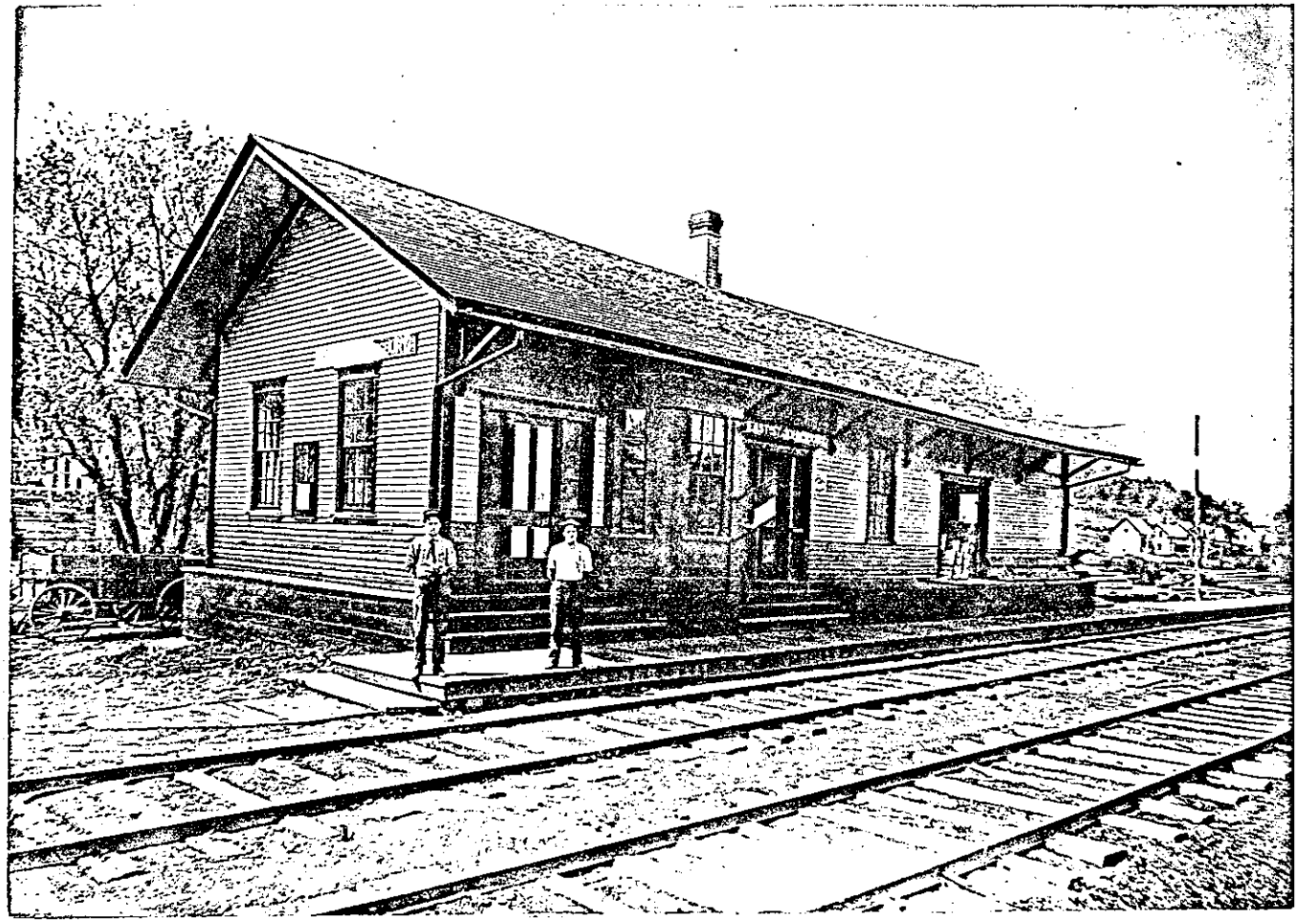
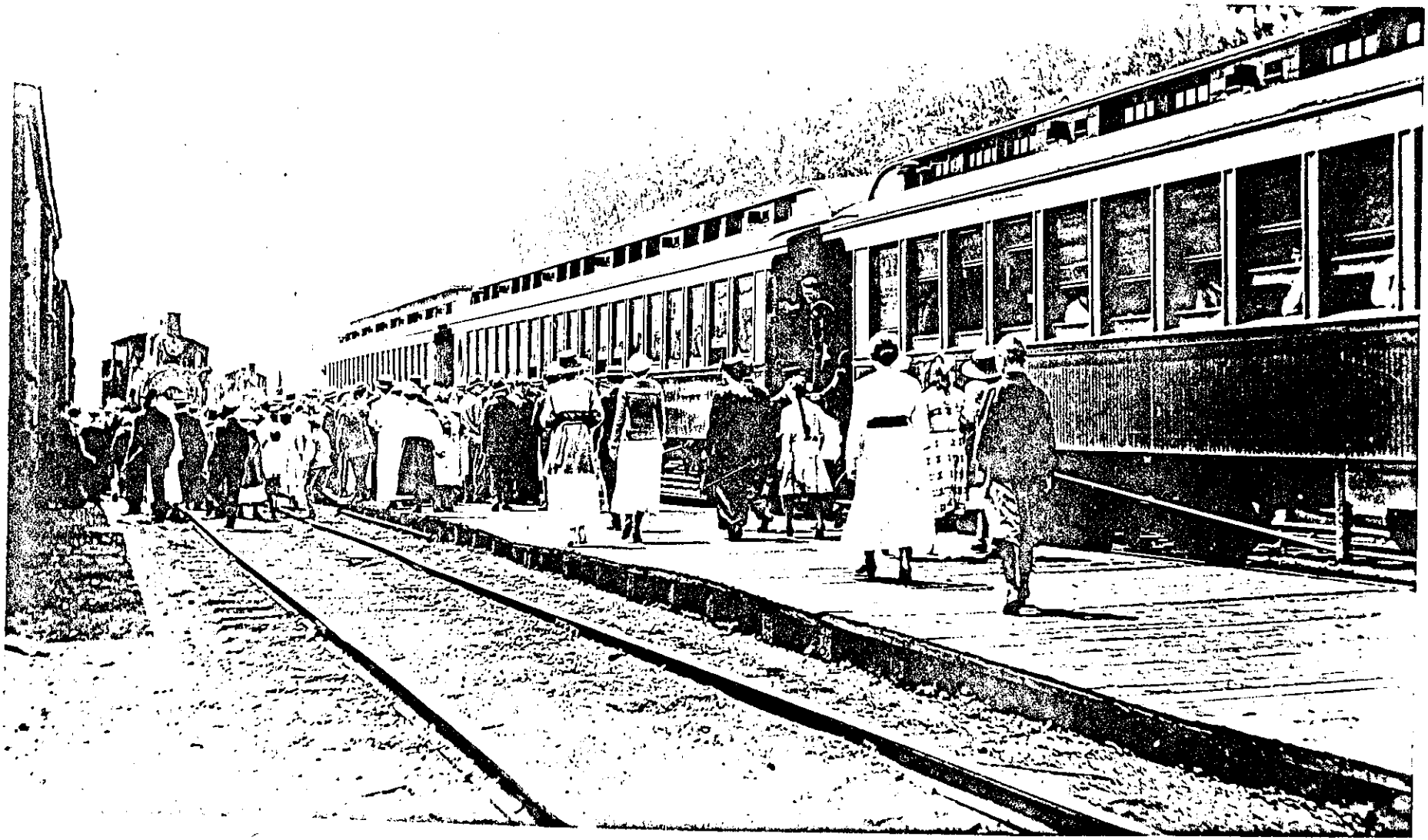


Photo by Elmer E. Randall
prob. 1912 - 1917

East St. Johnsbury Station

F-RA-Maine Central

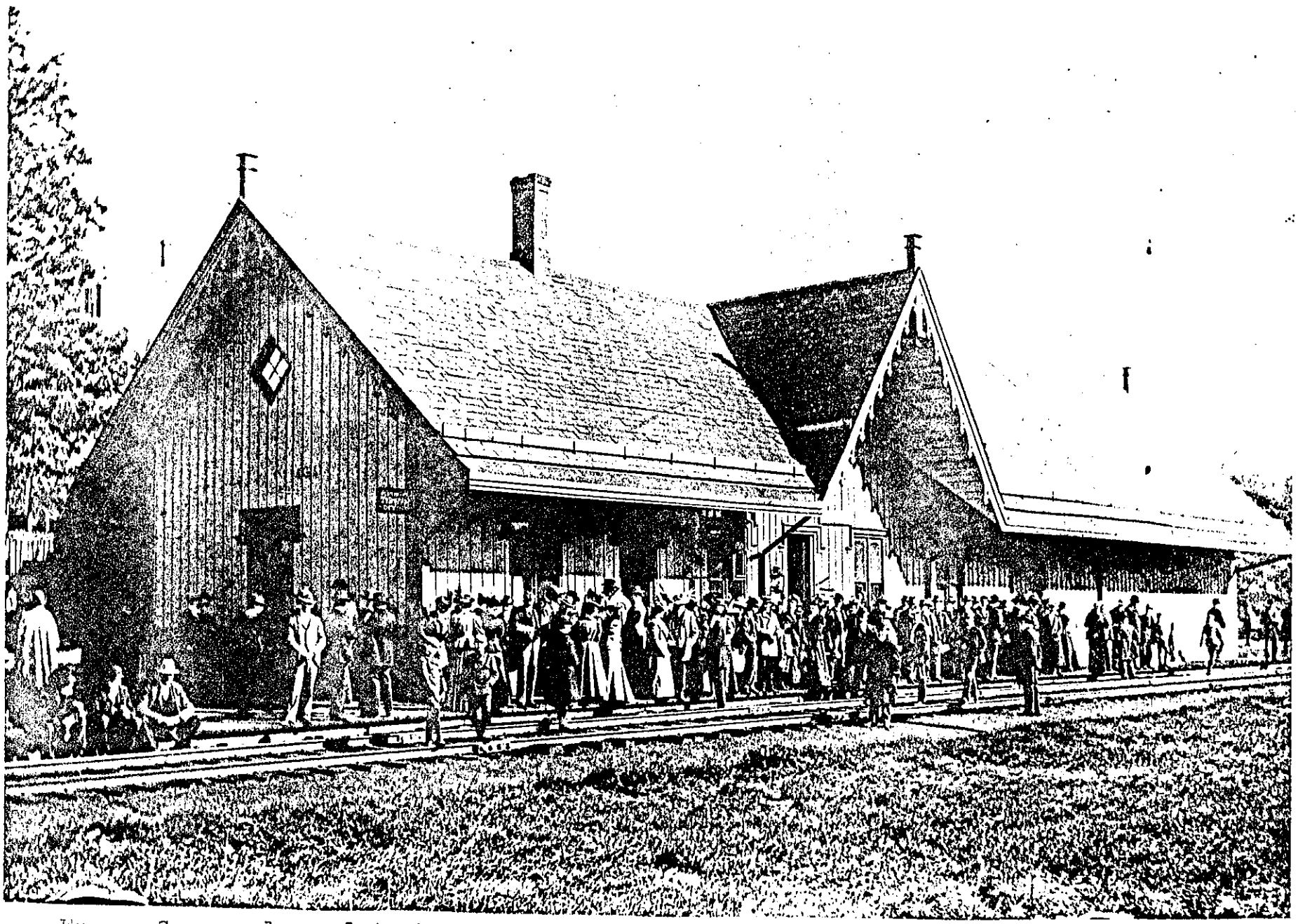
ATX 130



F-RA-B&M

Brattleboro. Vt.

ATX 590



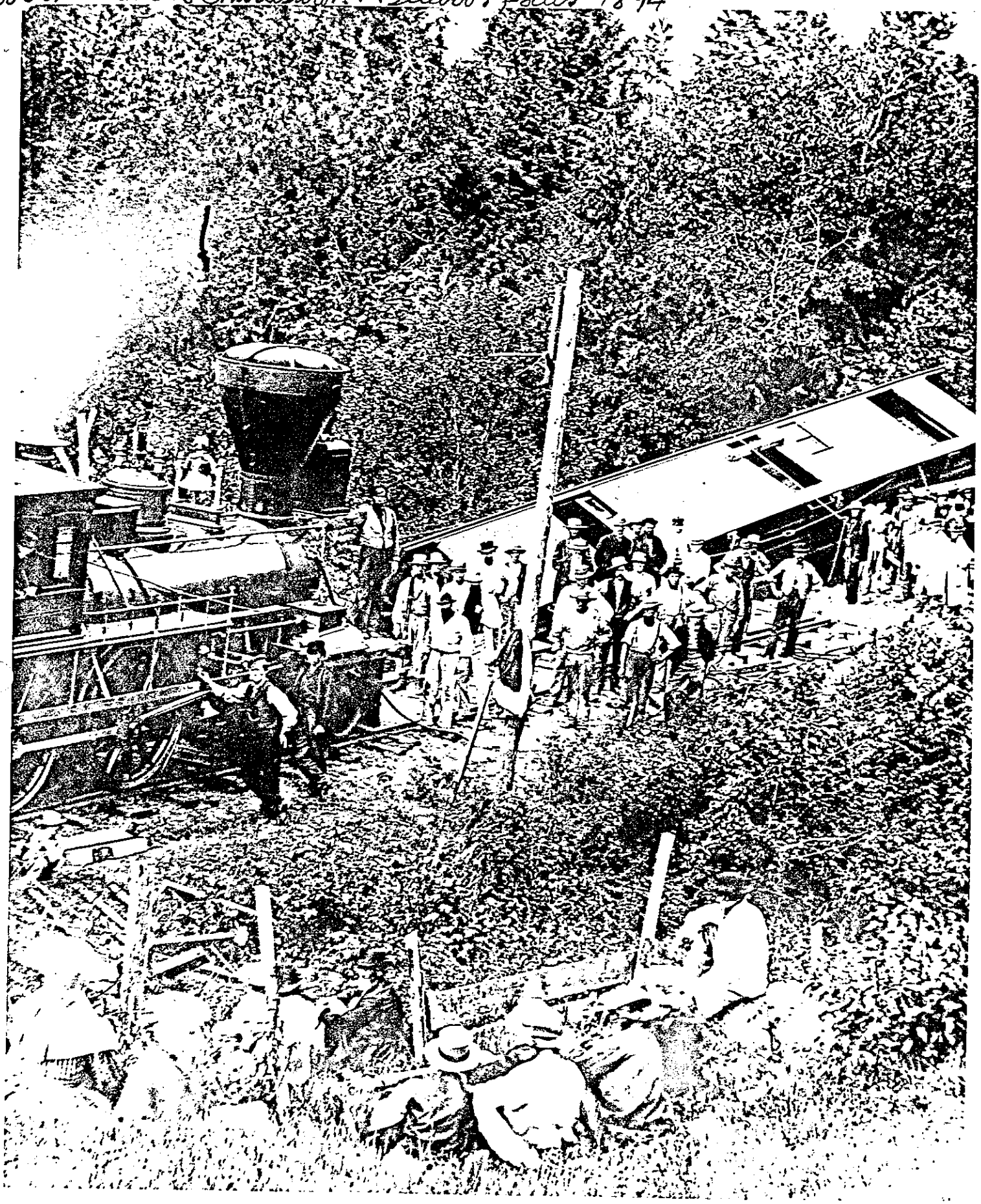
From a Corser glass plate in Putney Historical Society-- 1970
B & M RR station at Putney in 1880s, crowd waiting to go to the Valley Fair in Brattleboro.

F-RA-B&M

F-RA-B+M

lunch at Woodsville June 6th 97 3 killed

This wreck between Charlestown & Bellows Falls 1894

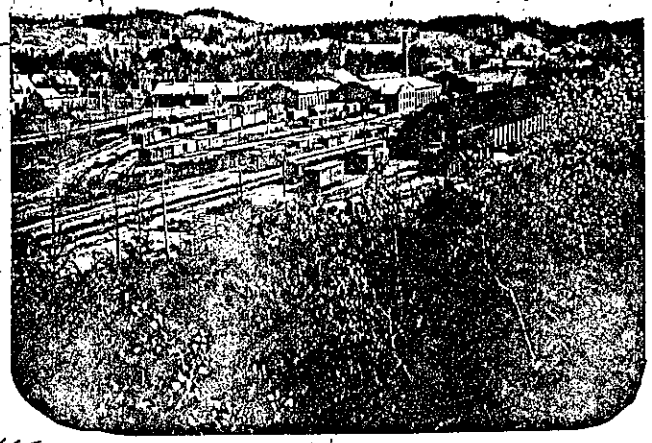


F-RA-B&M

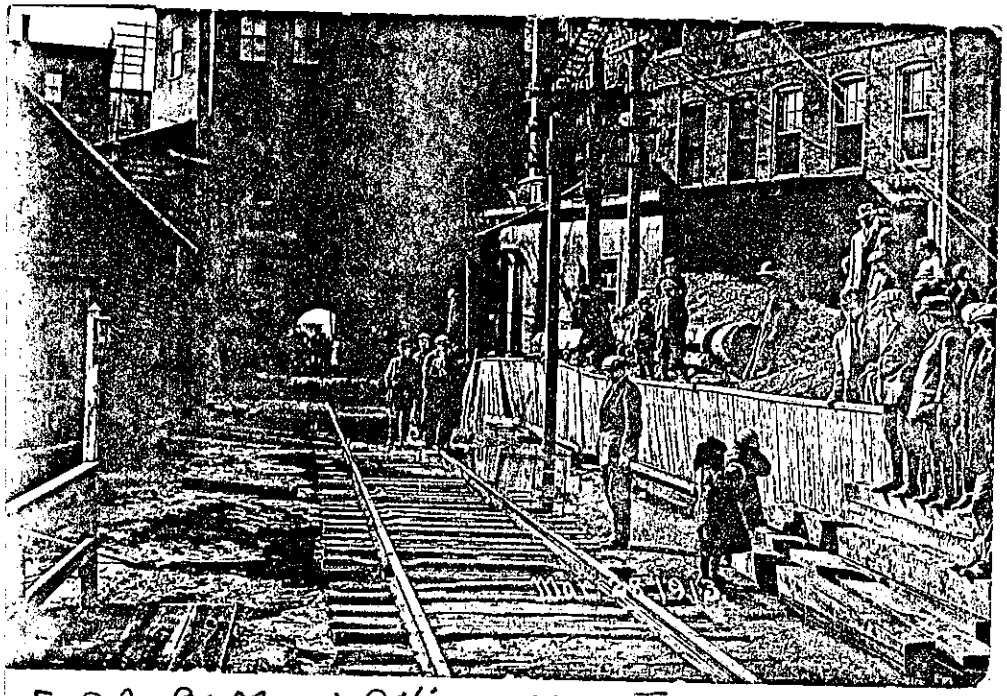
We shall not be up to the ball on account of the work will write you a letter very soon. Have been quite busy lately as I will explain in my letter. I thought you were coming down. Hope you haven't this view.

11/13/05

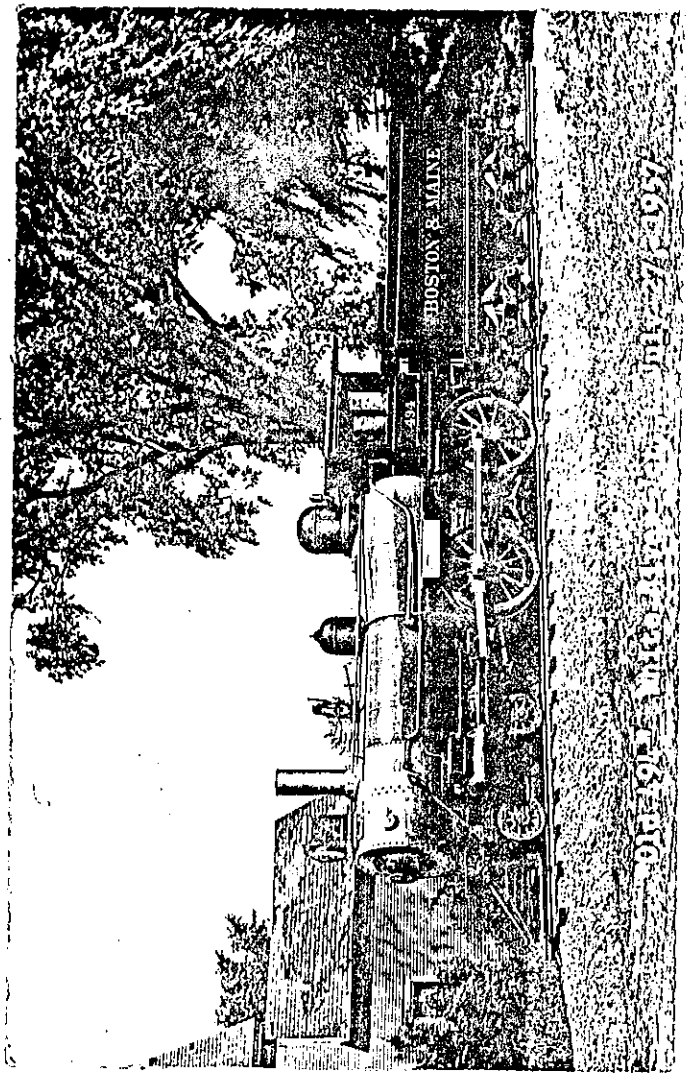
F-RA-B&M White River Junction



Shop yards

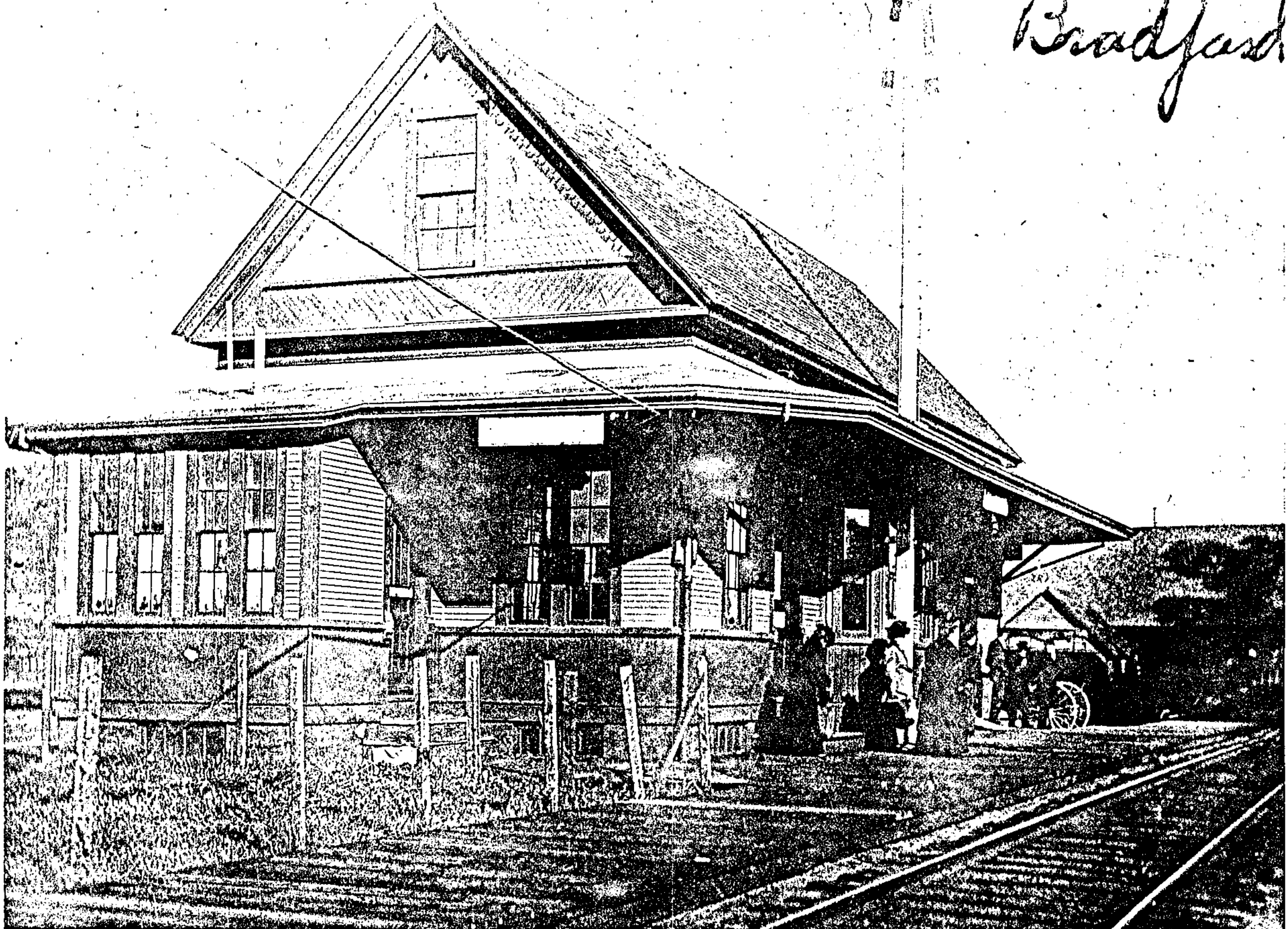


F-RA-B&M "Believe this is Tunnels on the B&M in Bellows Falls"



F-RA-B&M

Bradford

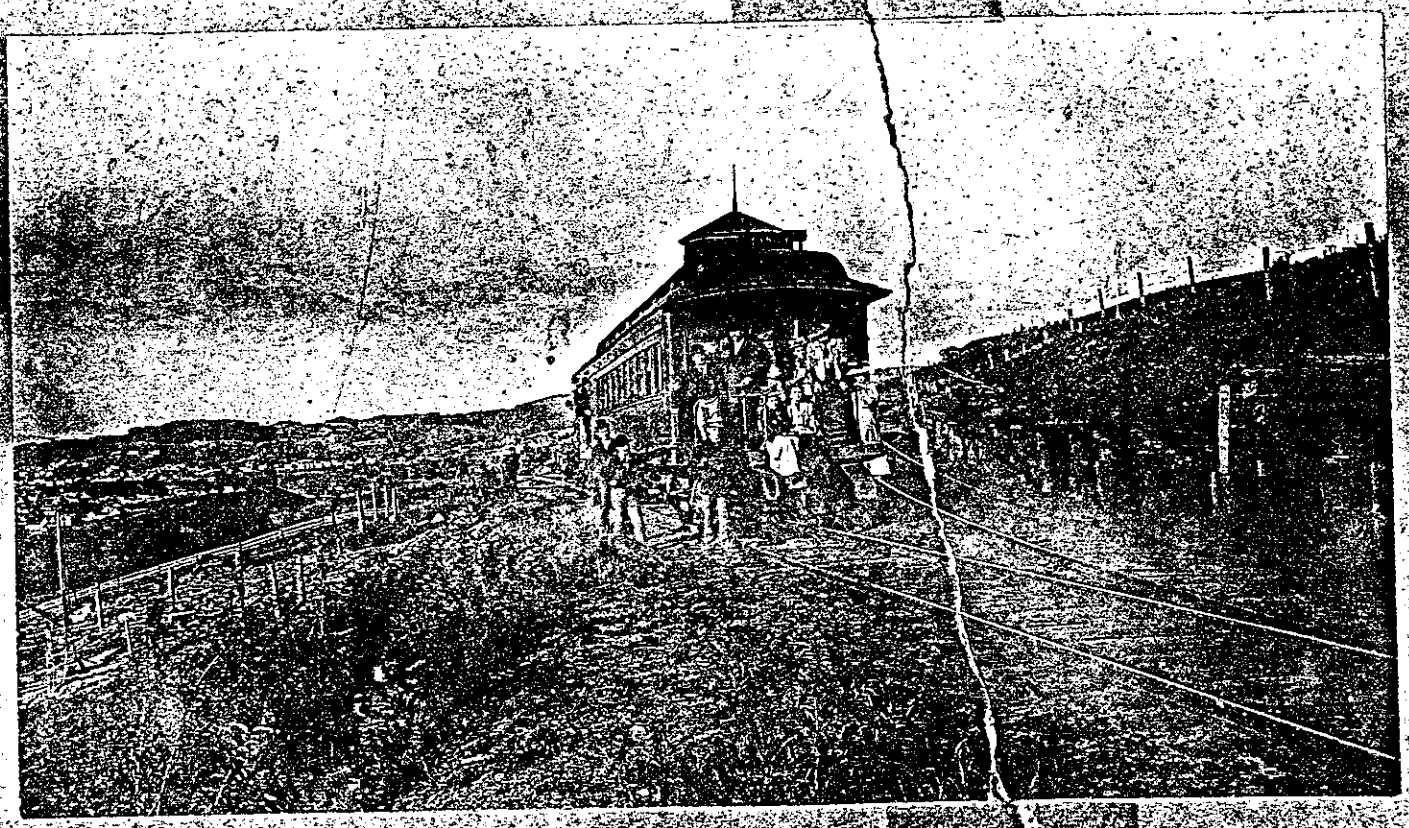


Bradford R.R. Sta. in 1916 (?)wing old styles

RA-B&M

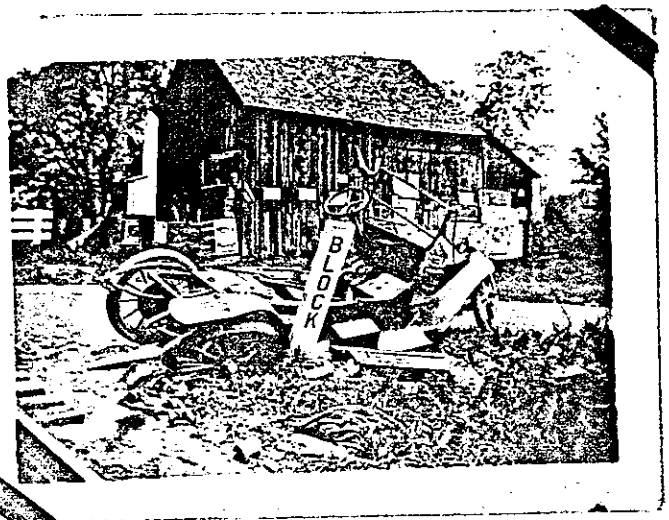
F-RA-Barre R.R.?

"Summer 1894" Barre R.R. at the Switchback

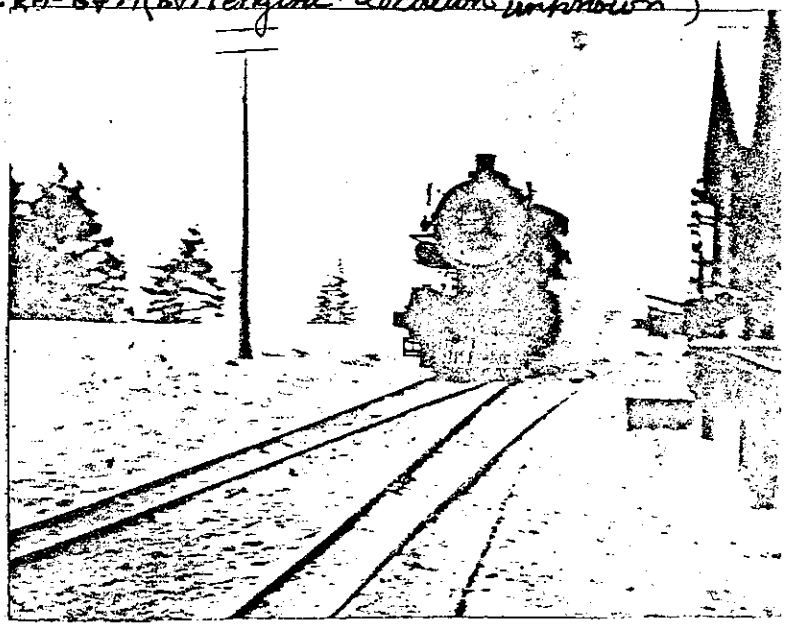


Brown's Studio, Peacham, Vt.

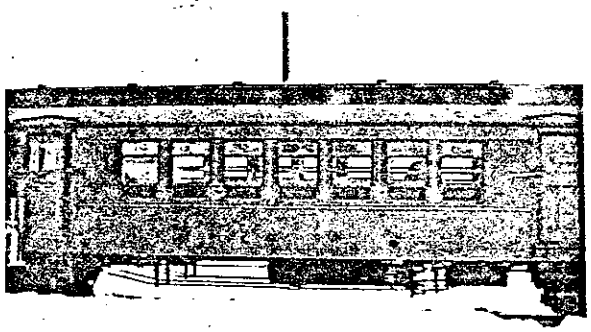
F-RA-B&M (B&M engine - location unknown)



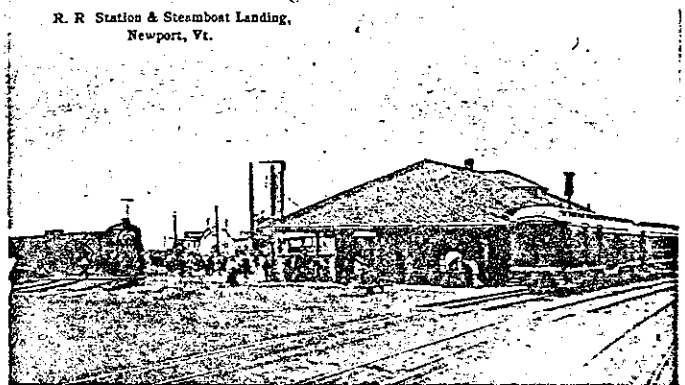
F-RA-B&M



F-RA-B&M



F-RA-B&M (small post card) - 1915



Newport, Vt. and Springfield, Mass. - United States Mail Railway Post-Office.

May 80

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$23.50	$34.95	$30.00 - 35mm	THESE PRICES APPLY
		40.00 - 2¼ x	TO ANY WORK DONE
for 11 x 14 add $7.00		50.00 - 4 x 5	ON LOCATION OR IN
		70.00 - 5 x 7	THE STUDIO

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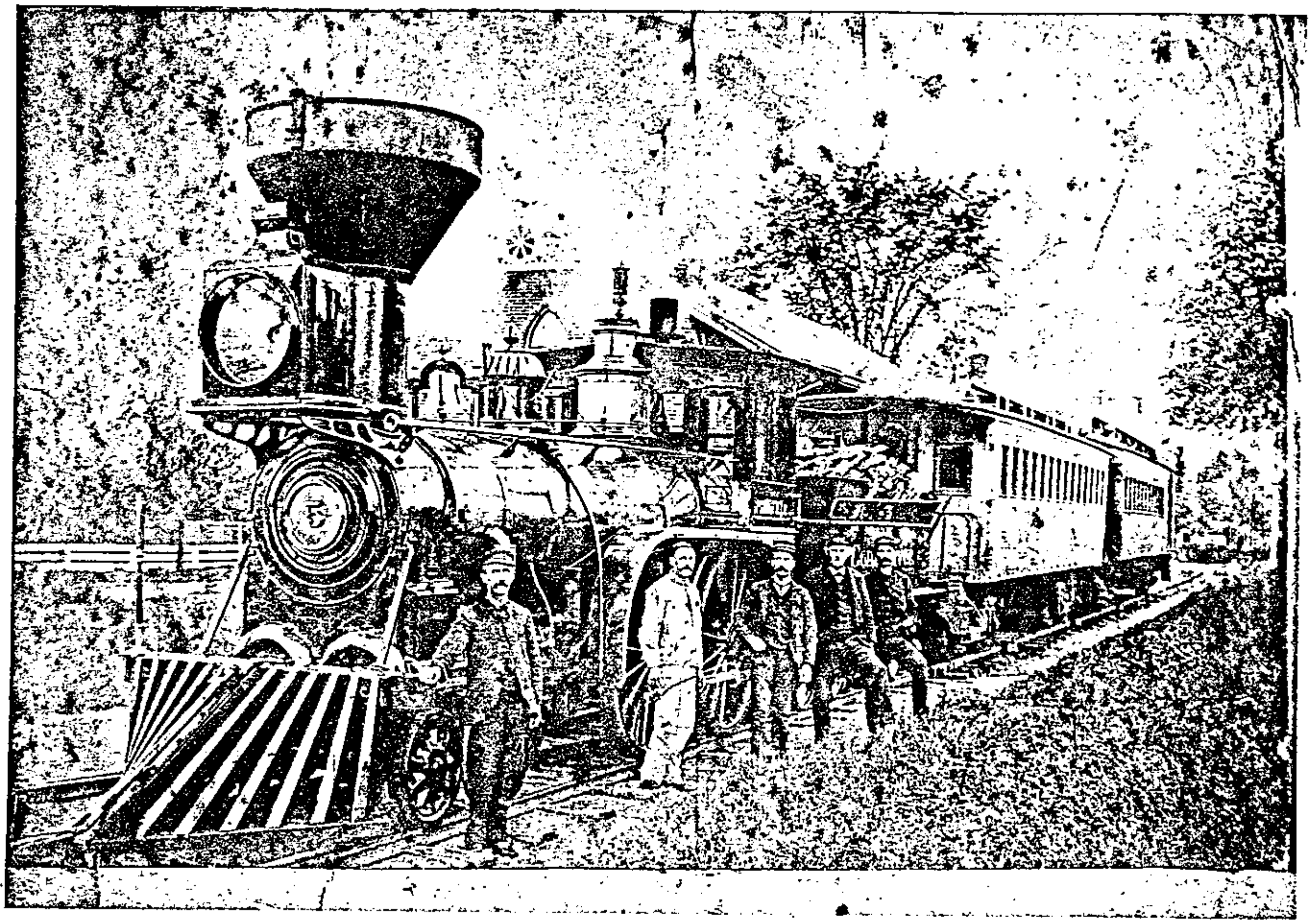


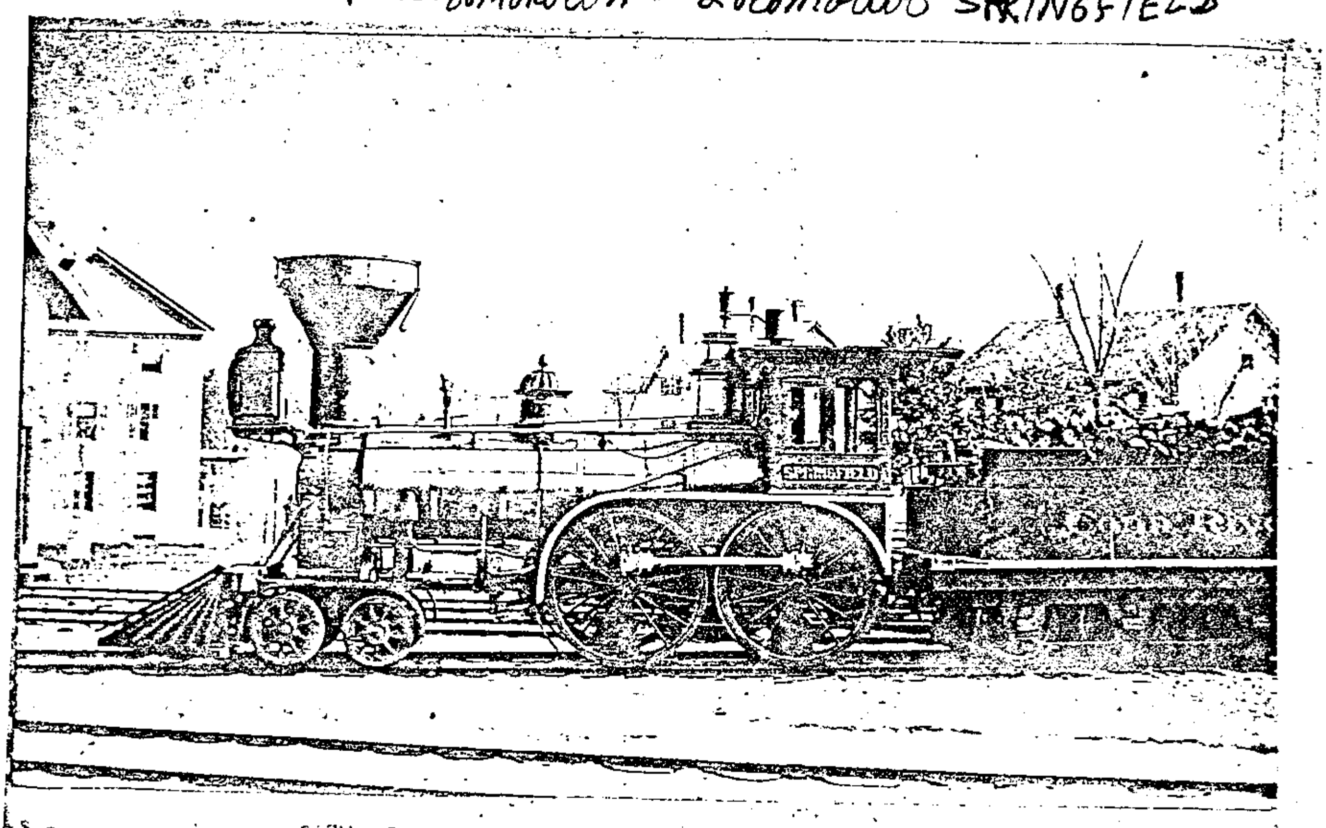
same

same

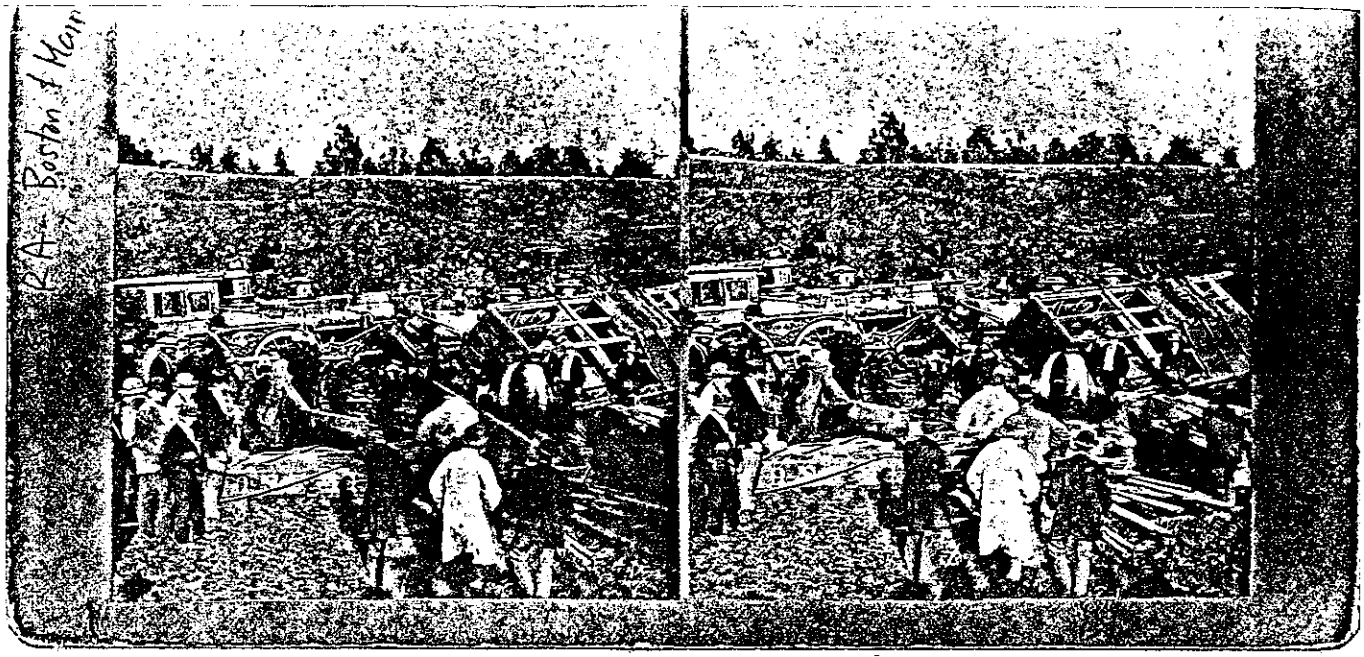
F-RA-BM

Conn. River Line (now B&M R.R.) White River Jct. to Springfield, Mass. Woodburner. Date & place unknown. Locomotive SPRINGFIELD

came to us from Island Pond Historical Society

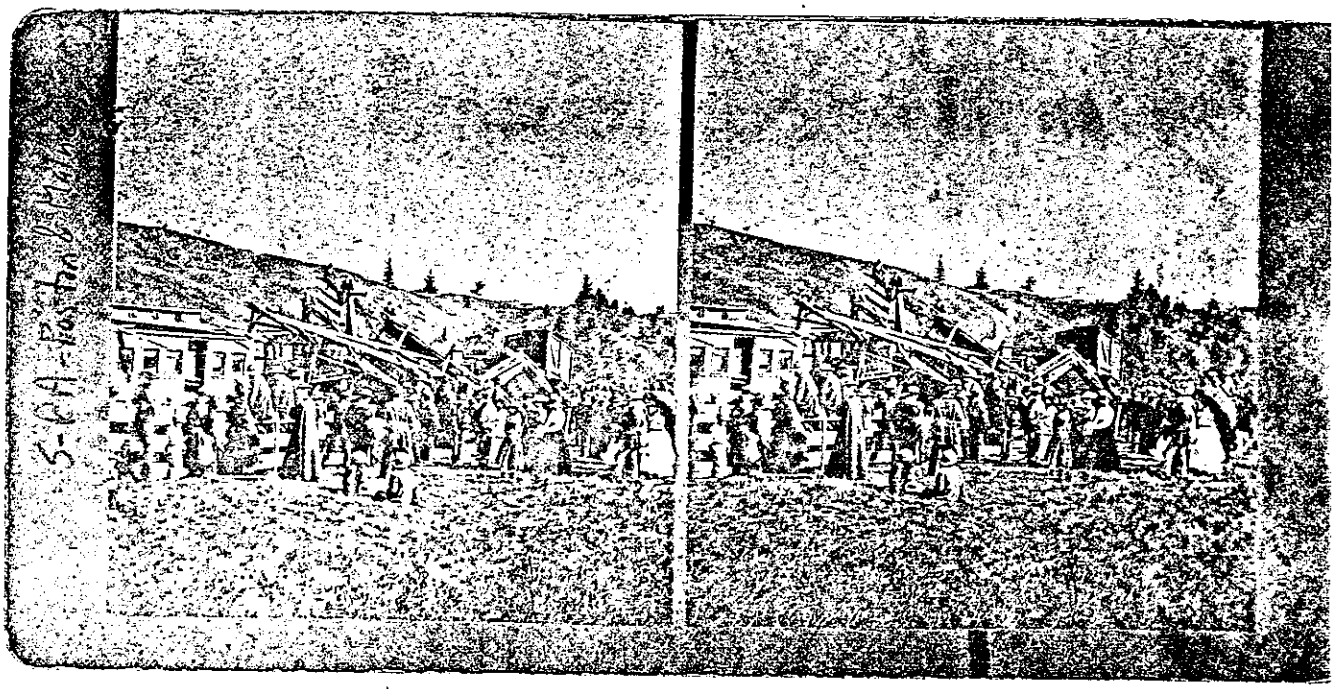


F-RA-B&M



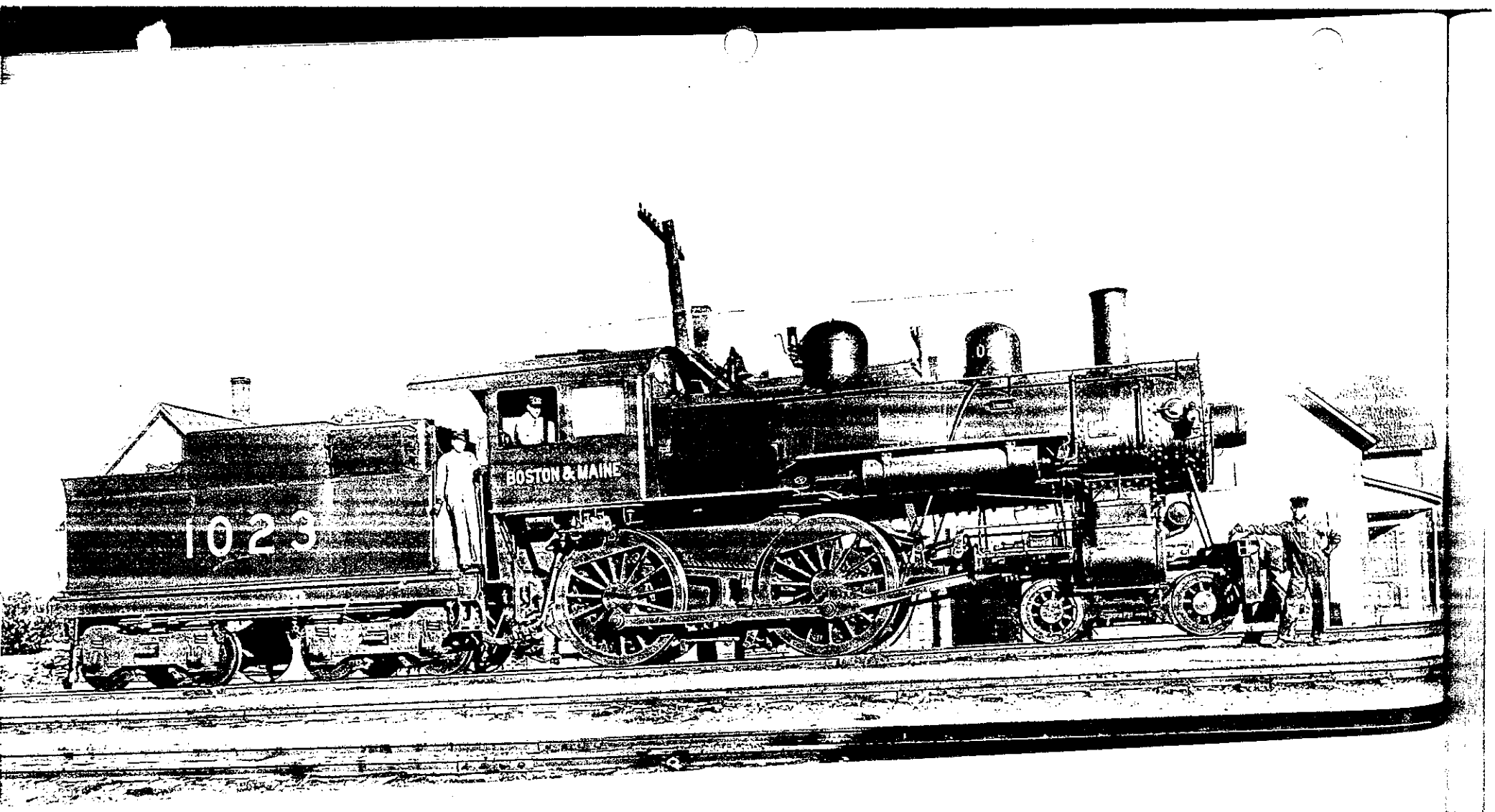
"upside-down lettering on debris between two groups of people, left and center foreground, indicates this was a wreck on the Connecticut & Passumpsic Rivers Railroad which subsequently became part of the Boston & Maine system"

pub. by G. H. Aldrich, Main St., St. Johnsbury, Vt.



"scene of wreck on Connecticut & Passumpsic Rivers R.R. which became part of the B & M system"

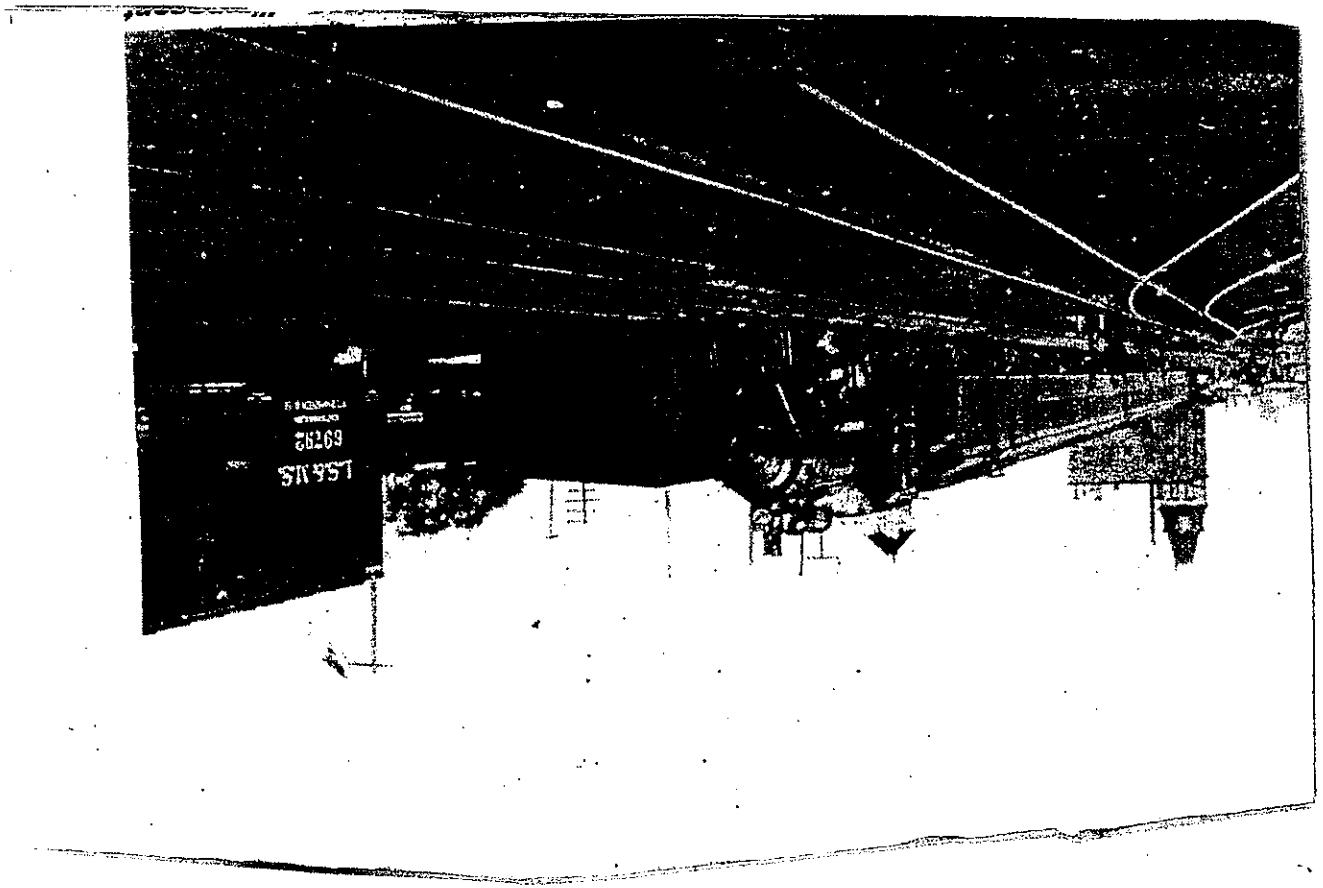
pub. by G. H. Aldrich, Main Street, St. Johnsbury, Vt.



The other side of another A-41-f, No. 1023, at St. Johnsbury, Vt., about 1912.
H.B. Crouch Collection

OPPOSITE:
In the twilight of her career A-41-f No. 1025 stands next to the Plymouth, N.H. enginehouse. It is the late 1940's and the hot breath of the scrapper's torch is imminent.
Harold K. Vollrath Collection

Photo Number: MAT007519
Photographer: unknown
Location: Montreal, Westmount, QC
Railway Name: CANADIAN PACIFIC RAILWAY CO.
Caption: "Boston & Maine/Canadian Pacific's ""Alouette""."
Subject: Diesel locomotiveTrain, passengerStation
Equipment Number: 1801
Collection: Mattingly

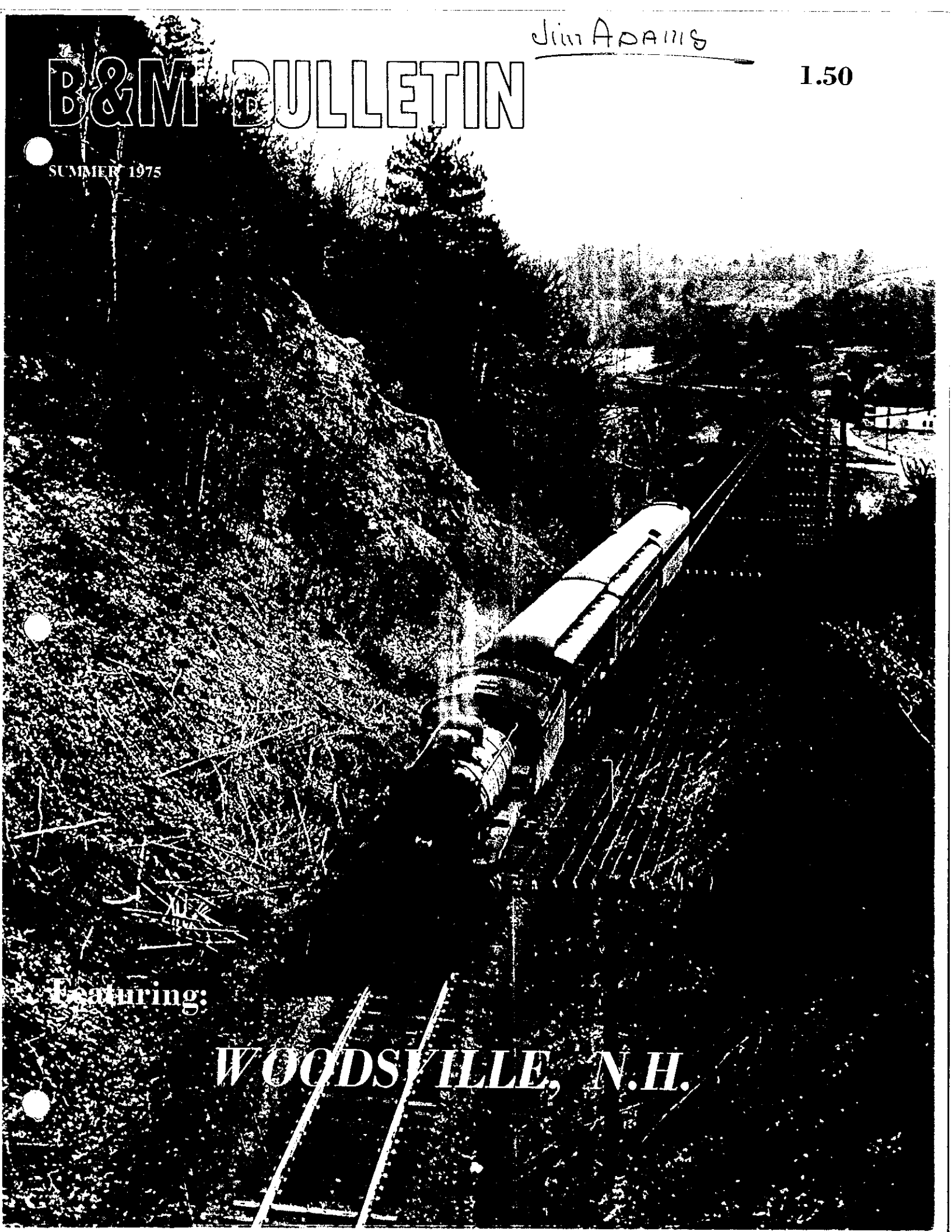


B&M BULLETIN

Jim Adams

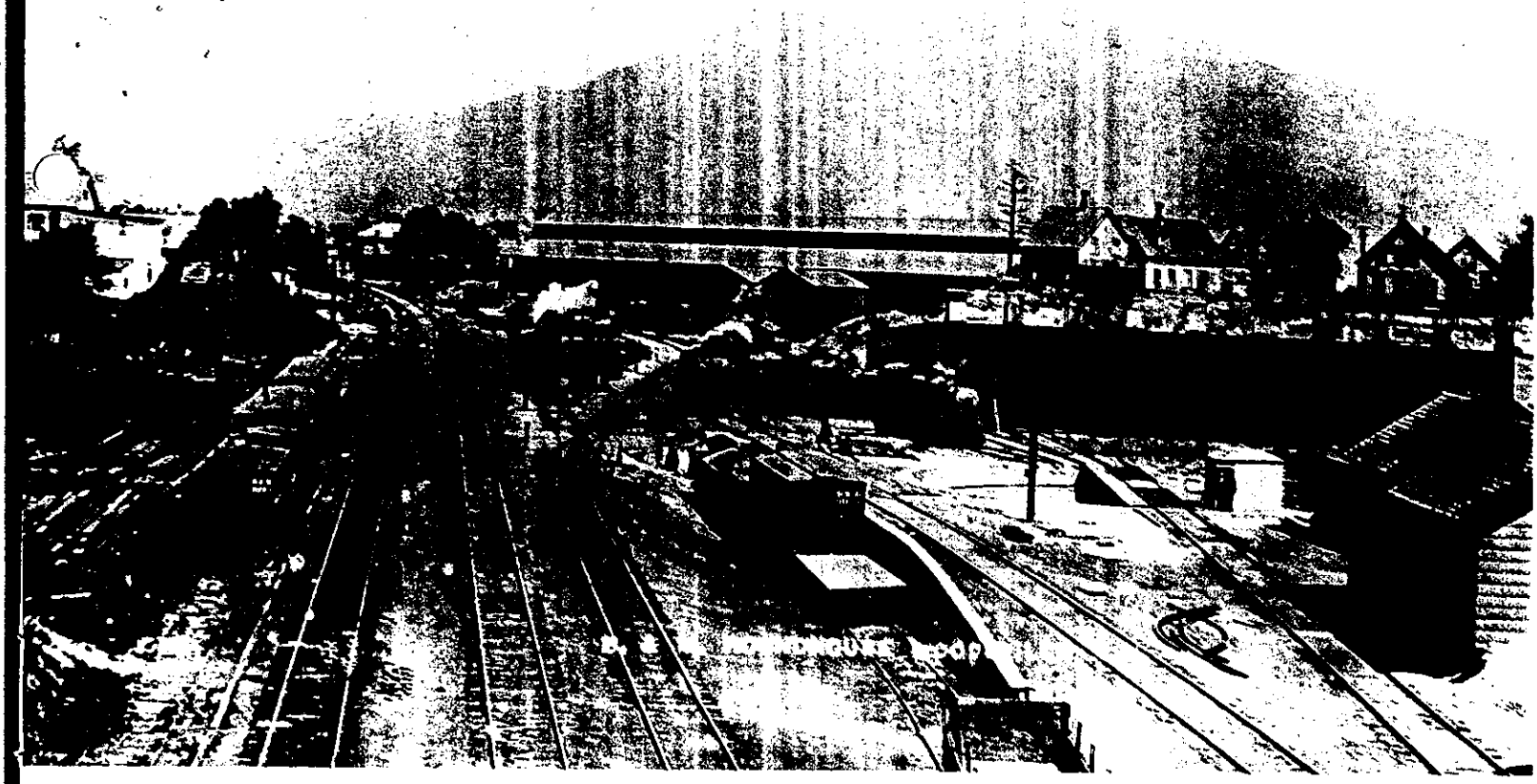
1.50

SUMMER 1975



Featuring:

WOODSVILLE, N.H.



H. Bentley Crouch Collection

The New Enginehouse was a busy facility when this photograph was taken about 1909 from the overhead highway bridge. A Groveton-bound passenger train is about to pass behind the huge coal shed. Gardner Mountain looms in the background.

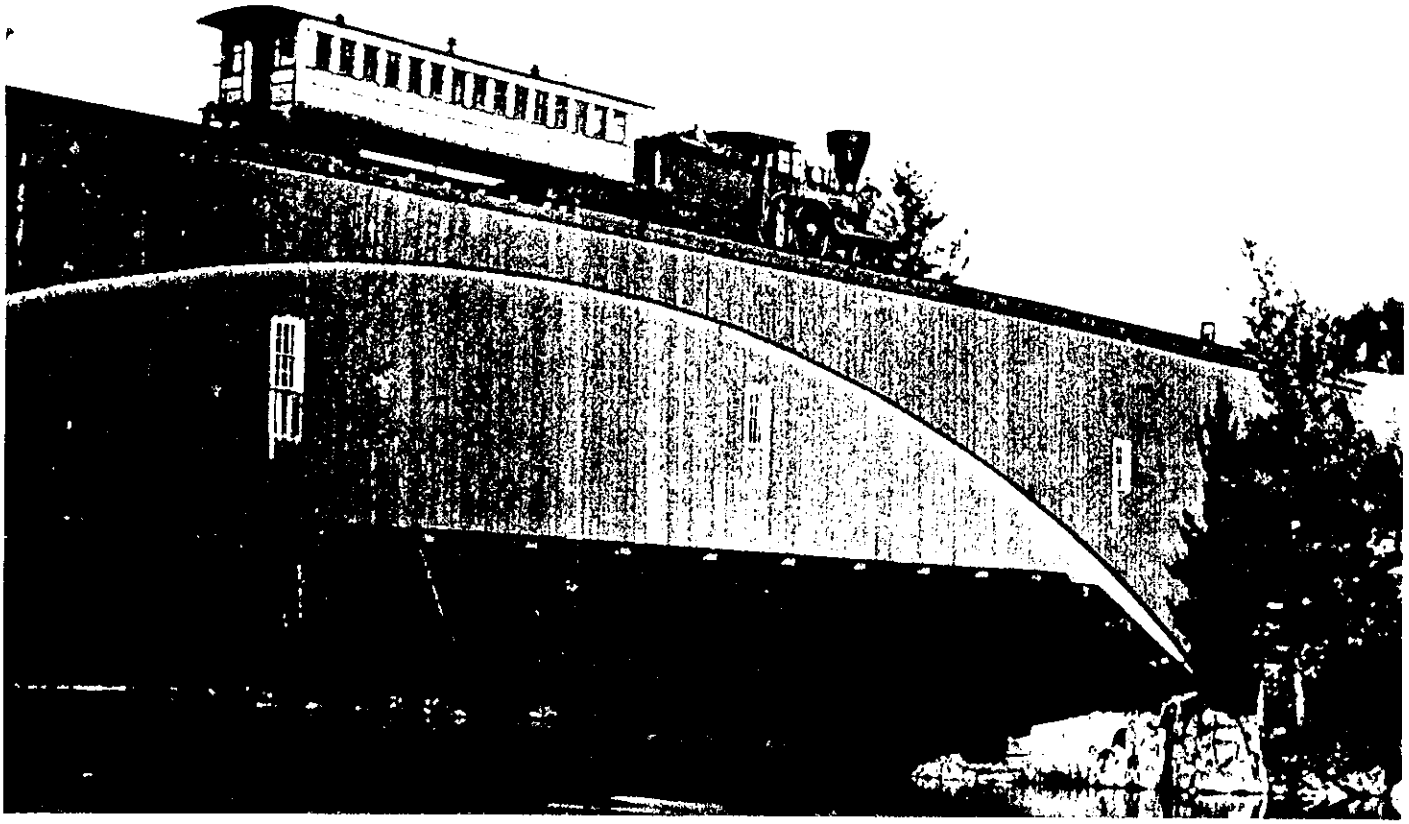
WOODSVILLE: A WHITE MOUNTAIN TERMINAL

by H. Arnold Wilder

If the building of new railroads in Massachusetts in 1835 served to create early enthusiasm for rail transport in that State, the desire for railroad construction was no less evident in the neighboring States of Vermont and New Hampshire. Requests for, and the granting of charters to build lines were numerous. Most of the proposals were for lines which would extend commerce towards the west or north, with the Montreal and Quebec harbors being favorite targets. One of the earliest of these lines was the Connecticut and Passumpsic Rivers Railroad, which was granted a charter by the State of Vermont in 1835. It built north from White River Junction along its namesake rivers through Wells River, reaching St. Johnsbury in 1850, and the Province Line above Newport in 1863. Hardly had this line opened when the White Mountains Railroad built a bridge across the Connecticut at Wells River, and continued up the Lower Ammonoosuc River, reaching Littleton in 1853. It seems probable that a station was established at Woodsville (then, as now, a community in the Town of Haverhill, N.H.). A third line, the Boston, Concord and Montreal Railroad, built north from Concord, N.H., via Tilton, Laconia, Meredith and Plymouth, thence up the Baker River to Rumney and Warren, through Glencliff and Oliverian Notch to Haverhill and Woodsville, arriving there in 1853. Having arrived at the end of their first goal, they early established freight yards, an enginehouse and engine facilities, and offices in a station near the end of the Wells River bridge. Connections were made with the White Mountains Railroad across the Connecticut with the C&PR RR and, after 1873, with the Montpelier and Wells River Railroad.[1]

Building activity appears to have been dormant until after the Civil War, when the North Country towns of Whitefield, Jefferson and Lancaster agitated for action in securing railroad service, there being none nearer than the Grand Trunk at Groveton. The Lancaster Town History records that the BC&M agreed that, "if the towns through which the railroad would pass, would grade the road free of cost to the railroad, the BC&M would then lay the iron and operate the road." (And we thought municipally owned airports had a monopoly!) The line was graded, rail was laid, and the grand opening to Lancaster was held in August, 1871. The extension to Groveton was completed the following year. Also, in 1874, the line from Wing Road to Fabyan's was completed, which would eventually include lines to Base Station, Mt. Washington Railway, and branches to Profile House and Bethlehem. In 1879, the control of the Whitefield and Jefferson Railroad was

1. Poor's Manual of 1897 states that the Boston, Concord and Montreal acquired the White Mountains Railroad through lease in 1859, and with it 52 shares of Wells River Bridge Company and 200 shares of Woodsville Aqueduct Company, evidently securing a water supply for locomotives as well as for the community.



New Hampshire Historical Society

A woodburning 4-4-0 and a bright yellow coach lettered "Lake Winnipesaukee, Plymouth & Littleton" pause on the original bridge spanning the Connecticut River between Wells River and Woodsville in a scene from the late 1860's.

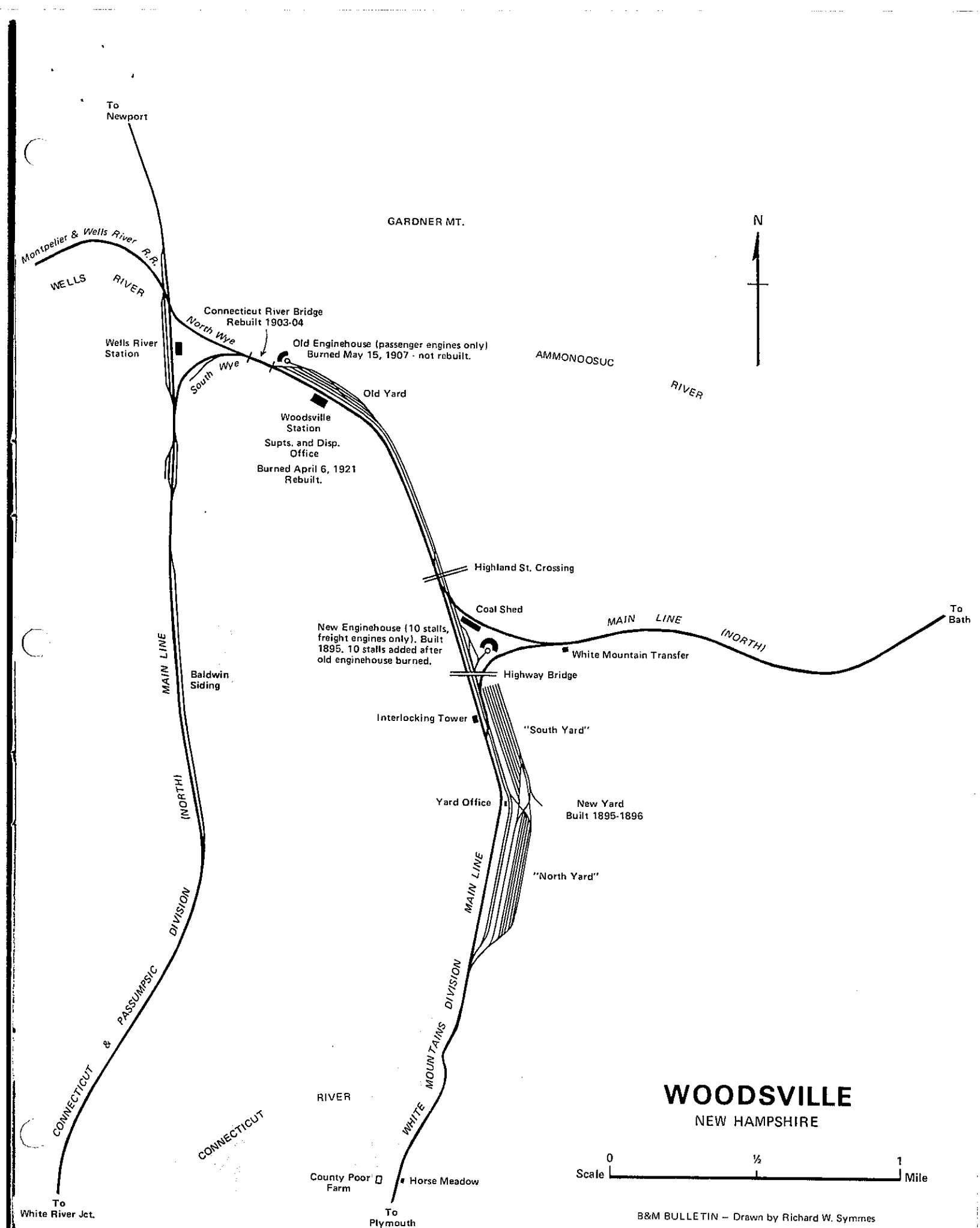
assumed. This line would later include a summer branch to Jefferson from Cherry Mountain and would connect with a number of logging lines of temporary construction.

With the foregoing as a background, it would appear that Woodsville would become the natural terminal through which the traffic, both passenger and freight, would flow, either to and from the south via Plymouth, or to the Connecticut & Passumpsic Rivers Railroad in both directions. Such indeed became fact, for by 1895 all these lines, through leases, had become part of the growing Boston and Maine system. Woodsville was later designated the headquarters of the new White Mountains Division.

With the coming of the railroads, summer visitors were attracted to this area in growing numbers and the B&M actively promoted this trend. Summer hotels appeared in profusion: the *Mount Washington* and the *Mount Pleasant* at Bretton Woods, the *Fabyan House* and *Annex*, the *White Mountain House* just west, the *Twin Mountain House*, the *Waumbek* at Jefferson and others at Jefferson Highlands, the *Mountain View* at Whitefield, the *Profile House*, the *Maplewood*. Bethlehem advertised "Thirty Hotels." Most of them were huge wooden structures with as many as five stories and were lavishly appointed and maintained. Other hotels were located at Sugar Hill, Franconia, Littleton and Lisbon. It was a big list—and big business of its day. A considerable amount of equipment and services were required to provide the railroad's part in catering to this seasonal business. Small enginehouses appeared at Fabyan's, Bethlehem Junction, Whitefield Junction, Lancaster and Berlin, and local passenger trains ran early and often, to say nothing of the through service which was operated to and from New York and Boston.

Nearly all of the periodic locomotive inspections were done at Woodsville, and the twelve-stall house with its related shop facilities was a busy place. A new freight yard was built on the southern end of the Concord line, and the construction of the White Mountain Transfer, a wye track from the Concord main to the Mountain line made it possible for through Boston to Bretton Woods trains to avoid Woodsville entirely. In these early days before division consolidation, Woodsville and Wells River were inseparable. The tracks over the Connecticut River actually formed two wyes, north and south of the station at Wells River. A long passing track ran in back of the station. Trains locally from Woodsville could not be turned, but in the process could meet north and south Connecticut & Passumpsic Division trains, and the exchange of passengers, mail and express was heavy. Thus, train No. 4302, for example, from Berlin, arrived at Woodsville over the Mountain line, dropped local passengers, and passed over the Connecticut River bridge (first a ponderous lattice-span wooden bridge with the railroad above and highway underneath, later replaced by a modern steel structure) over the north wye to clear the passing track, then backed into this track to meet No. 70 from Newport, enroute to White River Jct. Work completed, the train (after assuming a new number) then backed down the "Pompie" line to clear the south wye, and pulled back to Woodsville, now headed in the right direction for Plymouth and Concord.

Two rather separate patterns of passenger service prevailed in summer and in winter. Realistically, summer service operated between mid-June and mid-September, with July and August being the busy months. The lines to Groveton and Berlin kept their service, with some variations, the year round; so, too, was service to and from Concord. Through trains between Boston and Montreal, Nos. 5 and 20 in daytime and Nos. 15


To Newport
GARDNER MT.
N
Montpelier & Wells River R.R.
WELLS RIVER
Connecticut River Bridge Rebuilt 1903-04
North Wye
Wells River Station
Old Enginehouse (passenger engines only) Burned May 15, 1907 - not rebuilt.
AMMONOOSUC RIVER
South Wye
Old Yard
Woodsville Station
Supts. and Disp. Office
Burned April 6, 1921 Rebuilt.
Highland St. Crossing
Coal Shed
To Bath
MAIN LINE (NORTH)
New Enginehouse (10 stalls, freight engines only). Built 1895. 10 stalls added after old enginehouse burned.
White Mountain Transfer
Highway Bridge
Baldwin Siding
MAIN LINE (NORTH)
Interlocking Tower
"South Yard"
Yard Office
New Yard Built 1895-1896
"North Yard"
MAIN LINE
CONNECTICUT & PASSUMPSIC DIVISION
WHITE MOUNTAINS DIVISION
RIVER
CONNECTICUT
County Poor Farm
Horse Meadow
To White River Jct.
To Plymouth
WOODSVILLE
NEW HAMPSHIRE
Scale 0 ½ 1 Mile
B&M BULLETIN – Drawn by Richard W. Symmes

and 2 at night, were the resplendent trains of the day, and over the years were assigned cars owned by both the Canadian Pacific and the Boston and Maine systems. The day trains (later designated the *Alouette*) rated through coaches, a full Diner and Parlor Observation. The night train (the *Red Wing* in later days) had a full complement of through coaches and sleeping cars to Montreal and a car to Sherbrooke. Summer service from New York to the White Mountain resorts and return included through parlor cars and coaches by day, and sleeping cars and coaches from Philadelphia and New York at night. A through summer train, No. 7, handled through parlor cars and coaches from Boston, via White Mountain Transfer, to Bretton Woods.

With all this variety of passenger equipment in and out of this terminal, let's endeavor to recall the layout of tracks at Woodsville station which allowed for station work and necessary switching and servicing. Fanning out from the Connecticut River bridge were four tracks, the two nearest the station being designated "South Main" and "North Main," the next the "run-around" and the fourth the "Mountain." A set of slip switches were in use just south of the station, permitting trains from the "Mountain" to cross to a nearer station track as required. All switches were handled by switchmen on the ground, and moves were made under their direction. To avoid confusion, all "Mountain" crews received a green signal at night. These same switchmen also controlled the bridge switch affecting the two wyes to Wells River and the gantlet track on the Connecticut River bridge. At Wells River, a switchman or the agent-operator handled their end of the wye switches, the Montpelier & Wells River, and the "five-ball signal." Baldwin's Siding, a long passing siding south of Wells River, enabled C&P Division freights to set out cars for Woodsville and beyond, to be picked up by the Woodsville switcher. A second passing siding north of Wells River, on the west side, could be used for meeting other C&P trains. At Woodsville, movements from the enginehouse to the slip switches east of the passenger station were controlled in the second story of the crossing shanty at Highland Street.

Using a June 15, 1920, B&M timetable as background, let's endeavor to pinpoint some of the highlights which occurred in those hectic days of summer passenger travel. Freight traffic was less hurried and more local in character, but nonetheless important, and was translated into the train dispatchers' headaches of the period. The following list of schedules is representative of the busiest, heavily-traveled summer days as one can imagine.

PASSENGER TRAIN SCHEDULES - WOODSVILLE, N.H. - WELLS RIVER, VT., JUNE, 1920
(Time shown is arriving or leaving time - Woodsville or Wells River)

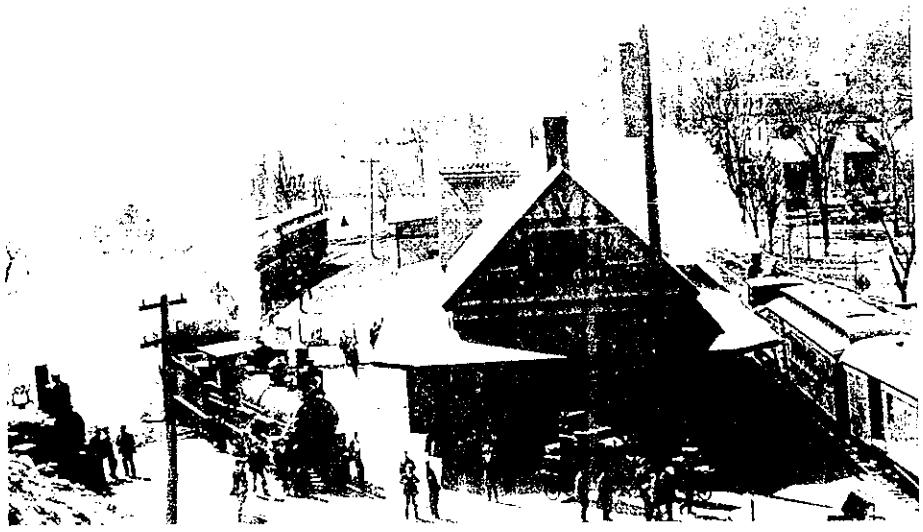
TRAIN	FROM	TIME	DESTINATION
	Mountain Line - North (Arriving) Woodsville		
414	Groveton	8:17 AM	Wells River
72	Bretton Woods	9:08 AM	New York
4404	Bretton Woods	2:27 PM	Wells River
4412	Bretton Woods	6:30 PM	Wells River
420	Groveton	9:50 PM	Woodsville
76	Bretton Woods	9:17 PM	New York
4414	Bretton Woods	10:00 PM	Wells River
	Connecticut & Passumpsic Div. - South		
78	Sherbrooke	12:17 AM	New York
70	Newport	8:21 AM	New York
74	Sherbrooke	11:25 AM	New York
752	Newport	6:30 PM	W.R. Jct.
	Concord Line - Departing		
2	Montreal	1:20 AM	Boston
404	Woodsville	4:50 AM	Boston
14	Woodsville	9:30 AM	Boston
20	Montreal	3:40 PM	Boston
410	Woodsville	4:00 PM	Boston

TRAIN	FROM	TIME	DESTINATION
	Concord Line - North (Arriving) Woodsville		
1	Boston	8:20 AM	Bretton Woods
5	Boston	2:05 PM	Montreal
7	Boston (via White Mountain Transfer)	1:58 PM	Bretton Woods
9	Boston	5:25 PM	Woodsville
15	Boston	1:01 AM	Montreal
	Connecticut & Passumpsic Div. - North		
751	W.R. Jct.	8:25 AM	Sherbrooke
73	Springfield	2:30 PM	Newport
75	New York	5:30 PM	Sherbrooke
79	New York	1:57 AM	Sherbrooke
71	New York	5:45 AM	Bretton Woods
	Mountain Line - Departing		
4401	New York	5:45 AM	Bretton Woods
1	Boston	8:50 AM	Bretton Woods
423	Wells River	2:50 PM	Groveton
77	New York	4:58 PM	Bretton Woods
425	Wells River	6:05 PM	Groveton

From the preceding list, it can be noted that a number of the White Mountains Division trains from both the Mountain line and the Concord line started from or terminated at Woodsville. To the switching chores involving such trains was added the duty of setting out a Boston sleeper from No. 4414, and later adding it to No. 2 in the early morning hours. Similarly, a Bretton Woods sleeper arrived on No. 15 for transfer to No. 71 about sunrise. Mail and express cars in profusion must have had to be handled plus adding or setting out extra coaches as traffic demanded. While the passenger work near the station was likely the most conspicuous to travelers, the pattern of freight traffic of those days must have been something else again. White Mountains freights from the south, down the long grade from

Glencliff, and powered undoubtedly by 2-6-0 Moguls, hauled into the long siding in the Lower Yard to be flat-switched for destinations such as Berlin or Groveton on the Mountain line, or to points on the C&P Division. In early days, the departure of freight trains out of the Lower Yard, either via White Mountain Transfer, or through the station and to the C&P, was quite an effort. Pictures on record show a pair of 4-4-0's, plus another head-to-head, getting a freight job up out of the yard. In the early twenties it was general practice to make up the through freights for either Concord or the Mountain on the long passing track above the Lower Yard, and for the yard switcher to lend a hand to the yard limits. Cars for interchange with the C&P were frequently handled by switcher down around the South Wye at Wells River to Baldwin's Siding, where a through C&P freight, either from White River Junction or Newport picked them up. Drops from C&P freights were often handled into Woodsville, and dropped just below the station.

The Montpelier and Wells River Railroad operated two passenger trains plus a mixed job which actually terminated or originated at Woodsville, and were turned on the White Mountain Transfer wye. Since the M&WR was controlled by the Boston and Maine, any shipments of granite usually were shipped from Barre via Wells River, and this traffic, in addition to milk which originated from several on-line creameries, added to the work at Woodsville yard. A milk train also originated daily in the north country, with cars from Colebrook over the Maine Central to Coos Junction. At this point, the train became B&M No. 48 and picked up additional cars at Lancaster, Littleton and Lisbon. Upon arrival at Woodsville, it would add C&P cars from Newport, Barton and Orleans, Vermont. Quite a respectable train of twelve to fourteen cars would thus depart for Concord and Boston daily, the empties to return as No. 49 in the wee hours of the morning.



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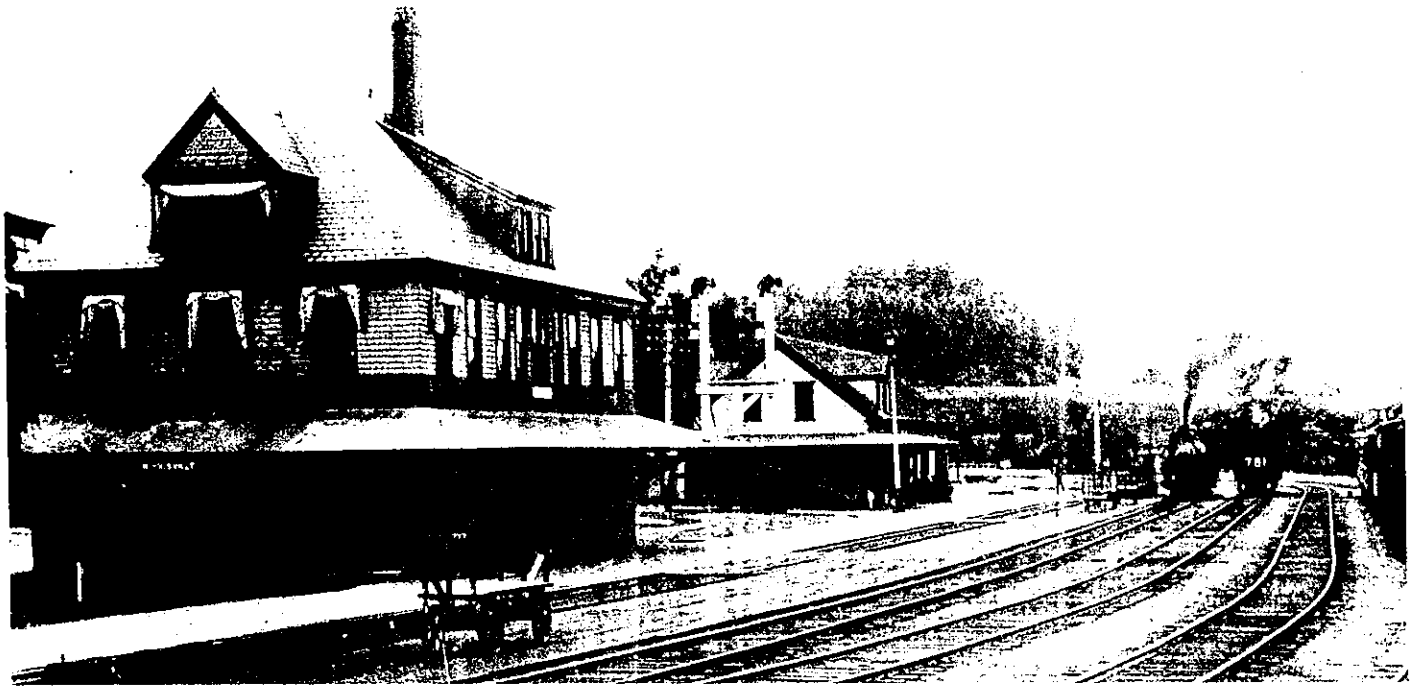
ABOVE: Three trains have converged on the station at Wells River about 1900. At the lower left, the front end of a Montpelier & Wells River engine appears on the north wye. Behind the station, an "up train" from White River Jct. stands on the loop track. A "down train" from Lyndonville is stopped in front of the station. This structure was the third (and final) one to occupy this site. BELOW: The Building at the left was the second depot at Woodsville. The superintendent's and dispatcher's offices were located on the second floor until the fire in 1921. In all likelihood, the building in the background was the original Woodsville depot.

Motive power in this period was most interesting. Engines were assigned to their respective divisions but were borrowed as the traffic demanded. Local passenger trains of four or five cars, usually open platform cars of wooden construction, were generally assigned A-17 4-4-0's 1015-1025, or one of many 2-6-0's, the famous B-15's. Also seen



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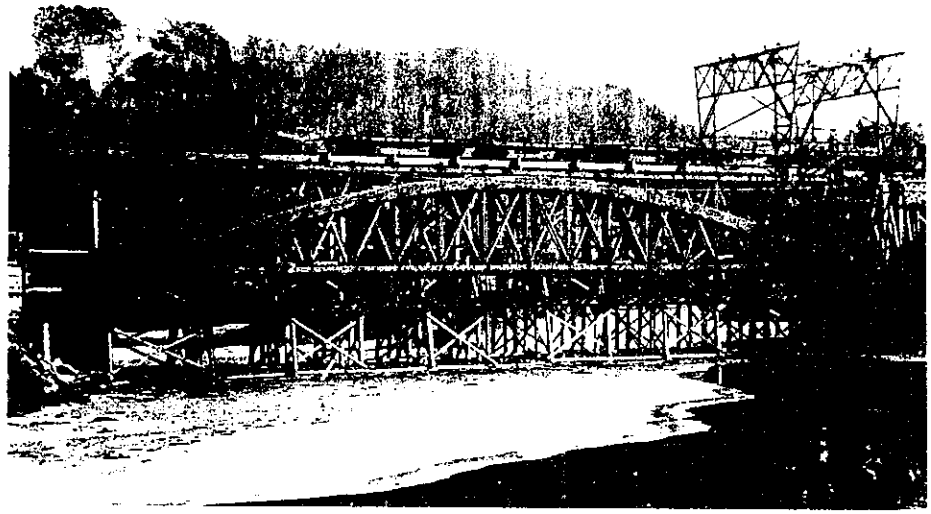
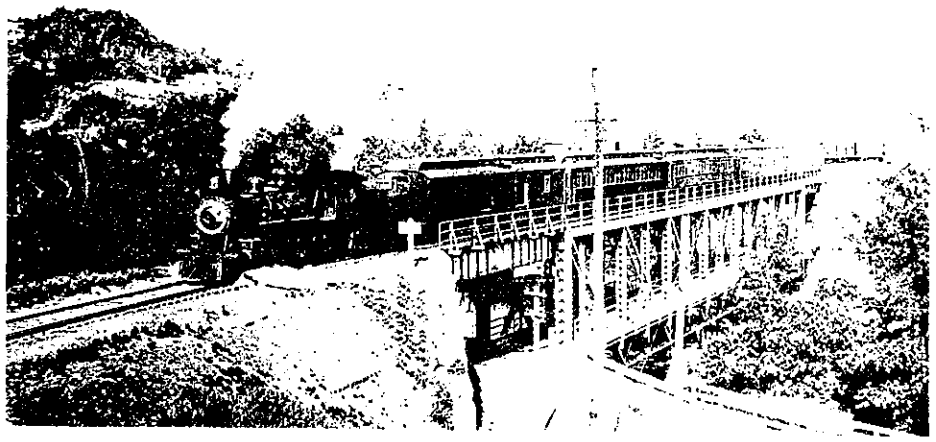


Woodsville Public Library

ABOVE: When the Connecticut River bridge was rebuilt in 1903-04, the new bridge was literally built around the old one, with wood members being replaced with steel. BELOW: Engine No. 397 and train cross the new bridge a few years later. The highway used the bottom section of the new bridge until 1923. Note the gauntlet trackage on the bridge.



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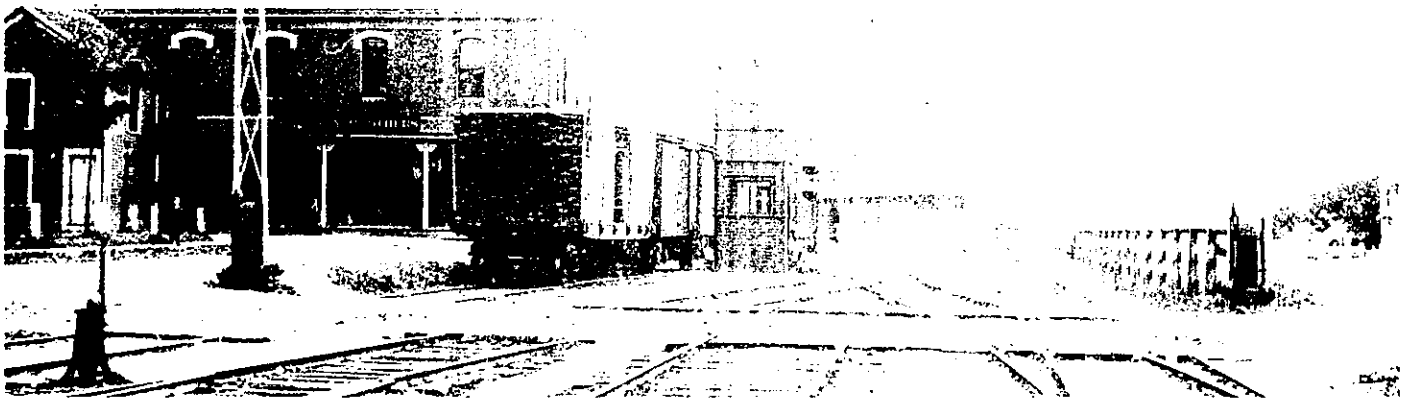
were C-15's 2015-2023 on branchline trains. Pacifics, class P-2, were usually assigned to the through Montreal to Boston sleeper trains 5 and 20, and 2 and 15, as well as the New York trains 71, 72, 76 and 77. Memory is vague on freight power other than the B-15's, which were used between Woodsville and Groveton due to wye and table limitations, but it would appear rather certain that K-7's 2310-2429 were used between Concord and Woodsville, and possibly to Berlin where paper traffic was heavy. K-8 2-8-0 engines 2600-2734 were the heavy freight power of the B&M, and were occasionally seen on Connecticut and Passumpsic freights to and from Newport. Early switchers were G-9 0-6-0's, and are remembered as being numbers 193 and 194. G-10's in the 200 series would come in later years and would be followed by heavier G-11-a (400-series) to handle heavier drags out of the Lower Yard. The M&WR had two 4-4-0's, Nos. 13 and 14, which on occasion could be found handling local passenger trains between Woodsville and Groveton. (The B&M earned an early reputation for borrowing another road's motive power.) Helper service on the Concord Line south as far as Glencliff must have been required, with engines turning on the wye at the summit. A B-15 could handle 570 tons on this line; a K-7 was rated at 750 tons. Based on 30 tons per car in those days, the train limit for one K-7 would be only twenty-five cars.

The first big change to affect Woodsville occurred in 1926 when the Boston and Maine leased the upper end of the old Connecticut and Passumpsic Division, from Newport to Sherbrooke (actually Lennoxville, since the B&M had used trackage rights over the Grand Trunk from Lennoxville to Sherbrooke), 37.1 miles, to the Quebec Central Railway, and the line from Wells River to Newport, 63.7 miles, to the Canadian Pacific Railway. Speculation ran high that the Canadian Pacific was interested in securing a through line to Boston, via Plymouth and Concord, but rumor is all it ever turned out to be, as history proved. The leases, however, did cause a considerable amount of change. The Connecticut River Division now ran all the way from Springfield to White River Junction, to Wells River, Woodsville and to the Mountain terminals above; the line to Concord became a part of the Southern Division. Much the same service prevailed, but passenger trains no longer connected with others at Wells River, and CPR locals now appeared from Newport, operating into Woodsville. CPR G-1 and G-2 Pacifics in the 2200, 2580 and 2590 series appeared with the through Montreal jobs, and freights were handled by D-10's of the 1050-1090 series or by light 2-8-0's in the 3500 series. Most freights continued to run through to White River Junction with the CPR crews and equipment in exchange for B&M crews which ran through to Newport. Local passenger trains now ran between White River Junction and Berlin and, particularly in the morning, passengers traveled to Boston this way. Most freight was diverted via White River Junction, avoiding the hard grades via Plymouth. Very little traffic was generated between Woodsville and Plymouth, and shortly an every-other-day local began handling this work between Plymouth and White River Junction.

History tells us, as in so many other instances, that the automobile and the truck encroached on rail business in the North Country, but the real blow came with the Stock Market crash in 1929 and the depression days of the 1930's. Earlier branch lines discontinued included the line to Jefferson from Cherry Mountain and the Profile branch (both abandoned in 1921) and the Bethlehem branch in 1925. In 1932, changes were more drastic: White Mountains lines from Whitefield Junction to Lancaster and from Wing Road to Fabyan were abandoned and what trains were left now ran over the Maine Central from Waumbek Junction to Coos Junction, and from Whitefield to Fabyan; night trains to New York were reduced to three trips weekly; the *Red Wing*, the night Boston to Montreal sleeper train, was rerouted via White River Junction, combined with the CV-CN night train, thence ran north to the CPR. Motive power requirements were thus greatly reduced, and what power did run that way ran through, requiring little more than a tank of water in Woodsville yard.



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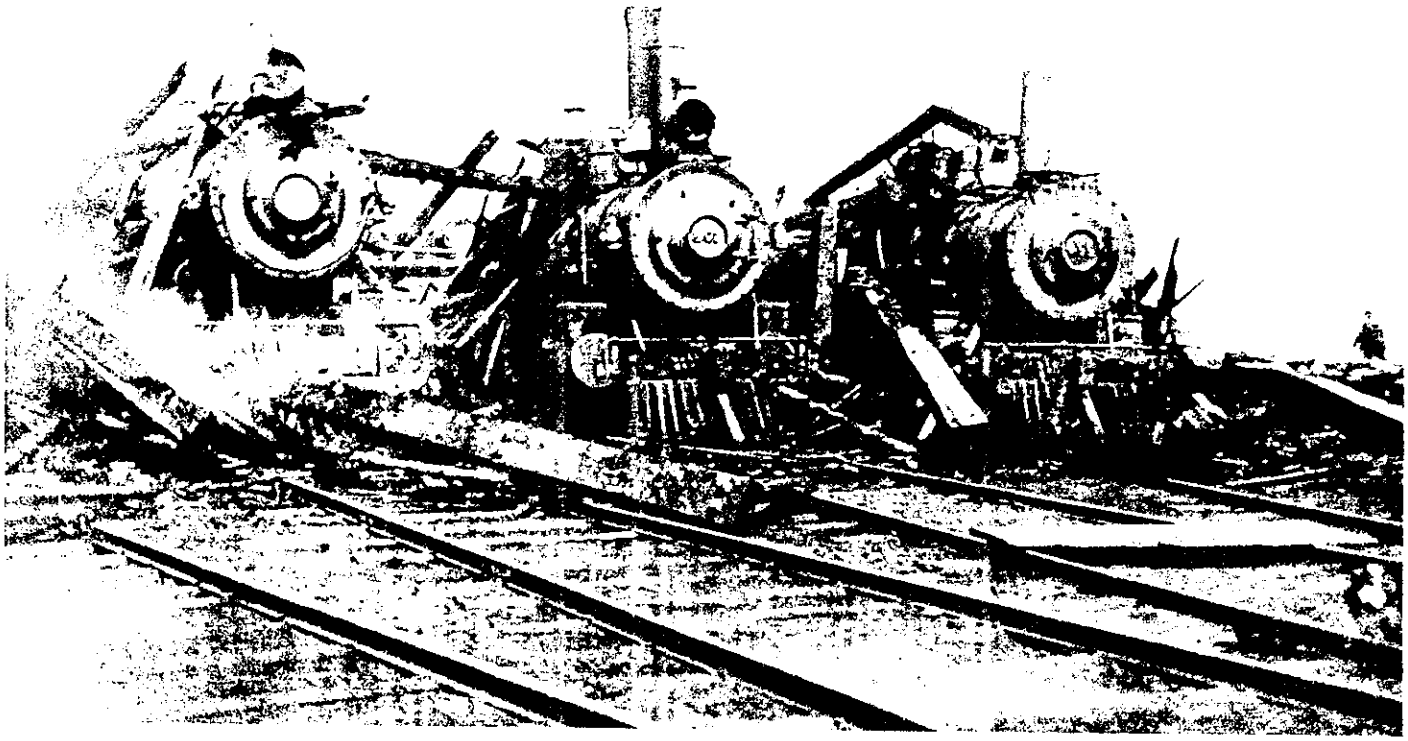
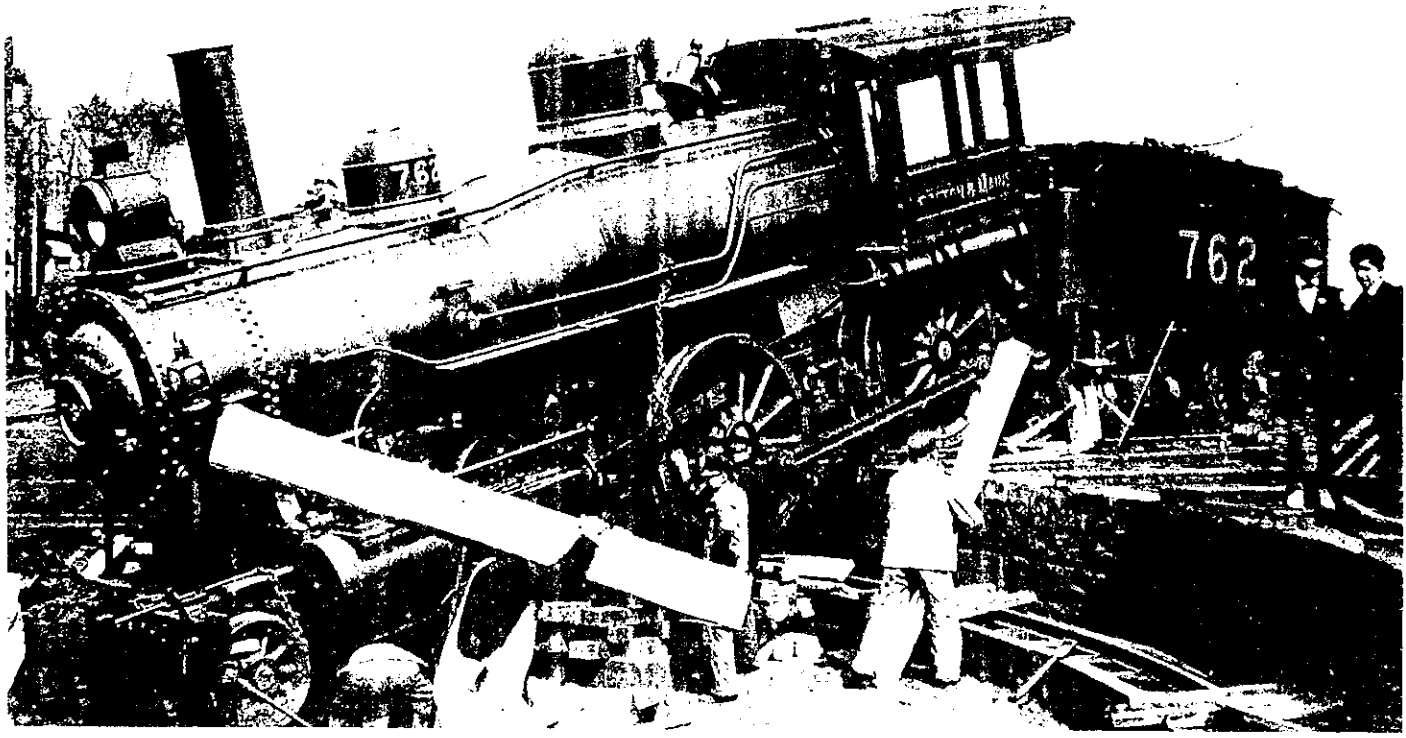
These two views looking south at Highland Street were taken about fifty years apart. ABOVE: The signal tender in the upstairs portion of the diminutive two-story tower operated the ball signal while the crossing tender downstairs operated the gates at the Highland and Mill Street crossings. BELOW: In the fall of 1948, the Groveton local with engine No. 2713 comes off the Mountain Line as it returns to its home terminal. The Concord Line diverges to the right. The tower appears to have been moved back to accommodate track changes.

Philip R. Hastings



Woodsville Public Library

During the early morning hours of May 15, 1907, the original Woodsville enginehouse caught fire. In the excitement of trying to get the 762 out of the house, an employee ran it into the turntable pit instead. Obviously the other six or seven engines in the house didn't make it. The enginehouse was totally destroyed, but the engines were all later rebuilt.



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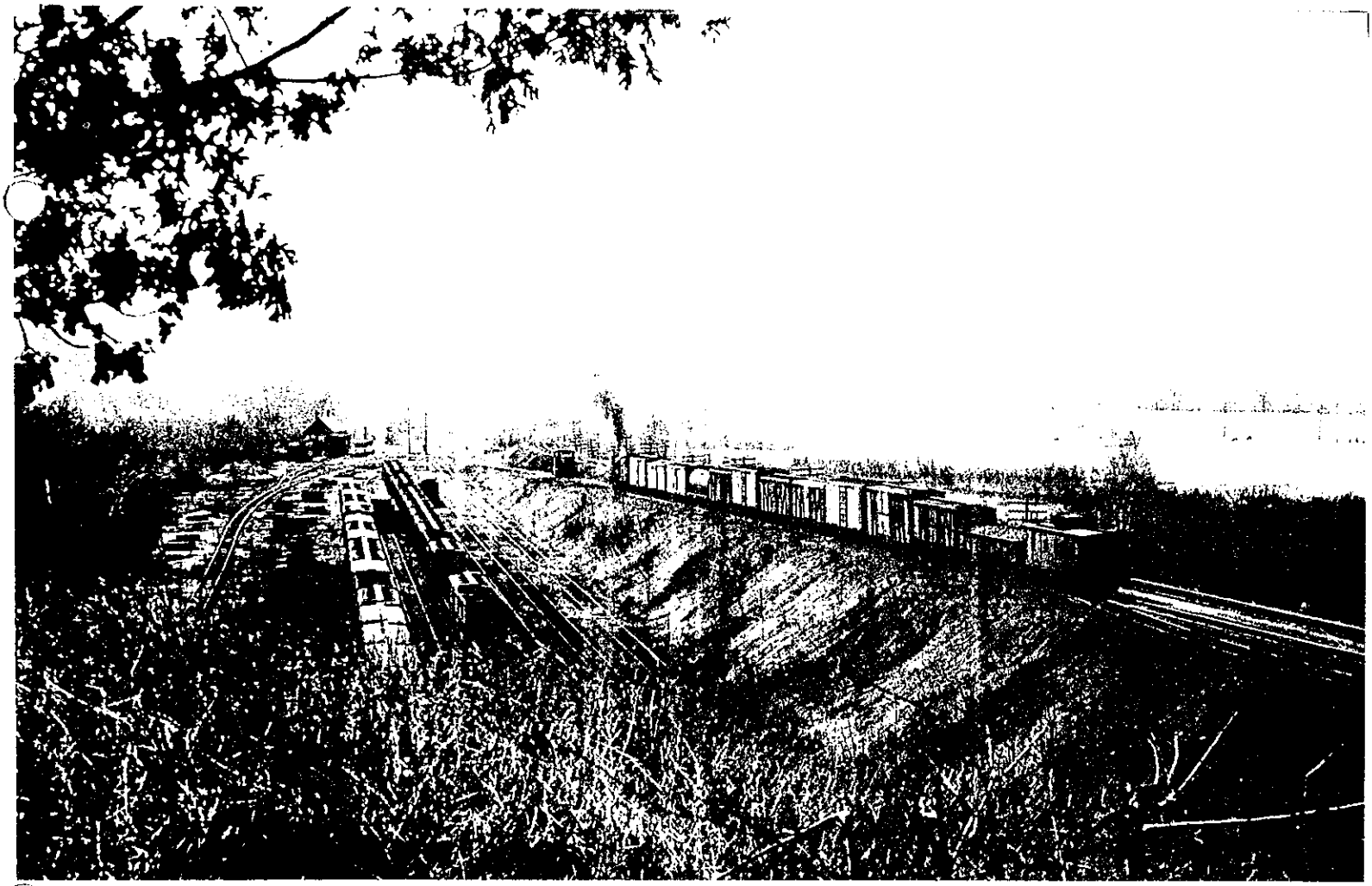
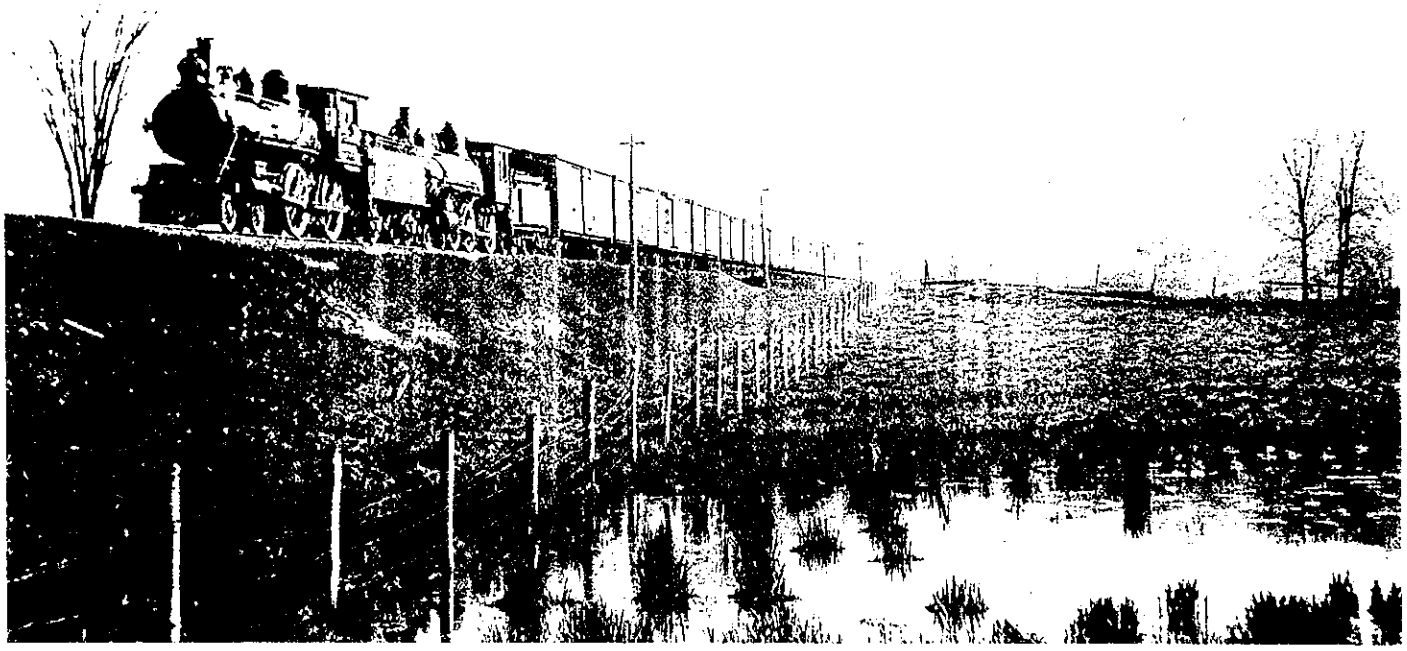
ABOVE: During the site clearance prior to the construction of the New Yard, a doubleheaded southbound freight with Concord & Montreal No. 106 *Governor Smythe* and an unidentified B&M 4-6-0 collided with a work train. The results were horrendous. BELOW: Extra 402 North gets an assist out of the New Yard by switcher No. 237, circa 1902.

Fenton H. Cooley



Phillip R. Hastings

ABOVE: 2-8-0 No. 2662, followed by switcher No. 112, backs the Groveton local out of the North Yard on April 14, 1949. BELOW: A Worcester Salt Special powered by engines No. 149 and 296 (renumbered 937 and 1960, respectively) accelerates out of Woodsville on the Concord line just south of the New Yard in the early part of this century.



Fenton H. Cooley

Even the CPR day train, the *Alouette*, with its Canadian power, began running through to Concord and Boston, in keeping with B&M policy to extend locomotive runs and pool power. Gasoline cars in lieu of steam trains made their appearance on the Groveton branch, and the famous "Sacred Cow," an early diesel-powered unit capable of hauling extra coaches, replaced steam on train Nos. 9 and 10 between Woodsville and Concord. Rebuilt 2-10-2's of the 3000 series, with re-aligned springing to distribute the weight more equitably, appeared as 2900's on White River Junction to Berlin freights, further lessening the need for service enroute.

There were bright spots in the passenger picture. Fall foliage trains and weekend specials in the "Snow Country" were actively promoted by the B&M in the early 1930's, and the low weekend rates induced many travelers aboard. One such excursion stands out as a vivid personal memory—a weekend winter excursion from Boston to Lancaster. This train operated via White River Junction to accommodate Dartmouth College skiers, thence north to Woodsville, Littleton, Whitefield and Lancaster. (That's what we thought!) Upon arrival at Woodsville at about 8:15 PM, engine 3689 took water while we waited for DJ-2, the through freight from Berlin. Shortly thereafter, the head-end of DJ-2 appeared, a K-8 leading one of the 2900's and six cars—the rest of their train had derailed up at the end of the White Mountain Transfer! The thermometer read twenty degrees below zero! It took some time to get action started, but some time after 10:00 PM, a CPR 2600 appeared around the North wye, and acted as our pilot from Woodsville to St. Johnsbury. The Maine Central freight crew on train No. 375 had set their train off at Quebec Junction and returned light, to doublehead as our pilot from St. Johnsbury to Whitefield. Here the 3689 took over again, with all but the three last coaches, and backed to Wing Road to turn, and continued to Littleton and Lisbon. Meanwhile Maine Central pulp extra 371 had been set out at Coos Junction and had come over light to Whitefield to gather in the remaining travelers. Our arrival at Lancaster in biting cold was likely a first (and last) in North Country railroading—sometime after 3:00 AM!

Round-the-Mountain excursions sponsored by the Railroad Enthusiasts, both as Fall Foliage and mid-winter trips, were very popular, operating both via North Conway, the Maine Central through Crawford Notch to Whitefield, thence to Woodsville, Plymouth and Concord, and on the reverse routing. On at least one occasion there were two trains, one operating each way with a meet at Fabyan. Sixteen cars (including a baggage car and full diner) required that a helper (often a B-15) be assigned from Woodsville to Ashland ahead of the usual P-3 (3700-3709).

Heavy floods and hurricanes in 1936 and 1938 brought the lines terminating at Woodsville into particular prominence, even though the activity was short-lived. For varying periods, the Merrimac and Connecticut River valleys and the Northern line through Canaan were either under water or washed out, and all traffic, freight and particularly milk, was routed through this terminal. Routes varied from day to day—sometimes via St. Johnsbury and the Maine Central to

Train No. 9 from Concord has just arrived at Woodsville and the BL-2 which powered it has cut off and is backing down to the house for servicing. At the far left, a lady passenger who arrived on No. 9 is being escorted by a Barre & Chelsea conductor to B&C train No. 3, which will leave shortly for Montpelier. June, 1950.

Philip R. Hastings

Maynard S. Nutter

Philip R. Hastings

Canadian Pacific power frequently ran through on B&M lines. ABOVE: CPR 4-6-2 No. 2210, the road engine for the southbound *Alouette*, moves out of the way so that 0-6-0 No. 418 can switch out a head-end car in the summer of 1942. BELOW: A White River Jct. to Newport freight approaches the north end of Baldwin's Siding below Wells River on Sept. 1, 1955.

Portland or North Conway, or north to Whitefield. As lines were opened and water went down, the Concord line was again available, and rusted K-7's which had languished in the Billerica boneyard, reappeared on detoured freights, and the enginehouse took on some of its former glory. Traffic could move via the CPR to Farnham and Delson, thence D&H, and much tonnage moved over this route pending repair of main lines further south. Woodsville would remember her sudden, if temporary, restoration to busy yard activity and countless extra trains for a long time. World War II would bring back some of the heavy activity, but it would not be the same. The B&M continued to try to attract passengers but each summer, service diminished; the *Day White Mountains* train from New York to Bretton Woods (later known as the *North Wind*) disappeared, and a Friday and Sunday sleeper service was about all that remained by 1953.

The year 1953 was a fateful one. We heard the presistent rumor that the portion of the old White Mountain line from Woodsville to Plymouth was up for abandonment. Rumor became fact, and on October 30, 1954, a trip to Woodsville via train No. 5, the *Alouette,* the last one, was made to record the end of an era. Diesels, of course, had long since replaced steam in this part of the system; mute evidence stood out at the enginehouse--all doors were closed except No. 9 stall, which was full of white leghorn chickens. Ties were still in place on the old White Mountain Transfer, but the rails were long gone. Except for odds and ends of work equipment in the old south freight yard, all was deserted. A run-through diesel cleaning shed would get its last work-out on this day. Train No. 20 from Montreal arrived and departed for the last time, headed by a big maroon CPR 1800-series E-8 diesel. Rain, somehow appropriately, began to fall as No. 24, on this night a two car train, (an RPO-baggage combine and a coach) behind E-7 diesel 3813, draped with black crepe, was made ready. At 5:20 PM, under a barrage of torpedoes, we watched Woodsville station recede behind us for the last time; a meet with No. 409 at Oliverian, exchanges of good wishes among the crews, and one more wedge had been driven into the decline of a busy Mountain terminal.

Unhappily, the end of passenger service to Woodsville was not far away. The B&M began purchasing an increasing number of Budd Rail Diesel Cars, and during the middle 1950's they were gradually assigned to practically all passenger service. A single Budd *Highliner* became the only "train" between White River Junction and Berlin. This was reduced in 1958 to one round trip daily, and shortly even this service disappeared. Woodsville's train dispatchers and other officers had long since been transferred elsewhere, and the railroad community became one deeply marked with history but little else.

Today, in 1975, even the freight agent has been eliminated, and such business as may be offered is transacted by telephone or via a traveling freight agent from White River Junction. The removal of many crewmen, and the loss of patronage in Woodsville's stores has hurt, tax revenue has diminished, and many oldsters discuss better days when railroading was a principal business in the community. The younger generation scarcely remembers yet many will gain satisfaction in learning of the days when Woodsville was a railroad terminal of prime importance in the North Country.

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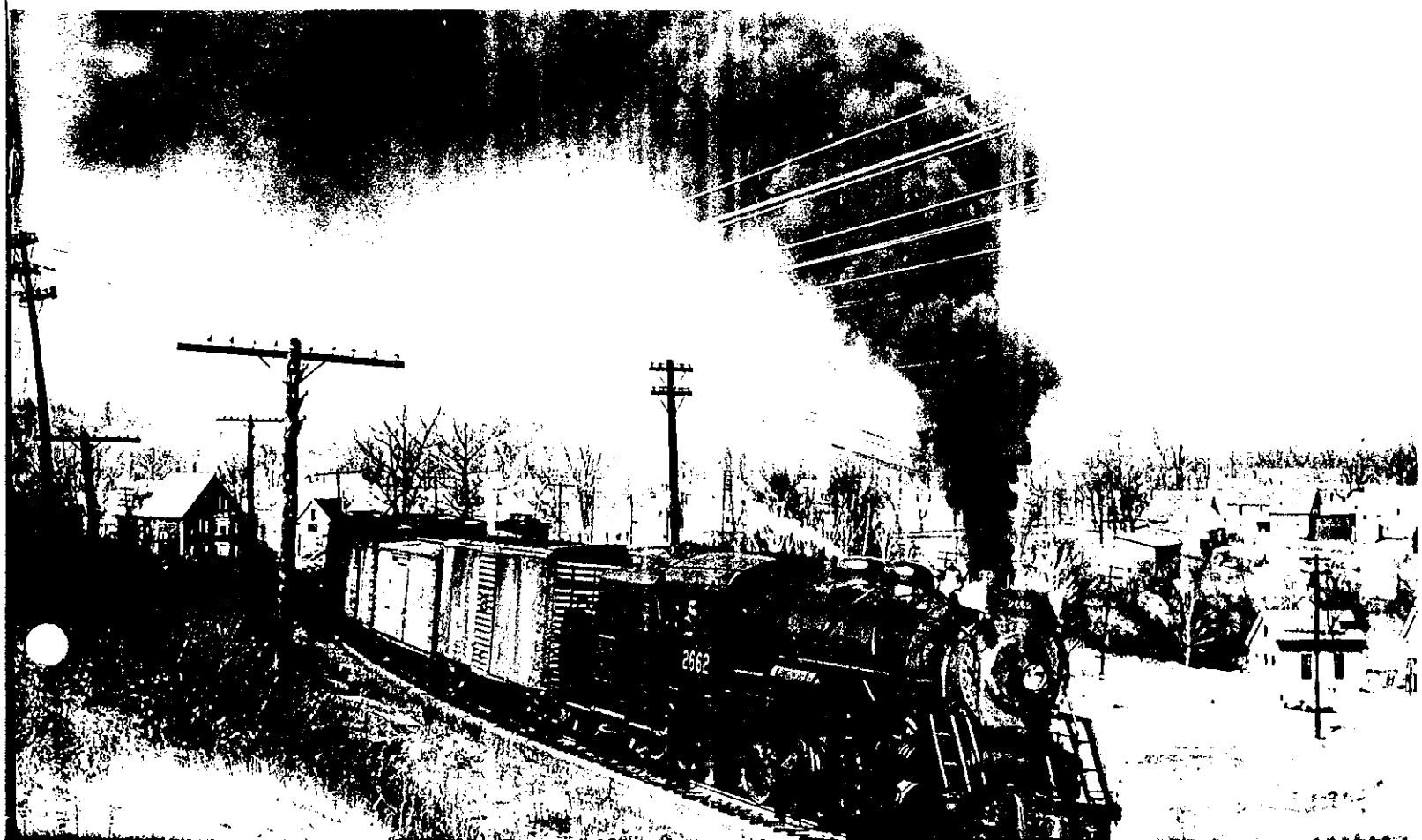
Personal recollections of the author.

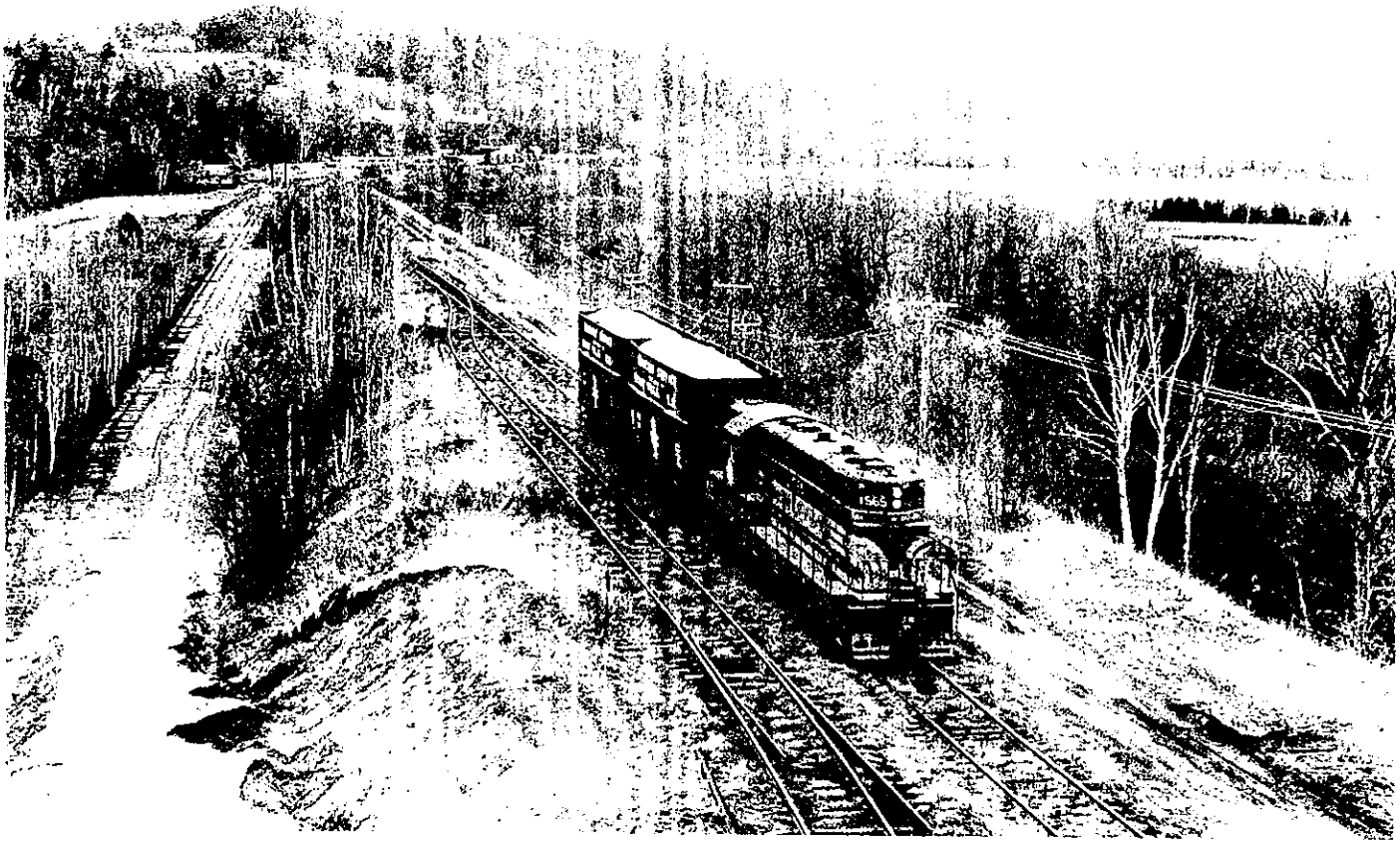
The Groveton local heads upgrade out of Woodsville in this 1949 photograph by Phillip R. Hastings.

Philip R. Hastings

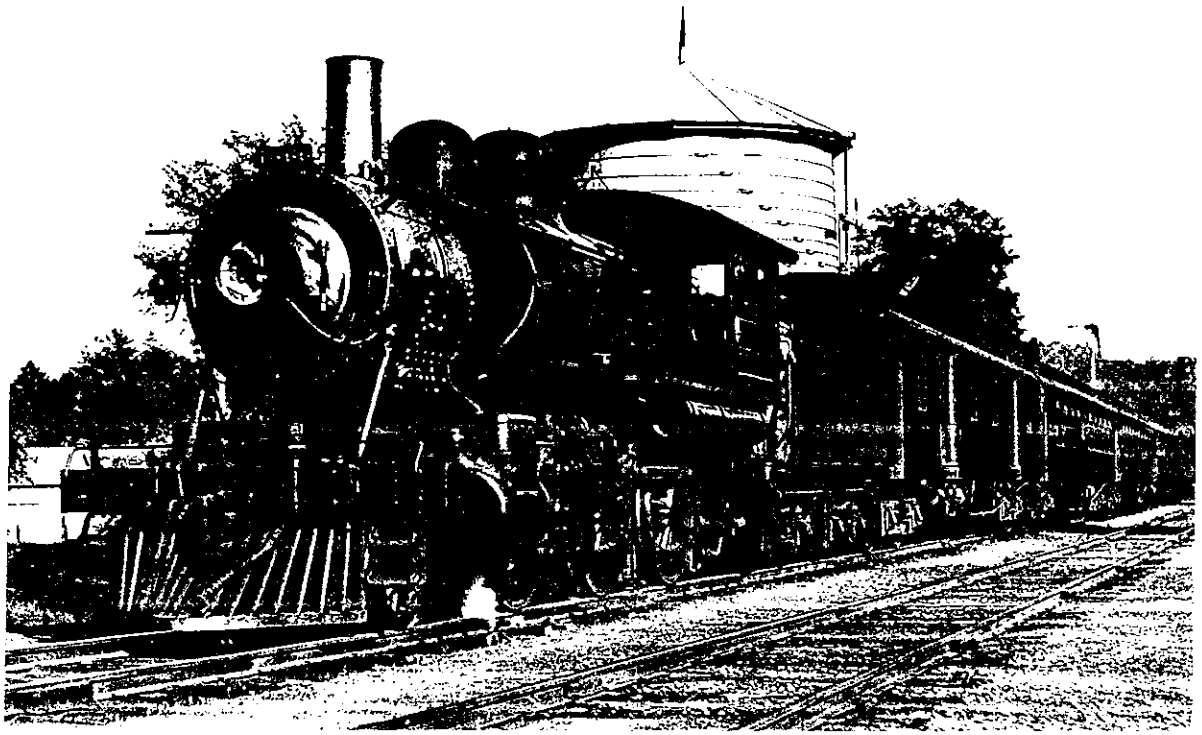


H. Bentley Crouch

ABOVE: The last run of Sunday-only train No. 4020 from Woodsville to Concord was made on October 24, 1954. All service between Woodsville and Plymouth was discontinued the following Saturday. BELOW: Very little remains today of the New Yard at Woodsville. On April 26, 1968, local freight J-1 hauls two cars of wood chips up from the wood chip plant located at the south end of the former yard. This trackage is now part of the five-mile Blackmount Branch, which is all that remains of the line to Plymouth. Compare this view with the one on page 14.

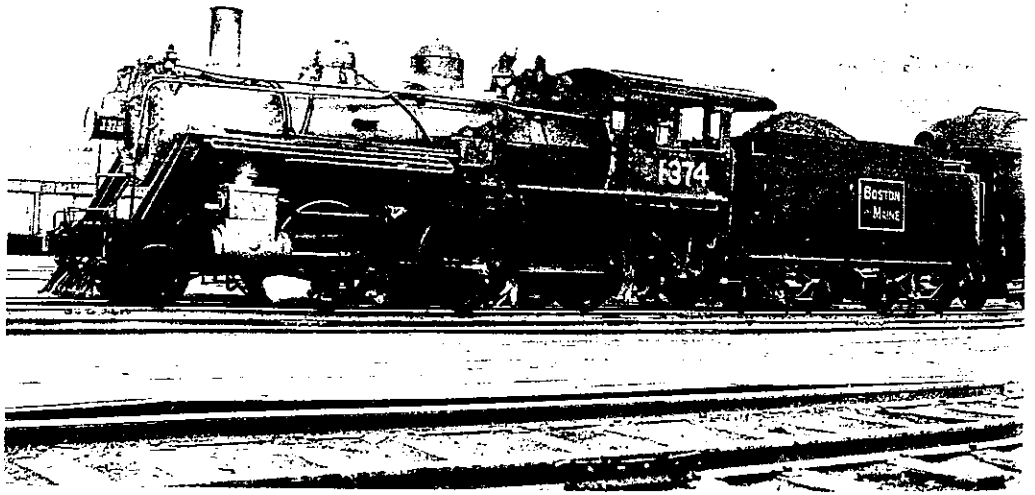


H. Bentley Crouch



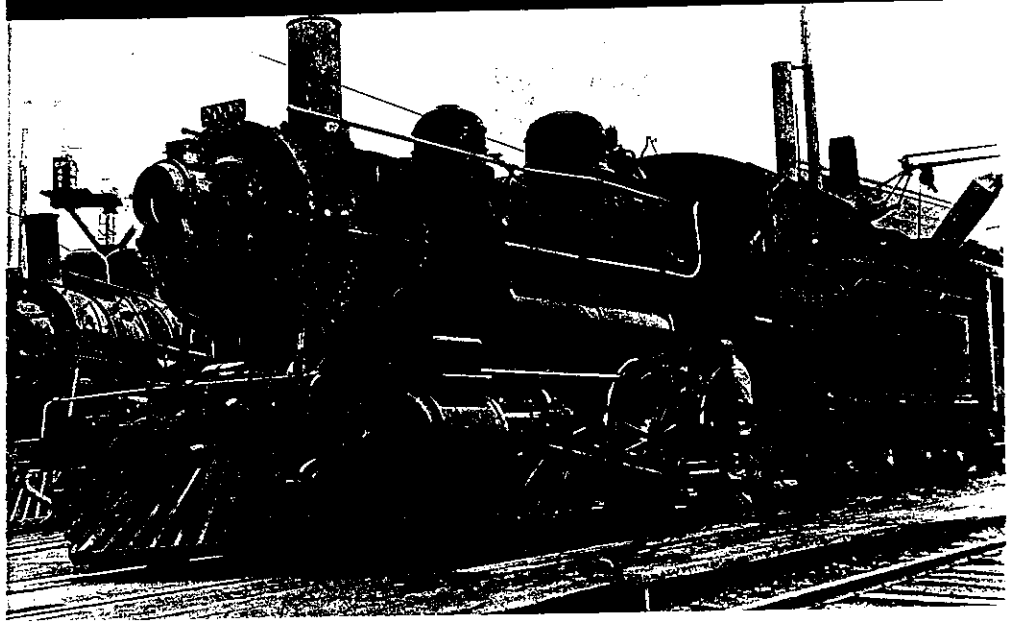
In this rustic setting of 1914 Potter Place, N.H., B-15 No. 1366 gets ready to take her train to White River Jct. She shows no scars from her disastrous encounter with the *Montreal Express* at Canaan, N.H., seven years earlier.

Herbert Arey Photo from H.A. Frye Collection



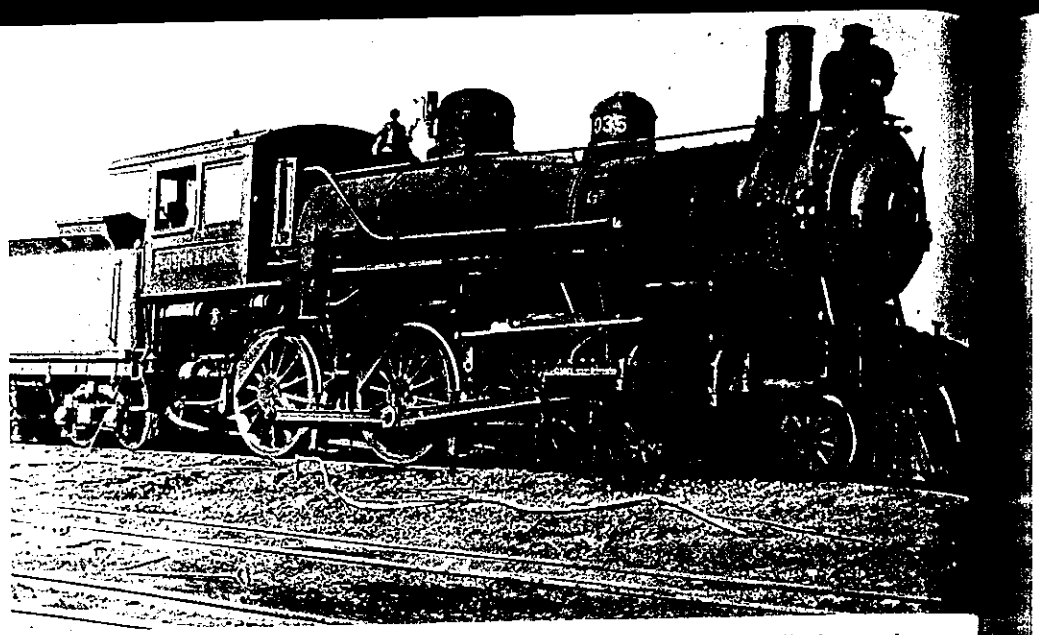
Even the cylinders got the graphite paint, a somewhat unusual treatment. Normally it was just the smokebox that was painted. The commuter rush is about to start, and B-15-b No. 1374 will soon be under way.

P.H. Bonnet Photo



Train time at Wells River, Vt., finds C-15-a No. 2005 and M. & W.R. No. 13 together. Except for the tender, the M. & W.R. machine is identical to B&M Class A41f. Her oil headlight converted to acetylene, No. 2005 looks much the way she was delivered in this September 1914 scene.

Karl Schlachter Photo from H.B. Crouch Collection

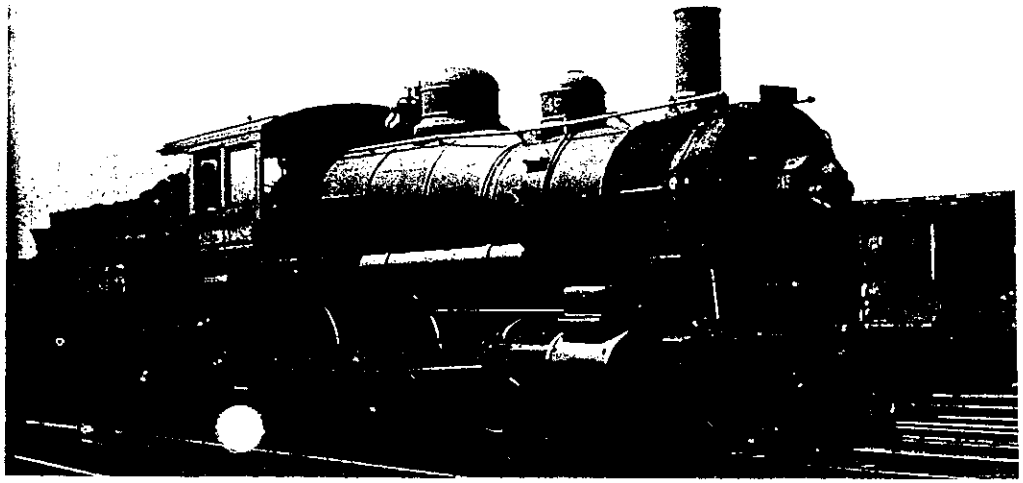


Still a compound, as evidenced by the massive low pressure cylinder on the right side, C-16 No. 2035 will shortly be rebuilt into a C-16-a simple, but here at Boston on September 23, 1911, that is still in the future.

H.B. Crouch Collection

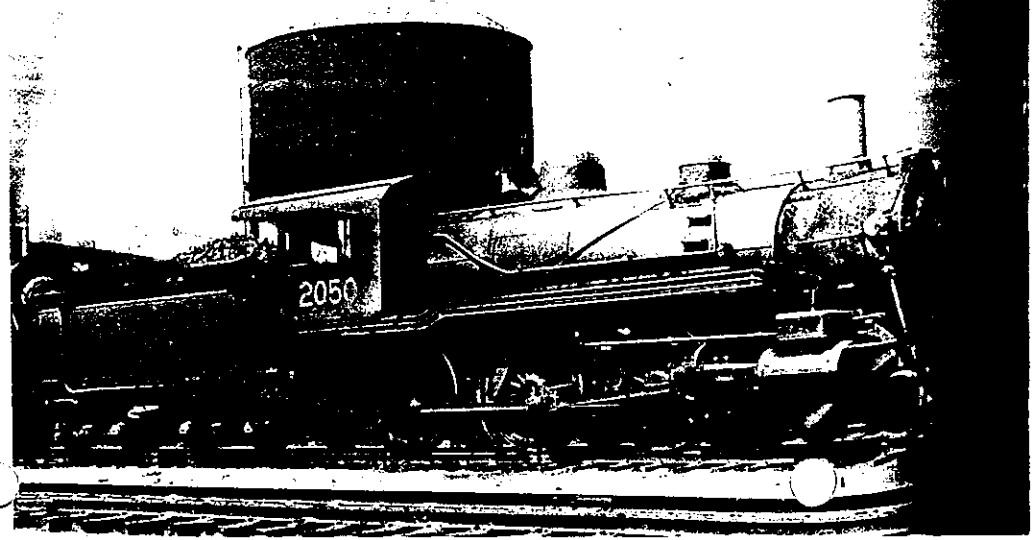
C-15-g No. 2045 looking about as modern as she'll get. The only thing lacking is a steel cab. She probably won't get it. Credit Harold Forsythe with the shot at Boston about 1920.

H.B. Crouch Collection



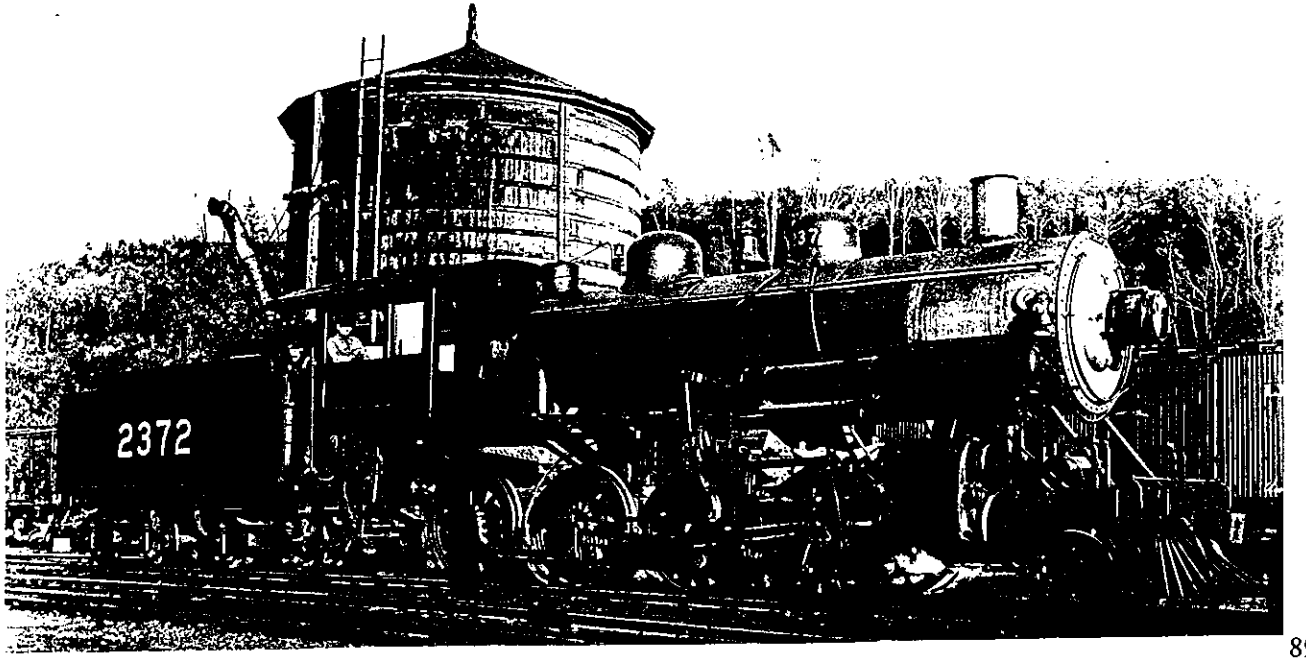
C-15-h No. 2050 heads the ready line at Boston, July 25, 1930. Steel cab and head-end lighting are now standard equipment. Note electric lighting conduit on side of tender.

H.L. Goldsmith Collection



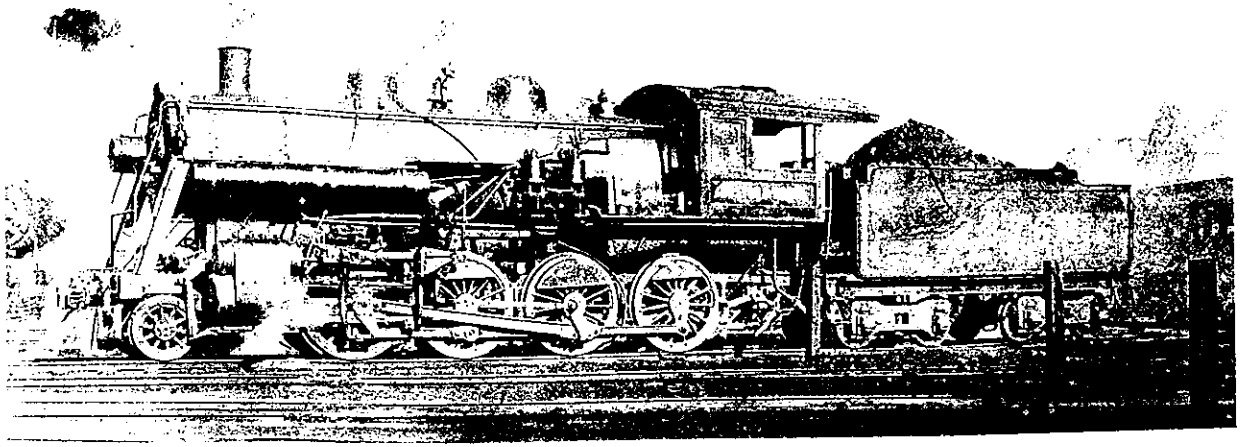
A K-7, No. 2364 has changed little since delivery except for her steel cab. She would eventually get high mounted front ladders and a cross compound pump. Photo taken about 1912.

H.A. Frye Collection



Basically the same as No. 2364, K-7 No. 2372 still has her original wooden cab. Spring is just arriving in Wells River, Vt., on this sunny day in 1915.

H.B. Crouch Collection

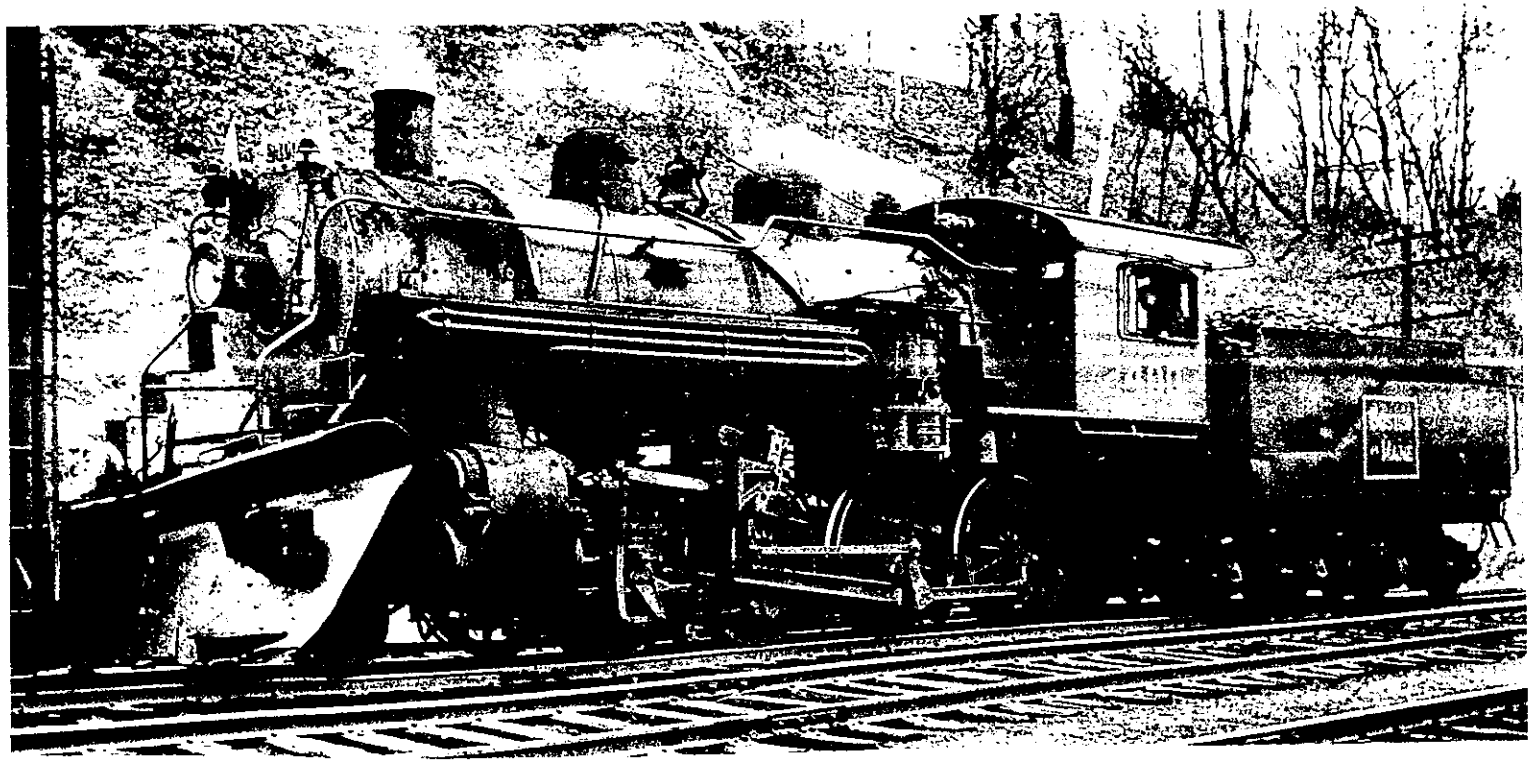


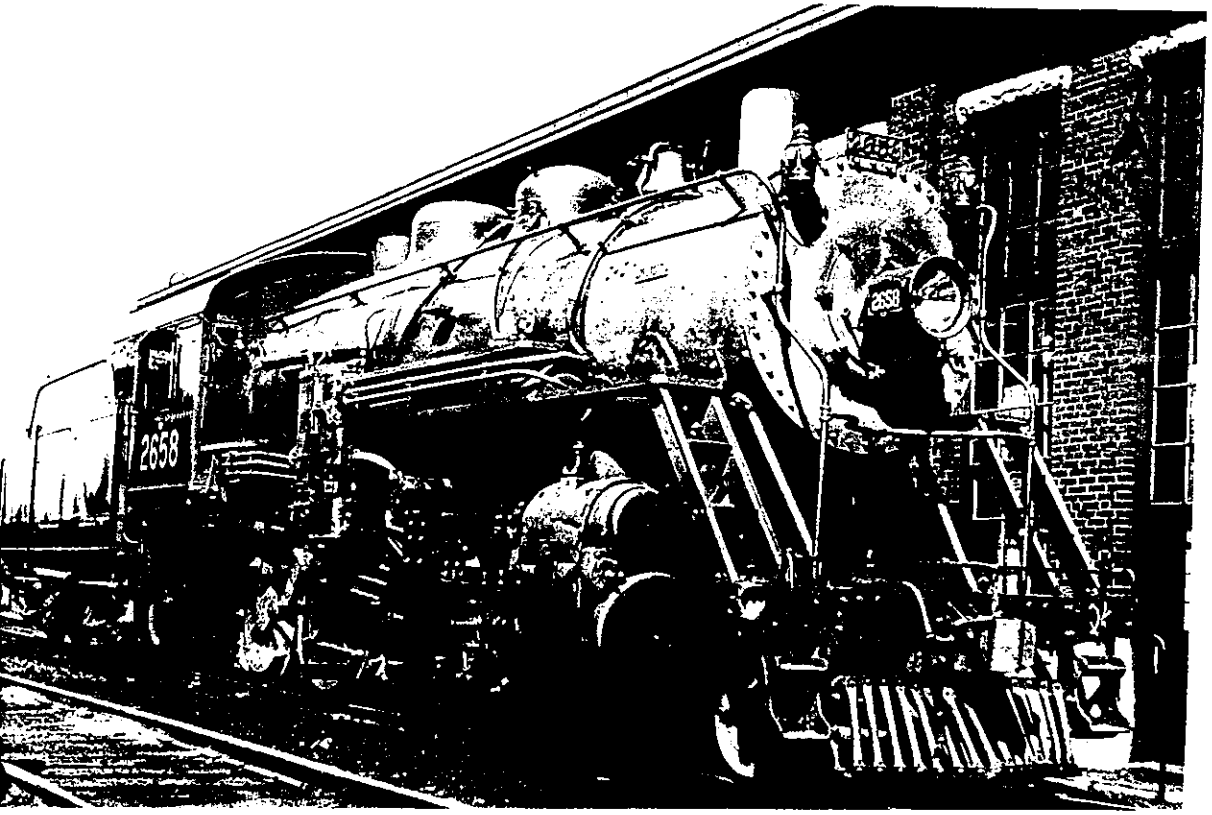
Front ladders have been added to K-7 No. 376 as well as the second air pump. Electric lights and steel cab aren't too far away on this overcast day at Westboro, N.H., about 1918.

Clinton Atkinson Photo from H.A. Frye Collection.

A very common sight on N.H. Division locos was the pilot plow as shown here on K-7-c No. 2400. Note also that it has flanger blades that are operated by cylinders hidden behind the plow blades.

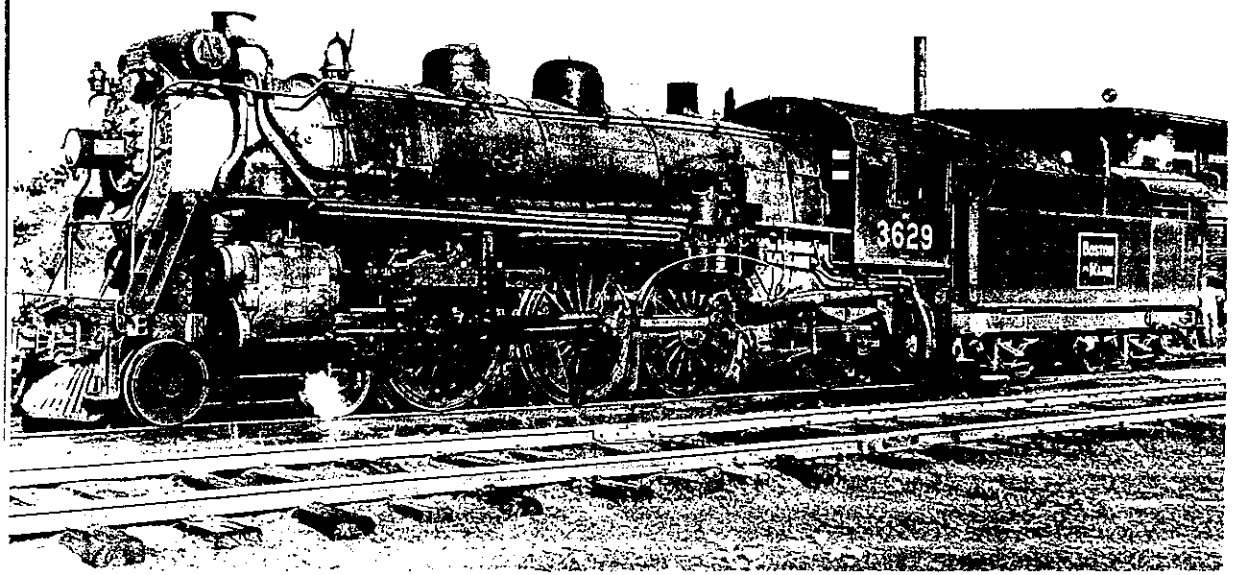
470 Railroad Club Collection





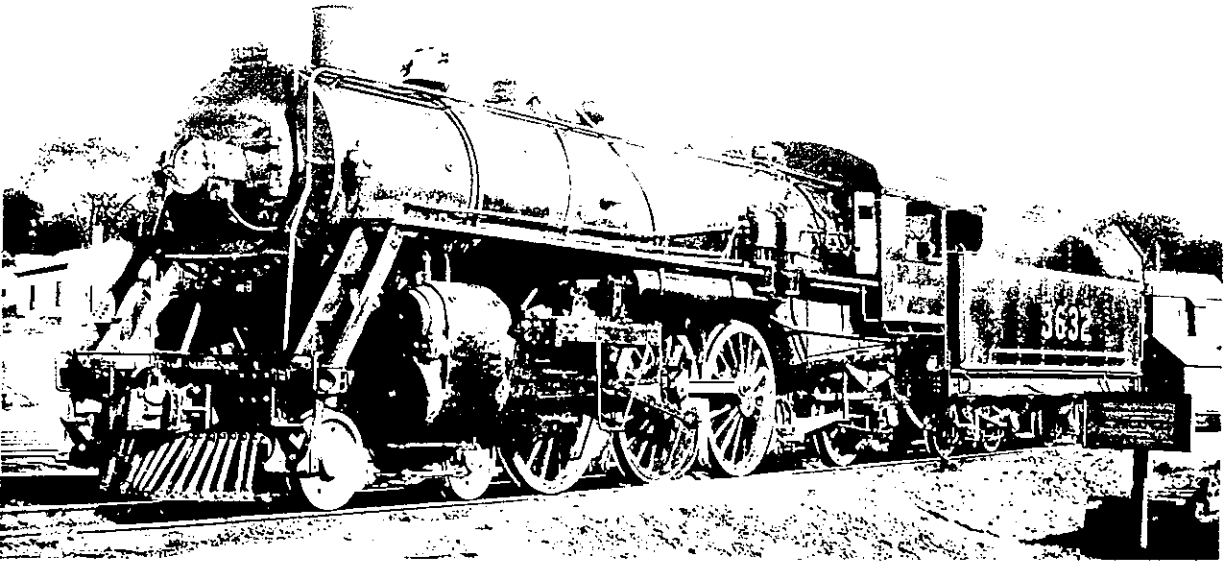
ABOVE:
K-8-b No. 2650 shows the original appearance of the rest of the class. The characteristic arch of the cab window is all but hidden by the rain gutter in this 1917 view at Boston.
R.B. Sanborn Collection

LEFT:
On one of the profusion of fantrips in the 1930's, Bob Gerstley snapped this shot of No. 2658, a K-8-b, at Woodsville, N.H., on September 18, 1938. It clearly shows the "backwards" Worthington feedwater heater with the front pipe delivering water from the tender.
H.A. Frye Collection



Awaiting assignment at Woodsville, N.H., in 1948, P-2-d No. 3629, in her final configuration with Elesco feedwater heater, simmers quietly in the afternoon sun.

Clinton Atkinson Photo, Harry A. Frye Collection



The ill-fated No. 3632 at Westboro, N.H., on September 2, 1926. In 1936 a broken frame suffered in a collision at Brattleboro, Vt., with Central Vermont No. 397 would cut short her career. Note early style electric light used from 1918 until about 1929.

J.H. Dean Photo, H.B. Crouch Collection

THE CANAAN AFFAIRS

by H. Bentley Crouch

In the first decade of the twentieth century the small Grafton County, New Hampshire, town of Canaan, located on the Boston & Maine Railroad's Concord Division main line (nee Northern R.R.—now the New Hampshire Route main line) some 15 miles east of White River Jct., received instant and tragic notoriety. Not just once but twice, within almost exactly a two year period, the village of West Canaan, located 4½ miles to the west of the center of town, bore witness to fatal train collisions. The horror of the first made such an everlasting impression on the populace that even today the merest mention of the "Canaan Wreck" will evoke instant response and comment. The second, although resulting in far fewer casualties, had many similarities to its predecessor.

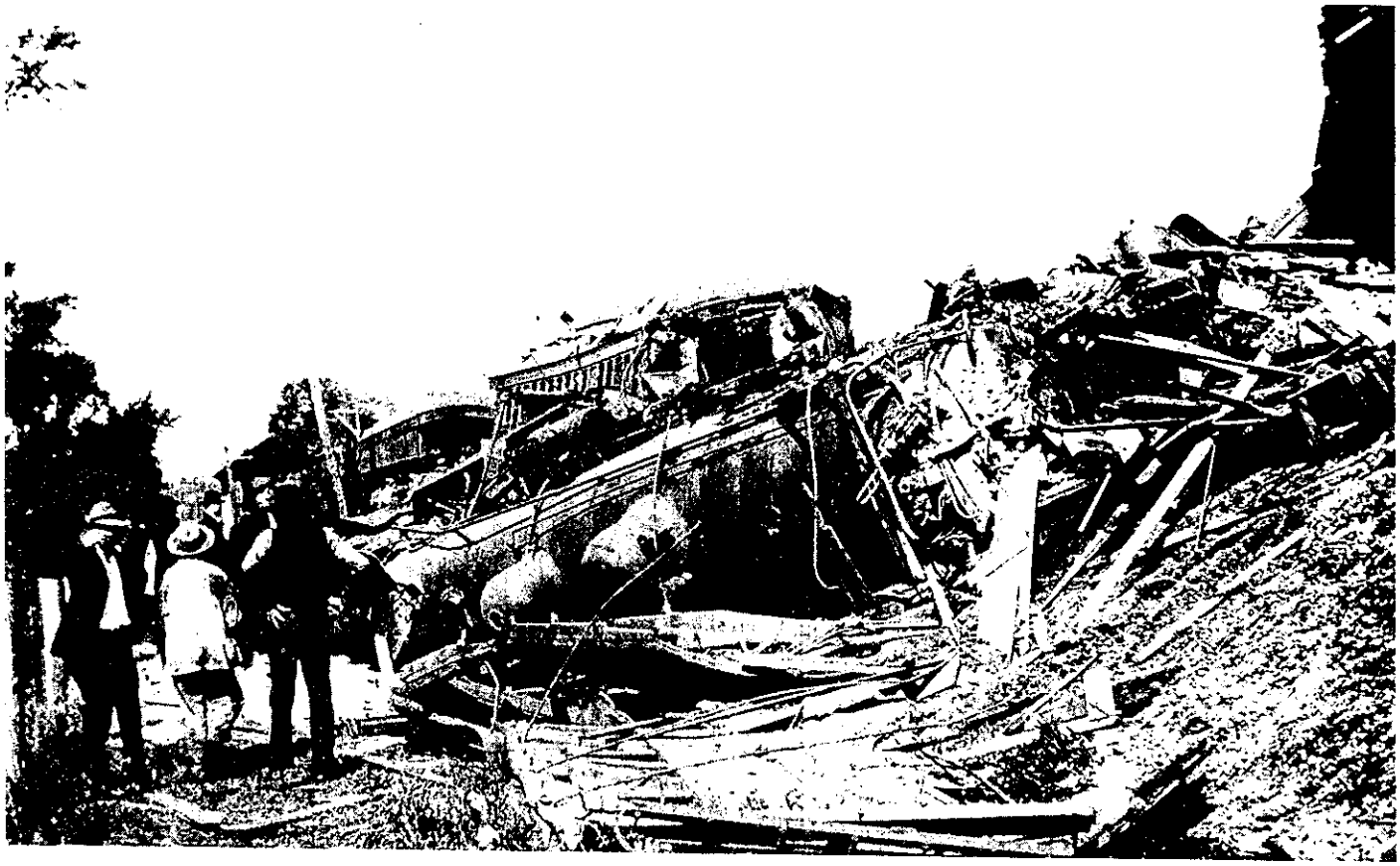
In the early years of the century a large percentage of the mill workers and their families in the various cities along the Merrimack River were immigrants from Canada; hence train travel was heavy between places such as Lowell, Nashua and Manchester and the cities of Montreal and Quebec City to the north. Consequently, trains with through cars for Boston were regularly scheduled between the two major cities in the Province of Quebec and the capitol city of Massachusetts.

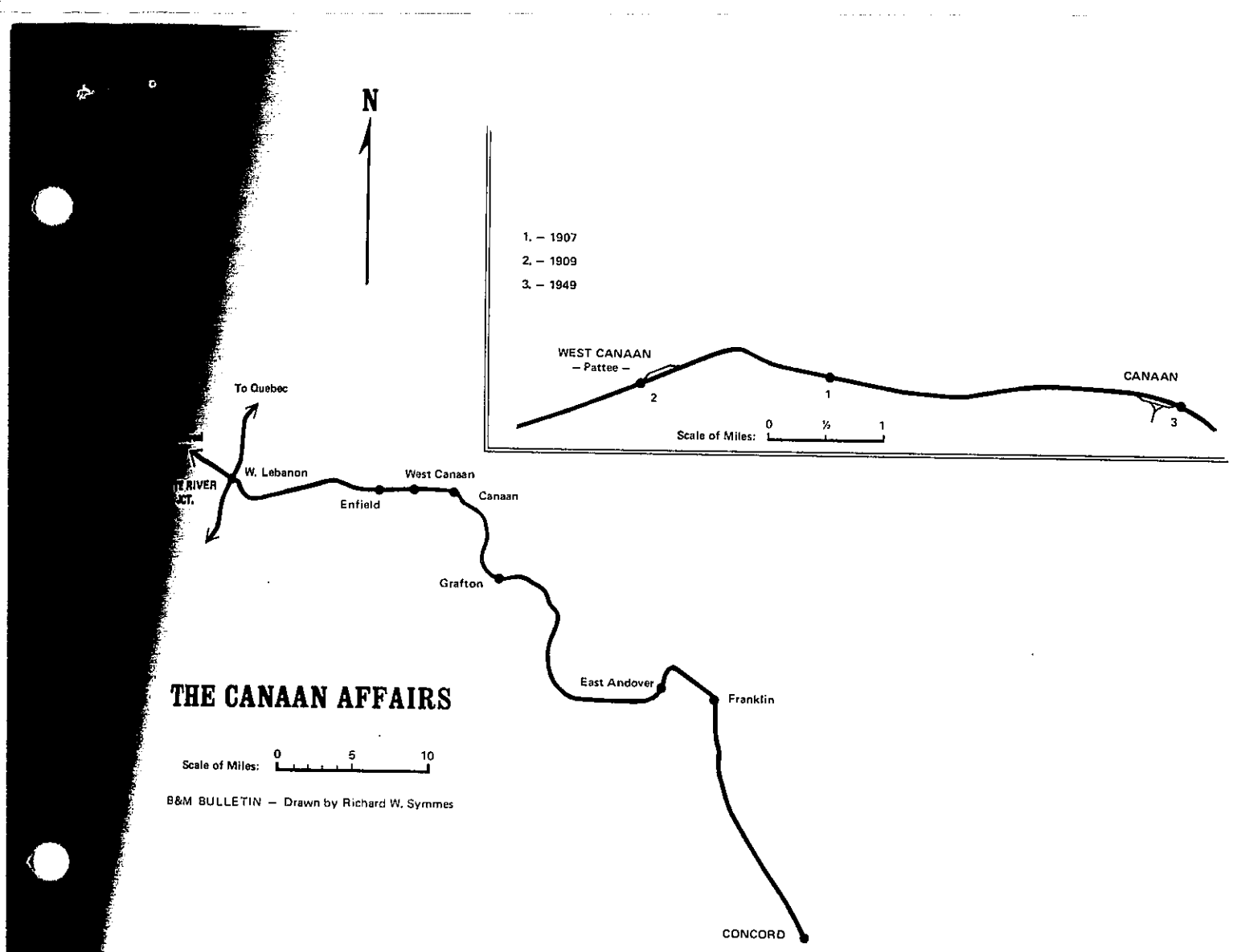
On Sunday, September 15, 1907, train No. 34, the Montreal to Boston overnight express via the Central Vermont Railway, was scheduled to leave White River Jct. at 3:24 A.M. but because of various delays up the line did not depart from there until 5:00 A.M., one hour and 36 minutes late. Train No. 30, a similar overnight train from Quebec City to Boston via the Quebec Central Railway and crowded with people returning from the Sherbrooke Fair, had been likewise delayed and left White River Jct. at 3:56 A.M., 45 minutes after its scheduled departure time of 3:11 A.M. Its consist that morning was engine 780 (renumbered 2063 in 1911), a baggage car, coach, smoker and a sleeping car on the rear.

To the south, third class freight No. 267, with engine 688 (renumbered 1436) and 27 cars, had departed Concord, New Hampshire, at 12:45 A.M. on its normal run to White River Jct. Because of the delays to trains 30 and 34 and the desire of the dispatcher in Concord to keep No. 267 moving, he had issued orders to No. 267 at East Andover. These orders advised the crew of the freight that No. 30 would run 40 minutes late from White River Jct. to East Andover and that train No. 34 would run 30 minutes late from White River Jct. to Concord. The effect of these two orders was to allow No. 267 to meet the two passenger trains at points further north than if they were on time. This was normal and conventional operating procedure. After these orders had been delivered and No. 267 had departed East Andover, the dispatcher received further intelligence to the effect that train No. 34 had been additionally delayed. Seizing the opportunity to further advance the freight along the line, he annulled the earlier order instructing train No. 34 to

A general view of the September 15, 1907, collision at West Canaan looking towards White River Junction. The photo was taken after the fog had burned away but before the telescoped baggage car and coach had been removed from the track. Engine 688, which was on third class freight No. 267, lies on its side in the foreground.

Clinton Atkinson, H. Bentley Crouch Collection





run 30 minutes late and issued a new order which read as follows:

> Order No. 4
> September 15, 1907 Canaan
> C. & E. No. 267
> No. 34 Thirty Four will run one hour and 10 minutes late West Lebanon to East Andover

This order was to be delivered to No. 267 at Canaan and would allow that train an additional 40 minutes more time on No. 34's schedule. There had been no change in the order requiring train No. 30 to run 40 minutes late and it was the intention of the freight to meet No. 30 at Canaan. The order was put out at 3:38 A.M. and was immediately repeated back to the dispatcher by the operators at White River Jct. and East Andover as was required by the rules governing movements of trains by train order. The dispatcher had not been able to raise the operator at Canaan at that time but at 3:46 A.M. he did gain contact with him and he then gave him the order. It was repeated back and the repeat was verified by the operators at White River Jct. and East Andover. So far, so good.

When train No. 267 arrived at Canaan shortly after 4:00 A.M. they found the order board at stop and the crew retired to the telegraph office to receive their copy of the order cited above. But this order was different! For reasons never satisfactorily explained, it read: "No. *30 Thirty* will run 1 hour and 10 minutes late. . . ." Having no reason to question the content of the order and recognizing that this order would allow them to proceed to Enfield for No. 30 if they hustled, they immediately signed for the order, returned to their train and left town. The Canaan operator reported this to the dispatcher and the order was made complete at 4:15 A.M.

So now the stage was set for tragedy. A dense lowland fog enveloped the countryside as No. 267 accelerated into the night. Visibility was almost naught and the glow from the oilburning headlight penetrated only a few feet into the murky gloom. Yet the crew was confident that they had the right of track to Enfield. Just to the north, train No. 30, running about 45 minutes late and fully expecting No. 267 to be in the clear at some station further down the line, passed the sleeping hamlet of West Canaan on the fly. About two miles east of that station, on a stretch of tangent track about a mile and a half in length, the two trains came together. Had the fog not reduced visibility to nothing it is probable that the trains would have observed each other in sufficient time to come to a stop or at least reduce speed sufficiently to lessen the impact. But such was not the case and the force of the collision was dramatic and devastating. Both locomotives were almost totally demolished and many freight cars were derailed. The tender of the engine on No. 30 was telescoped into the baggage car which in turn was telescoped into the coach behind it. At 4:24 A.M., twenty-six people, all in the coach, met instant death and twenty others were injured. Remarkably not one of the crew members of either train were killed and the occupants

of the smoking car and sleeper suffered only minor injuries and shock.

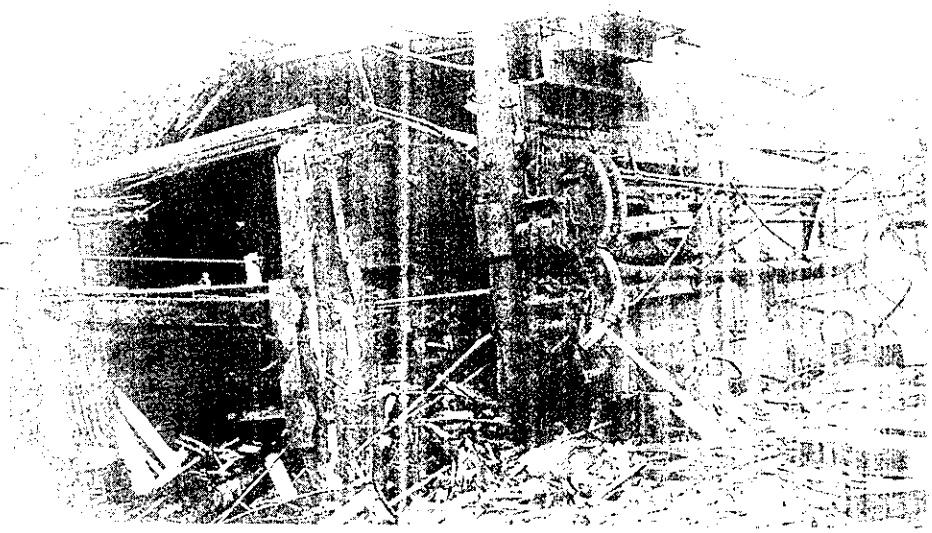
The telescoping of the cars was not an unusual phenomenon in those days of wooden equipment. In this particular case the rear end of the baggage car was yanked upward when the engine went off the track and down the embankment and the force and momentum of the opposing freight train drove the baggage car back above the frame of the coach and into the passenger compartment. The body of the baggage car destroyed every seat on the north side of the coach and most of those on the opposite side, yet the floor and frame, the roof and the south side remained practically intact.

The usual investigations were carried out by the railroad and by the New Hampshire Railroad Commissioners. All the principals involved were questioned intently with much emphasis placed on the testimony of the dispatcher in Concord and the operator at Canaan. The dispatcher's train order book and records of messages sent and received were minutely examined. Railroad officials were satisfied that the dispatcher had fulfilled his duties faithfully and in compliance with all applicable rules. They assessed the blame on the operator at Canaan who had written 30 instead of 34 on his copy of the ill-fated order. The Railroad Comissioners, on the other hand, seemed to make much of the fact that the order was issued at 3:38 A.M. and not made complete until 4:15 A.M. They appeared to confuse the made complete time (the time the dispatcher so designated the order following receipt of the information that the freight had signed for it) of 4:15 A.M. with the time the operator at Canaan repeated it back (3:46 A.M.). Their report indicated that they were under the impression that the dispatcher had not given out the order until 4:15 A.M. and felt that the supposed 37 minute lapse (from the time the dispatcher first issued the order at 3:38 A.M.) had resulted in the dispatcher confusing train No. 34 for No. 30. They chose to overlook the fact that the Canaan operator had repeated the order back at 3:46 A.M., that his verbatim repeat was verified by the other operators along the line, and that the dispatcher had properly underscored the Canaan operator's repeat in his train order book.

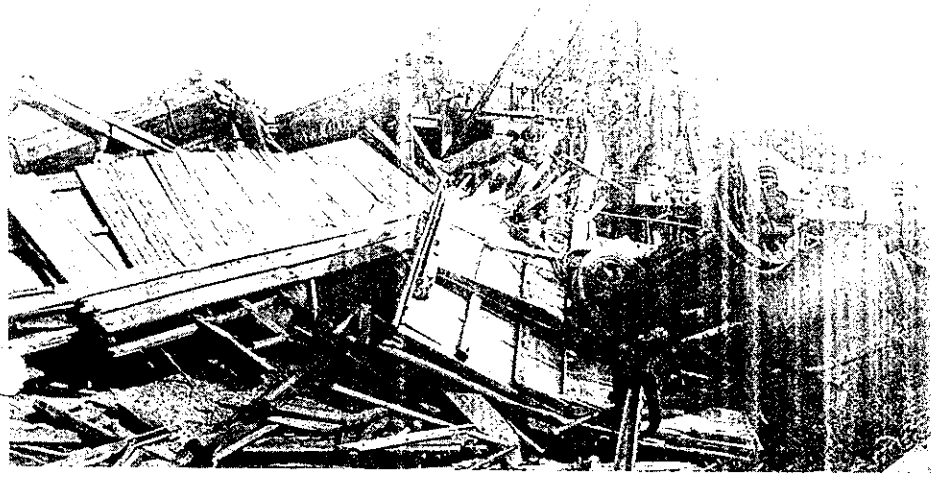
At this point in time and after reviewing all available evidence the conclusion appears inescapable that the night operator at Canaan made the fatal error of writing 30 instead of 34 on his copy of the order.

Although human error was the culprit at West Canaan it didn't take much imagination to realize that the similarity in the train numbers contributed in no small manner to the resultant mixup. Accordingly, the numbers of the two passenger trains involved were quickly changed, No. 30 becoming No. 4 and No. 34 being changed to No. 6. However, this logical step did not prevent another collision involving these two trains almost exactly two years later and within a very short distance of the earlier disaster.

On Tuesday, September 21, 1909, train No. 4, bound from Quebec City to Boston, was due to leave White River Jct. with an engine, baggage car, coach, smoker and two Pullmans at 3:10 A.M. Not surprisingly it was late and did not depart until 3:40 A.M. On this same morning No. 6, from Montreal to Boston, had two engines and nine cars. It was scheduled to leave White River Jct. at 3:35 A.M. but actually pulled out at 3:45 A.M., just five minutes after No. 4. No. 4's fireman had to contend with a bad load of coal and was unable to maintain a proper fire. As a result the train gradually lost



All photos this page, Clinton Atkinson, H. Bentley Crouch Collection



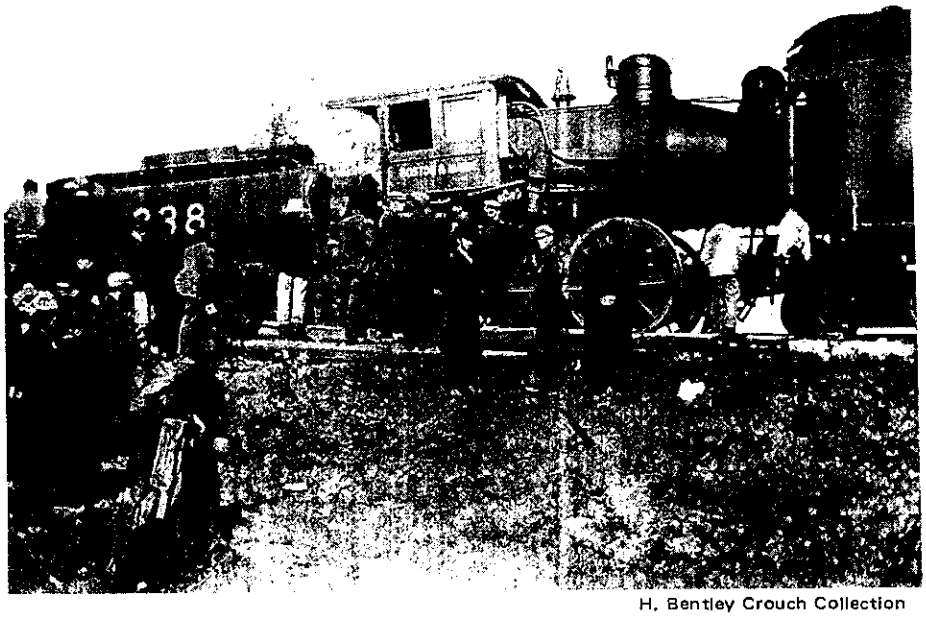
(Above) Although the baggage car and coach have been tipped on their sides and removed from the right-of-way to facilitate the reopening of the line, this photograph illustrates how death came so quickly to those riding in the coach. Although the exterior of the coach appears relatively intact, its interior has been completely gutted by the baggage car which has penetrated the entire length of the car.
Workmen (below) untangle the freight cars of train No. 267 following the September 15, 1907, collision with train No. 30 at West Canaan. Note the "heavy duty" wrecking crane being employed by the cleanup crew.

more time until, as it approached Pattee,[1] it had fallen behind an additional ten minutes and No. 6, with a heavier train but with two engines, had to be close behind. The engineer decided to stop at the station, build up steam and allow No. 6 to run around his train via the passing siding.

As was the case two years earlier, an impenetrable fog covered the valley and before the flagman, responding to the whistle signal from the engineer to protect the rear of No. 4, could even drop off the rear of the still-moving train, No. 6 roared out of the Stygian darkness and crashed into the rear of No. 4. Miraculously no passengers were killed in this second wreck although the lead engine of No. 6, 338 (renumbered 1155 in 1911), buried itself a good fifteen feet inside the rear Pullman car. However, a trespasser who was riding between the second engine and the baggage car of No. 6 was crushed to death and both the engineer and fireman of that engine were also killed. Ironically this engineer had been the engineer on No. 30 at the time of the earlier collision and had survived that wreck relatively unscathed.

It was not too difficult to pinpoint the cause of the second Canaan wreck. It was the responsibility of the crew of No. 4, knowing they were losing time and that No. 6 was close behind, to insure the safety of their train by dropping off lighted fuses at frequent intervals. This they failed to do and as a result No. 6 continually closed the gap until, at Pattee, they ran into the still-moving No. 4.

The Railroad Commissioners were considerably more enlightened in their investigation and report of this second tragedy at Cannan than they were with the first. Although human error and negligence were the direct causes it was obvious to all concerned that both accidents would most likely have been averted had the line been protected by automatic block signals. The Commissioners recommended that they be installed immediately. The railroad, smarting under the adverse publicity brought on by the two wrecks, could only agree and automatic block signalling was installed between Concord and Westboro and also on the White Mountains Division main line between Concord and Woodsville in 1910.



H. Bentley Crouch Collection

The morning of September 21, 1909, found the lead engine of No. 6 firmly implanted inside the rear Pullman car of No. 4 following the collision at Pattee.

* * * * *

The years came and went and gradually the memories of the wrecks in Canaan grew dimmer. Collisions had become a thing of the past – the block signals had provided faithful and reliable protection for the single line of track for close to four decades. The New Hampshire Division main line had long since lived down its earlier reputation and there was nothing to indicate that August 19, 1949, would produce anything of a wayward nature.

The day was warm and clear (no fog lurking in the valley this time) and train No. 332 departed White River Jct. at 1:55 P.M., on time. This was the southbound *Ambassador* from Montreal to Boston via the Central Vermont Railway. Engine 3807, a 2000 h.p. road passenger diesel, type E7, headed up a consist of one baggage-mail car, a combine, two coaches, one chair car and another coach bringing up the rear, all of all-steel construction. Its schedule, as printed in the current employee's timetable, called for it to meet its northbound counterpart, train No. 307, at Canaan with No. 307 as the inferior train by direction (north) to take siding at that point. No. 332 had received the following order at White River Jct.:

> Order No. 23
> August 19, 1949
> C. & E. No. 332
> No. 332 meet No. 307 at Canaan[2]

At Lebanon it received an additional order:

> Order No 24
> August 19, 1949
> C. & E. No. 332
> No. 332 take siding at Canaan to meet No. 307

As No. 332 was the superior train by direction (south) it would normally hold the main track for the meet. This order reversed the procedure on this particular day. Copies of both these orders were delivered to No. 307 at Franklin.

At 2:32 P.M., No. 332 entered the passing siding at Canaan via the north

[1] As a result of a fatal head-on collision between two freight trains near East Haverhill, N.H. on the White Mountains Division main line on March 20, 1908, in which the word "East" was inadvertently left out of a train order calling for a meet at East Haverhill, the New Hampshire Railroad Commissioners ordered the renaming of 29 stations in the state. On the Concord Division main line the following places had their names changed: North Boscawen to Gerrish, East Andover to Halcyon, Andover Plains to Alpine, West Andover to Gale, South Danbury to Converse, Grafton Center to Cardigan, West Canaan to Pattee, and East Lebanon to Mascoma. In 1910, West Lebanon was changed to Westboro.

[2] This apparent redundancy (an order specifying a meet which already was in the timetable) was occasioned by the fact that the Boston & Maine Railroad's book of rules provided superiority and right-of-track to trains of the same class by direction. In this particular instance if No. 307 could not arrive at Canaan by the time No. 332 was scheduled by the timetable to be there, then No. 307 (as the inferior train by direction) would have had to wait at Grafton (or some other point south of Canaan), regardless of how late No. 332 might be. Order No. 23 overcame this situation and positively established the meeting point. It allowed No. 307 to proceed to Canaan without regard to whether No. 332 was on time. Certain railroads at the time, the New Haven for example, did not provide for superiority by direction and established all meets by timetable and/or train order.

switch and stopped in the clear of the main line, with the engine just south of the depot. At this time the baggageman (a qualified trainman), who had been riding in the engine, alighted and walked towards the south switch, ostensibly to align it for his train after the passage of No. 307. At about the same time No. 307 had passed the last block signal to the south, which had displayed a clear aspect, and was fast approaching Canaan and the meet. This train, the northbound *Ambassador*, had two diesel units on the head end – Nos. 4225A and 4225B, cab and booster units respectively of type F2, both less than three years old. The train was made up of two milk cars, a baggage-mail car, a combine, a coach, a chair car and another coach on the rear. Again, all were of all-steel construction except for the second milk car which had a steel frame and wood body. No. 307 rounded a left-hand curve just to the south of the south switch to the passing siding and while running at a speed of about 40 m.p.h. and within 100 feet of that switch the engine crew was shocked to see the baggageman of No. 332 run to the switch, unlock it and reverse its position. An emergency brake application was immediately made but the speed of No. 307 had hardly slackened when it entered the siding and struck No. 332. The time was 2:34 P.M. The force of the impact moved the entire train of No. 332 back about 85 feet. Amazingly there were no fatalities (the all-steel car construction had practically eliminated the horror of telescoping). However, not surprisingly, 221 passengers suffered injuries of varying degree and severity. In addition, 14 railroad and government (U.S. Mail) employees were also injured. The front end of the 3807, No. 332's engine, was heavily damaged and was derailed. The rest of the train remained on the rails. No. 307 did not fare so well. The lead unit, 4225A, was damaged so badly that it was scrapped as was the wood-body milk car. Both units and three cars were derailed.

The ensuing investigation by the railroad and the Interstate Commerce Commission had little difficulty in assigning the cause: the opening of the switch by the baggageman directly in the face of No. 307. The baggageman readily admitted that he had become confused and could give no explanation for his action. The I.C.C. recommended the installation of electric switch locks on hand-thrown switches in automatic block signal territory and closed their books on the case. However, it is possible to speculate as to what may have passed through the baggageman's mind in the split second he reversed the switch and returned Canaan to the front page after a forty year lapse.

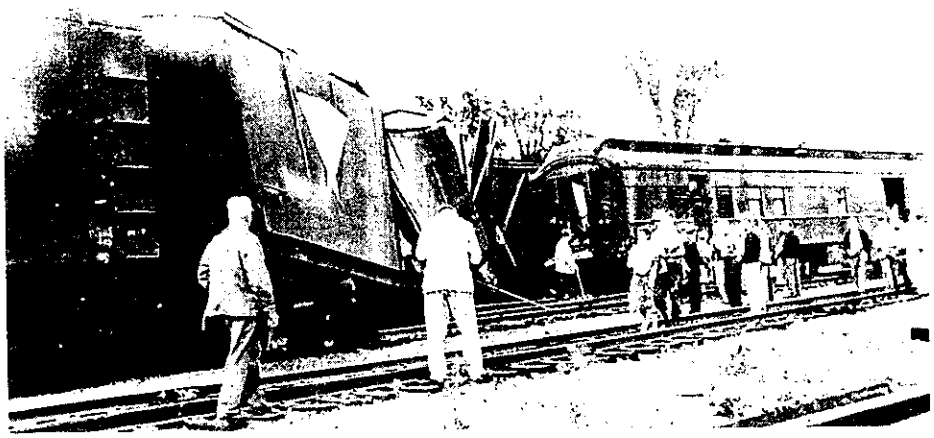
The normal sequence of events would have had train No. 332 hold the main line and the switch to the passing siding would be reversed to allow No. 307 to pass around No. 332. This certainly was a routine that the baggageman had performed many times before. It is not too difficult to imagine that on this day, as No. 307 rounded the curve, the baggageman could have suddenly glanced at the switch, seen that it was lined for the main line and instinctively reacted and raced for the switch and thrown it, all the while thinking his train was on the main line rather than on the siding. To be sure, we can only conjecture as to this but it does seem to offer a reasonable explanation for a capable and otherwise reliable employee's inexplicable behavior.

The Canaan affairs are now only happenings of the past and the chances of any similar occurrence seem remote. Except for an occasional extra, the only traffic on the line is a local freight which makes a lonely round trip once a week.

Preston Johnson Collection

(Above) Engine 3807, train No. 332's power, is at the left and the lead unit of No. 307, engine 4225A, is at the right in this scene, (reproduced from a newspaper photograph) taken shortly after the collision at Canaan on August 19, 1949. The bow in the frame of the 4225A is visible, a condition which influenced the decision to scrap this engine. The lower photograph shows the second milk car in train No. 307's consist.

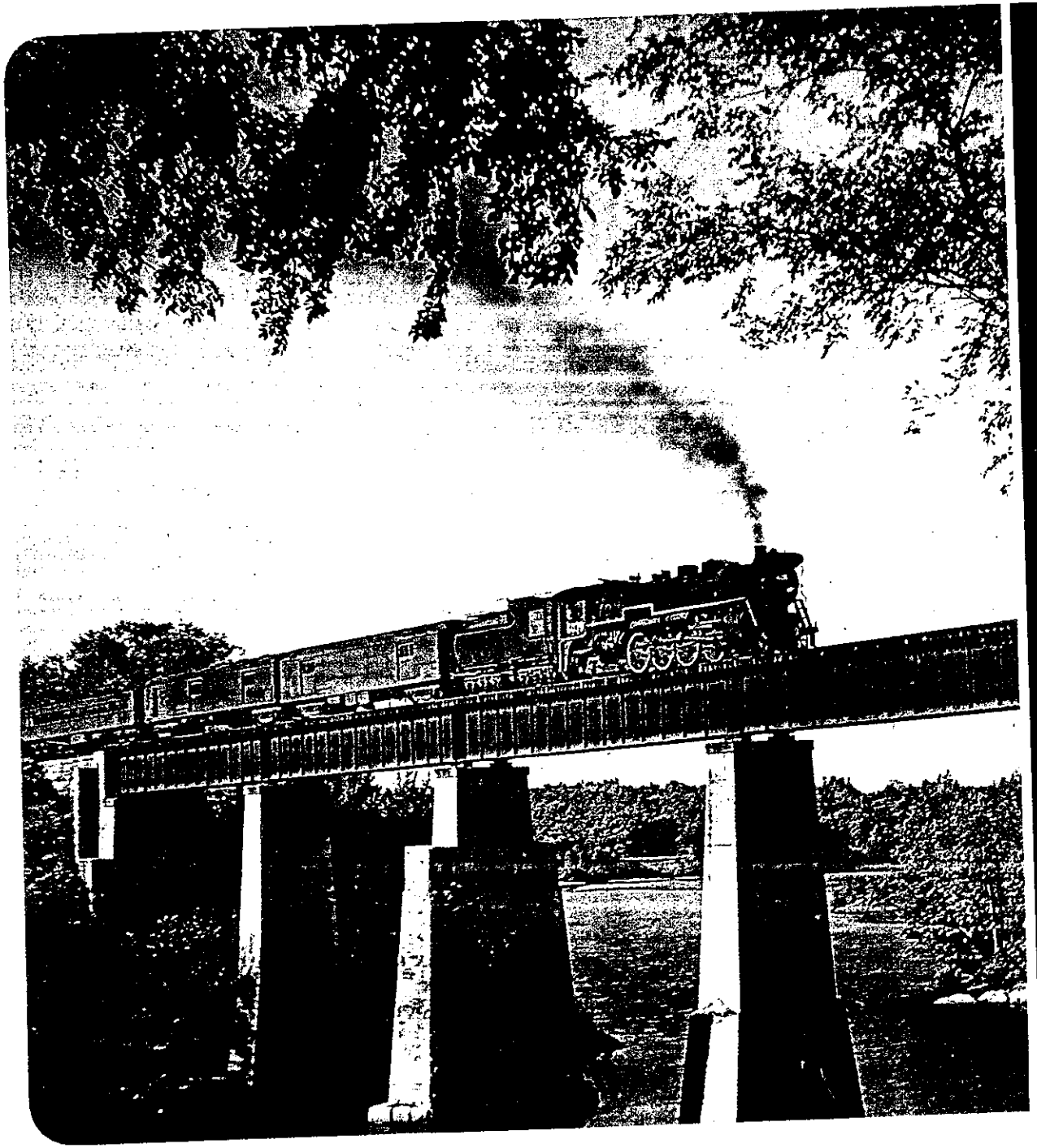
Dick Sanborn Collection



RESEARCH SOURCES

New Hampshire Railroad Commissioners' Reports for 1907 and 1909

I.C.C. Investigation No. 3272—October 6, 1949



RUTLAND

MAINE CENTRAL

BOSTON & MAINE

CENTRAL VERMONT

TRAINS OF NORTHERN NEW ENGLAND

By JOHN KRAUSE
with FRED BAILEY

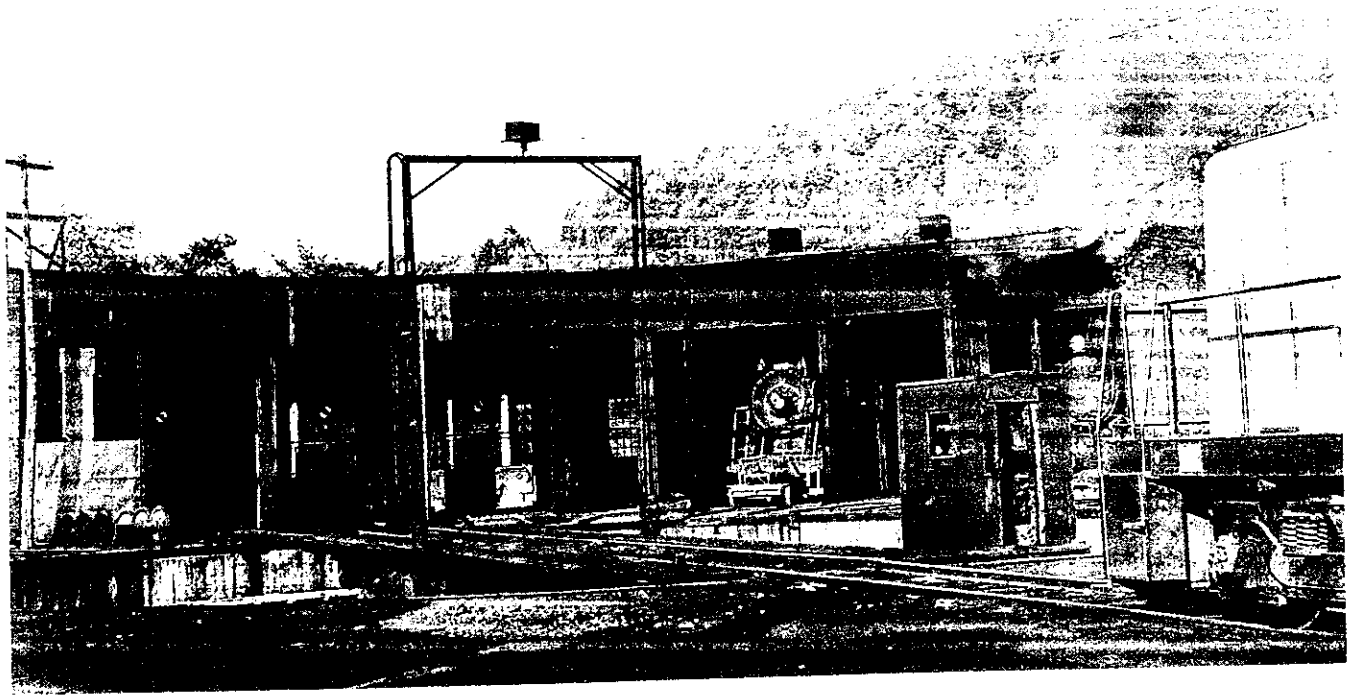
ST. JOHNSBURY VERMONT

THOUGH NOT AS BUSY a junction point as Bellows Falls or White River Junction, St. Johnsbury had its share of railroad activity in the late 1940's and early 1950's. As the western terminus of Maine Central's Mountain division, this was a major interchange point for freight traffic originating and terminating in the State of Maine. Maine Central maintained important connections with the Canadian Pacific and the St. Johnsbury & Lamoille County. Interestingly, St. Johnsbury was one of only two junction points — the other being Portland, Maine — where the Maine Central regularly interchanged freight and passengers with more than one other railroad.

More importantly, St. Johnsbury illustrates beautifully the relationship of a junction point's part in the North American railroad network. While Bellows Falls and White River Junction adequately covered interchange between northern New England's major railroads, they lacked two noteworthy junction point characteristics that St. Johnsbury provided: interchange with outside coast-to-coast carriers and interchange with shortline railroads. The

David K. Johnson

No. 1800, one of only three EMD E-8's ever to appear on the Canadian Pacific roster, leads the southbound *Allouette* at St. Johnsbury. The well maintained passenger equipment to the right of the picture belongs to the Maine Central.



Until the mid-1960's, the shortline St. Johnsbury & Lamoille County called this roundhouse home. General Electric 70-ton diesels had become the primary motive power on the StJ&LC by the time of this 1949 photo, although the 0-6-0 under steam in the enginehouse continued to switch the yard for several more years.

Canadian Pacific is, of course, a large railroad by anyone's standards; many carloads traveling a Canadian Pacific routing to or from northern New England would pass through here during their journey. The St. Johnsbury & Lamoille County, on the other hand, was a relatively small railroad, but the traffic it generated was enough to make a significant mark on rail traffic in St. Johnsbury. The StJ&LC was rather unique in that it supplied the engine facilities and yard switching for the Maine Central and the Canadian Pacific here, a complete reversal of the usual situation which found large railroads supplying the terminal facilities at major junction points.

Because of the small size of the terminal and the fact that the immediate surrounding region was dieselized fairly early, St. Johnsbury was never an acclaimed railroad photographer's haven. While trains weren't all that numerous, they did offer a variety of power. Their 2-8-2's, frequently operating in pairs, held down most of the Maine Central freight runs while a small 4-6-2 was usually assigned to their passenger train.

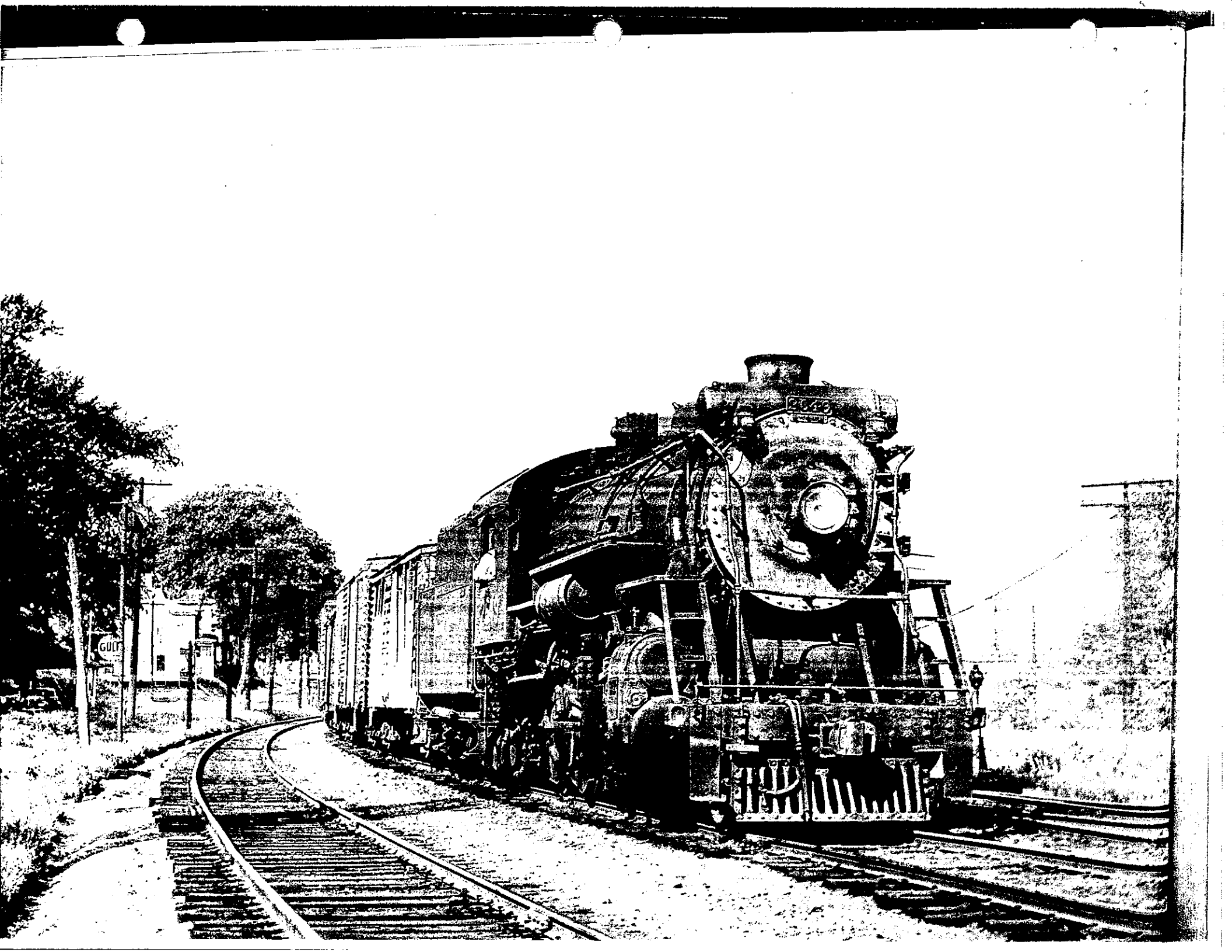
On occasion, the Maine Central would dispatch a 500-series 2-8-0 or an elderly Ten-wheeler into St. Johnsbury. The Canadian Pacific was noted for operating light steam power through town, mainly because of weight restrictions on the line north to Newport. The D-10 class 4-6-0's got most freight assignments while 2200

and 2500 light Pacific types usually did the passenger honors. Boston & Maine power, operating on joint B&M-CP trains, frequently visited town. And last, but not least, was the power of the St. Johnsbury & Lamoille County. General Electric 70-ton diesels took over the mainline duties from ex-B&M Consolidation types in early 1948, but 0-6-0's continued to switch the yard into the 1950's.

Railroading in St. Johnsbury has diminished greatly since the days of steam. Today, one can no longer ride a passenger train to or from this town. The once-busy freight yard now lacks activity during much of the day, although a Canadian Pacific yard engine remains based there. The little StJ&LC moved its operating headquarters out of town in 1967, with the old roundhouse being demolished shortly thereafter. The shortline now makes only infrequent visits because the bulk of its interchange moves via a Central Vermont connection at Swanton.

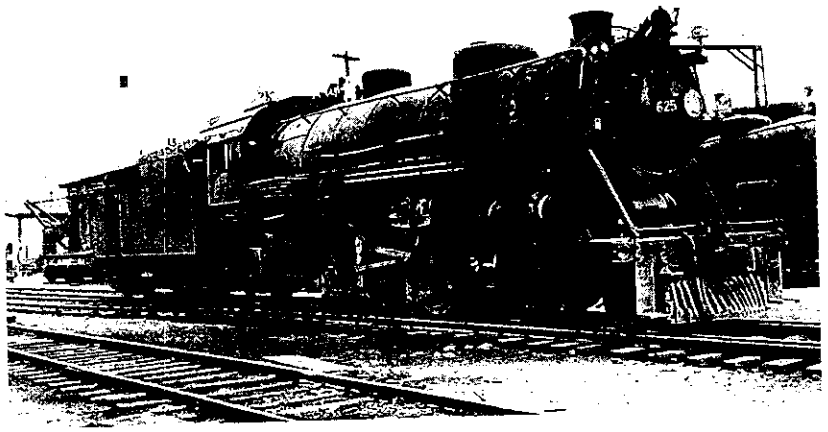
Only one Maine Central through freight operates daily in each direction over the Mountain division. Canadian Pacific mainline freights have likewise become a rare commodity in St. Johnsbury. Both the Canadian Pacific and the Maine Central still have locals serving town, but the average day now sees less than a dozen trains. Like Bellows Falls and White River Junction, St. Johnsbury remains a junction point — but barely.

Having arrived from Alco only weeks before this 1949 photo was taken, No. 8400 and sister RS-2's quickly replaced steam power on the Canadian Pacific at St. Johnsbury. At this time, No. 8400 remains active, still visiting town frequently.


GULF

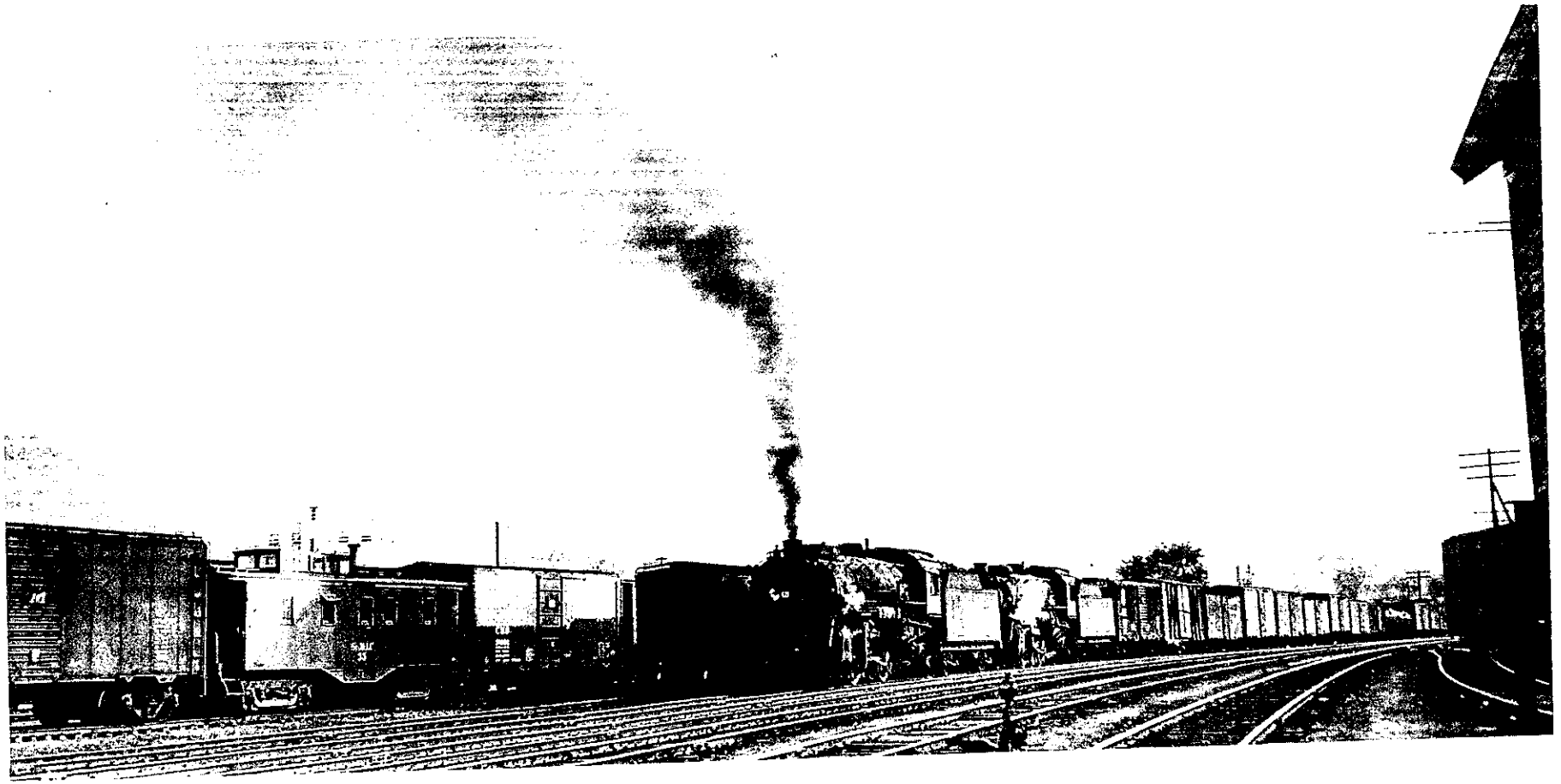
OPPOSITE:
To equalize locomotive mileage on trains operated jointly with the Canadian Pacific north of White River Junction, B&M steam power occasionally passed through St. Johnsbury. One such assignment found No. 2649, a K-8b Consolidation type that Baldwin had built in 1913, working southbound out of the yards in 1947.

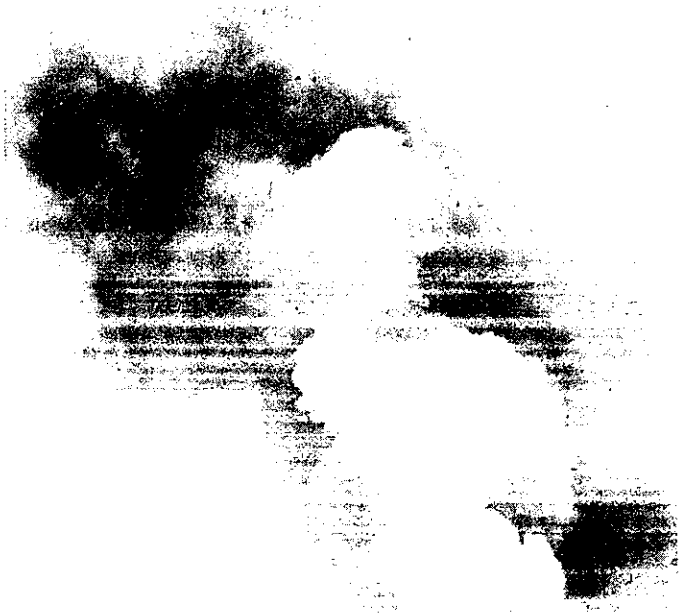
ABOVE:
Ex-Boston & Maine 2-8-0's were the mainstay of the StJ&LC motive power in steam days. No. 34, with a freight extra leaving St. Johnsbury yards in 1947, is running on borrowed time.

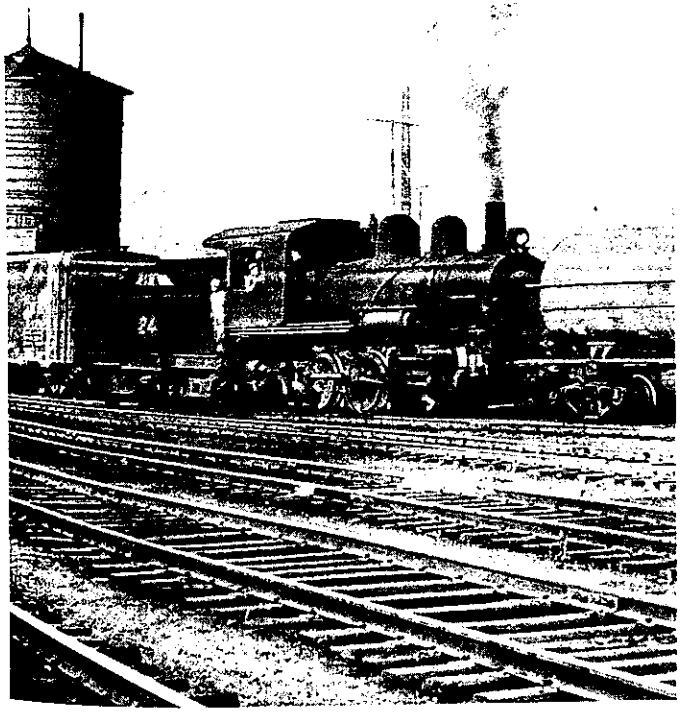


LEFT:
Alco-built in 1919, Maine Central No. 625 was a Mikado type that often came to St. Johnsbury during steam's final years.

BELOW:
The heavy 2-8-2 Mikados, often doubleheaded, powered through freights between St. Johnsbury and Portland. A pair of them arrive in St. Johnsbury in 1949 with heavy tonnage, having waged another impressive battle with Crawford Notch grade on the run over from Portland.





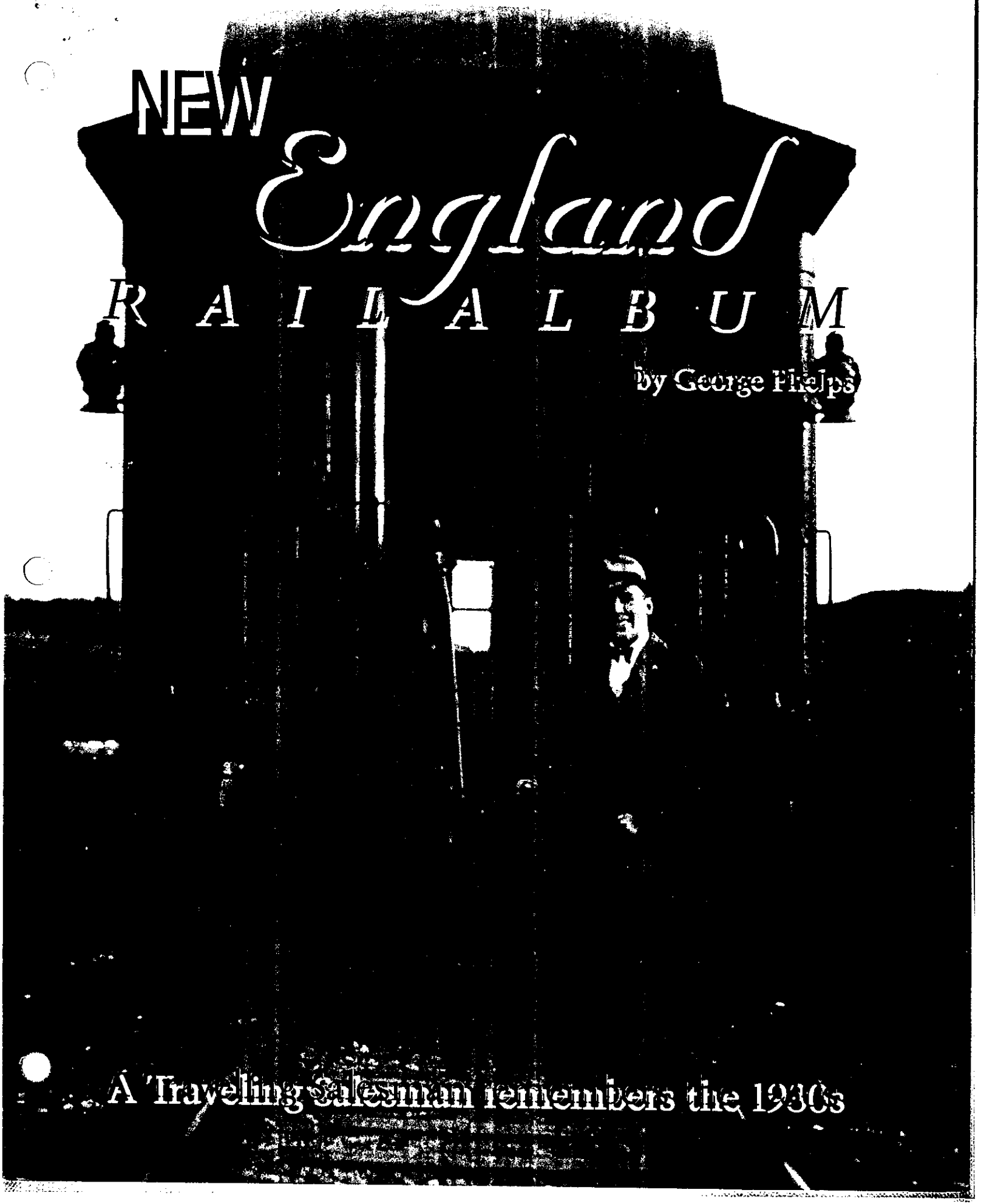


ABOVE:
Drifting into town from the north, No. 2229, one of Canadian Pacific's beautiful Pacific types, has brought the *Allouette* down from Montreal. She'll continue as far as Woodsville where she'll turn the train over to the Boston & Maine for the remainder of the run to Boston.

LEFT:
The StJ&LC performed switching duties for the CP and MEC as well as for itself in St. Johnsbury yards. 0-6-0 No. 24 was retired shortly after this picture was taken, but the StJ&LC then acquired a pair of 0-6-0's from the McKeesport Connecting Railroad and continued to switch the yard with steam into the 1950's.

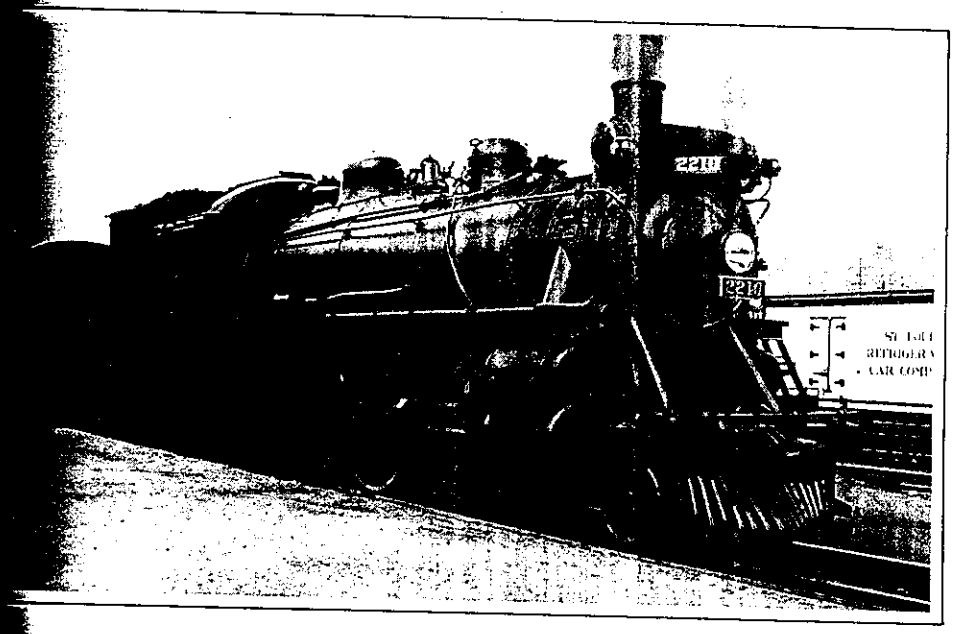
NEW England RAIL ALBUM

by George Phelps



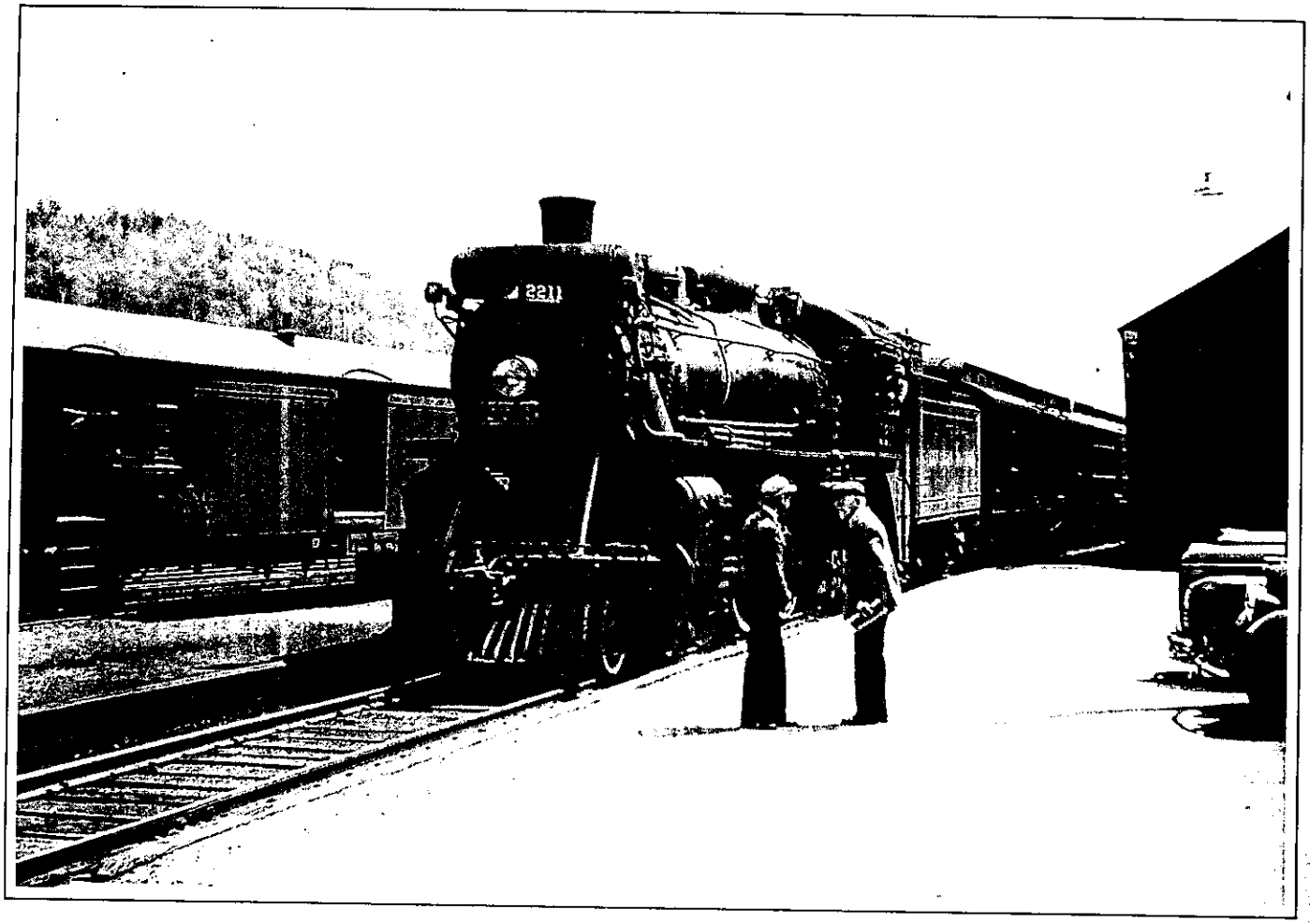
A Traveling Salesman remembers the 1930s

Canadian Pacific Railway

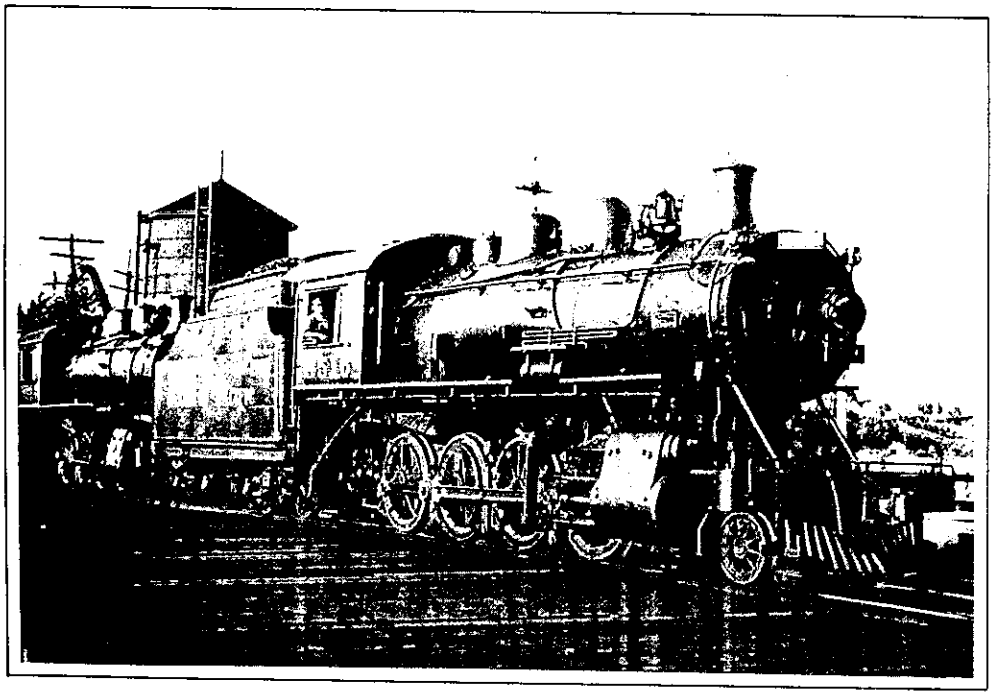


Train No. 212, the southbound *Alouette* (Montreal to Boston) is arriving at St. Johnsbury, Vermont, behind *Pacific*-type engine 2210. This was a very popular daytime train between the two points, traversing a very scenic route on the Boston & Maine through Plymouth and Woodsville, New Hampshire.

We look north toward the St. Johnsbury, Vermont, Union Station. Canadian Pacific Railway Train No. 212, with locomotive No. 2210 (the same one as in the photo above) leading, is southbound at the left, while Maine Central Train No. 162, with a 400-group *Pacific*, just arrived from Portland, Maine, is at the right.

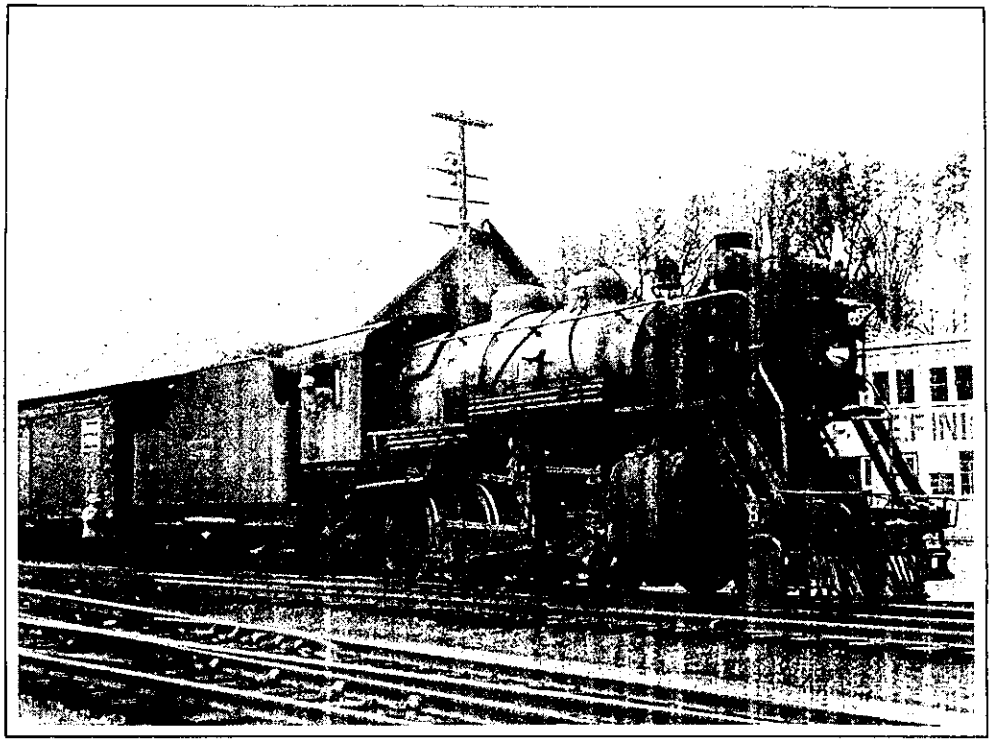


Canadian Pacific 4-6-2 *(Pacific)* type engine 2211 is bringing train No. 211, the northbound *Alouette*, into St. Johnsbury, Vermont, on an afternoon in the 1930s. The Railway Post Office car at left is on the St. Johnsbury & Lake Champlain train for Morrisville, Vermont.



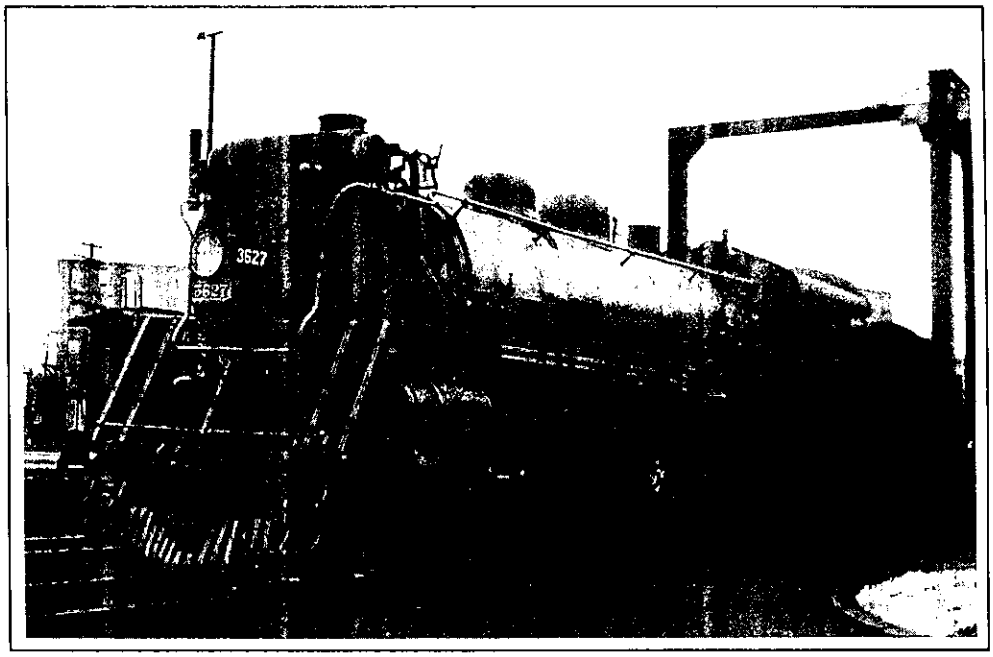
This double-headed Canadian Pacific Railway freight is at Newport, Vermont, in 1934. Engines 3516 and 3519 were sleek, well-kept 2-8-0s (*Consolidation* wheel arrangement).

Boston and Maine Railroad

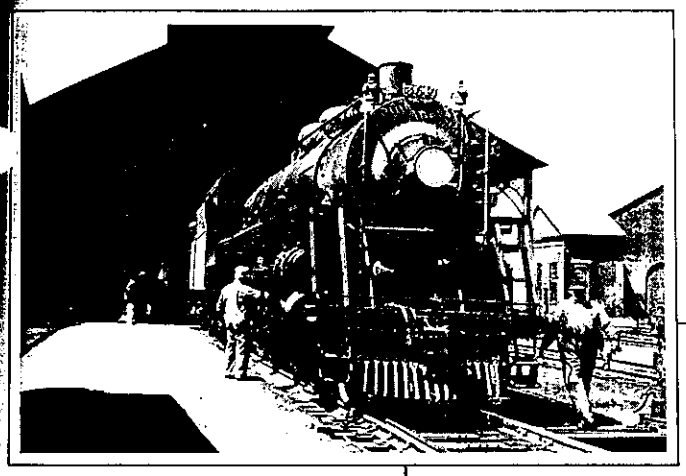


En route to Woodsville, New Hampshire, on the northbound freight extra is 2-8-0 *(Consolidation)* Class K-8-b No. 2691. Here it switches the freight house on arrival at Plymouth, New Hampshire, in 1933. Built by Alco's Schenectady Works in 1913, it was scrapped in 1948.

Boston & Maine's southbound passenger train from Berlin, New Hampshire, arrives at White River Junction, Vermont, in 1933. The locomotive, a Class C-21-b (number not clear), was built by Alco/ Schenectady in 1906.



Pacific wheel arrangement (Class P-2-a) No. 3627 stands at the engine terminal at Nashua, New Hampshire, in 1933. The 1911 Alco/Schenectady product lasted until 1955, when it was scrapped.

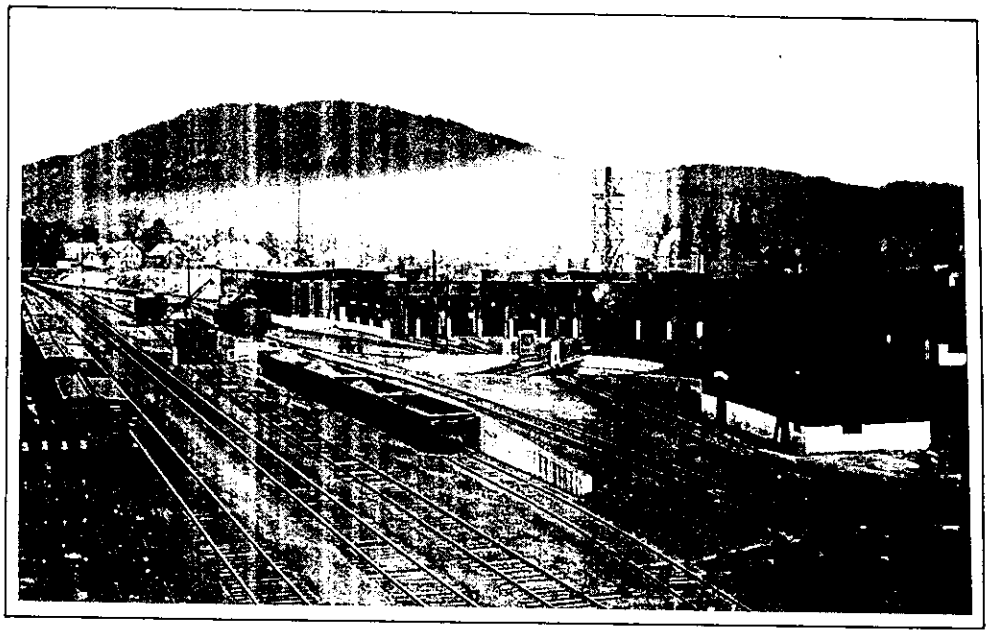


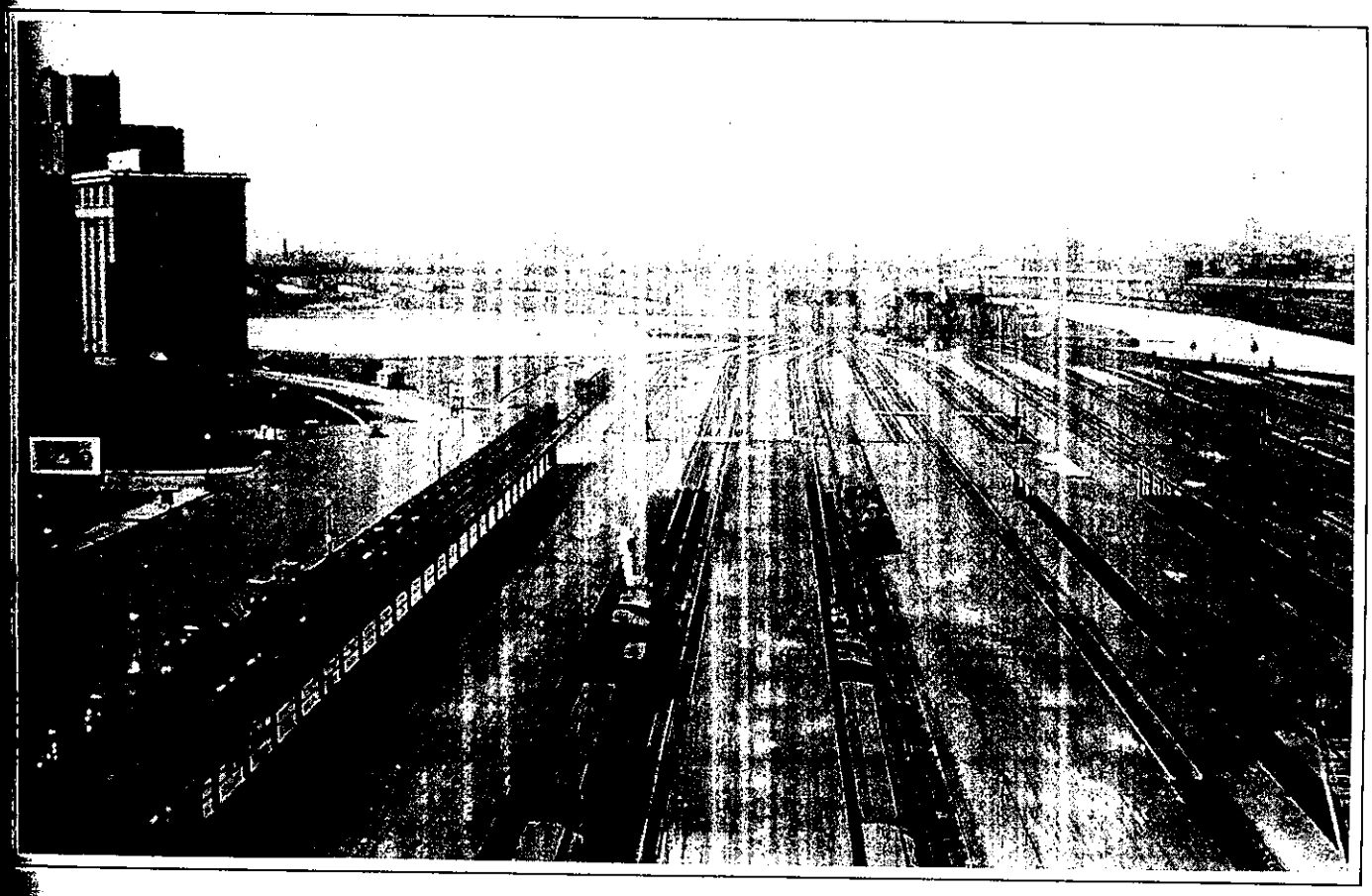
Below: Making up in action what it lacks in clarity is this shot of a westbound B&M freight en route to Mechanicsville, New York, in 1937; it is climbing the grade on the main line near Shelburne Falls, Massachusetts. The S-1 (*Santa Fe*-type) 2-10-2 is under full steam, and the column of steam from the tender booster shows that it is working, too. What a sight and sound this was when I took the picture!

Above: Poking out of the trainshed at the Concord, New Hampshire, depot in 1933, Class P-2-a No. 3647 (another *Pacific*) is in charge of a Boston-bound express.

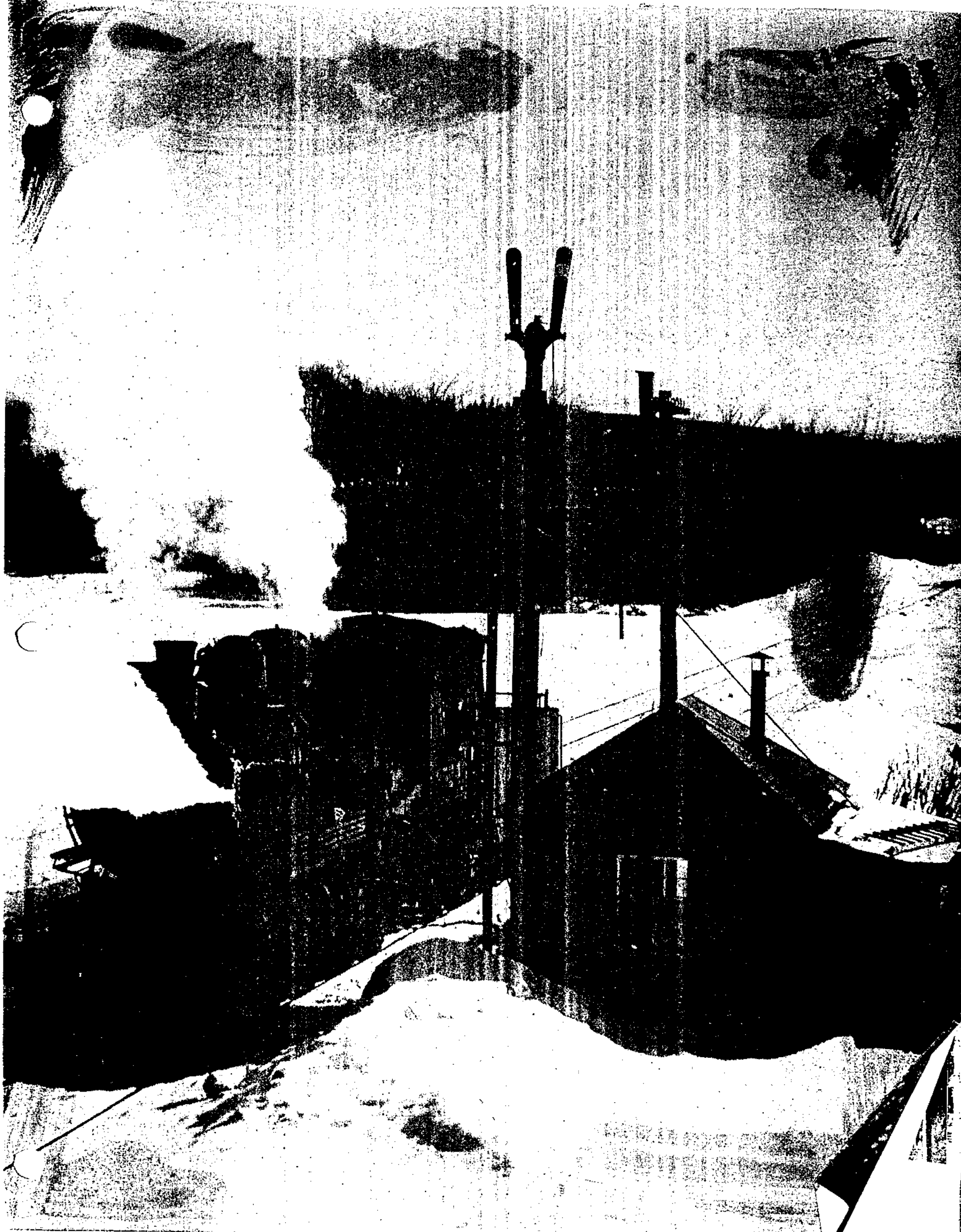
Boston and Maine Railroad

This general view of the Boston & Maine engine terminal at Woodsville, New Hampshire, was taken in 1933. Note the gondolas alongside the raised track, used for ashes. The engine in the background appears to be backing from the hopper car beyond, since the coal in its tender is piled high. No permanent coal tipple is visible in the picture. Woodsville was an important junction in those days.



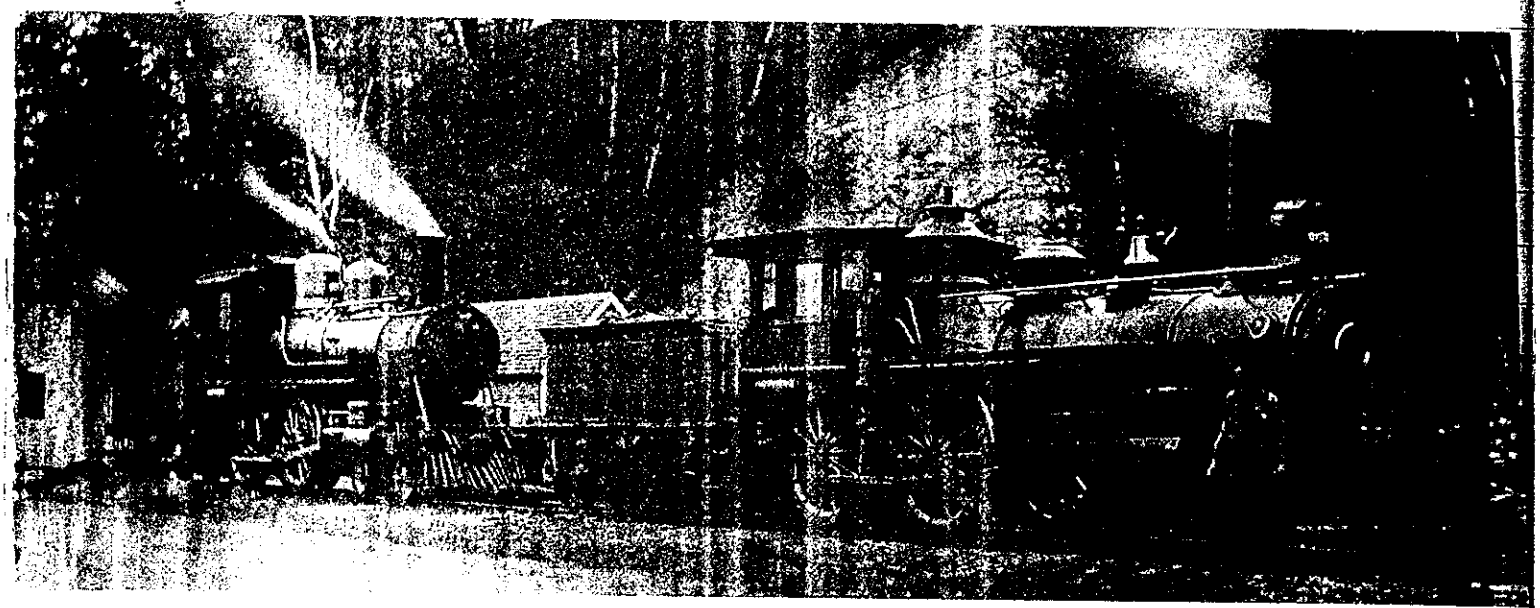


This view of the tracks and platforms of North Station in Boston was taken from the Manger Hotel (above the station) in 1934. It was shot in the early afternoon, for a bit later the tracks would be filled with outbound commuter trains. I was given a slightly reduced rate whenever I asked for a room over the tracks! To me, these were the *best* rooms in the hotel.



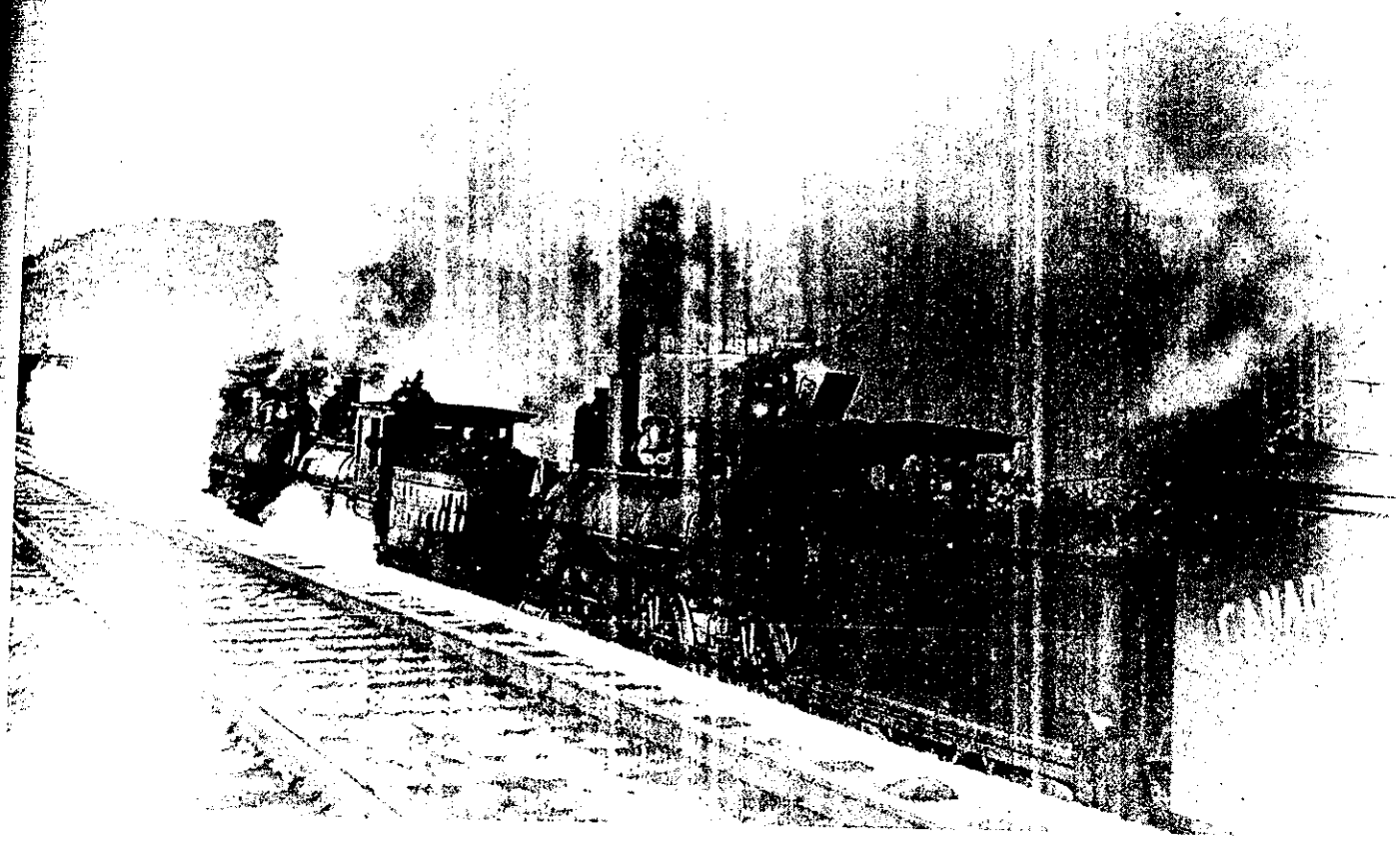
Phil

Trai.



Veterans of the old Woodstock Railroad days. "Old Bill" Atkinson, hogger and fireman, stands by Stratton & Co. loco George L. Stratton, ex-2nd A. G. Dewey ahead of Stratton's No. 3, ex-J. G. Porter, near Penacook, N.H., years ago. The Dewey was originally Newport, of South Eastern Counties Ry. of Canada and Passumpsic, before coming to the Woodstock. She was sold to Stratton in 1919 and scrapped in 1934 or '35. The Porter, formerly Woodstock No. 3, was built by Manchester, July, 1906, and was a big favorite on the road.

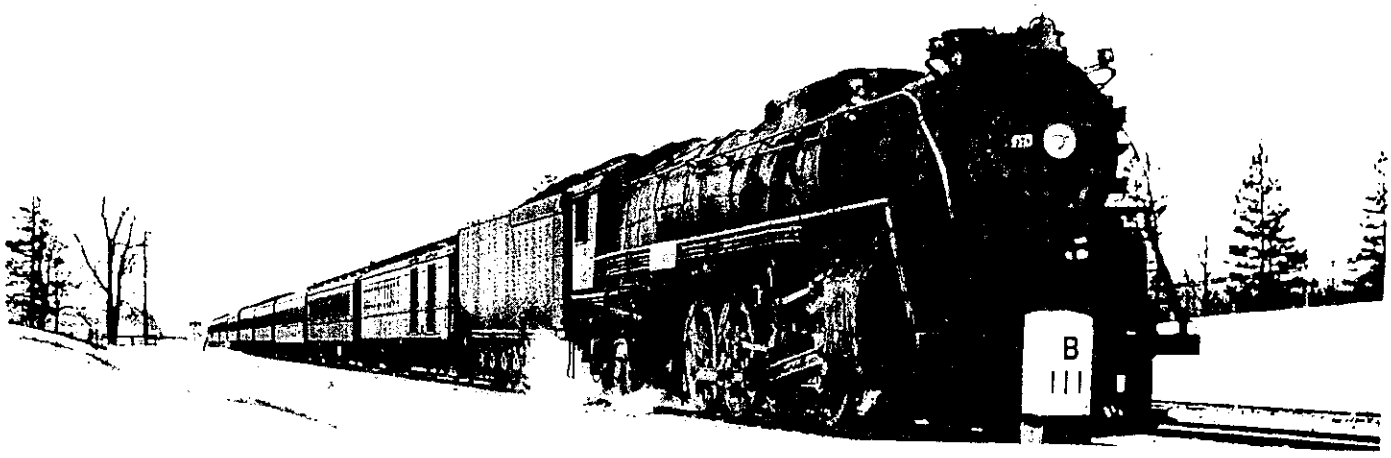
Collection of late Charles F. Munger, Jr.

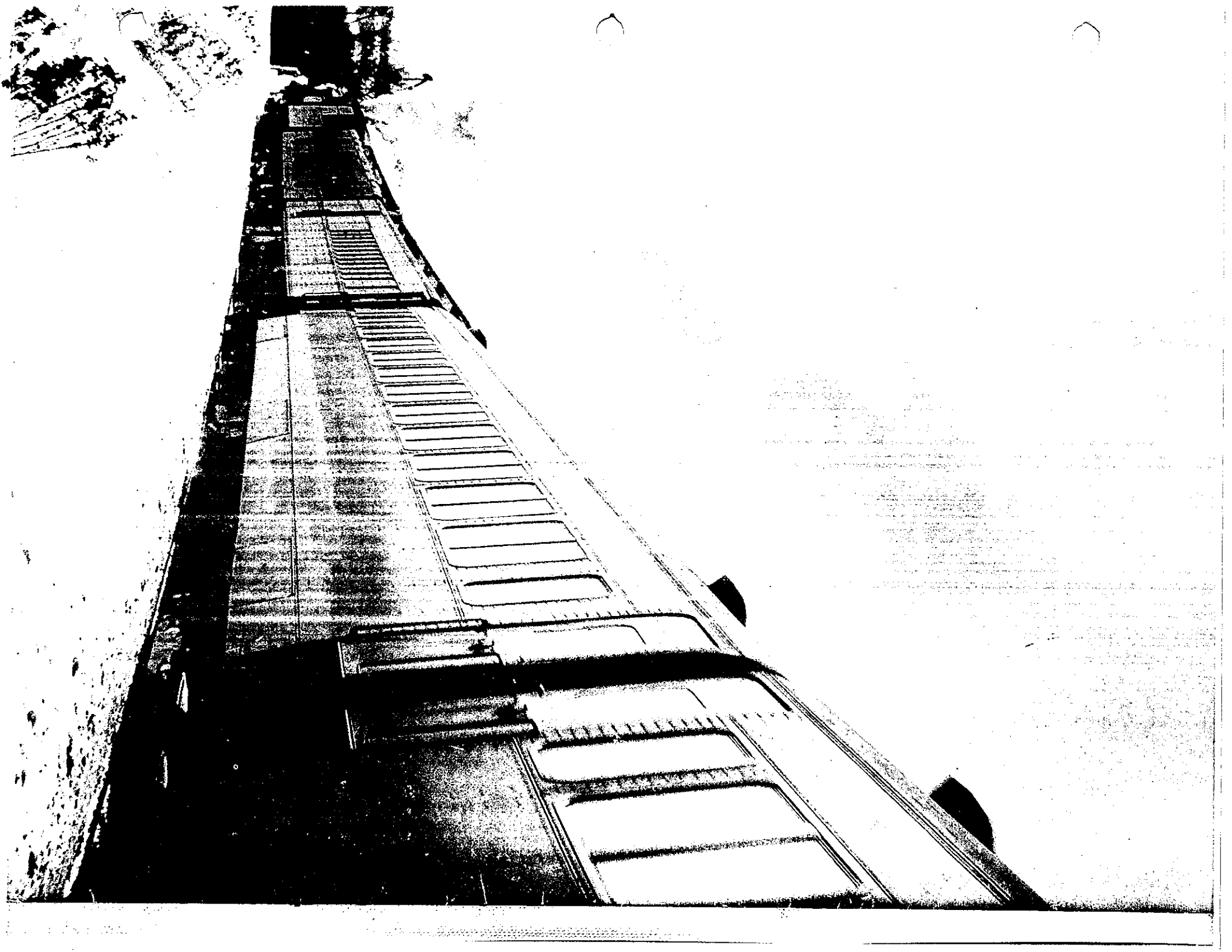


Fenton H. Cooley

Woodsville, New Hampshire, was for many years an important B&M junction. Here, a northbound extra freight is receiving plenty of assistance getting its train up the grade from the "New Yard" onto the main line. Road engine 450 (renumbered 879 in 1911) and the helper ahead of her will remain with the train. The third engine will be cut off at White Mountain Transfer just to the north of the yard. Below, nearly clear of the Rigby yard limits at P.T. Tower 1, R-1-d 4117 ("Hercules") easily accelerates the nine cars of the Boston-bound "Kennebec Limited" toward home.

John H. Williams





Vermont's Newport Hill

Part Two: Current Operations

by Donald B. Valentine, Jr.

All photos by the author

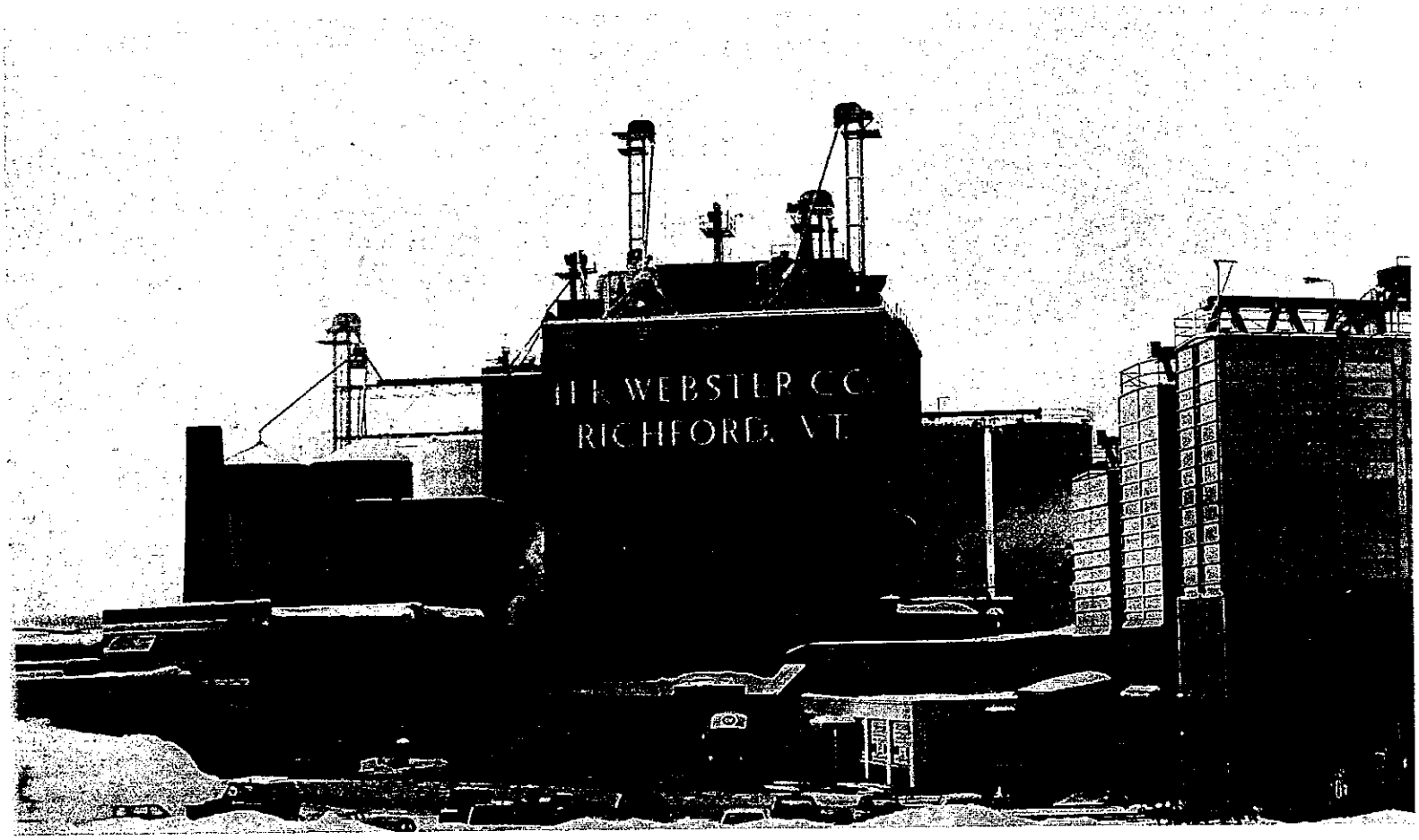
The lines of the former South Eastern Rwy. never seem to have commanded much attention from railfans. Even with the lines extending north of the Canadian Pacific's Montreal to St. John, N.B. mainline, through picturesque St. Lawrence River Valley farmlands easily accessible from Montreal, there seem to be few photographs of operations. While that portion of the old South Eastern between Farnham and Brookport, P.Q., which is now part of the mainline, has received a bit more attention, another void seems to exist on the line extending from Brookport to Newport. About the only exception to this, as seen from the photos with the first part of this article, is Newport Hill itself. Largely through the efforts of such notable Vermont railfans as the late Warren G. Fancher and John S. Kendall, some photos of steam era operations over the hill in the late 1930's and 1940's exist today. Since Warren Fancher worked with the old Rail Photo Service firm of H. W. "Jack" Pontin for many years, it was inevitable that Jack would occasionally visit the area with Warren and John. Apparently it was just too out of the way, or too far from any major U.S. city, to have received much other attention. Then, too, the highway system of the era and the lack of a particularly large number of trains on the line may have contributed to what appears to have been a relatively low level of interest in it.

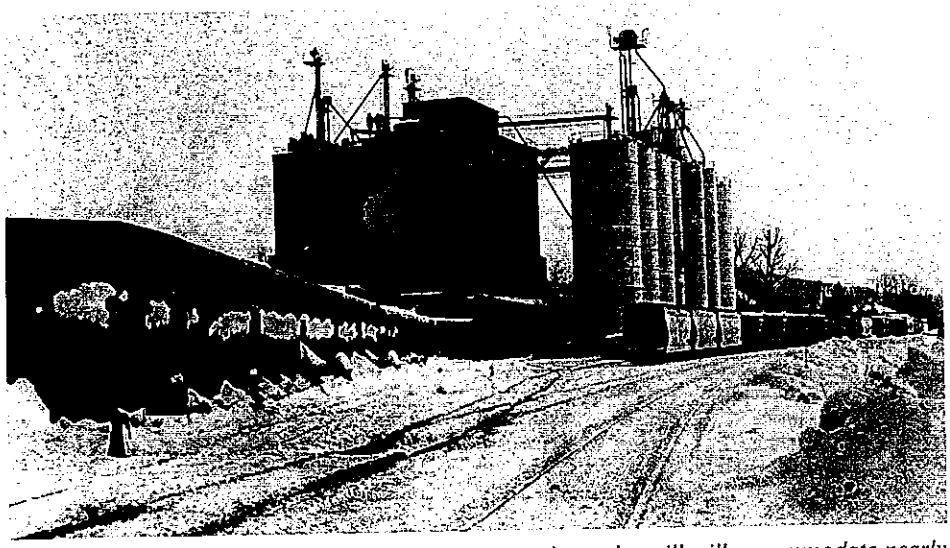
Even today, railfanning along what is now the Canadian Pacific's Newport Subdivision is not the easiest thing in the world. It is complicated further by three border crossings and the attendant delay from customs inspection. These can make it nearly impossible to stay with a train if any delay longer than a moment or so is encountered. As is the case with most anything, a little forethought and planning can assist in reducing the delay as much as possible. Before commencing to accompany a train on the Newport Sub., at least if you plan to stay with it through the border crossings, check in with a U.S. Customs & Immigration Service officer in the area, or elsewhere if more convenient, and have customs registration forms for your camera equipment completed. This may save you some time later, should you have some piece of equipment which is nearly new and some customs officer suspect it might have been purchased out of the country. Another thing the writer learned about border crossing some ten years ago is that if you, or any friends traveling with you, are of the male gender and have longer than usual hair, it is good for at least a three to four minute delay at U.S. Customs Stations. Several of us were in the area one day when one of our drafting editors, Ed Phelan, had overlooked a haircut somewhat longer than he might have. Customs clearance that day took us a good five minutes or more, though it never had before and hasn't since. A friend who has since retired from a high position with the Vermont State Police tipped the writer off as to the cause of the delay when it was mentioned to him later. His advice seems to have proven correct! In any case, such a delay could allow a train to get completely away from you for many miles. While this is written from the point of view of a U.S. citizen railfanning in border areas, knowledgeable Canadian railfans can probably offer similar tips from their own experiences with customs clearance.

Under the present arrangement, there are four trains per day, Monday through Saturday, on the Newport Sub., with only the two through freights being run on Sundays. The six days per week local is really one train, operating as Train No. 80 southward and No. 81 on the return trip. This train originates at Farnham, P.Q., some six rail miles west of Brookport. While the old South Eastern Rwy. main diverges from the CPR mainline to the Maritimes at Brookport, thus marking the beginning of the Newport Subdivision, Brookport also marks the eastern end of the Adirondack Sub., running out of Montreal, and the western end of the Sherbrooke Sub., even though the yard which serves the area is located at Farnham. Two other pieces of the old South Eastern still run out of Farnham as well. These are the fourteen mile Stanbridge Sub., to the south, and the twenty-six mile St. Guillaume Sub., which now extends northward only to a junction with the Canadian National at St. Rosalie Jct. Neither of these branches is served by regular trains today, making it difficult to predict when one might take action photos on these former Lake Champlain & St. Lawrence Jct. lines of the South Eastern. It should be mentioned, however, that the remaining piece of the former Richelieu, Drummond & Arthabasca Counties Rwy., which also became part of the South Eastern, now the forty-seven mile Drummondville Sub. extending from the Sherbrooke Sub. at Foster to Drummondville, is still served by Trains Nos. 77 and 78 Monday through Friday.

Train No. 80 generally leaves Farnham before 6:00 AM, as it is scheduled out of Brookport at that hour, and runs directly to Cowansville. Better than a dozen shippers are located here, the largest of which is a sizeable textile firm, followed by a furniture manufacturer. Several American firms, such as R.C.A., Union Carbide, Tupperware and Moore Business Forms, have Canadian branches here as well. Thirteen miles closer to the International Boundary is Sutton, where another half dozen industries are served, most being textile oriented. Due to the lack of highways close to the rail line between Brookport and Sutton, it is at the latter point that the real opportunities for rail photographers begin. Eight miles further along the line finds one in Richford, Vt., home of the Newport Subdivision's largest customer, barely out of sight from the U.S. and Canadian Customs Stations. This is the H. K. Webster Co.'s huge feed mill, easily one of the largest in New England, which produces Blue Seal feed for many farmers in the well known dairying areas of Vermont's Franklin, Orleans, and Lamoille Counties. In fact, bagged grain mixed at Richford is shipped to points as far away as Brattleboro and even Keene, N.H., making good use of

CPR Train No. 904 was running a little late on May 24, 1980. Thus it was well into the afternoon when it entered the U.S. at Richford, Vt. and passed behind the Customs Station there powered by three M.L.W. built Alco C-424's and two B & M GP-9's in pool service. The two B & M units had been added, or "lifted," as our Canadian friends put it, at Farnham since they run through to Montreal only infrequently. Moments after this photo, the train passed behind the huge H. K. Webster Co. feed mill, below. The mill requires a switcher from noon until 8:00 P.M. six days per week to handle mill switching and interchange cars to and from points on the Central Vermont Rwy. to the junction on the other side of the village.



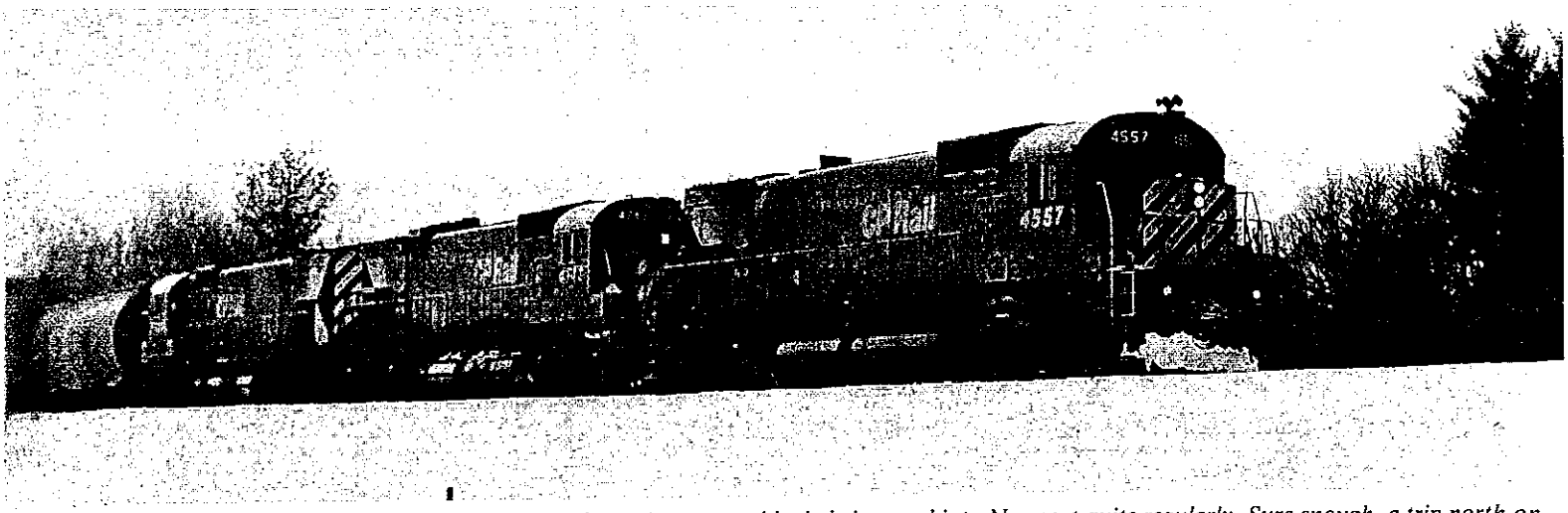


The fact that the various loading and unloading tracks at the mill will accommodate nearly 100 cars becomes amply clear in this view, particularly when one realizes that a shed parallel to that on the left has five interior tracks, each of which will hold eight or more cars at a time.

some of the overly abundant 40 ft. boxcars still in service on New England railroads. Nos. 80 and 81 are usually powered by one of the Alco-Schenectady built RS-2's and another is usually on hand at Richford to provide switching service at the feed mill for one full trick, five days per week. Thus the two trains have little to do here other than set out and pick up, except on Saturday when the switcher usually doesn't operate. A furniture manufacturer and one or two other smaller firms are also served at Richford, in addition to which it is a junction point with the Central Vermont Rwy., the junction being the end of that railroad's Richford Branch from St. Albans. Interestingly, one of the major reasons for the branch's continued existence is to serve the H. K. Webster mill even though it is on the opposite side of town from the junction! Bulk grain (raw material) coming east via the Canadian National is interchanged with that road's Central Vermont stepchild, to be interchanged once more, with the CPR at Richford, for ultimate delivery to the mill. As recently as last September the writer witnessed all three of the CV's SW-1200's running wide open at 5 m.p.h. as they struggled to get a heavy train for Richford up the grade leaving St. Albans. In turn, the CV receives a number of 40 ft. box cars, many of which are in assigned service, loaded with 100 lb. bags of grain for delivery to feed dealers and farmers in various towns along that railroad's line south through Vermont, who still work with bagged grain rather than bulk delivery. The loads to Brattleboro are some of these and are consigned to a Massachusetts farmer who picks them up by truck at the public delivery track in Brattleboro, advising this method enables him to purchase his grain at the lowest cost. If the carloads were interchanged with the Boston & Maine for final delivery on the public delivery track in the town the fellow's farm is in, which the B & M serves, the transportation rate increases so much that it makes the cost of the grain prohibitive! Such are the vagaries of transportation charges in this day and age.

Leaving Richford, the Newport Subdivision picks up the valley of the Missisquoi River, which it follows for the next twenty-two miles. Approximately five miles beyond Richford, progressing towards Newport, the line passes through the little village of East Richford (Missisquoi for the railroad) and crosses the International Boundary again, returning to Canadian soil. As it is for about one mile east of the depot in Richford, much of the line along this swing back into Canada is inaccessible from any road which will allow one to stay with the train for the entire distance. The track stays on the south side of the river, while the highway crosses to the north side, remaining there at some distance from the track until returning to the south side, and crossing the tracks as well, at Highwater, P.Q. Thus it is near this point that one finds the best opportunity for action photographs on the section of the Newport Sub. which swings back through Canada. After passing through Canadian Customs at Glen Sutton when following a Newport, or southbound train, it is best to forget watching the train for awhile and move along at the legal speed limit until the grade crossing at Highwater is reached. Be sure to realize that speed limits in Canada are now posted in metric only, so you won't be confused by what may initially appear to be a high limit. Once across the tracks at Highwater the highway makes a lefthand turn to follow the railroad back into Vermont. The best photo location, however, is down the dirt road to the right immediately after crossing the tracks. This road follows the track westerly for nearly a mile, ending at a farm. Not so far along it is the talc mill of Baker Mining & Milling, Highwater's largest rail customer and, to the writer's mind, about the best photo spot on the eleven mile swing the rail line makes back through Canada. The mill is an ideal industry for the modeler as well, due to its small, compact nature, and the scenery at this spot is equally ideal for the photographer. For those who enjoy the age old, bilingual crossing bucks formerly found in abundance in Quebec, there is another dirt

The station at Richford is diagonally across the street and track from the feed mill. During off duty hours, one of the RS-2's usually used to switch the mill can be found laying over on a siding opposite the station, as #8404 is here.



Late in 1981 word was received that six axle Alco units were suddenly being used into Newport quite regularly. Sure enough, a trip north on February 11, 1982 found three M.L.W. 636's powering No. 904, as seen here approaching East Richford. Three of the large 636's seem to handle trains formerly assigned four of five smaller units with little difficulty, though it is also reported that the six axle units are peeling rail. If that problem becomes serious, all six axle power will probably be restricted from the line once again.

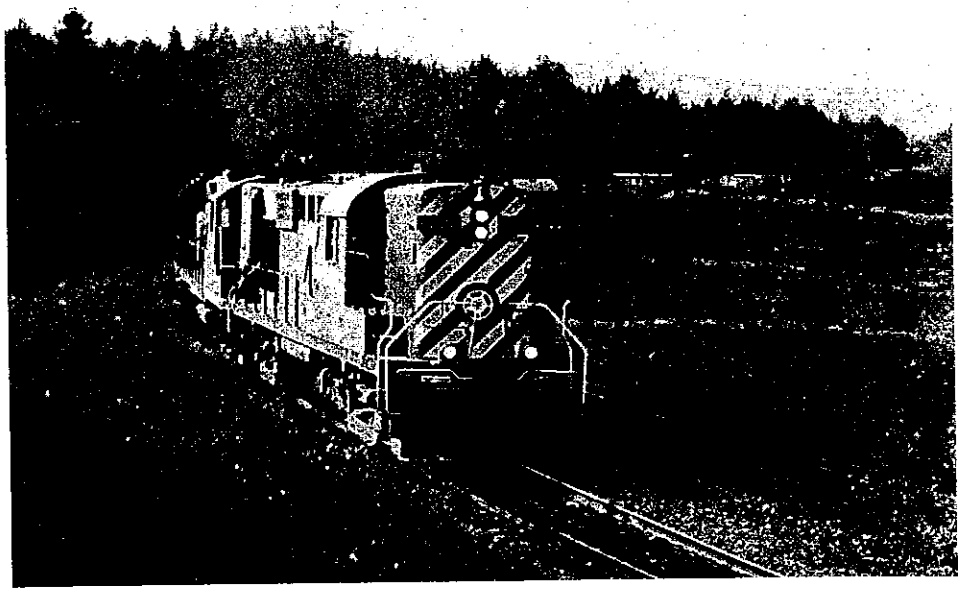
road off the northeasterly side of the highway approximately a mile beyond the crossing, the intersection for the road previously mentioned and the old High-water station, the latter now a dwelling. This dirt road crosses the railroad just off the highway and, while a bit cramped, offers an opportunity to photograph the train passing one of the unique bilingual cross-bucks in a rural setting. Shortly after this location the railroad re-enters the U.S. at North Troy, Vt.

The Village of North Troy offers several good photo locations, but it is doubtful that more than two can be utilized with a single train. Entering the village from the customs station, the first one is off the bank across the highway from the second and third houses on the right entering the village. Sure, there's a little brush there, but once you wade through it a good view of the train coming around a long curve into town is afforded, offering one or more photos. Then, too, unlike *Railfan* Editor Jim Boyd traipsing through the brush to railside photo locations in Pennsylvania or West Virginia, one needn't worry about venomous snakes in Vermont! Near the middle of the village the railroad crosses the Missisquoi River on a high, deck truss bridge. The restrictions on this bridge, which appeared on the cover of our last issue with Train No. 80 crossing it, should enable the photographer to get at least two good photos at different locations in North Troy and still stay with the train. The remains of what was formerly North Troy's largest rail customer are immediately adjacent to the southeast end of this bridge. This is the former Kraft Foods cheese plant, now occupied, in part, by a manufacturer of small woods tractors. A building supply firm and the public delivery track still provide some rail business in North Troy.

Leaving North Troy for Newport Center, one is presented with an excellent, and easy, shot of southbound trains at the point where the speed limit on the highway increases at the edge of the village. At that point the track and the road converge, both on an ascending grade. Since southbound trains are usually working pretty hard at this point, in the effort to pick up speed again after coming off the restricted bridge, it is an excellent place to capture the real "feel" of the action in still photography. With luck, a plume of diesel exhaust will contribute to the cause. From North Troy to Newport it is a pretty straight run for all trains, broken only by the final ascent of Newport Hill. It is largely through rolling farmland, offering several good photo locations enroute. While the local is usually not heavy enough to be severely effected, the southbound through freight, Train No. 904, is often down to 10 m.p.h. by the time the summit at Magowan is reached. We will cover Newport Hill in detail but, first, let's look a little closer at what is available for trains.

We have already covered the Monday through Saturday scheduling of Trains Nos. 80 and 81 operating out of Farnham, P.Q. While schedules call for this turn job to be out of Brookport by 6:00 AM and back by 12:45 PM, experience has proven that it rarely reaches Newport in this time! Thus it

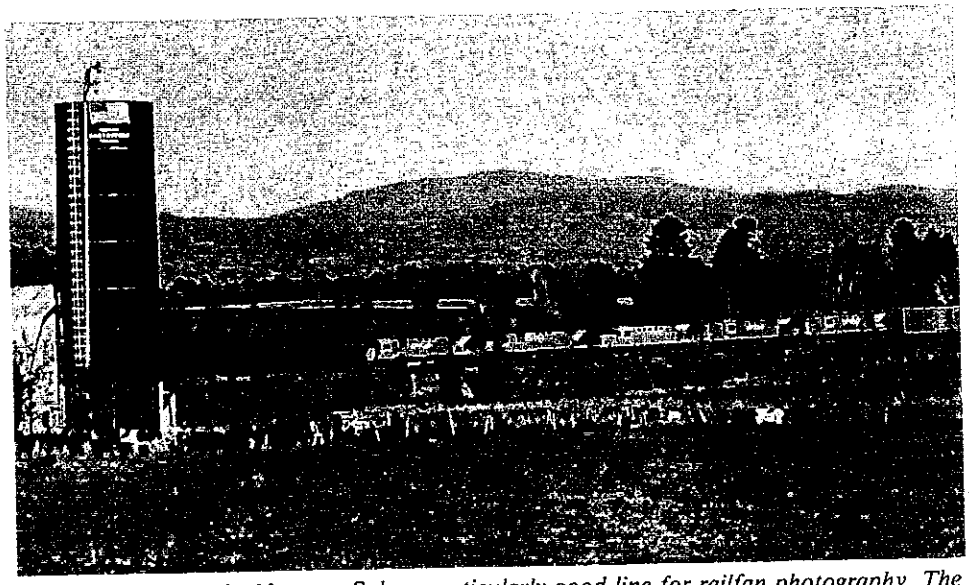
North Troy, Vt. is the point where the Newport Sub. re-enters the U.S. after returning to the Canadian side of the border leaving East Richford, due to the lay of the land. The village of North Troy itself is reached by the broad curve seen, below, with Train No. 904 on July 25, 1981. At this time RS-18's, such as lead unit #8750, were still profuse on the route and two B & M units were usually found in Trains Nos. 904 and 937 as well, running off mileage owed under the equalization of mileage agreement between the CPR and B & M. Thus B & M #1712 and #1754 are included in this lashup in addition to the three CPR locos.



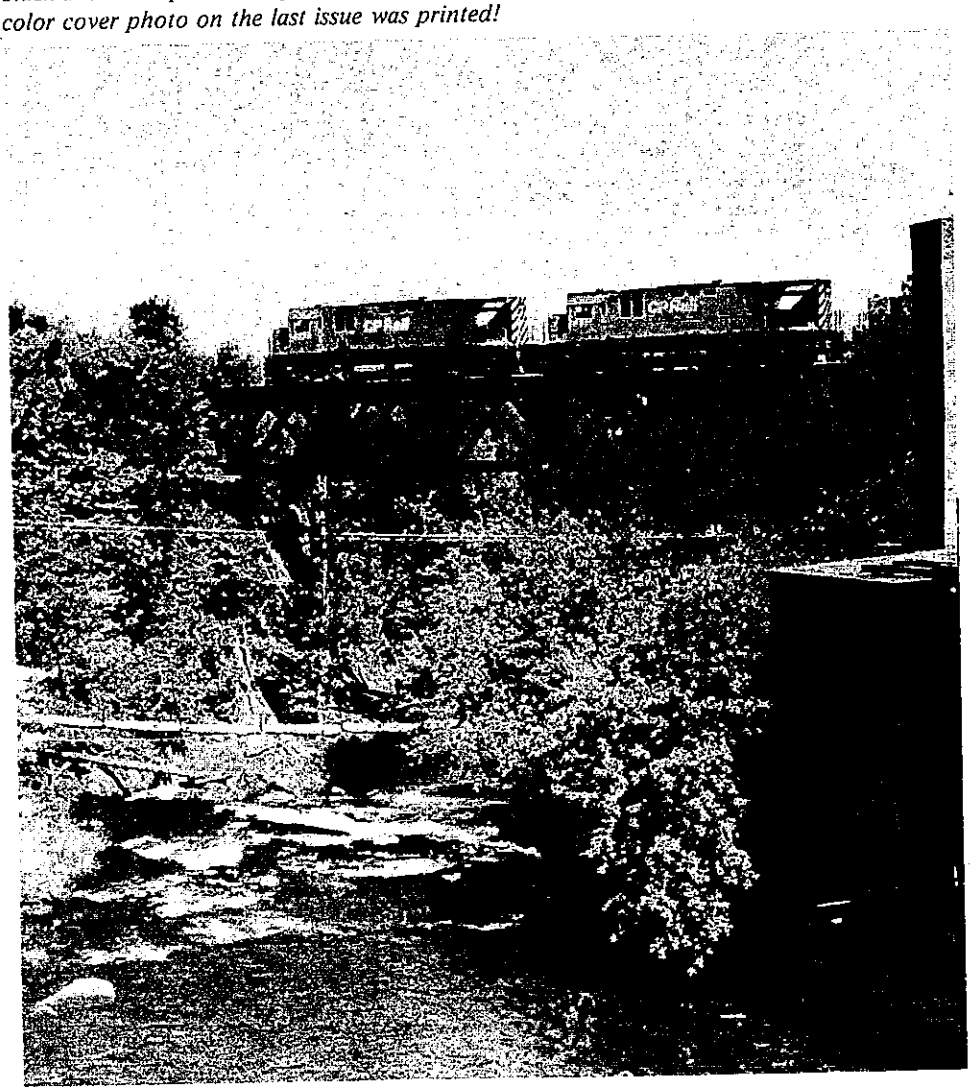
is best to pick it up at Farnham or Brookport for the southbound run. Alternately, you can wait at Richford, where you can check its time and location with the operator in the depot, if you are not too enthusiastic about the photo possibilities along the line between Brookport and Richford. There are a few good telephoto shots available between Farnham and Brookport, Brookport itself has possibilities, but between there and Sutton, as mentioned previously, it is rather bleak. For the northbound side of the run, Train No. 81, you might just as well go to Newport, find a good location to photograph No. 80 coming into town and wait for her to be turned to leave as No. 81. Be aware, however, that if Saturday traffic doesn't warrant a run all the way to Newport, No. 80 may turn at Richford or North Troy on that day rather than run all the way to Newport.

The other possibilities for action photos on the Newport Subdivision are the two daily through freights. These are, perhaps, easier to follow because their length makes them more difficult to lose behind a hill or such and because their progress is more steady, not being interrupted by switching enroute. Their schedules, though, are constantly changing. In the first part of this article, it was mentioned that Train No. 904 is really the New England end of a train originating in Windsor, Ontario, just across the Detroit River from the city of the same name. Thus the arrival of this train on the Newport Subdivision is wholly dependent on the arrival in Windsor of its connections from Chicago and the West, its progress over the line all the way to Montreal, and the time it takes to switch it and change power in Montreal's St. Luc Yard. Over the past few years it has usually arrived in Newport anywhere from 12:00 noon until 6:00 PM. Thus it is usually during daylight hours, at least during the summer months. My own experience has been to get into Newport early in the morning, inquire into its schedule and any possible stops enroute, and work along the line towards Farnham to meet it. The alternative is to go right to Richford and pick it up there, which can entail quite a wait if it should be delayed on the day chosen.

The northbound through freight, formerly No. 917, now No. 937, is dependent upon the time the Boston & Maine gets its Train No. EDCP up the Connecticut River line to the CPR. Of late this has usually made No. 937 a night job because EDCP, which becomes No. 917 on the CPR between Wells River and Newport, has been leaving East Deerfield, Mass. anywhere from just before daylight until nearly noon. This brings the train into Newport anywhere from late afternoon to midnight. The later in the day No. 917 arrives at Newport, the



Two factors make the Newport Sub. a particularly good line for railfan photography. The first is the excellent scenery through which the line passes between Sutton, P.Q. and Newport, Vt. It is an area of rolling hills and large dairy farms. Thus, in the warmer months, there are usually cows within a close proximity to the railroad, as in this view of No. 937 on the morning of Sept. 26, 1981 just outside North Troy. The second factor is the many types of Alco power still used on the line. Five types have been used over the past year in addition to the chop-nosed rebuilds and the B & M units. Minutes after the photo above was taken, the two C-424's leading No. 937 were photographed on the restricted bridge at North Troy. Readers of our new photography column (upcoming) will find it interesting to learn that this black and white photo was printed from the next negative on the roll to that from which our color cover photo on the last issue was printed!



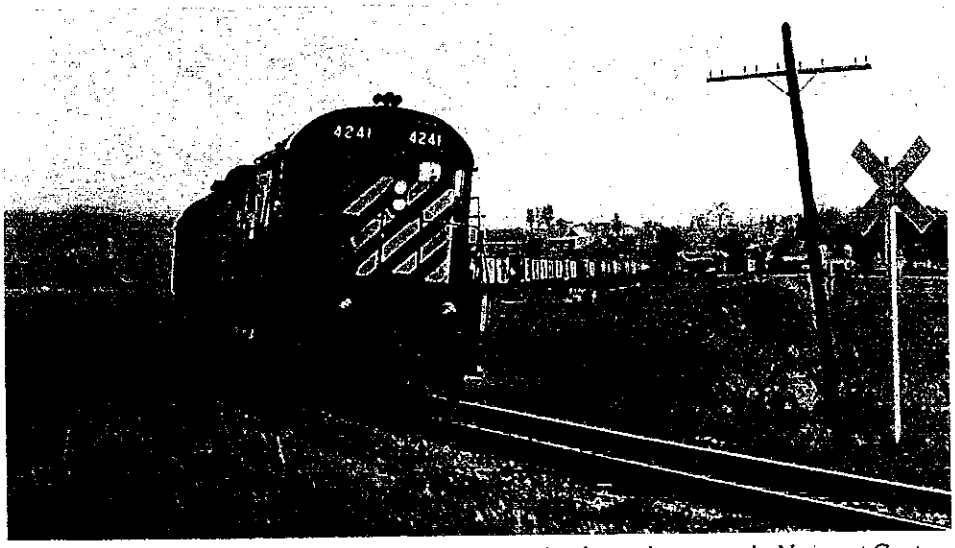
After dashing over the ridge on Vt. Route #105 and backtracking along the rail line from North Troy, there was still time to set up and take this photo of No. 904 passing Baker Mining & Milling Co.'s facility in Highwater, P.Q. during the May 24, 1980 chase. The spur to the talc mill can be seen through the grass in the foreground, still marked by the flags to guide the snowplow in the winter. The curve of the track and the background here combine to make this the author's favorite photo location on the short stretch of track which swings back through Canada between East Richford and North Troy, Vt. Note that #4241's left ditchlight is out.

better one's chances of catching No. 937 in daylight are. Only within the past week or so has EDCP begun running in the afternoon again, which would probably put No. 937 out of Newport at first light. Perhaps one way to estimate the departure of No. 937, for those who are familiar with B & M scheduling, is to add about eight to ten hours onto the time of EDCP out of White River Jct., where the crew change is made. This is further complicated by the fact that in periods of light traffic over the past year or two, the B & M has been combining EDCP and its opposite with the trains to and from Berlin, N.H., leaving or picking up the CPR cars at Ely, Vt. As one can see, without inside information or previous experience, it is not easy to estimate the schedule of No. 937, which is probably another reason the Newport Subdivision has received such scant attention from railfans. Having covered the problems with train scheduling, let's return to the action at trackside.

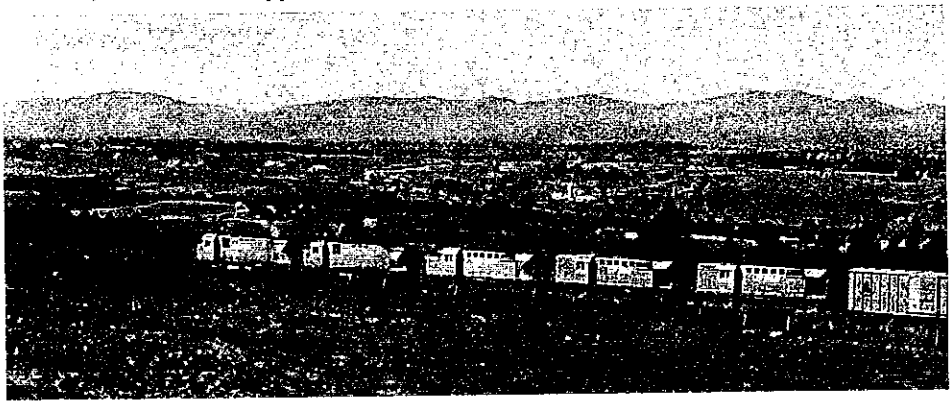
On May 24, 1980, your author was waiting at the International Boundary at Richford, Vt., having been foiled from proceeding much further towards Farnham or Brookport by a major water pollution control project for which the highway was torn up north of the Canadian border. In due course Train No. 904 was heard in the distance, was photographed crossing the boundary and passing behind the U.S. Customs Station, and the chase was on. Not wishing to gamble with a delay at two customs stations, Vt. Route #105 was taken from East Richford to No. Troy, rather than Rt. #105-A which follows the Missisquoi River and the railroad back through Highwater, Quebec to reach No. Troy. Reaching No. Troy well ahead of the train, it was decided to go back along the track toward Richford in hopes of catching the train passing Baker Mining & Milling Co.'s talc plant west of Highwater, P.Q. After checking the U.S. Customs Officer as well as the Canadian one, to be certain no serious delay would be encountered on coming back into the U.S. again with the train in close proximity, everything was in readiness at the talc mill when the train approached. With the train rolling at every bit of the allowed 40 m.p.h. there was little time to get another decent shot along its route before reaching No. Troy. The three CPR C-424's leading the lashup, with two B & M GP-9's included as well, meant that the train would be down to 10 m.p.h. on the high, truss bridge across the Missisquoi River in No. Troy, which has a permanent slow order in addition to a 10 m.p.h. restriction for the #4200 class C-424's. Thus the bridge was chosen as the first photo location back in Vermont.

The gradient stiffens as soon as the bridge at No. Troy is crossed, which makes it real nice for railfans when one finds that Rt. #105 runs right along the side of the track for about a mile out of town. There the track swings off behind a farm to follow the highway at a greater distance before crossing it halfway to Newport Center. All is not lost when the track swings away from the highway as it bends back enough to allow several photos at a greater distance than those where it is right beside the highway coming out of town. These might not dramatize the action so much but can bracket more of the train and offer greater scenic possibilities. At the highway crossing one has his choice of which side to shoot from, since there is no further opportunity to photograph the train until Newport Center is reached. Beyond the crossing, the track swings away through a vale out of sight from the highway, for the most part, and not accessible by any side roads. If one hasn't photographed trains at all at Newport Center before, the best place to commence is probably at the highway crossing on Vance Hill Rd. Coming from No. Troy this road goes off the State Highway to the left, right in the middle of the small village of Newport Center, and is marked by the street sign and a yellow blinker. If you have only one day available, make sure to get across the

Leaving North Troy, it is an uphill fight for No. 904 coming off the restricted bridge. The close proximity of road and rails at the point makes it an excellent location for photographers as well, especially those with sound equipped motion picture cameras!



The final ascent of Newport Hill begins at the sweeping horseshoe curve in Newport Center. Taking advantage of the action from trackside, the view of No. 904, above, was also taken on May 24, 1980 as she came out of the curve. The righthand ditchlight had not burned out between North Troy and Newport Center, a helpful engineer had shut it off so it wouldn't "blind" a camera being used fairly close to trackside! In the lower view, No. 904's opposite, No. 937, with two types of Alco power and a rebuild between them, was photographed as she picked up speed descending the hill about half way down, near the farm mentioned. While No. 937 is Montreal bound, she is actually headed south at this point, but will soon run through the horseshoe curve and travel up the valley seen just over her motive power in this view, headed in the opposite direction.



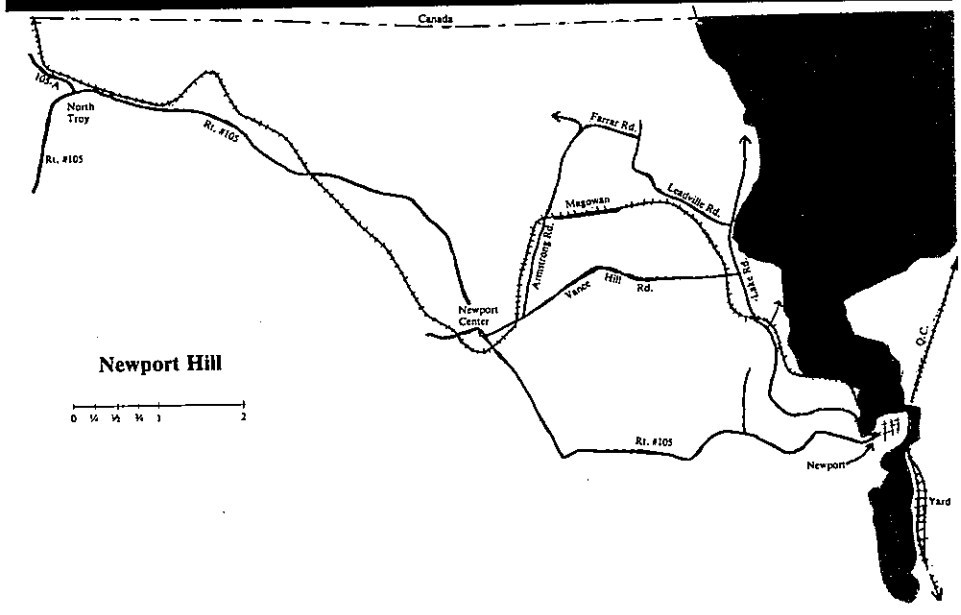
highway crossing for your first photographs, rather than gamble on being caught on the wrong side of the track by a long train. Since there is plenty of time to get from the Rt. #105 crossing to the one on Vance Hill Rd., there is no need for anyone to have to race the train to the crossing. Once across, one can turn left onto Armstrong Rd. and park. Photographs can be taken from that point or from a point closer to the highway crossing, as one wishes, to take the best advantage of the curvature of the track coming out of the broad, horseshoe bend and starting up the steepest part of Newport Hill. With the stiffest part of the grade ahead, the crews usually have the train rolling as much as allowed when the crossing is reached, but begin to slow down very quickly afterward as the entire train hits the heaviest grade. Almost a mile north on Armstrong Rd. a barn between the road and the track signals another excellent photo location, offering an excellent view of the train at work on the hill, the valley beyond, which it just came up through, and the mountains to the west. Few other places in the East offer such panoramic views of trains in action. Don't stop to look at the view, however, as the next photo stop is only about one quarter of a mile further up the road at another highway crossing.

At the next highway crossing one has to choose which side of the track to photograph from in accordance with the time of day and the angle of the sun. Either side can be equally good with proper lighting. The heavier southbound freights are usually slowed enough on the hill to allow ample time to cross before the engineer begins to sound the horn for the crossing, should one wish to photograph the train from the far or north side. Remember, though, that this is an unprotected crossing on a dirt road, so you want to be sure it is safe to cross. Again on May 24, 1980, the train had slowed to such an extent when it reached this crossing that the writer thought a meet might have been scheduled with an opposing train for the siding at Magowan, a few hundred yards east of the crossing. This siding marks the crest of Newport Hill and is two miles from Newport Center, while almost five from Newport itself. Without waiting to see if a meet was in the offing, just as soon as the crossing was cleared it was decided to proceed to Newport as quickly as possible in hopes of photographing the train coming down the opposite side of the hill, or on the short causeway in town across an arm of Lake Memphremagog. Later on, after the train had been doubled over in the yard and the power tied up, a conversation with the engineer revealed that the train was over the tonnage rating for the units. The reasons for this were twofold. Firstly, when additional units were added at Brookport, as is cus-

The view above was also taken where the track comes out of the horseshoe curve, but from a point further up Vance Hill Rd. It was taken on Feb. 11, 1982, the day Fred Bailey and the author visited the Newport Sub. in hopes of catching the six axle Alco's while they lasted. Reaching the crossing, a CPR sectionman was found, having just cleared the flangeways of ice and packed snow. When the train appeared it was soon evident that the three 3600 h.p. units would move No. 904 up the hill a bit faster than we were accustomed to seeing it ascend! The full extent of the curve can be seen in this photo by those of you who can spot the two boxcars appearing between the houses to the right of the road. They are near the rear of the train, across Rt. #105, on the opposite side of Newport Center! In the last issue there was a photo of No. 904 crossing Armstrong Rd. as it approached the summit at Magowan. While that view was taken from the south side of the crossing, the one below is from the north side. The train is also No. 904, but on July 25, 1981. RS-18 #8750 is trailed by B & M #1712 and #1754, Angus rebuild #1801 and another RS-18, all putting on quite a show in sight and sound as they lean into the curve approaching the crossing.

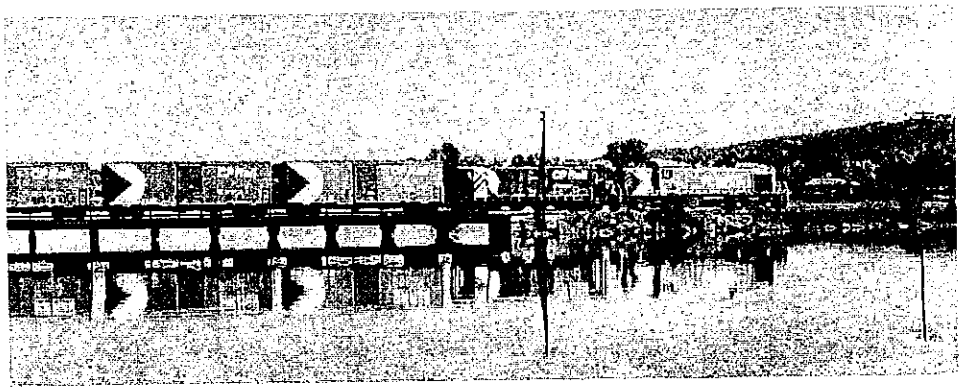
tomarily done, only two units were available rather than the three which were supposed to have been. Secondly, and to make matters worse, one of the B & M units wasn't loading up and had to be isolated, thus adding its weight to the consist without providing any power to move it! There wasn't any meet at Magowan, the Alco's had once again gotten down on their knees and dragged the train up the hill, avoiding the necessity of doubling it!

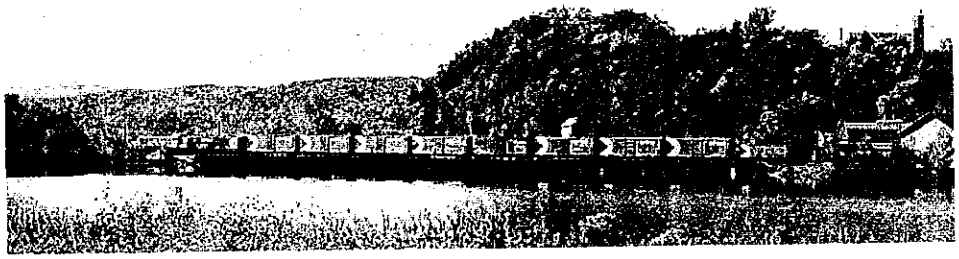
Assuming you have decided to photograph the train from the near side (south) of the grade crossing near Magowan, and wish to get pictures in Newport as well, don't dally once the locomotives roll by. Return to the intersection of Armstrong Rd. and Vance Hill Rd., where the train was photographed minutes before coming out of the curve and hitting the grade, and take a left onto Vance Hill Rd. again. Follow this road all the way across the hill where it will end at Lake Rd. just after passing under the track, and very probably the now rapidly descending train. Turn right onto Lake Rd. and proceed just as quickly as prudently possible in order to get safely across the next highway crossing just over a mile further along. If the flashers are on when you reach it, forget going any further and get the best shot you can at this crossing. After crossing



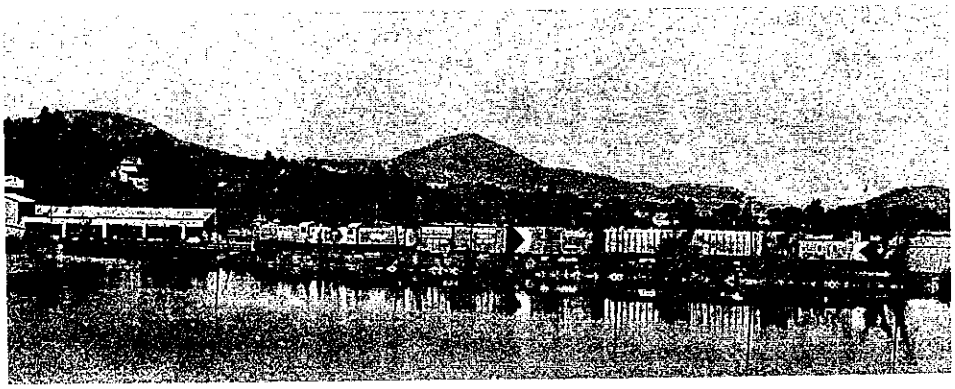
the tracks here stay left at the next intersection and follow your nose along the tracks into town. With some luck you might still catch the train on the causeway, even if unable to cross the tracks at the last crossing before the train arrived, as the trains slow to about 10 m.p.h. across the causeway and through town.

If you crossed the track at the crossing on the hill near Magowan, to photograph from the far side of it, the same instructions prevail but the route is a little different. Once again, don't dally watching the train pass after the power rolls by, there is plenty of time for that in Newport. Proceed further up Armstrong Rd. and take the first road to the right, which is also dirt. This is Farrar Rd. Take another right at the "T" intersection roughly one half mile beyond and then just follow the road. This is the Leadville Rd. and, like Vance Hill Rd., it ends at the Lake Rd., but a bit further north. Turn right when Lake Rd. is reached and you will soon come to the intersection with Vance Hill Rd. Continue straight along following the directions for those who came over the hill on that road from this point. With a little luck, and good weather, you should get some excellent photographs of one of the more interesting and scenic aspects of New England railroading.





This series of way freight Nos. 80–81 on Sept. 26, 1981 illustrates how the Newport Sub. skirts Lake Memphremagog to reach the Newport Yard. In the top view Hughie Bracey eases #8402 across the trestle and causeway leading to Newport. Having come along the lake, behind the shopping district, past the site of the former passenger station and the junction with the Quebec Central, No. 80 crosses the trestle over South Bay to enter the yard in the view immediately above. Having turned #8402 and picked up #8401 and the northbound cars, the train is seen immediately below returning to Farnham as No. 81, crossing the South Bay trestle once again and, bottom, leaving town to begin the ascent of Newport Hill again on the return trip.



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Various notes and documents in the permanent files of Marvin R. Kendall, M.D. and the author.

Acknowledgements

Marvin R. Kendall, M.D. for the use of material in his collection, assembled largely by his late father, John S. Kendall, from the 1920s until his death in 1970.

Donald J. Higman, CPR Asst. Superintendent (retired) at Newport, Vt. who furnished much invaluable material in regard to the ancestry of CPR lines in the Southeastern Townships.

The many CPR employees who contributed bits and pieces of information and/or directed the author to persons who did and, most especially, Robert H. Perrault for reading over the final draft.

BOXING DAY AT DELSON

by S.J.Smaill **Photography: E.A.Toohey**

Delson is a Canadian railway place name familiar to readers of Canadian Rail and CRHA members everywhere. Many associate the name Delson with the Canadian Railway Museum near Montreal. Still others correctly identify Delson with Delaware and Hudson, the American railway which gives the town its name.

When the Napierville Junction Railway was built north of Rouses Point, New York, the interchange point between the CPR and NJ was named Delson Jct, in anticipation of a lively transfer of carload freight between the two carriers. The Delaware and Hudson actually acquired the NJ outright in 1907. October 1, 1917 saw the diversion of D&H passenger trains from their Grand Trunk routing into Bonaventure Station to a more direct NJ-CP access using the latter company's Windsor Station. NJ freight trains continued to terminate at Delson until 1950 when CP's then-new St. Luc Yard was opened.

Delson's first line of railway was actually what is now the present day Massena Subdivision of the Canadian National Railways. Constructed in 1883 under the auspices of the Montreal and Champlain Junction Railway, the line was later acquired by the Grand Trunk. Since the Canadian Pacific was the second railway to reach Delson (in 1887), responsibility for track and signal maintenance at the diamond crossing is largely assumed by CP. For years, an armstrong-levered, tower-controlled interlocking protected the diamond at Delson. This installation was replaced in the forties by a small electric interlocker located in the depot. Today, CP's Quebec Division dispatching office controls Delson interlocking as part of the Adirondack Subdivision CTC system.

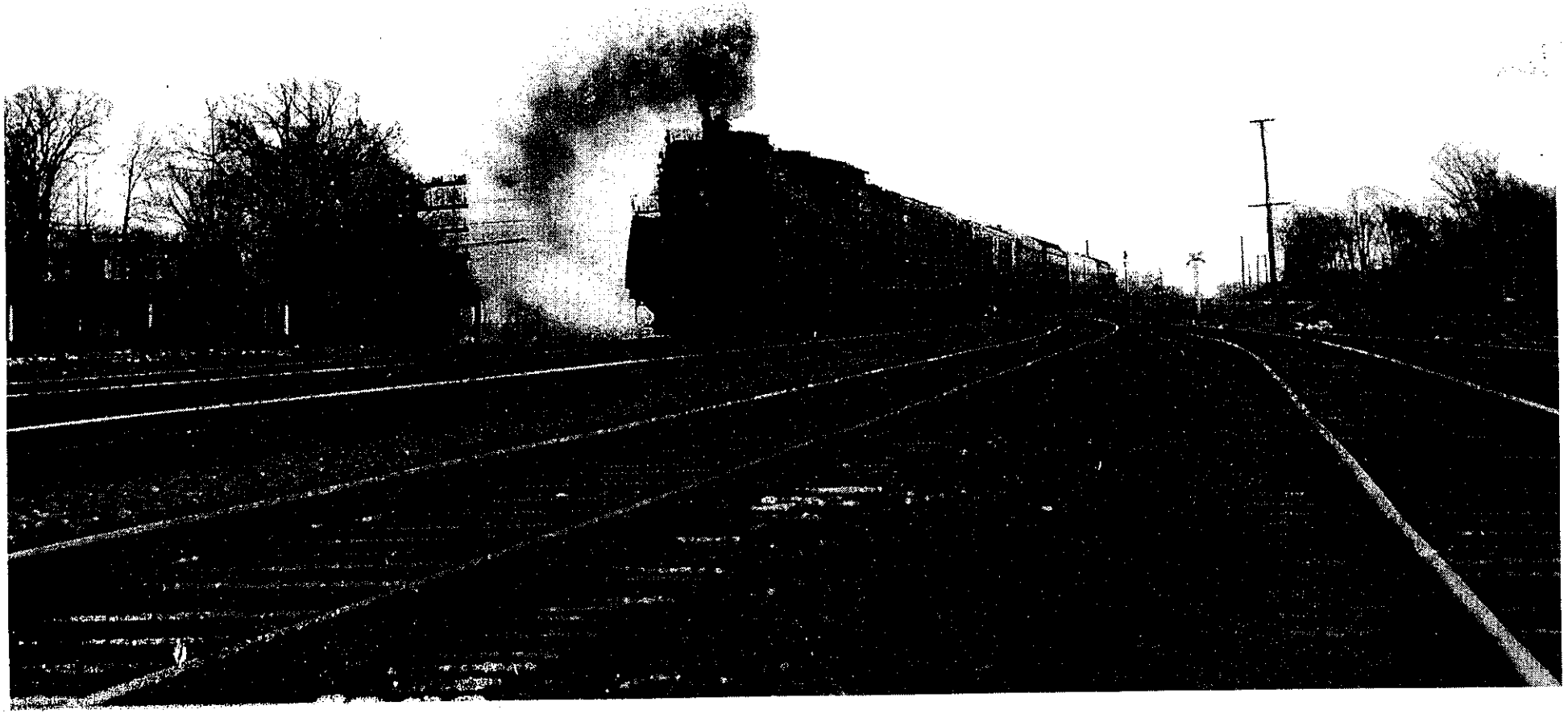
Legions of railfans have descended on Delson through the years always in search of the unusual and the American. In 1939, CRHA member Leonard Seton found the Royal Train highballing northbound at dawn behind doubleheaded D&H Pacifics. Latter day fans posed the famous D&H PA's on passenger no matter what the weather and in 1949, Montreal railfan Allan Toohey often visited Delson - by train.

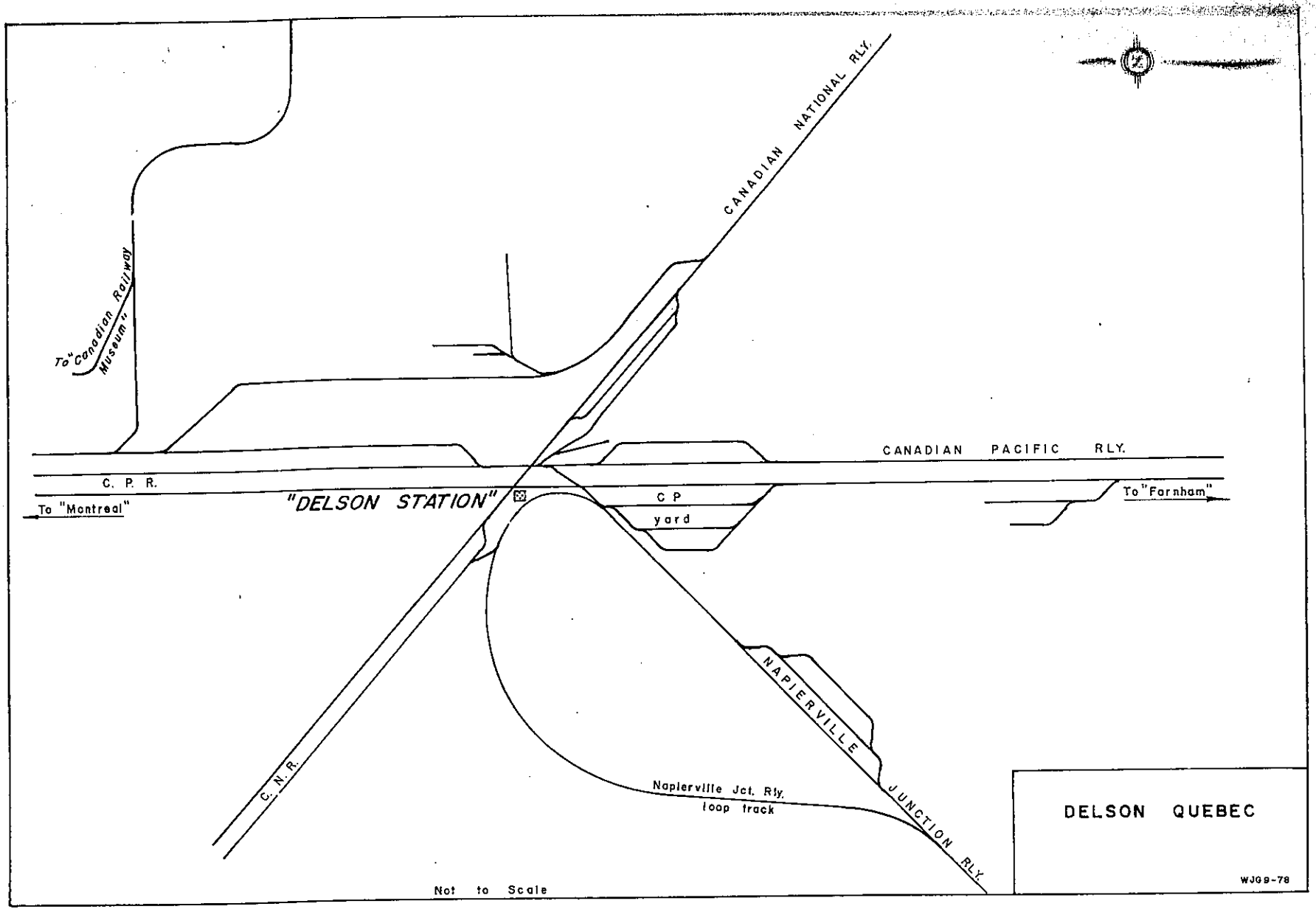
This month, Canadian Rail is pleased to feature a selection of photos from the E.A. Toohey collection which depict a different Delson from today. On December 26, 1949, Toohey journeyed to Delson from Montreal, probably on CPR No. 202, the morning passenger to Sherbrooke. The resulting rail activity which appeared before his erstwhile camera is engaging, to say the least!

E-8's are rare in Canada and diesels were rare anywhere in 1949. About to whallop the CNR diamond in brand new CP E-8 1801, northbound with No. 213, morning local from Newport, Vermont. CP received three E-8's from EMD in December 1949 as part of the Vermont lines dieselization program. Therefore, this photo is quite possibly one of the first railfan pix taken of the famous CPR E's.

1801 met an untimely fate in a head-on collision with a freight train at Lachevrotiere, Quebec in 1969. Sister 1802 survives into the VIA era while 1800, the class leader, faces an uncertain future on a St. Luc junk line.

At 10:59, a melodius chime whistle and strident exhaust to the south heralds the approach of First 39, a passenger train from Saint John, N.B. In 1949, Canadian Pacific passenger service between Montreal and Saint John consisted of two daily services. Usually, 39 and 40 handled the local work while 41 and 42, "The Atlantic Limited" did the high-balling. Maroon-trimmed Pacific 2453 seems to have her eight car consist well in hand as she crosses Rue Principal, green flags indicating yet more to come.




CANADIAN NATIONAL RLY.
To "Canadian Railway Museum"
CANADIAN PACIFIC RLY.
C. P. R.
To "Montreal"
"DELSON STATION"
C P
yard
To "Farnham"
NAPIERVILLE JUNCTION RLY.
C. N. R.
Napierville Jct. Rly.
loop track
Not to Scale
DELSON QUEBEC
WJGS-78

CPR D-10's were as ubiquitous in the steam era as the road-switchers which would replace them in the diesel years. However, when this photo was taken diesels were distant and December 26, 1949 became D-10 day at Delson as No. 1020 arrived from Montreal with a transfer job. That's sister D-10 1031 fouling the interlocker with the north way freight from Farnham.

The "Spans the World" lettering on the boxcars dates the scene as the familiar "Canadian Pacific Railway" billboard lettering was applied to rolling stock only in the early fifties. Speaking of boxcars, check that classic ACL "watermelon service" box with the slatted doors on a brickyard siding!