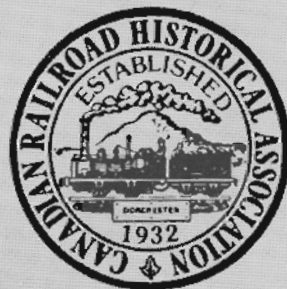
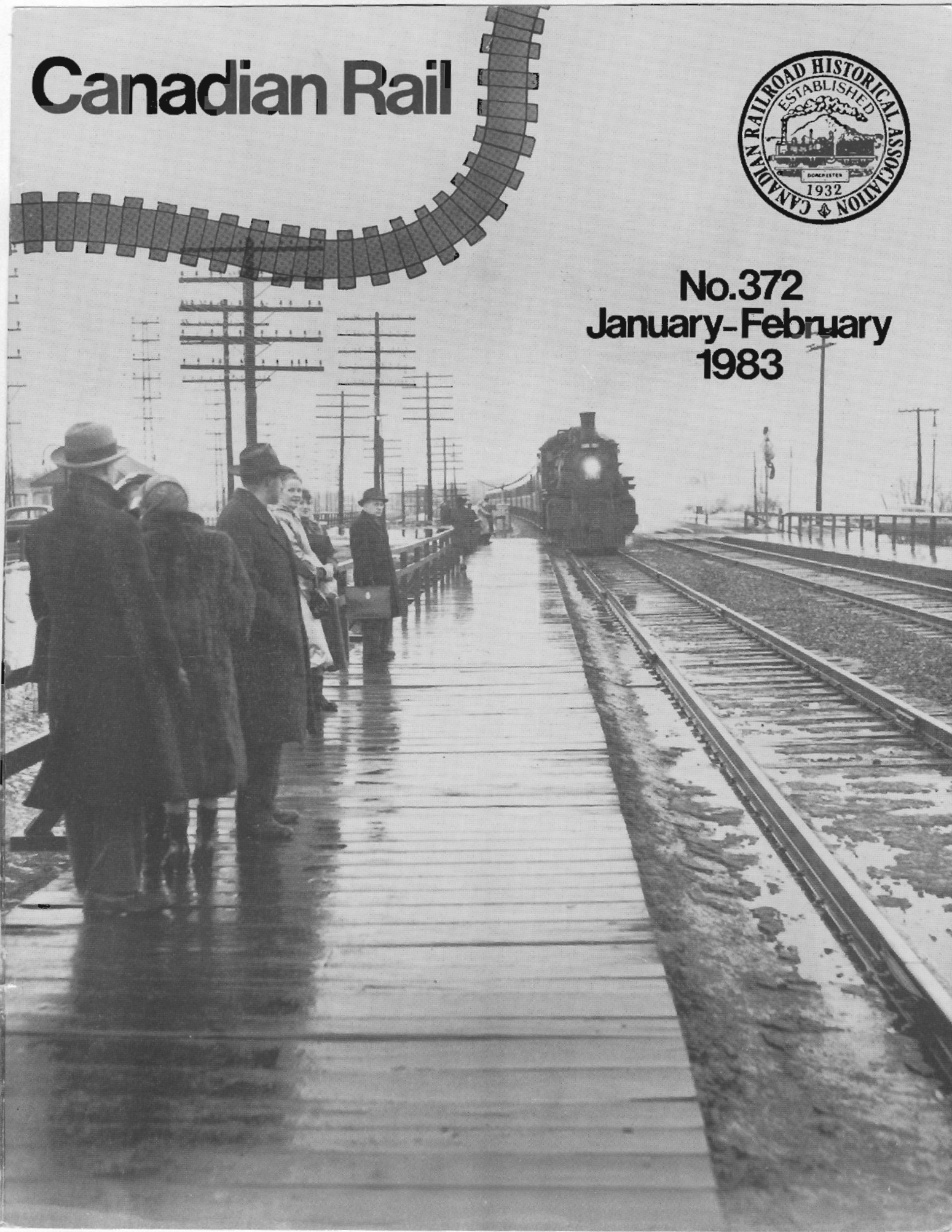


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FRONT COVER:

ON A DULL, LATE-WINTER TUESDAY MORNING a group of commuters waiting at Valois station for the train to Montreal. Although it was now the second half of the twentieth century, March 11 1952 to be exact, the train was little changed from the days before the First World War. Although steam would be around for another eight years, the wooden coaches were very near the end of their careers as they were retired in the summer of 1953.

Canadian Pacific photo No. 2782.

INSIDE FRONT COVER:

THE "NEW LOOK" ON THE LAKESHORE COMMUTER SERVICE IN 1970 is depicted by these two views taken at Montreal West in July of that year. Following retirement of the old heavyweight steel coaches, service was provided by the nine new double-deckers, forty 800-series commuter cars and some rail diesel cars.

Canadian Pacific photos E-1727-1 and E-1727-2.

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Train '255' departs Windsor Station as CP Rail's last passenger unit

By Omer Lavalée

Exactly 101 years and five months after beginning rail services out of Winnipeg on May 1, 1881, CP Rail operated its last passenger train early in the morning of Oct. 1, 1982.

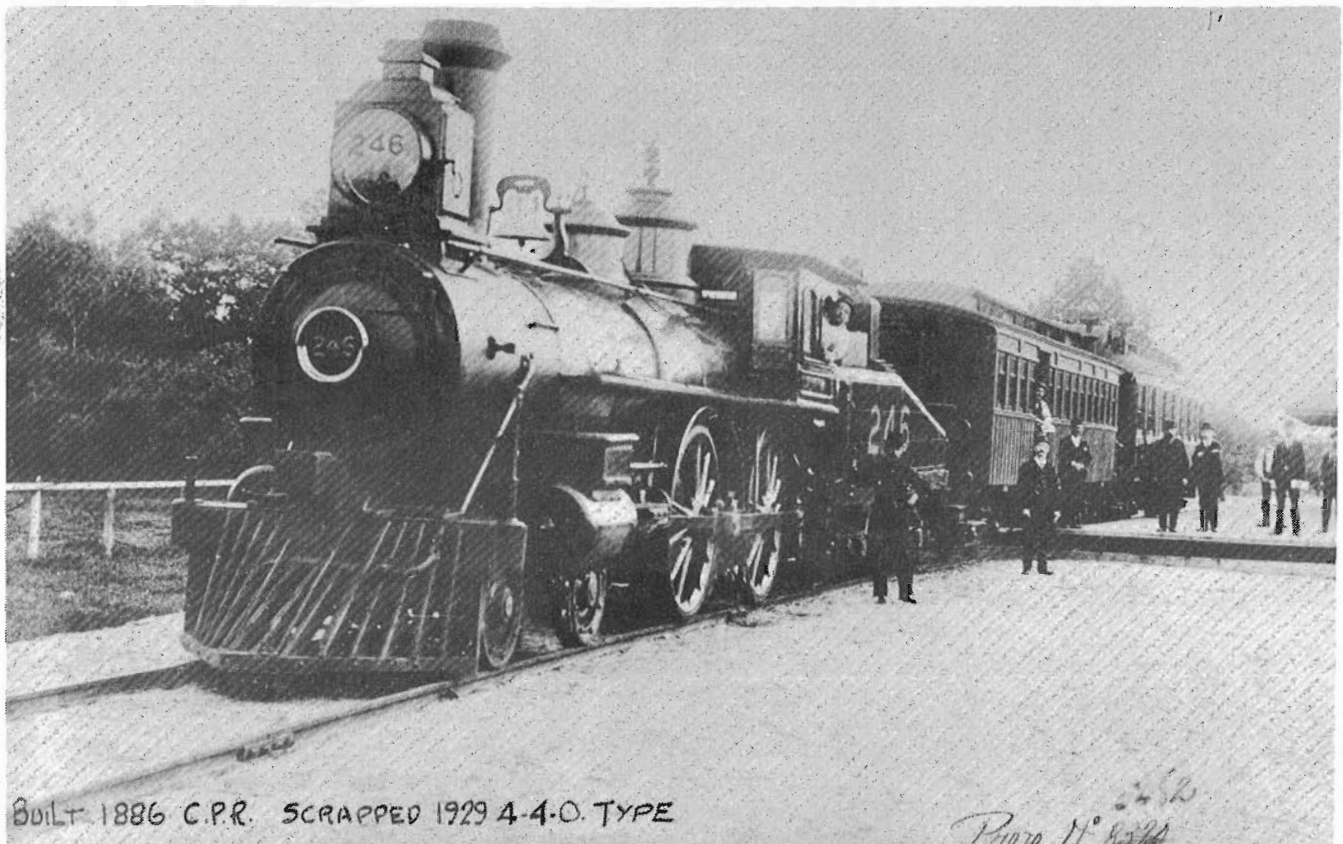
While responsibility for the provision of inter-city passenger services had been assumed by VIA Rail Canada, which had been organized for that purpose in 1978, VIA's terms of reference did not include suburban services such as the Montreal "Lakeshore" trains operating between Windsor Station and Rigaud, Que. These continued to be operated by CP Rail until the Montreal Urban Community Transportation Commission (MUCTC) integrated them in the public transit structure effective Oct. 1.

This step does not mean that passenger trains will

not be seen on CP Rail lines. Just as many VIA services operate over the company's lines under contract using VIA rolling stock but manned by CP Rail crews, the New Rigaud Line commuter service will be operated under a similar contract to the MUCTC. In due course, the suburban trains will carry the colors and identification of the Montreal public transport entity.

NEW ERA

Unlike many last runs, the departure of Train 255 from Windsor Station was not an unhappy occasion. True, it had its symbolism for historians and train buffs, but the transfer of responsibility to the MUCTC marks the beginning of a new era of more trains and greater frequency of service, not to mention the



A SPECIAL TRAIN AT POINTE FORTUNE about 1895. The first car is one of about the 1860's acquired from a predecessor railway, possibly the South Eastern, while the rear car is a parlour car. Locomotive 246 had been built in 1886 and survived until 1929. Note the headlight on the sloping tender.

Canadian Pacific photo No. 5669.



AT BEACONSFIELD IN 1895 the crew of the Pointe Fortune local pause for a photo. Locomotive 624 was built in 1893 especially for this service.

Canadian Pacific photo No. 25752.

slashing of fares to stations situated in the cities and towns of the Montreal Urban Community.

A number of patrons have been temporarily inconvenienced by the closing of some stations which were in close proximity to others, but this step, which was necessary to convert the route into a true rapid transit line, will be remedied by revisions of local transit bus routes in Montreal's West island, which the MUCTC contemplates for 1983. This, plus interchangeability of tickets and flash cards between trains and connecting buses will not only fully service existing patrons but hopefully attract many new ones.

HUMBLE BEGINNINGS

CP Rail service along the Lakeshore began in the late 1880's following the completion of what is now the Winchester sub-division between Montreal and Smiths Falls in 1887. The new Canadian Pacific line paralleled the older Grand Trunk (now Canadian national) Montreal-Toronto main line which had been opened more than 30 years before.

At first, trains on the new route used the original terminal station in the east end of Montreal, known as Place Viger Station, looping around the west side of Mount Royal through Outremont and Mile End.

However, in 1889, a five-mile extension was opened between Montreal Junction (Montreal West) and the new Windsor Station, giving Canadian Pacific the opportunity to compete for local traffic with the GTR as far as Vaudreuil, where the two lines diverged.

The first service, with intermediate stops, which included Dorval, Valois, Beaconsfield, Ste. Anne and Vaudreuil, was in operation by the autumn of 1889. The train actually operated between Windsor Stations and Winchester, Ontario, arriving at the Montreal terminal at 9:45 a.m. and leaving at 5:15 p.m., daily.

For a time in the early 1890's there was an additional stop at a half called Bel Air, about one mile (1.6 kilometers) west of Dorval, but this stop had disappeared by 1893. In that year, Canadian Pacific leased the line of the Montreal & Ottawa Railway Company, which had been built in the late 1880's and whose 17-mile (27 kilometer) main line extended from Vaudreuil, via Como, Hudson and Rigaud, to Pointe Fortune, Que., on the Quebec/Ontario boundary.

Rather than operate the Pointe Fortune line as a separate branch, its trains extended along the Lakeshore from Vaudreuil to Windsor Station, with

two daily-except-Sunday trains arriving in Montreal at 8:30 a.m. and 9:45 a.m. with corresponding departures at 5:15 p.m. and 6:15 p.m. Concurrently, a new stop was added at Lakeside.

In November, 1894, a new station — St. Antoine — was added between Windsor Station and Montreal Junction. Named for the adjacent residential community of Côte St. Antoine, the station's name changed to Westmount with the renaming of the community in 1897.

While these trains followed the pattern of today's commuter trains, in fact the nature of the traffic was far from that which we know today. There were few daily travellers.

EVOLUTION

In an era before highways and motor vehicles, the trains were used to bring milk and other dairy produce into the city, buyers and sellers to the several farmers markets, and businessmen and private individuals making occasional trips into the city.

However, the existence of two competing train services literally side-by-side — those of CPR and the Grand Trunk — encouraged the more affluent to rent or purchase summer cottages in the area. This superimposed a new and different social class on the bucolic villages along the shores of Lake St. Louis, a change which would in time virtually obliterate the old-world, rural nature of the original French-regime settlements.

A summer home in this area had many advantages afforded by proximity to the water: sailing, bathing, fishing and swimming. The most important benefit, however, permitted families with children to escape the city in summer, a time of constant outbreaks of contagious diseases. The term "fresh air" had immediate and practical connotations in the 1880's!

At first, the owners of the summer homes tended to remain in the city during the week, visiting families only on weekends. However, vigorous and innovative traffic promotion by the two railways, including excursion fares, mileage and "commutation" tickets, soon made it feasible for the journey to and from the city to be made on a daily basis, and the age of the Montreal-area commuter was born.

In subsequent decades, it was only a step further to winterize the summer homes — many of these can still be found in the older section of the Lakeshore — and the transformation from urban citizen to suburbanite was complete.

EXPANDING

By 1897, Pointe Claire and Beaurepaire had been added to the suburban stops, as well as Little River and Ilse Cadieux between Vaudreuil and Como, and Hudson Heights and Lavigne between Hudson and Rigaud.

In 1898, Bayview (now Baie d'Urfe) was added. After the turn of the century, a station called Golf Links, a mile (1.6 kilometers) east of Dorval, identified the venue of a new and growing sport. This station, latter Summerlea, and situated at 55th Avenue Lachine, was closed in 1962



THE CREW OF THE POINTE FORTUNE LOCAL in 1898 or 1899. Unfortunately we do not have information as to their identity. Canadian Pacific photo No. 25748.



A PASSENGER BUYING A TICKET AT A SUBURBAN STATION on the C.P.R. line on March 11 1952. Canadian Pacific photo No. B-2465-2.

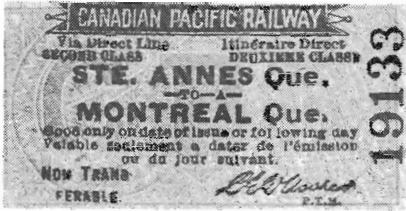
"SHORT LINE"

Other stations were added in subsequent years — Cedar Park, Ile Perrot, Forest Hills (Lachine), Sortin Pine Beach, Bruzy and Grovehill, as well as Altonvale, Choisy and Dragon at the outer end. The erstwhile Pointe Fortune branch became part of a new "short line" between Montreal and Ottawa, in 1898, following completion of construction westward from Rigaud through Vankeek Hill and Caledonia Springs to the nation's capital.

The 7-mile (11 kilometer) section remaining between Rigaud and Pointe Fortune, with an intermediate station — McLaughlin's — became a branch, and service on it was abandoned in 1941.

The transition from a rural environment to "dormitory suburbs" took place over many decades, with the greatest exodus from the city to the Lakeshore communities occurring in the new affluence and prosperity of the post-Second World War era. This rapid expansion brought the commuter trains to new ridership peaks by the early 1950's but it was also their undoing.

The automobile now came within the budget of every family, and governments responded by



SOME COMMUTER MEMORIBILLIA OF THE 1920'S. The timetable is dated April 1 1927, while the tickets date from 1921 and 1926 respectively.

Collection of Fred Angus.

Autobus Vankeek Station-Vankeek Hill.—Autobus coupons cover transfer of Passengers on trains due to pass Vankeek Station between the hours of 6.30 a.m. and 10.00 p.m.															Autobus Vankeek Station-Hawkesbury.—Autobus coupons cover transfer of passengers on trains 501, 502, 503, 504, 505, except Sunday. 502, 504 and 507 Sundays.														
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THE COMMUTER TRAIN PULLS INTO VALOIS STATION on March 11 1952, and soon the waiting passengers will be en route to Montreal. Canadian Pacific photo No. 5538.



BOARDING THE TRAIN AT VALOIS STATION on March 11 1952. The wooden coaches were built between 1904 and 1913, and remained in service until the summer of 1953. Canadian Pacific photo No. 2783.

unparalleled building of streets and highways. The perceived economies and acknowledged flexibility of the automobile began to make serious inroads into commuter traffic by the late 1950's. To meet rising costs and declining revenues, the railways responded by reducing train frequencies and raising fares.

In 1957, Canadian National, the successor to the Grand Trunk, withdrew its Lakeshore commuter services west of Dorval, to concentrate on the same problems in other areas which served exclusively. About the same time, the new York Central Railroad withdrew its own commuter service between Montreal's Windsor Station and Valleyfield by way of Chateaugay and Beauharnois.

By 1960, all rail commuter services in Montreal had become, in the fact if not in name, urban transit

services. Yet a full quarter of a century was to pass before governments recognized this fact and moved to intergrate the commuter train services with bus and subway networks.

Now finally, that step has been taken. The change came following the departure of the last scheduled CP Rail "Town Train" for Vaudreuil, on the late evening of Sept. 30, 1982. Actually, the need to take a few photographs to record this last run for posterity delayed the departure of No. 255 until after midnight, and as a consequence, having lost its time-table rights, the train ran through to Vaudreuil as a passenger extra, bringing to an end ninety-three years of train service by CP Rail to Montreal's West Island.

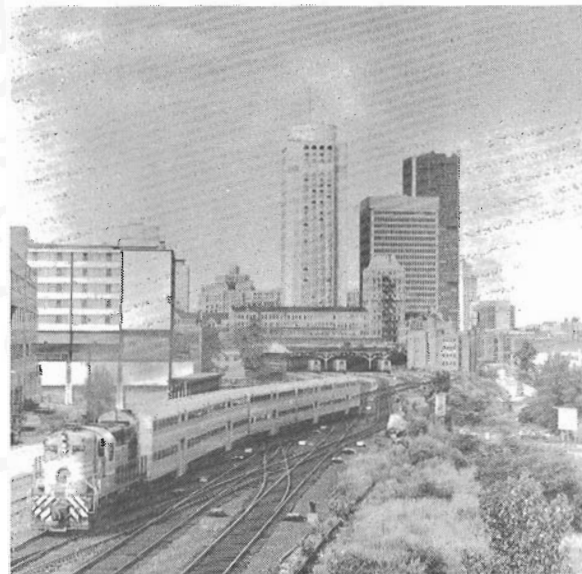
(Re-printed with permission from CP Rail News)





IN JUNE 1953 a big change came to the commuter service with the arrival of the first of forty new coaches. These were the well known and familiar 800 series, all of which are still in service. The consist of the first train was in strict numerical order from 800 to 809, and this lasted for a few months until gradual rearrangement took place. These three views date from that time, probably even before 808 and 809 were placed in service since the train has eight cars. By late August all 40 cars were in use.

Canadian Pacific photos 9670, 9671, 9672.



SEVENTEEN YEARS AFTER THE 800's CAME, the 900-series double-deckers went into service, in the spring of 1970. These two views show them at Windsor station.

Canadian Pacific photos E-1589-1 and E-1728-4.

CANADIAN PACIFIC RAILWAY

Branch Lines Ontario & Quebec, Atlantic and Eastern Divisions—Continued

Three Rivers and Grandes Piles

Mxd	M	STATIONS	Mxd
A.M.	Lv	Ar	P.M.
7.00	0	Three Rivers	3.45
7.10	8	Piles Juno	2.45
7.35	11	St. Maurice	2.45
10.00	22	Lac a la Tortue	1.90
10.30	26	St. Tite Juno	3.12.30
10.50	30	Grandes Piles	1.21.15
A.M.	Ar	Lv	P.M.

Trains of the Lower Laurentian Railway leave St. Tite Junction at 11.30 a.m., 7.30 p.m., for St. Tite, St. Thecle, Lac au Sabie, Notre Dame des Anges, L'Etouffe and Riviere a Pierre Juno., there connecting with Q. & L. St. J. Ry. Returning, arrive St. Tite Juno., 9.30 a.m., 7.30 p.m.

Ottawa and Prescott

Exp	Mxd	M	STATIONS	Mxd	Exp
P.M.	A.M.	Lv	Ar	A.M.	P.M.
11.20	16.45	0	Ottawa 10	9.35	3.75
1.40	7.05	5	Chaudiere Jo	9.15	1.07
7.50	7.15	10	Gloucester	9.02	7.58
7.53	7.25	13	Manotick	8.52	7.61
2.17	7.34	21	Osgoode	8.25	2.37
2.35	7.58	29	Kemptville	8.00	2.29
2.49	8.00	31	Kemptville Jo	7.45	2.16
7.43	7.8.10.35		Oxford	7.30	7.05
7.04	7.8.25.43		Spencerville	7.10	1.50
7.29	8.45.52		Prescott	7.00	1.30
P.M.	A.M.	Ar	Lv	A.M.	P.M.

Montreal and St. Eustache

Mxd	M	STATIONS	Mxd
P.M.	Lv	Ar	P.M.
7.30	0	Montreal, Dal's Sq	6.30
8.25	20	St. Eustache	7.43
8.50	28	St. Eustache	7.10
P.M.	Ar	Lv	A.M.

Montreal and St. Lin

Mxd	M	STATIONS	Mxd
P.M.	Lv	Ar	P.M.
7.30	0	Montreal, Dalhousie Sq	6.30
8.40	20	St. Therese	7.43
8.45	22	St. Lin Juno	7.25
8.55	26	St. Eustache	7.16
7.05	27	St. Anne	7.06
7.15	31	Les Plaines	6.55
7.30	35	St. Lin	6.40
P.M.	Ar	Lv	A.M.

Montreal, Sorel and Stanbridge

Exp	Exp	Mis	STATIONS	Exp	Mxd
P.M.	A.M.	Lv	Ar	A.M.	P.M.
13.00	18.30	0	Stanbridge	6.35	6.35
4.00	8.35	2	Bedford	11.25	6.30
4.15	8.42	5	Mystic	11.10	8.35
4.40	8.55	10	St. Sabine	10.45	16.08
5.00	9.05	14	Farnham	10.35	8.00
5.20	9.15	18	Ar. 82	10.35	8.00
5.40	9.25	22	Ar. 82	10.35	8.00
6.00	9.35	26	Ar. 82	10.35	8.00
6.15	9.47	30	Ar. 82	10.35	8.00
6.30	9.55	34	Ar. 82	10.35	8.00
6.45	10.05	38	Ar. 82	10.35	8.00
6.55	10.15	42	Ar. 82	10.35	8.00
7.05	10.25	46	Ar. 82	10.35	8.00
7.15	10.35	50	Ar. 82	10.35	8.00
7.25	10.45	54	Ar. 82	10.35	8.00
7.35	10.55	58	Ar. 82	10.35	8.00
7.45	11.05	62	Ar. 82	10.35	8.00
7.55	11.15	66	Ar. 82	10.35	8.00
8.05	11.25	70	Ar. 82	10.35	8.00
8.15	11.35	74	Ar. 82	10.35	8.00
8.25	11.45	78	Ar. 82	10.35	8.00
8.35	11.55	82	Ar. 82	10.35	8.00
8.45	12.05	86	Ar. 82	10.35	8.00
8.55	12.15	90	Ar. 82	10.35	8.00
9.05	12.25	94	Ar. 82	10.35	8.00
9.15	12.35	98	Ar. 82	10.35	8.00
9.25	12.45	102	Ar. 82	10.35	8.00
9.35	12.55	106	Ar. 82	10.35	8.00
9.45	1.05	110	Ar. 82	10.35	8.00
9.55	1.15	114	Ar. 82	10.35	8.00
10.05	1.25	118	Ar. 82	10.35	8.00
10.15	1.35	122	Ar. 82	10.35	8.00
10.25	1.45	126	Ar. 82	10.35	8.00
10.35	1.55	130	Ar. 82	10.35	8.00
10.45	2.05	134	Ar. 82	10.35	8.00
10.55	2.15	138	Ar. 82	10.35	8.00
11.05	2.25	142	Ar. 82	10.35	8.00
11.15	2.35	146	Ar. 82	10.35	8.00
11.25	2.45	150	Ar. 82	10.35	8.00
11.35	2.55	154	Ar. 82	10.35	8.00
11.45	3.05	158	Ar. 82	10.35	8.00
11.55	3.15	162	Ar. 82	10.35	8.00
12.05	3.25	166	Ar. 82	10.35	8.00
12.15	3.35	170	Ar. 82	10.35	8.00
12.25	3.45	174	Ar. 82	10.35	8.00
12.35	3.55	178	Ar. 82	10.35	8.00
12.45	4.05	182	Ar. 82	10.35	8.00
12.55	4.15	186	Ar. 82	10.35	8.00
1.05	4.25	190	Ar. 82	10.35	8.00
1.15	4.35	194	Ar. 82	10.35	8.00
1.25	4.45	198	Ar. 82	10.35	8.00
1.35	4.55	202	Ar. 82	10.35	8.00
1.45	5.05	206	Ar. 82	10.35	8.00
1.55	5.15	210	Ar. 82	10.35	8.00
2.05	5.25	214	Ar. 82	10.35	8.00
2.15	5.35	218	Ar. 82	10.35	8.00
2.25	5.45	222	Ar. 82	10.35	8.00
2.35	5.55	226	Ar. 82	10.35	8.00
2.45	6.05	230	Ar. 82	10.35	8.00
2.55	6.15	234	Ar. 82	10.35	8.00
3.05	6.25	238	Ar. 82	10.35	8.00
3.15	6.35	242	Ar. 82	10.35	8.00
3.25	6.45	246	Ar. 82	10.35	8.00
3.35	6.55	250	Ar. 82	10.35	8.00
3.45	7.05	254	Ar. 82	10.35	8.00
3.55	7.15	258	Ar. 82	10.35	8.00
4.05	7.25	262	Ar. 82	10.35	8.00
4.15	7.35	266	Ar. 82	10.35	8.00
4.25	7.45	270	Ar. 82	10.35	8.00
4.35	7.55	274	Ar. 82	10.35	8.00
4.45	8.05	278	Ar. 82	10.35	8.00
4.55	8.15	282	Ar. 82	10.35	8.00
5.05	8.25	286	Ar. 82	10.35	8.00
5.15	8.35	290	Ar. 82	10.35	8.00
5.25	8.45	294	Ar. 82	10.35	8.00
5.35	8.55	298	Ar. 82	10.35	8.00
5.45	9.05	302	Ar. 82	10.35	8.00
5.55	9.15	306	Ar. 82	10.35	8.00
6.05	9.25	310	Ar. 82	10.35	8.00
6.15	9.35	314	Ar. 82	10.35	8.00
6.25	9.45	318	Ar. 82	10.35	8.00
6.35	9.55	322	Ar. 82	10.35	8.00
6.45	10.05	326	Ar. 82	10.35	8.00
6.55	10.15	330	Ar. 82	10.35	8.00
7.05	10.25	334	Ar. 82	10.35	8.00
7.15	10.35	338	Ar. 82	10.35	8.00
7.25	10.45	342	Ar. 82	10.35	8.00
7.35	10.55	346	Ar. 82	10.35	8.00
7.45	11.05	350	Ar. 82	10.35	8.00
7.55	11.15	354	Ar. 82	10.35	8.00
8.05	11.25	358	Ar. 82	10.35	8.00
8.15	11.35	362	Ar. 82	10.35	8.00
8.25	11.45	366	Ar. 82	10.35	8.00
8.35	11.55	370	Ar. 82	10.35	8.00
8.45	12.05	374	Ar. 82	10.35	8.00
8.55	12.15	378	Ar. 82	10.35	8.00
9.05	12.25	382	Ar. 82	10.35	8.00
9.15	12.35	386	Ar. 82	10.35	8.00
9.25	12.45	390	Ar. 82	10.35	8.00
9.35	12.55	394	Ar. 82	10.35	8.00
9.45	1.05	398	Ar. 82	10.35	8.00
9.55	1.15	402	Ar. 82	10.35	8.00
10.05	1.25	406	Ar. 82	10.35	8.00
10.15	1.35	410	Ar. 82	10.35	8.00
10.25	1.45	414	Ar. 82	10.35	8.00
10.35	1.55	418	Ar. 82	10.35	8.00
10.45	2.05	422	Ar. 82	10.35	8.00
10.55	2.15	426	Ar. 82	10.35	8.00
11.05	2.25	430	Ar. 82	10.35	8.00
11.15	2.35	434	Ar. 82	10.35	8.00
11.25	2.45	438	Ar. 82	10.35	8.00
11.35	2.55	442	Ar. 82	10.35	8.00
11.45	3.05	446	Ar. 82	10.35	8.00
11.55	3.15	450	Ar. 82	10.35	8.00
12.05	3.25	454	Ar. 82	10.35	8.00
12.15	3.35	458	Ar. 82	10.35	8.00
12.25	3.45	462	Ar. 82	10.35	8.00
12.35	3.55	466	Ar. 82	10.35	8.00
12.45	4.05	470	Ar. 82	10.35	8.00
12.55	4.15	474	Ar. 82	10.35	8.00
1.05	4.25	478	Ar. 82	10.35	8.00
1.15	4.35	482	Ar. 82	10.35	8.00
1.25	4.45	486	Ar. 82	10.35	8.00
1.35	4.55	490	Ar. 82	10.35	8.00
1.45	5.05	494	Ar. 82	10.35	8.00
1.55	5.15	498	Ar. 82	10.35	8.00
2.05	5.25	502	Ar. 82	10.35	8.00
2.15	5.35	506	Ar. 82	10.35	8.00
2.25	5.45	510	Ar. 82	10.35	8.00
2.35	5.55	514	Ar. 82	10.35	8.00
2.45	6.05	518	Ar. 82	10.35	8.00
2.55	6.15	522	Ar. 82	10.35	8.00
3.05	6.25	526	Ar. 82	10.35	8.00
3.15	6.35	530	Ar. 82	10.35	8.00
3.25	6.45	534	Ar. 82	10.35	8.00
3.35	6.55	538	Ar. 82	10.35	8.00
3.45	7.05	542	Ar. 82	10.35	8.00
3.55	7.15	546	Ar. 82	10.35	8.00
4.05	7.25	550	Ar. 82	10.35	8.00
4.15	7.35	554	Ar. 82	10.35	8.00
4.25	7.45	558	Ar. 82	10.35	



A DOUBLE-DECKER TRAIN headed by car 900 is photographed at Hudson Heights in June 1970.

Canadian Pacific photo No. E-1715-2.

A RATHER RARE SIGHT was the use of SW1200 road-switchers on the commuter trains. This view was taken at Vaudreuil on June 20 1979. Note how short the train had become as commuters turned more and more to the private automobile.

Canadian Pacific photo No. e-4349-16.



ON THE LAST DAY OF C.P. OPERATION all the commuter cars were run from Windsor station to be ready to start the expanded service the next day under the M.U.C.T.C. Four full-length trains are seen in this view taken that afternoon.

Photo by Fred Angus.

Station	Time	Station	Time	Station	Time	Station	Time
77 THREE RIVERS	1:50	250 TORONTO, 18	8:45 am	251	8:50 pm	8:45 pm	
85 Pointe du Lac	2:15	252 Parkdale St.	8:55 am	252	8:55 pm	8:50 pm	
86 Yamack	2:30	515 Toronto Junc.	9:10 am	515	9:10 pm	9:10 pm	
87 Leaskville	2:45	516 North Toronto	9:22	516	9:22		
102 Maskinonge	3:02	517 Green River	9:37	517	9:37		
103 St. Barthelemi	3:20	544 Clarendon	10:10	544	10:10		
112 St. Catharines	3:30	545 Myrtle St.	10:28	545	10:28		
116 Berthier Junc.	3:45 am	546 Pontypool	10:45	546	10:45		
118 Berthier	10:20 am	574 Manvers	11:09	574	11:09		
174 Lanoraie	4:07 am	592 PETERBORO 16	11:23	592	11:23		
182 St. Gabriel	4:18 am	593 Indian River	11:37 am	593	11:37 am		
186 St. Joseph	4:30 am	594 Norwood	11:52 pm	594	11:52 pm		
141 St. Felix de Valois	4:30 am	620 Bladon	12:28	620	12:28		
136 Joliette	4:36 am	629 Central Ontario Junction 16	12:51	629	12:51		
124 Joliette Junc.	4:50 am	628 Ivanhoe	11:51	628	11:51		
129 La Vallée Road	4:55	655 Sheffield	1:27	655	1:27		
133 Vancluse	4:55	656 Kaniader	1:40	656	1:40		
187 L'Epiphanie	4:42	657 Arden	1:56	657	1:56		
146 St. Henri de Mascoche	5:10	678 Mountain Grove	2:15	678	2:15		
148 Terrebonne	5:23	679 Sturteat Lake Junc 13	2:26	679	2:26		
158 St. Vincent de Paul	5:43	711 Kingston (K. & P. Ry.)	4:40 pm	711	4:40 pm		
109 St. Martin Junc.	5:55 am	712 Kingston (K. & P. Ry.)	12:40 pm	712	12:40 pm		
163 Bord au Poulie	6:00 am	629 Maberley	2:35 pm	629	2:35 pm		
164 Sault aux Recollets	6:05	714 Perth	2:50 pm	714	2:50 pm		
165 Saut End	6:15	720 Pike Falls	3:47	720	3:47		
173 Montreal Junc.	6:24 am	629 Maberley	3:00 pm	629	3:00 pm		
171 Hopkiss	6:34 am	715 Carleton Junc.	4:37 pm	715	4:37 pm		
172 St. Pierre	6:34 am	716 Carleton Junc.	4:45	716	4:45		
170 MONTREAL to TORONTO	6:30 am	708 Smiths Falls	5:00 pm	708	5:00 pm		
616 MONTREAL to TORONTO	6:30 am	629 Maberley	4:37 pm	629	4:37 pm		
12 Mile End	1:30 pm	714 Perth	4:37 pm	714	4:37 pm		
7 Western Junc.	1:42 pm	720 Pike Falls	4:47	720	4:47		
19 Dorval	1:50	629 Maberley	4:50 pm	629	4:50 pm		
10 Valois	1:56	715 Carleton Junc.	4:55	715	4:55		
15 Beaconsfield	2:12	716 Carleton Junc.	4:55	716	4:55		
26 St. Anne de Bellevue	2:15	708 Smiths Falls	5:00 pm	708	5:00 pm		
31 Vandrevill	2:26 pm	629 Maberley	5:00 pm	629	5:00 pm		
32 L'Azar	10:22	714 Perth	5:15	714	5:15		
40 St. Polycarpe	10:22	720 Pike Falls	5:15	720	5:15		
64 D'Arsonville	10:46	629 Maberley	5:15	629	5:15		
67 Apple Hill	11:20	715 Carleton Junc.	5:15	715	5:15		
68 Monlands	11:30	716 Carleton Junc.	5:15	716	5:15		
71 Avonmore	11:38	708 Smiths Falls	5:15	708	5:15		
73 Finch	11:48 am	629 Maberley	5:15	629	5:15		
87 Chesterville	12:11 pm	714 Perth	5:15	714	5:15		
91 Winchester	12:11 pm	720 Pike Falls	5:15	720	5:15		
93 South Mountain	12:24	629 Maberley	5:15	629	5:15		
101 Kempville Junc.	12:30	715 Carleton Junc.	5:15	715	5:15		
108 Kempville Junc.	12:30	716 Carleton Junc.	5:15	716	5:15		
128 OTTAWA 10	4:00 pm	708 Smiths Falls	5:15	708	5:15		
168 Kempville Junc.	12:30 pm	629 Maberley	5:15	629	5:15		
119 Merrickville	12:30	714 Perth	5:15	714	5:15		
129 Smiths Falls	1:15 pm	720 Pike Falls	5:15	720	5:15		
146 Carleton Junc.	4:37 pm	629 Maberley	5:15	629	5:15		
157 Brockville 12	4:37 pm	715 Carleton Junc.	5:15	715	5:15		
147 OTTAWA 17	4:37 pm	716 Carleton Junc.	5:15	716	5:15		
146 Carleton Junc.	4:37 pm	708 Smiths Falls	5:15	708	5:15		
126 Pike Falls	7:45	629 Maberley	5:15	629	5:15		
141 Perth	8:00 am	714 Perth	5:15	714	5:15		
148 Bathurst	8:00 am	720 Pike Falls	5:15	720	5:15		
166 Maberley	8:00 am	629 Maberley	5:15	629	5:15		
166 Sturteat Lake Junc. 13	8:00 am	715 Carleton Junc.	5:15	715	5:15		
213 Kingston, K. & P. Ry.	4:40 pm	716 Carleton Junc.	5:15	716	5:15		
176 Mountain Grove	4:40 pm	708 Smiths Falls	5:15	708	5:15		
180 Arden	4:40 pm	629 Maberley	5:15	629	5:15		
191 Kaniader	5:30	714 Perth	5:15	714	5:15		
119 Sheffield	5:30	720 Pike Falls	5:15	720	5:15		
207 Tweed	5:30	629 Maberley	5:15	629	5:15		
216 Iveshoe	5:30	715 Carleton Junc.	5:15	715	5:15		
229 Central Ontario Junc. 15	5:30	716 Carleton Junc.	5:15	716	5:15		
234 Bladon	5:30	708 Smiths Falls	5:15	708	5:15		
238 Havelock	5:30	629 Maberley	5:15	629	5:15		
241 Norwood	5:30	714 Perth	5:15	714	5:15		
294 Indian River	5:30	720 Pike Falls	5:15	720	5:15		
262 PETERBORO 16	5:30	629 Maberley	5:15	629	5:15		
211 Cavanille	5:30	715 Carleton Junc.	5:15	715	5:15		
290 Manvers	5:30	716 Carleton Junc.	5:15	716	5:15		
283 Pontypool	5:30	708 Smiths Falls	5:15	708	5:15		
292 Burkelon	5:30	629 Maberley	5:15	629	5:15		
301 Myrtle St.	5:30	714 Perth	5:15	714	5:15		
310 Green River	5:30	720 Pike Falls	5:15	720	5:15		
325 Agincourt	5:30	629 Maberley	5:15	629	5:15		
335 North Toronto	5:30	715 Carleton Junc.	5:15	715	5:15		
339 Parkdale 20	5:30	716 Carleton Junc.	5:15	716	5:15		
341 Parkdale 20	5:30	708 Smiths Falls	5:15	708	5:15		
341 TORONTO, 18	5:30 pm	629 Maberley	5:15	629	5:15		

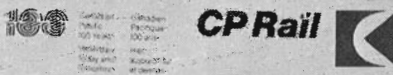
THE DATE OF THE START OF C.P. SUBURBAN SERVICE is not known exactly, but this timetable, dated August 15 1889 shows that suburban trains were already running. However it appears to have been summer service only since the corresponding winter timetables show no trains stopping at any stations from Western Junction to Beaconsfield inclusive, and no special suburban trains running.

Collection of Fred Angus.

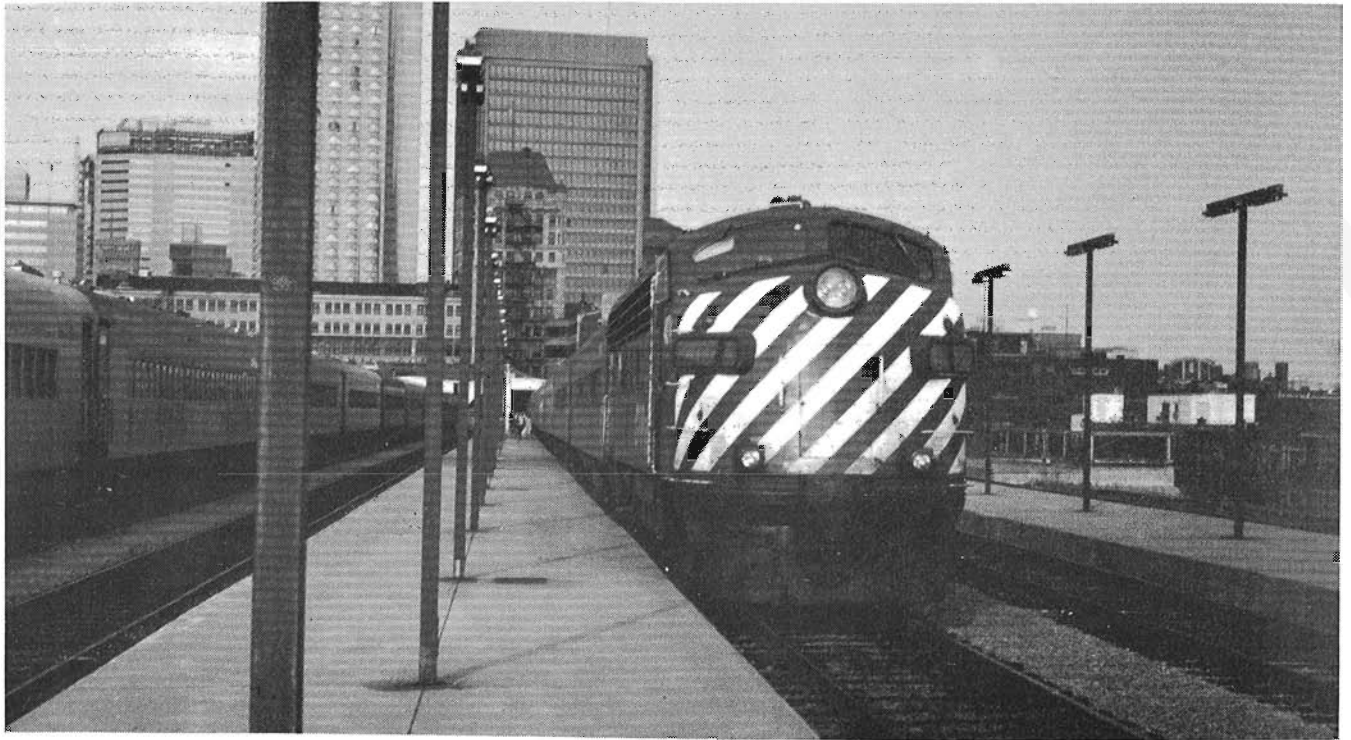
THE LAST C.P. COMMUTER TIMETABLE was issued on October 26 1980 and remained in effect for almost two years.



service de
Lakeshore
service
du 26 octobre
October 26

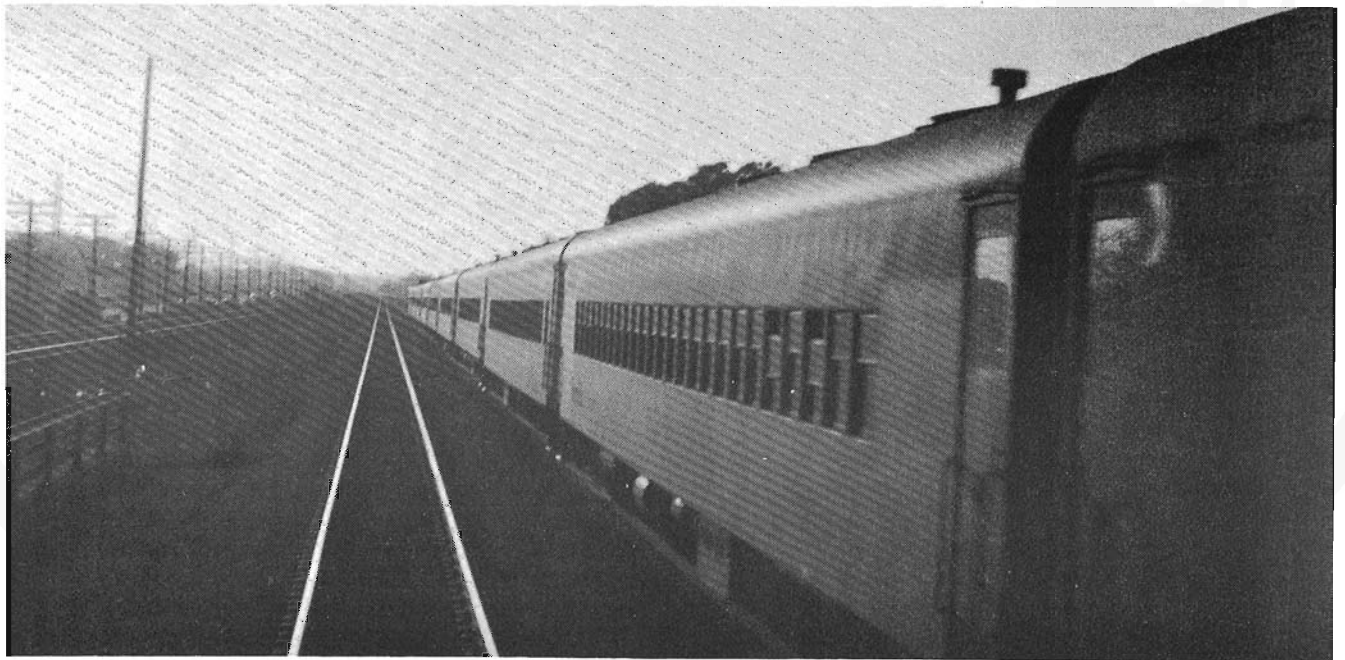


CP Rail



ONCE AGAIN A FULL CONSIST of 800's as the afternoon commuter trains begin their last runs as C.P. trains on September 30 1982.

Photo by Fred Angus.



LATE IN THE AFTERNOON OF SEPTEMBER 30 1982 a westbound commuter train is nearing Dorval. The long train of 800-class cars recalls the days of the 1950's and '60's.

Photo by Fred Angus.



TWO VIEWS OF COMMUTER TRAINS PASSING DORVAL on the afternoon of September 30 1982.

Photos by Fred Angus.



THE LAST PASSENGERS ARE WALKING TO THE TRAIN at Windsor Station on the night of September 30 1982. Many may not have been aware that this was a historic occasion.
Photo by Fred Angus.



THE LAST C.P. COMMUTER TRAIN about to leave Windsor Station on the night of September 30 1982. This was also the last regular Canadian Pacific passenger train, ending 101 years of service.
Canadian Pacific photo No. E-5059-4.



THE CREW OF THE LAST TRAIN JUST BEFORE DEPARTURE.
Canadian Pacific photo No. E-5059-20.



THE LAST PASSENGERS
ARE ABOARD, the
platform is deserted,
and the train is
about to leave about
11:45 P.M. on
September 30 1982.

Photo by Fred Angus.

SPROUL'S TRAIN

By C. Warren Anderson

Sproul's Train, an ancient story, will long be a memory with some older people of the Kennebecasis Valley, in New Brunswick between Saint John and Sussex.

John Sproul was the conductor. For some forty years he gave, the signal which controlled the movement of the train that ran in the morning from Sussex to Saint John, and returned to Sussex in the evening.

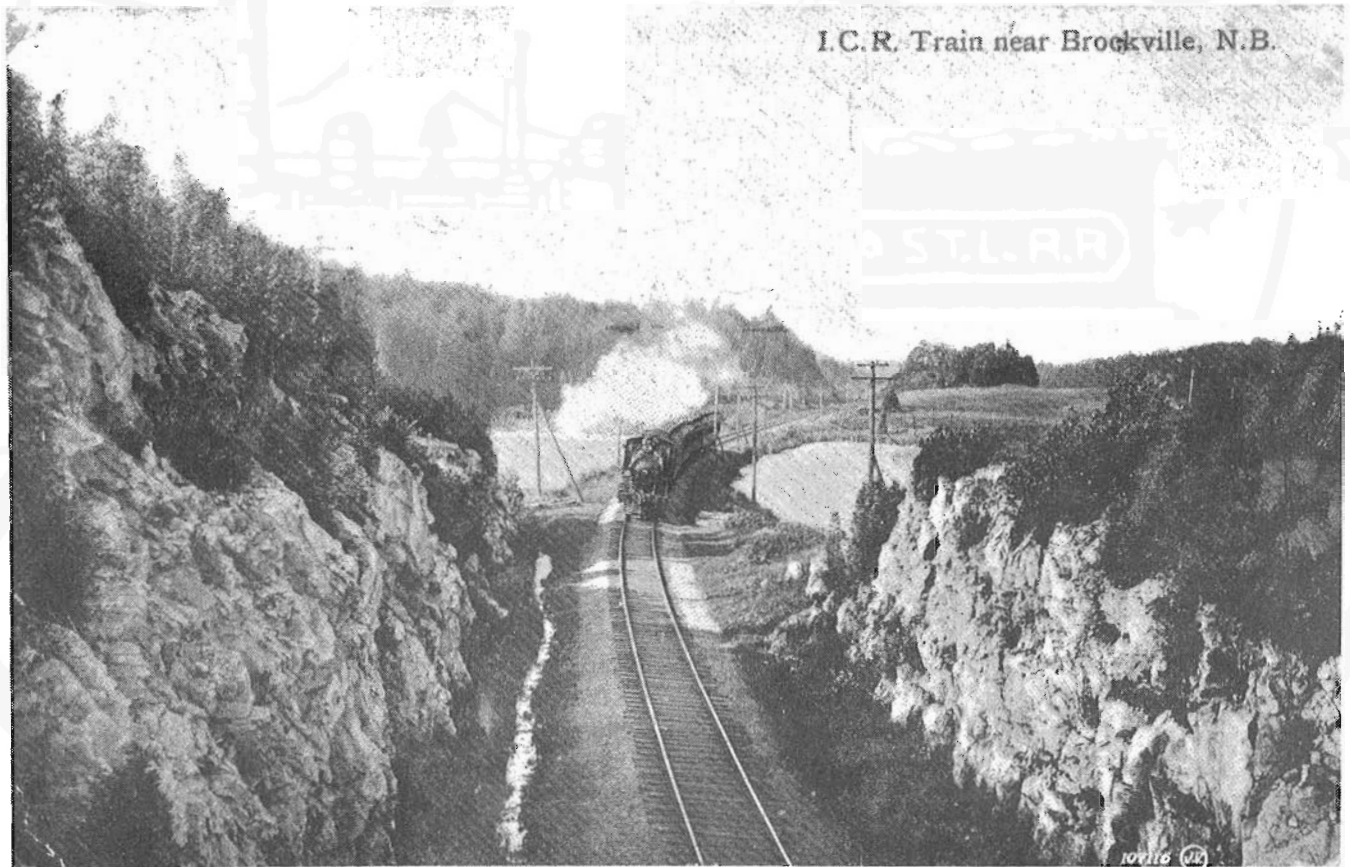
There were many changes in personnel of the patrons of this train during those years, but conductor John Sproul remained. He saw many people of his own age grow old and gray with the years and one by one make their last stop; and saw

also their little children grow to manhood and womanhood.

To all of them he was just John Sproul; of Sproul's train, the alert but kindly official who seemed to have become a vital part of the life of that artery of commerce which traversed the valley for forty-five miles from the city of Saint-John.

Young people who went away to the United States, or other places, and remained for ten or twenty years came back to find Sproul's train still on the route, and its always well-groomed conductor still at his post.

He was part of the old life, and the sight of his erect image moving down the aisle of the car perhaps



INTERCOLONIAL TRAIN crossing Lawlor's Lake near Saint John about 1912. The illustration is from a post card mailed at Gagetown New Brunswick on August 10 1912.

brought back memories of days when a boy on the meadow or on the hillside, raised his head from the tasks of the farm to hear the familiar whistle of Sproul's train at the curve, echoing back from the hills; and of thoughts and wonderings and longings concerning that mysterious world with which the rushing train to his boyist fancy was in some sense associated.

For that train had carried many a youth on the first



stage of his journey to the world beyond the valley, and brought him back again with wonder tales of cities and experiences denied the people in the valley.

John Sproul was a conductor when there were still patrons of his train who spoke of Canada as a foreign country and the Dominion very young. A whole generation of politicians passed in review, John Sproul knew them all and they looked all alike to him, in performance of his duties to the country which owned the railway, what reminiscences he could have penned, of griefs of parting, of joys of meeting, of life and death, of quaint and humorous incidents from day to day through forty years of contact with the people along the railway line.

Sproul's train is gone; for the steam locomotives and cars, so long familiar to its patrons, have gone to the scrap-heap, and more pretentious cars are provided for the travellers of today. The traffic of the valley has changed with the years, and there is some talk of railway improvement.

The old order changeth; John Sproul has gone to solve the mysteries of that world which is more mysterious to us than that which called to the boy in the meadow or on the hillside years ago, when the echoes of the whistle of Sproul's train awoke the echoes of the Kennebecasis hills.

John H. Sproul, ex-conductor of the Intercolonial Railway died very suddenly the morning of March 17-1912 at his home on Pit Street, Sussex.

That morning he got up as usual had breakfast, and shortly after started to walk into the sitting room, when he collapsed and died a few minutes later. He was 76 years of age and was survived by his wife and five children, three sons and two daughters.

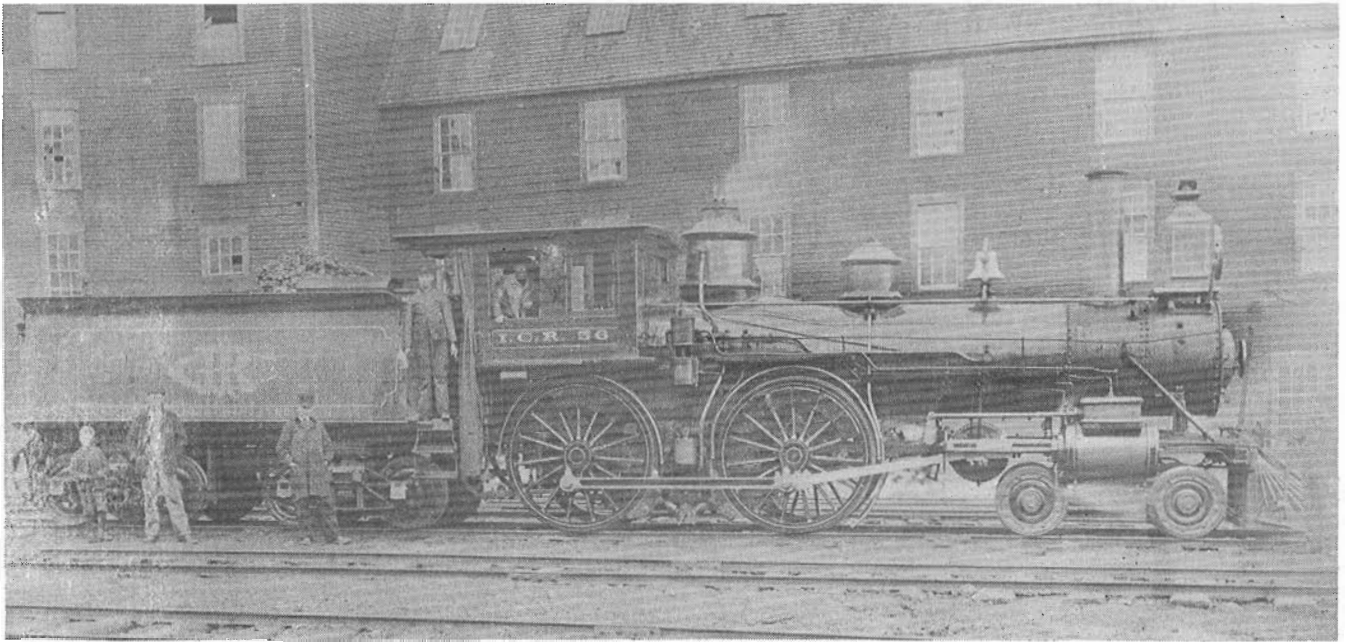
Mr. Sproul was widely known in railway circles and was in the service of the Intercolonial Railway for forty-seven years, forty years of this time he ran as a conductor on the Sussex train.

He was on this train, for so long a time, that the train was commonly known as Sproul's train.

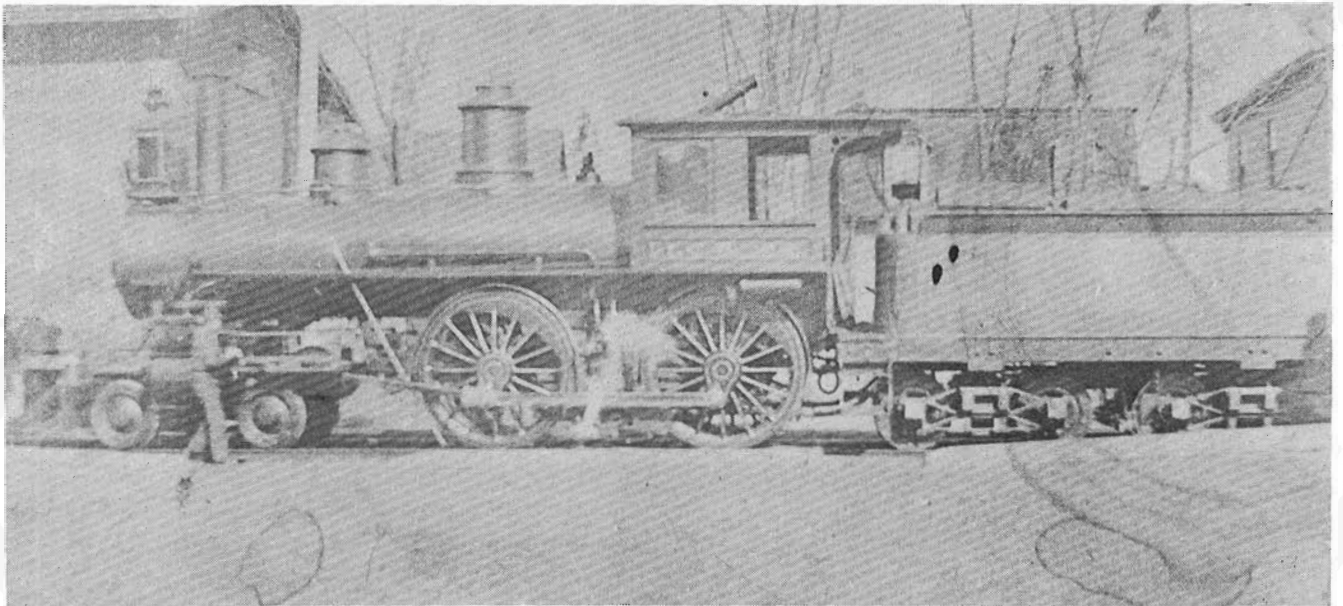
He was superannuated early in 1910 and was a devoted member of the Presbyterian Church.

He was a man held in high esteem by his many relatives and friends - a person not forgotten.

CONDUCTOR JOHN SPROUL who was born in 1836 and died in 1912. He was a brakeman for 7 years and a conductor for 40 years before he retired in 1910.



INTERCOLONIAL RAILWAY LOCOMOTIVE 56 at Saint John N.B. This engine was built by Manchester Locomotive Co. in March 1875, and later had a new boiler by Fleming's foundry in Saint John in 1889. It ran on the Sussex train about 1909-1910 before being succeeded by 10-wheeler No. 167. It was sold to the Caraquet Railway about 1910. In this photo Ned Haywood is the engineer.



INTERCOLONIAL RAILWAY LOCOMOTIVE 55 at Hampton N.B. on July 3 1899. Built by Manchester Locomotive Co. in February 1875, No. 55 survived until October 1920 when, as C.N.R. No. 233, it was scrapped. This engine was pulled out of the Sussex roundhouse at the time of the fire at 10:45 P.M. on October 5 1900 by a locomotive from a special train that arrived at Sussex at that time. On October 31 1910, engineer Fred Whitney was fatally stricken on this locomotive while bringing the train to Sussex from Saint John. Fireman Jack O'Dell handled the locomotive until it reached Sussex.

Major C.W. Anderson

The death of Major C. Warren Anderson occurred at the Sussex Health Centre Oct. 11, 1982, following a lingering illness.

Major Anderson, known to many as Andy, was born in Saint John, son of the late James and Eliza Anderson. He attended Centennial School there later moving to Torryburn, where he was affiliated with the church at Brookville for many years.

Commuting by train, to work in Saint John, led him to become interested in the steam locomotive and it became a hobby. This hobby resulted in contact with friends in Canada, U.S.A., and England. His collection of some 4,000 pictures, with history and many artifacts, is now in the New Brunswick Museum.

A veteran of World War I, he served overseas with the 9th Siege Battery, RCA and following the war he served with militia.

World War II saw Major Anderson once again in the active force. He was stationed at officers' barracks and No. 7 District Depot, Woodstock Road, Fredericton.

Major Anderson was married June 21, 1941, to Margaret E. Richardson, RN, Sussex, and they resided at Fredericton for 20 years. Following World War II, Major Anderson was employed with the Forest Service and upon retirement, moved to Sussex, residing on Lansdowne Avenue until May, 1981, when they moved to the Kiwanis Nursing Home, Sussex.

Major Anderson took an active interest in many community activities. He was a life member of Sussex Branch No. 20 Royal Canadian Legion, receiving the Legion Golden Anniversary Medal and 50-year service badge. He was a member of No. 21 F and AM, Sussex; a former president of the Kings County Historical Society; and as an avid writer received many awards for his contributions to railway magazines.

Major Anderson was a regular contributor to Canadian Rail and submitted numerous articles on the subject of Railways in New Brunswick.

Major Anderson is survived by his wife and one sister. Mrs. A.T. (Elizabeth) Galt, Toronto and one nephew, James, also of Toronto.
(King's County Record)

A humorous look at the first two years of the P.E.I.R.

By ALLAN GRAHAM

Islanders traditionally take politics and religion very seriously. However, some of the political offshoots have always been and continue to be fair target practice for newspaper editors and others. This article attempts to give brief coverage to some of the more humorous comments on the P.E.I.R. as found in the newspapers of 1871 and 1872.

In April 1871 the Railway Bill was passed by the Legislature. In the April 17, 1871 issue of the *Examiner*, a letter appeared from a farmer living near East Point who suggested one possible benefit from the railway:

"Every old woman who lives near the depot would keep a thousand hens and would have a fortune made for herself and grandchildren while you would say Jack Robinson."

Celebrations erupted in many parts of the Island in honor of the passage of the Railway Bill. The *Examiner* correspondent in Georgetown described some of the celebration in that town:

"Georgetown people...last evening manifested the wildest excitement around a

huge bon-fire of tar barrels and other combustibles, in full blast, on the public square, all in honor of the Railroad...all the windows in town were beautifully illuminated with candles, and as Georgetown possesses a Distillery, many a spirit was as radiant as the surrounding buildings."

The correspondent describes Georgetown on the day after the bash:

"The little town has again quietly sobered down to its usual gravity, and it is only reasonable that it should, after exploding a ten pound note in gunpowder, and a few hornpipes to ram home the charge."

Those communities not originally destined to have a railway felt quite differently about the Railway Bill. As the *Examiner* reports, Montague was full of malcontents, one of whom was described as follows:

"...one Samson and a Justice of the Peace at that I hear, threatens to muster a force and tear up the track as fast as it is laid..."

In Summerside a banquet was held at Clifton House in which "the popping of the sparkling champagne during parts of the evening sounded like a feu de joie..."

The letters to the editor continued to debate the Railway. On May 8, 1871 the *Examiner* published a letter from a "Cousin Katie" of Charlottetown in which she attempted to give the feminine perspective on the passage of the Railway Bill. She gives the following comments on why the women of P.E.I. wanted the railway:

"... Suppose they (the gentlemen in the opposition) have a Lady Love, which I trust each one has or will have, residing about thirty or forty miles from themselves, would it not be much more pleasant for them to step on the Cars and arrive at her home, clean and neat, without one speck of this red mud being on their clothes..."

The same issue of the *Examiner* contains a letter from a resident of Rollo Bay with a novel suggestion for financing the railway:

"Sir: I am happy to inform you that a move is being made here in the right direction, it is to agitate for a tax to be levied on all old bachelors for Railroad purposes. From here to East Point I can count about fifty of them all in a row, who are no good to themselves or anyone else...We propose to tax them 10s each per year, till they get married..."

On May 15, 1871 a Charlottetown resident responded to the Rollo Bay letter writer as follows:

"The Railroad man from Rollo Bay is most unreasonable in giving countenance to any scheme for imposing a Special Tax on Bachelors. The pockets of this worthy class of citizens are already drained sufficiently. The Railroad man's letter abounds with clap-trap about Bachelors that he should be ashamed of. This self-denying branch of the population should rather be paid a bounty..."

The P.E.I. Government played footsie with the tender calls for the Railway. The firm Walker & Co. of London was squeezed out of the race and Mr. W.D. O'Brien of Halifax seemed to have a strong possibility



"GEORGETOWN PEOPLE....LAST EVENING MANIFESTED THE WILDEST EXCITEMENT AROUND A HUGE BONFIRE OF TAR BARRELS.."

Sketch by Henry Purdy R.C.A.

of receiving the contract to build the Railway. The P.E.I. Government managed to frustrate O'Brien's efforts. The *Halifax Citizen* of Sept. 9, 1871 expressed the problem as follows:

"The Government objects to Mr. W.D. O'Brien on the ground that he does not offer sufficient security. We in Halifax are inclined to believe that the names of Sir Edward Kenny and Charles Murdock, Esq. are sufficient security for the purchase of the whole Island, far less for the construction of a paltry railway through its interior."

By far the most humorous editorial on the early days of the P.E.I. Railway concerned the poorly-planned and executed turning of the first sod. The *Patriot* of Oct. 7, 1871 contains an extensive editorial describing this "sad and sorry affair." It goes on to call the event the greatest "fizzle in the history of the Colony." For most of the day the sod-turning was to take place, no one knew where and exactly when the sod would be turned. In the afternoon word was spread that it would occur at 5 o'clock that evening. This time was not suitable for farmers who had to travel home long distances -- as the editor commented, "though most of our sturdy plowmen...may have seen sods turned prettily before, (they) never saw a railway sod in their lives." This editorial describes in graphic detail what transpired that afternoon on Kensington Road:

"No doubt they (the farmers) expected to behold some fair lady, with a silver spade, raise a neat little bit of turf into a mahogany wheelbarrow, and see it trundle off and deposited as the first of a mighty embankment over which the iron horse would speed at an early day. The Railway Commissioners and "No doubt they (the farmers) expected to behold some fair lady, with a silver spade, raise a neat little bit of turf into a mahogany wheelbarrow, and see it trundled off and deposited as the first of a mighty embankment over which the iron horse would speed at an early day. The Railway Commissioners and their masters, however, had no such sight for the gaping multitude. An old dilapidated wheelbarrow, in which an ordinary man with a common spade deposited a lump of earth, was what men and horses had seen before and only asses need care to see again...Scarcely anybody saw the sod, unless it were the youngsters who tore it to pieces, and pelted the crowd with the fragments. Nobody raised a cheer except two or three half-wits..."

After the surveyor's maps become public knowledge the public began complaining about the circuitous route. Since the contractors were paid by the mile, hills and gullies were avoided. Two quotes from the *Patriot* describe this problem with clarity,

the first from Dec. 30, 1871, the second from Feb. 21, 1872:

"Near Hunter River, we have been credibly informed that one mile of country gives two miles and 110 yards of narrow guage! At North River it requires three miles of railway to get one and a half miles nearer Summerside!! We believe it is somewhere in the same vicinity that the line crosses a widow's five chain farm three times!!!"

"The railway crosses roads at 11 places between Traveller's Rest and Kensington, a distance of five miles, and a very level country. It crosses the main post road four times in three miles in the same locality."

All over the neighbouring areas of Nova Scotia and New Brunswick and even further, the P.E.I. Railway issue was being freely debated and laughed at. The *Halifax Church Chronicle* did a great job of summarizing the feelings of off-Islanders re the Railway when it commented:

"It seems that some interested individuals have been applying the law of circular sailing to railroads, and have been studying how to avoid every knoll, and every slope, and thus have given the proposed line some of the most graceful curves, and in the most masterly way put an iron girdle around every hill in order to avoid tunnelling, and cutting through, we were going to say the rock, but there are no rocks."



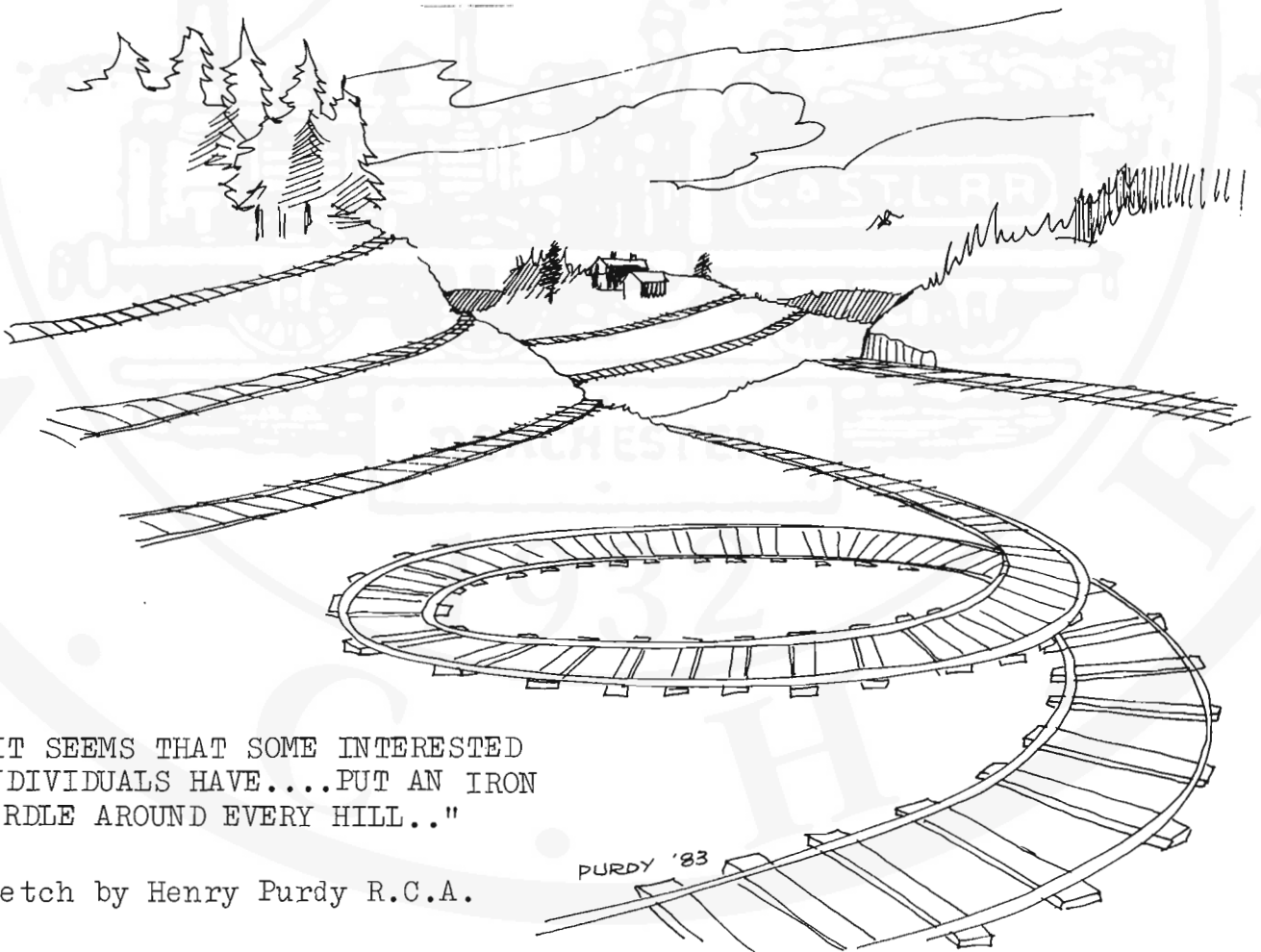
"I AM HAPPY TO INFORM YOU THAT A MOVE IS BEING MADE....TO AGITATE FOR A TAX TO BE LEVIED ON ALL OLD BACHELORS.."

Sketch by Henry Purdy R.C.A.



"NO DOUBT THEY EXPECTED TO BEHOLD SOME FAIR LADY, WITH A SILVER SPADE, RAISE A NEAT LITTLE BIT OF TURF INTO A MAHOGANY WHEELBARROW.."

Sketch by Henry Purdy R.C.A.



"IT SEEMS THAT SOME INTERESTED INDIVIDUALS HAVE....PUT AN IRON GIRDLE AROUND EVERY HILL.."

Sketch by Henry Purdy R.C.A.

PURDY '83

Meanwhile on the Mainline

Lawrence A. Stuckey

The story of our Divisional Engineer, Paddy Bowman's "Long Weekend in Saskatchewan" in February 1947, (Canadian Rail Feb. 1982) brought back memories and caused me to look up my journals and trip records. At the time I was firing in the mainline pool, Brandon on Broadview, and can add to his story.

Mr. Bowman's story begins on Thurs. Feb 6. The storm really began on Mon. and from the beginning was forecast to be a dandy. Tues. morning I was called for No. 7 with engineer Albert Kaufman. Engine 2848 was having trouble so they were adding 2924 on the point out of Brandon. Extra sections and assisting engines on passenger are manned by freight crews. As the 2924 was going through she was considered the train engine. This meant we got the 2848 while the regular crew got the "pony". When we started plowing heavy drifts I began to have trouble keeping up steam. The problem was snow packing in the ashpan cleanouts, reducing air intake under the grates, a known problem of these engines when running second of a doubleheader. I cleaned them with the ash hoe at every stop and managed fairly well. The storm was getting worse by the hour but we didn't lose much time to Broadview. Coming east in the evening with engine 2345 on First 74 we were having such a tough battle the dispatcher annulled Second 74 at Broadview. No more freight trains would run for several days.

Thurs. there was nothing moving but passenger trains, all doubleheaded, and running late. That evening I was called for No. 1 with engineer Fred Cook, engine 2449, coupled behind the 2451, for just after midnight. The radio said heavy snow, wind gusting to 50 mph, temperature -18 F. My wife has to help me push the front door open to get out, city streets were plugged so no taxis operating, and my half mile walk to the depot was heavy going. Arriving there we found No. 1 delayed taking on coal at Portage and W.E. Kingston, our superintendent, was in the dispatchers office, considering holding her at Brandon. Operators reported the mainline didn't look too bad so we were given a clearance and a blessing.

For a few miles the two engines did fine with the heavy train and I was getting occasional glimpses of the tender of the 2451 through swirling snow and smoke. You don't open the side window of a second engine bucking snow or you will soon have a cab full. The cut at mile 7 was heavily drifted, the two big engines barely made it through, and snow piled on the running board, blocking my front window. From then on it was like working in the engineroom of a ship, only the pitch and sway of the deck and the roar

at the stack indicating movement. The engineer worked steam and I made it according to the pulse of the engine ahead, whose engineer we presumed could at least see the signals. We did fairly well to Virten, where we stopped for orders, but had to take slack twice to get rolling again.

At Elkhorn, our midway service stop, the plot thickened. It is enough of a job to fill a big tender at night, with a foot on the peg to hold the spout down, one hand on the water valve lever and the other pointing a flashlight into the manhole which is belching steam, without leaning into a hurricane full of snow with temperature far below zero. We watered both engines and moved up to the coal dock. The coal wouldn't run freely and both crews combined to fill each tender. Then we had to clean the fires, which had become heavy, and clear the ashpans, working in snow over our knees. I don't know how long all this took but I know I was glad to get back in the warm cab and get my parka off. A fact worth noting here is that for the fellow who had to work steam power in the winter the CPR had the world's finest engine cabs. From there on both engines working to capacity failed to make the running time. On arrival at Broadview we were not asked for a delay report. We were so late that they were glad to see us. We hiked across the street to the World Cafe where our Chinese friend greeted us as he did all incoming rails, "Did you have a good trip". We laughed and told him to stop joking and start cooking. We were soon snoring in the company bunkhouse.

About midafternoon I got up and headed across the yard for dinner. To my amazement No. 1 was right where we left her, in front of the station. She would be there for another couple of days. For two days we put in the time as best we could, mostly sleeping, eating and listening to the wire in the operator's office. The mess on the Estevan sub. you know about. Sat. evening No. 53, the local from Brandon made it with two 1200 engines and four cars, a few hours late. No. 60 had left Regina with a 1200 and only got four miles before she floundered in the snow. They couldn't get her out, and couldn't get to her, so they killed and drained the engine. Brandon was holding five westbound passenger trains, each with two engines and a Pullman had been put at the disposal of the crews so they could spell each other off while maintaining steam to heat their coaches. Two eastbound were stuck at Indian Head, three at Regina and several more at Moose Jaw. Between Moose Jaw and Regina a snowplow and its three engines were all on the ground. Things were bad all over. As usual, when it finally stopped snowing, the bottom fell out of the thermometer. Some branches hadn't had a train

since the blizzard of Jan. 20 and planes were dropping groceries to small towns. One plane on skis rescued one of our engine crews marooned with a dead engine. For two days I drew eight hours pay out of each forty-four and was fairly comfortable. But it wasn't worth speculating as to how or when we would get home.

At 8:00 AM Feb. 9 I was called for Third One to Moose Jaw, firing the 2310 for engineer A.R. Smith of Moose Jaw, coupled ahead of 2311, manned by Fred Cook and Johnny Williams of Brandon. It was a clear sunny morning but temperature below -30 F. Snow drifts were packed like concrete and I saw some heavy horses walk over one without sinking the depth of their hooves. Plowing such drifts is dangerous work as plow points can lift them. We had a straight meet order with No. 4 at Sintaluta. We waited an hour in siding till she came — flying green flags. The order just said No.4, which means all of No. 4, and we had no inkling there were three sections, each an hour apart, till the last went by with no signals. We were there about four hours with snow blowing in around the engines. There was a struggle to free the train, then we had to back down the siding and charge a big drift to get out on the mainline. At Indian Head we took on coal and water and crossed over to the eastbound track as the westbound hadn't been cleared. Long snow cuts often higher than the cab windowsills and just the width of the engine. In places huge lumps of hard snow had rolled back onto the rails. At 60 mph the 2310 with her wide smoke deflectors, would gayly pick these up and toss them over her head, causing me to periodically duck behind the boiler in case a chunk came through the window. At Regina we pulled into the station and were directed to back into the yard to let six sections of No. 8 go through. This took several hours during which I made the terrible discovery that the 2310's flue sheet was leaking and soaking the front part of the fire. As we were lifting the train to pull up to the station the 2311 blew a piston ring and went lame. It was getting dark, I was getting tired of the job, and my lunch was gone. After an hour or so the conductor came up and handed me a mit full of orders. I read the clearance and the running order and told him they were no good, that they were made out for Third One and in a half hour No. 1 would be "outlawed" (12 hours late). An hour later he came back with a new set

to run as First Three. I put up the flags, turned the classification lamps to green and we left town. From there to Moose Jaw it wasn't too bad. We had several slow orders, where gangs were working, one rerailling a snowplow, which I welcomed as they gave me a chance to blow up steam in my leaking boiler. It was after midnight when we arrived in Moose Jaw, ran the engines to the shop and washed up. Jock Bennett the Master Mechanic told us to deadline through to Brandon as there were no engines for us in Broadview. This was the best news of the day. We wanted to go uptown and eat so we boarded it. We had just made ourselves comfortable in the smoker of a day coach when the news agent came in from the diner with an urn of coffee and a basket of sandwiches. We pulled him into a seat, bought the lot, and tied into it like a pack of coyotes. One doesn't provision for fourteen hours on a passenger engine — even in winter.

Coming into Regina the conductor told us No. 7 was coming in seven sections and he had a meet there with six of them, which would take several hours. A large hotel near the depot was keeping its dining room open all night. While we were having breakfast there two more Brandon engine crews came in. One had been on a snowplow and the other on an auxiliary wreck train with a "big hook" rerailling a plow. Picked up a copy of the Regina Leader and was pleased to read an editorial praising the railway men who were working so hard to try to provide transportation. This was doubly appreciated as they had recently been very critical of our unions.

Back on the train we were all asleep before it pulled out and I never blinked an eye till the conductor shook me and told me we were coming into Brandon. I had been away nearly five days and was sure glad to get home. A few days later in our bulletin book we found a letter from Mr. Bailley, the General Manager, thanking all Brandon division enginemen who had worked on the Saskatchewan District during the recent storm.

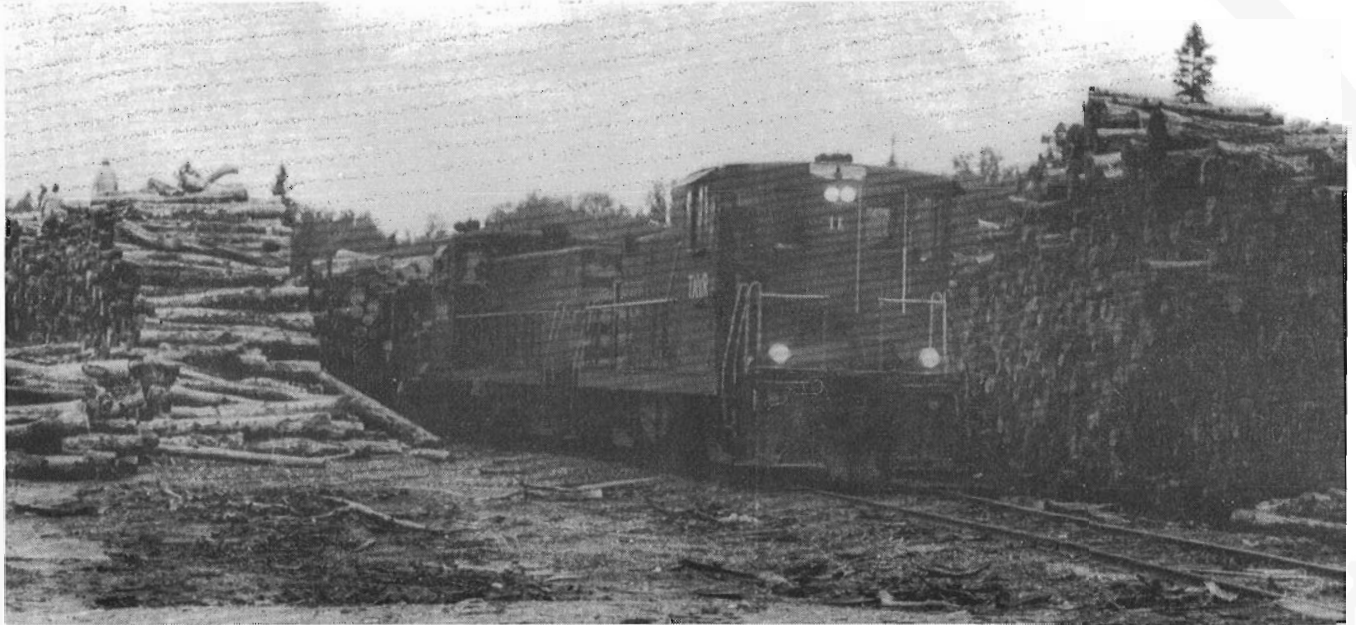
I didn't know it then but the aftermath of that blizzard would still provide me one of the toughest and most memorable trips I ever made. I would draw the snowplow that finally broke through the two branch lines to Miniota and Lenore. But that's another story.



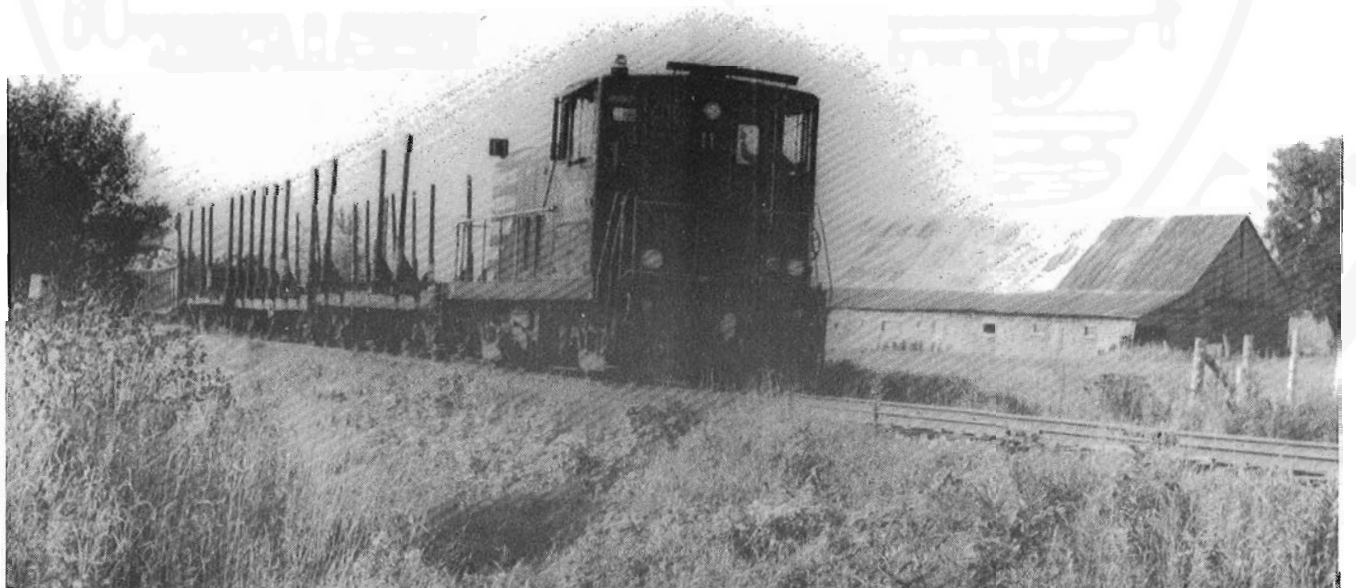
CORRECTION!!! In our recent article on the history of the C.R.H.A. the photo at the 75th anniversary commemoration of the C.P.R. last spike, November 6 1960, was incorrectly captioned. This photo, taken by C.P. photographer R. Ramaciere includes the entire group. From left to right they are: Omer Lavallée, Robert V.V. Nicholls, Donald Angus, Leonard A. Seton, Frank A. Pouliot, Ian Macorquodale.

Canadian Pacific photo No. 36691-1.

THE BYTOWN RAILWAY SOCIETY has done a great deal of work on the restoration of business car 27 of the Thurso and Nation Valley Railway. These photos, by Duncan DuFresne show some of the work, as well as views of Society trips on the T & N V.



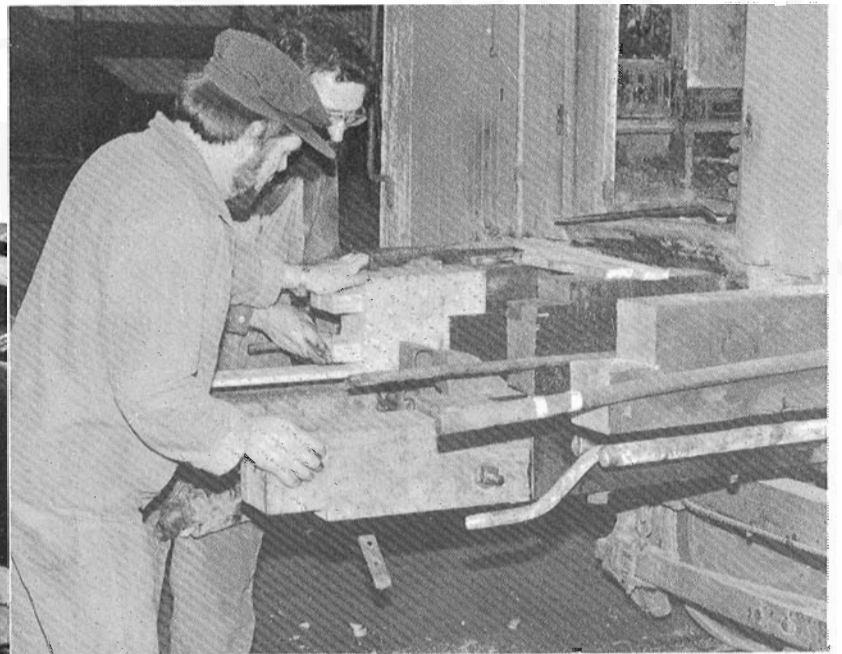
ON THE 1980 Bytown Railway Society trip T. & N.V.R Nos. 11 and 7 are surrounded by log piles at mile 46.



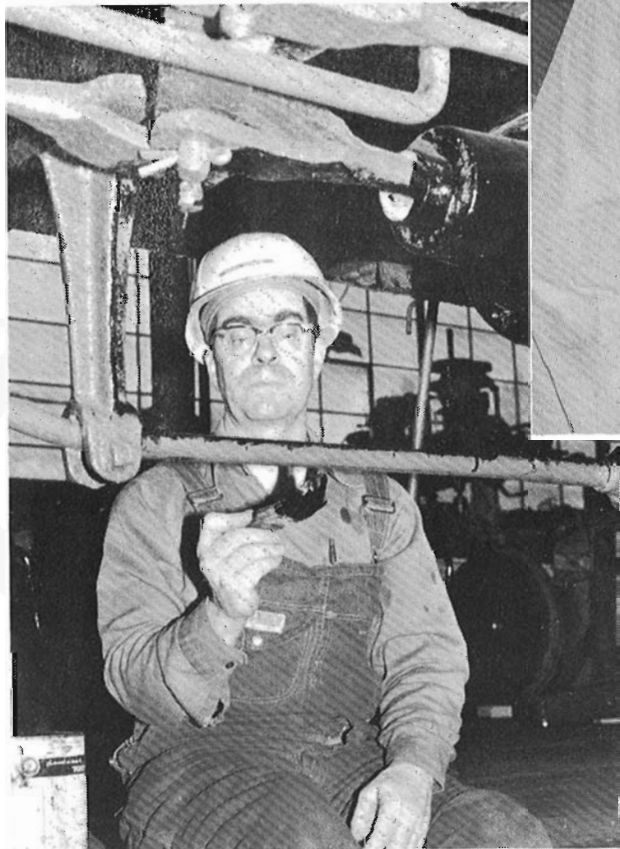
SEVENTY-TONNER No. 11 pulling the 1981 excursion. Consist includes a number of log cars to give the impression of a revenue train.



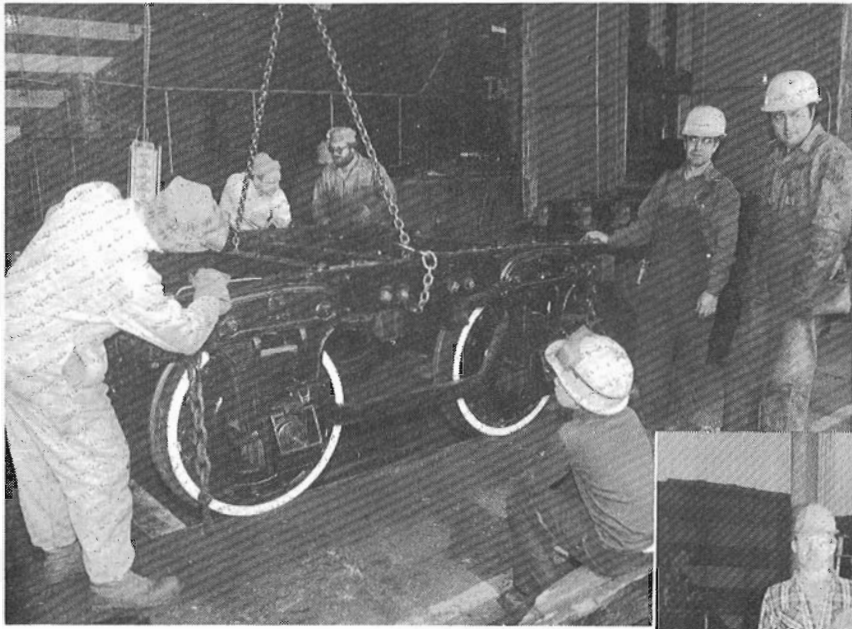
ON AN EARLIER TRIP ON THE T. & N.V. we behold business car 27 bringing up the rear of the train.



WORK ON THE "A" END of car 27 on December 15 1979.

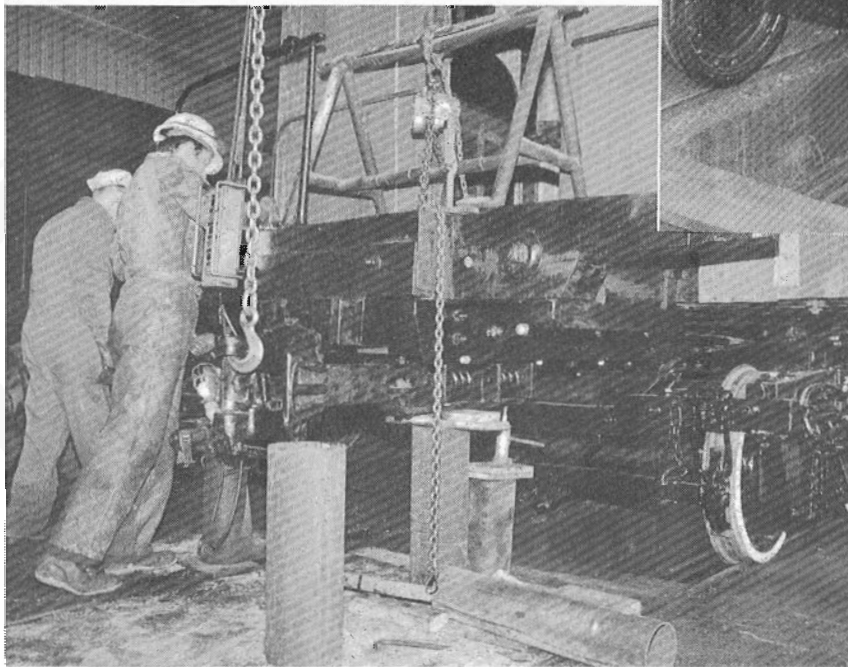
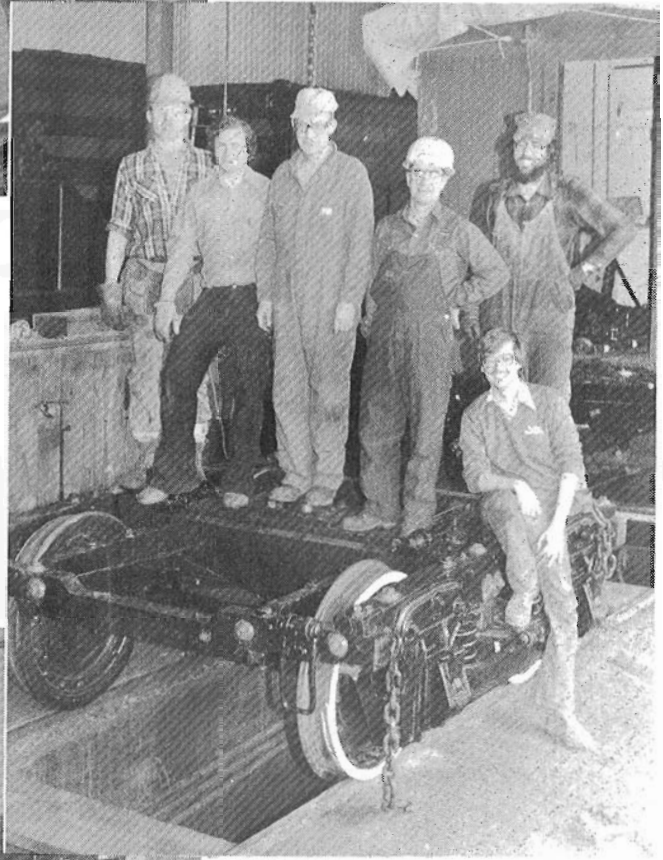


Duncan DuFresne painting the truss rod on the left side of car 27 on January 19 1980.



ASSEMBLY OF "A" END TRUCK. March 15 1980.

"A" END TRUCK REASSEMBLED on March 22 1980. Standing, left to right we see Phil Jago, Ian Walker, George Viens, Duncan DuFresne, John Halpenny. Seated is Doug Smith.



REASSEMBLY OF DRAFT GEAR ON "A" END. April 5 1980. Left to right are depicted George Viens and Colin Churcher.

C.R.H.A. communications



EDITORIAL

All of us associated with the CRHA and CANADIAN RAIL magazine are pleased to present our January-February issue no. 372 in the new 8½ × 10½ inch format. In order to make 1983 a complete success we need your help in three ways: First, we ask you to renew your own subscription as quickly as possible if you have not already done so. Second, we require your assistance in obtaining a substantial number of new members, a membership application form is included in the centerfold of this magazine for this purpose, please pass it on to a friend who you feel might be interested in joining the CRHA. Thirdly, we invite you to submit an article for publication in CANADIAN RAIL. Remember that all the articles published are submitted by you the members for the enjoyment of others. Our policy is to publish articles in the first language of the author, either French or English and if in French an English translation will be provided alongside.

May we take this opportunity to thank you for your continued support and with your help we look forward to another great year of CANADIAN RAIL in these difficult economic times.

Fred Angus, Editor

Peter Murphy, Co-Editor

JANUARY - FEBRUARY

CRHA COMMUNICATIONS is published by the Canadian Railroad Historical Association. Contributions of items about the activities of members - including photographs, newspaper items, etc. are solicited, and should be sent to Bruce Ballantyne 266 McElroy Dr. Kanata, Ont. K2L 1Y4, Telephone 613-836-5601.

All membership enquiries should be directed to Jim Patterson, Magazine and Membership Services at Box 282, St. Eustache Que. J7R 4K2, Tel. 514-473-7766.

Mail for Canadian Rail The Canadian Railway Museum and Board of Directors should be directed to P.O. Box 148, St. Constant Que. J0L 1X0 (514-632-2410)

NEWS FROM THE DIVISIONS: Pacific Coast Division:

During the past summer and fall, PCD members participated in two field trips. One was to the ex-CP depot at Port Moody which has been relocated and restored. On September 25, about a dozen members and their families attended the unveiling by Parks Canada of a commemorative plaque at Yale. The ceremony marked the work of the many thousands of Chinese immigrants who helped build the Pacific Railway in the 1880's.

Calgary & Southwestern Division:

The C & SW Division produced a special November edition of their newsletter "Flagstop" for the Calgary Model Railway Show. The issue was used as a handout and included a brief article on the history of the CRHA and the C & SW Division (a good way to "kill two birds with one stone" - a handout and a issue of the newsletter, all in one printing). The show by the way was a great success for the Division.

There is a correction to the list of events as shown in NOV-DEC "COMMUNICATIONS". The tour of the CP Alyth Yard is on April 21, 1983 **NOT** March 23.

Niagara Division:

The Division has issued its first publication a photo book (8½ × 11) on the Niagara, St. Catherines & Toronto Railway. It contains 50 black and white photographs mostly taken in the 1940's and 50's. The number printed is very small so order now. The price is \$8.50 ea. plus 90¢ postage. Write to A.W. Panko R.R.#1, Fonthill Ontario L0S 1E0.

Toronto & York Division:

We forgot to mention in the last issue of "Communications", the upcoming 8th Annual Toronto Model Railway Show sponsored by the T & Y Division. the show will be held on March 12 and 13, 1983 from 11:00 a.m. to 6:00 p.m. each day. The location in Queen Elizabeth Exhibit Hall, Exhibition Place and the admission is \$4.00 for adults, \$2.00 for children 6-13 years of age and free for kids 5 and under.

For additional information call 416-487-2648 group rates are available by calling this number. Refreshments will be available.

Upcoming monthly meets of the Division will be on March 10, April 14, May 12 and June 9 at 8:00 p.m. The location is 235 Queen's Quay West in the York Quay Centre at Harbourfront, in the "Loft".

Bytown Railway Society:

The Society's annual meeting was held on Tuesday January 4, 1983 at which time the following were elected to the executive:

President: Earl Roberts
Vice President: Ches Banks
Secretary: John Tasseron
Treasurer: Mike Iveson
Directors: Dunc du Fresne
 John Halpenny
 Bruce Kerr

On Monday December 13, 1982 the Car 27 resoration crew had a treat as a result of all their efforts. The car was hooked on the end of the regular log train for a run to Mile 46 on the Thurso Railway. The trip included meals on the restored galley stove and an unscheduled photo runpast. The railway superintendant, Gaetan Lafleur, even made a surprise visit when, from the hi-rail car that was following, he radioed the engineer to stop so he could get on Car 27.

New Brunswick Division:

Work continues on the development of the Division's new museum at Hillsborough. (See photos in December "Canadian Rail"). Grant money is in the process of being forwarded for the site, assuring a static display for the tourists next summer. The Division is looking at the possibility of live steam operations and it looks encouraging.

The museum has taken possession of a speeder which, along with a rebuilt trailer should assist crews greatly. A new "Museum Site" sign is being made by the two members of the Division as well.

SPECIAL NOTE

Another item that was missed in the November-December issue of "Communications" is the announcement of the formation of the Smiths Falls (Ontario) Railway Museum Association. Smith's Falls is a Divisional Point on CP Rail's Montreal-Toronto and Montreal-North Bay lines, and is therefore a railway town. In addition the old Canadian Northern (CN Rail) line from Toronto to Ottawa passes through the community.

In co-operation with the Smiths Falls & District Chamber of Commerce the Association is attempting to secure the use of the old CNoR station along with the surrounding small yard, for the museum site. Initial contacts with the CN Rail have been encouraging.

The association has a new logo designed by local artist Craig Campbell. It features a steam locomotive driving wheel with a railway lantern in the center.

One local resident, Mr. M. Guard, a CP Rail engineer handled the last stem locomotive through Smiths Falls. The Association would like additional information concerning the locomotive (CP #5411 a 2-8-2 Mikado) such as its history and final disposition.

For more information or to answer the above question please write to:

Bill Le Surf, President
 Smiths Falls Museum Association
 P.O. Box 962
 Smiths Falls Ont. K7A 5A5

SWITCH LIST

Item 83-1

Larry Lineman, 4596 John St. Vancouver B.C. V5V 3X2, would like to buy photographs of CN, GT, GTW, DW & P, CNoR steam locomotives.

Item 83-2

Claude Trudelle, 2811 Indian CR. Dr. M. Beach in Florida 33140, has a large selection of rail magazines for sale. These include "Rail Classic" (1970's), "Trains" (back to 1942), "Railroad Magazine" (1961-75). He also has a large variety of slides and movies in mint condition, taken in Canada, the U.S. and Mexico.

Item 83-3

Paul Hjorth, 28 West 21st Ave. Vancouver B.C., V5Y 2C9 (Tel.: 879-8119) is looking for:

- 1) Steam locomotive electric headlight for use with 32 volt Pyle-National K-240 turbine-generator (dynamo) on restored steam equipment. Looking for full-case type headlight such as used on CNR freight and yard engines.
- 2) Also need hydrostatic lubricator from steam locomotive or stationary, plant, preferably CHICAGO, NATHAN or DETROIT lubricator, any number of feeds.
 Will pay pay price for the above appliances.
 All correspondence answered.



The business car

AN 81-CAR CP RAIL FREIGHT TRAIN SET OUT for Sudbury, Ont., followed by the crew.

Puffing and panting, they chased the train down the tracks as it slowly chugged out of Chapleau, Northern Ontario.

A brakeman caught it by jumping on the the last car and pulling an emergency brake.

And then a man found at the controls of the locomotive "caught" it, too — from the Ontario Provincial Police.

Police said the man who stole a ride was a transient who had already jumped a train into Chapleau from Sudbury.

"It seems he wanted to go back," a police official said.

His return trip may be delayed. He has been charged with theft over \$200. The train is worth \$9 million. (Montreal Gazette)

CN RAIL, A DIVISION OF CANADIAN NATIONAL Railways, has inaugurated its daily "Laser Service" between Montreal and Toronto.

For \$275, CN will haul a trailer delivered to it by 8:30 at night, Mondays through Fridays, to the other city by the next morning. A CN spokesman said the trailer would be ready for local delivery "by 6 a.m. or earlier."

In Montreal, CN receives trailers at Montport Terminal, in Toronto at its Brampton terminal.

The service is billed as a competitively priced, fuel-efficient alternative to the highway route. Ron Lawless, CN Rail president, said that there's a market for more than a million trailers a year between the two cities.

(Montreal Gazette)

FEDERAL LEGISLATION IS NEEDED TO preserve historic railway stations that are being demolished at an alarming rate the Ontario Heritage Foundation says. The railways are under federal jurisdiction, outside the authority of the Ontario Heritage Act and they can remove any old buildings they want.

Canadian Pacific plans to demolish at least five stations in Ontario alone - in Mississauga, Toronto, Chatham, Nipigon and Renfrew. Mississauga officials planned to meet with CP representative to stop the proposed demolition of the Stretsville station, built in 1914, the last building of its type in Mississauga. Since 1970, it has been used as a freight office. CP has offered to sell the station for \$1 to any interest group provided it is moved to make way for construction of a track maintenance building. A similar battle has been going on for almost a year to save the 80 year old Toronto West Junction station, which CP wants to demolish for track improvements. The West Toronto Junction Historical Society wants the station preserved for use as a farmers' market. "CP has a standing policy to sell old stations for \$1, but the costs associated with removing the buildings are usually too high for most groups.

In recent years CP has been replacing outdated buildings with more functional, energy-efficient structures, said CP spokesman. "These stations were built in a different era for different needs, and if they don't fit into the type of railway operations we have today, we remove them." Canadian national has also been removing old stations, but has been more co-operative with citizen groups lobbying to preserve them.

S. Worthen

THE FLYWHEEL, AN ENERGY STORAGE DEVICE as old as the traditional potter's wheel, is being brought back to use for tests by the Metropolitan Transportation Authority (MTA) in the New York City subway system as a possible way of reducing energy consumption. The flywheel propulsion system permits kinetic energy generated during braking to be stored onboard the individual car as mechanical energy and then put back to work when the car resumes acceleration.

Conventional propulsion systems allow braking energy to be wasted in dissipation heat - either in the dynamic brake resistors or in the brake shoes and wheel treads. Naturally, this heat contributes to passenger discomfort in non-air-conditioned stations and tunnels during warm weather.

Two existing subway cars have been outfitted with this new system for extensive tests. The undercarriage of each car has two 7-ft long flywheel units. Each flywheel is an assembly of four discs 20 in. in diameter and weighing 150 lbs. The rotating shaft assembly can achieve a maximum speed of 14,000 rpm, spinning in a vacuum chamber encased in a steel containment shell 3½ in. thick.

Tests show that a car's flywheels can actually furnish about half the energy required to bring it up to maximum speed. The balance comes from the third-rail electric power applied to the traction motor. As the energy of the flywheel is used to accelerate the car, the flywheel drops to about 70% of top speed. The next deceleration recharges the flywheel with energy, and the cycle is repeated.

Before the start of a train's run, the flywheels are spun up to speed from the electric power system. Thereafter, automatic controls keep the flywheel speed in range of 9800 to 14,000 rpm, independent of local variations in grades and speed limits.

When a car is accelerated, its motors draw power from generators geared to the spinning flywheels. When the car decelerates, the process is reversed; the car's motors act as generators (as in conventional "dynamic braking") that supply power to the flywheels motor-generators, thus speeding up the flywheels.

Though flywheel subway cars are not expected to run on their own power alone, they could do so in an emergency. For example, during a power shutdown, if the track ahead is clear, a flywheel train could move to the next station on its own power and thus allow riders to get off with ease.

With a full load of 110,000 lbs, the flywheel-equipped cars are capable of speeds of 50 mph, the maximum operating speed on the New York subway system.

(Electrical Construction and maintenance)

THE STEAM LOCOMOTIVE IS ALIVE AND WELL and coming off the production line at well over a week in Datung where thrives the only factory of its kind in the world.

At the heart of China's coal-bearing province of Shanxi the Datung Locomotive Factory is a delightful reminder that the age of steam and the age of the atom coexist happily in China and, in their different ways, are vital to economic progress.

The factory, once the object of a pilgrimage by the late French President George Pompidou, as well as countless other railway enthusiasts, has turned out 3,800 engines in its time. Its first, produced in 1959, is still shunting coal somewhere in China.

"They're made to last," said Mr. Chi, one of the managers proudly. "China is still a developing country. We have plenty of coal, oil, is expensive and our railway network is vast. So the steam engine will be here for some time."

The factory, which covers over 2.25m sq metres, employs 8,200 workers and is virtually self-sustaining. It has its own cinema, theatre, schools, bank, shops and hospital. It is festooned with the usual slogans exhorting the workers to even greater heights.

"We produce everything from the raw materials to the finished product here," said Mr. Chi. The factory produces one basic engine — known as the "Much Forward" — in two versions: one generating 3,500 hp and a smaller one with 2,200 hp. They are produced for the home market although last year Japan purchased a single engine. "We've no idea what they'll use it for," said Mr. Chi.

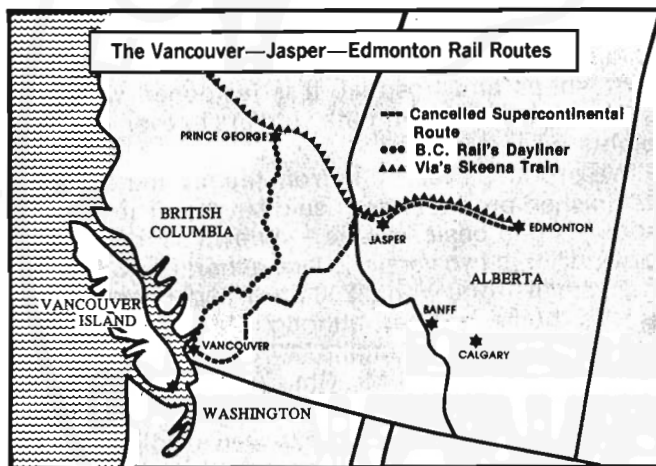
The price: about £100,000 per engine — not very much more than the most expensive Rolls-Royce. Which seems entirely appropriate. Financial Times (UK) Nov. 23, 1982.

CP RAIL IS NEARING COMPLETION OF preliminary construction work on its \$600m Rogers Pass tunnel project. Work on the surface route, including construction of access roads and temporary bridges as well as right-of-way clearing, now is complete. Initial geotechnical work in advance of roadbed construction has also been finished. Work on tunnel portals is slated for completion by the end of November. The project involves construction of two tunnels - a one mile tunnel which will go under the Trans-Canada Highway east of Rogers Pass, and a nine mile tunnel through Mt. MacDonald, passing about 100 yards beneath the existing Connaught Tunnel. The project is aimed at eliminating a bottleneck in the railway's main line from Calgary to Vancouver by reducing gradients and allowing CP Rail to run longer westbound freight trains.

(SRS News)

DOZENS OF JASPER BUSINESSMEN HAVE BEEN counting their losses since last November 15, when federal transport minister Jean-Luc Pepin canceled Via Rail's Supercontinental, which annually brought more than 100,000 tourists to the mountain town. Two weeks ago a partial solution to Jasper's woes was announced: Via and B.C. Rail have agreed to synchronize the schedules of two passenger trains in order to create an Edmonton-Vancouver service starting October 31. Meanwhile, however, the merchants have grown increasingly alarmed over a Parks Canada cost-cutting proposal to close Highway 93, the road between Jasper and Banff known as the Icefield Parkway, during winter.

"The federal tourism office says that every 100,000 visitors generate \$9 million in fresh cash," observes the town's Chamber of Commerce president Walter Urquhart, owner of a riding academy. "We say there were 110,00 train passengers arriving in Jasper last year." In 1982, other tourists have not increased to pick up the slack, so for the first time in years, some local hoteliers have turned on their vacancy signs at night. One car rental company has pulled out.



Until Mr. Pepin's axe fell, a traveller who preferred trains to autos, airplanes or buses could board the Supercontinental at 7 a.m. any day of the week in Edmonton, and expect to arrive in Vancouver 25 hours later. A one-way coach seat was worth \$52 when the train was canceled. Eastbound tourists, meanwhile, could board the train at 8 p.m. in Vancouver, and arrive in Jasper at 3:10 p.m. the following day, or Edmonton at 9:30 p.m. During peak season, usually July and August, Via ran 450-passenger trains daily, which were 90% occupied between Vancouver and Jasper, says Michael Williams, public relations manager of the crown corporation's western division.

The new Via-B.C. Rail venture will be considerably more expensive, and much less convenient. A westbound traveller will be able to board Via's Skeena train, which now leaves Edmonton at 4:30 p.m. every Sunday, Wednesday or Friday. He will arrive in Jasper at 10:40 p.m. the same day, and in

Prince George, B.C. at 6 the following morning. The Skeena continues to Prince Rupert, while the passenger transfers to a self-propelled day-liner at the B.C. Rail station about five miles away. That train departs at 7:30 a.m. and arrives in North Vancouver 8:30 p.m. The passenger must then take a bus to downtown Vancouver. Total travelling time will be about 28½ hours, and the cost of the two legs of the trip now stands at \$91, although it likely will be reduced. Another drawback: B.C. Rail will set aside only 20 seats for tour groups, whereas Via's Supercontinental could handle much larger numbers.

Jasper merchants charge that the new service will not undo the damage caused by the demise of the Supercontinental. Certainly that impact has been measurable. Linda Ray, former manager of the town's Budget Rent A Car outlet, says her superiors in Calgary decided not to open April 1, after the normal winter closure, because they had only seven advance bookings. The year before, tourists arriving by train had reserved 100 cars by March 31. George Andrew, assistant manager of the Astoria Motor Inn and Andrew Motor Lodge, says Japanese tourists last year purchased 271 room nights at his family's hotels. So far this year he's selling at only half that rate. The Athabasca Hotel lost 120 room nights, which had been pre-booked by Japanese skiers between January and April, and recorded a June occupancy rate of only 76%, compared to 95% last year, says Manager D'Arcy Carroll.

Chamber president Urquhart contends that because Canada's credibility with the Japanese was badly damaged by the severing of the Vancouver-Jasper rail link, the new service will suffer. "We have to re-establish our credibility in the international market," he observes.

In the meantime, Jasper's legal battle over the cancellation of the SuperContinental continues. The Chamber of Commerce last fall applied to the Court of Queen's Bench for an injunction preventing the discontinuance on the grounds that the federal cabinet had acted illegally by skirting the Canadian Transport Commission and resorting to an order-in-council. The application was rejected, so the chamber on May 11 presented its case to the Federal Court of Appeal. A decision is pending.

Visitor access may be even further restricted if Parks Canada goes through with a proposal to close the Icefield Parkway for the winter from the North Saskatchewan River crossing to Jasper. David Day, the park's assistant superintendent, argues that his department must cut budget this year, and that there are very few other services which can be dropped. Maintaining Highway 93 from November to March costs \$88,000 to \$100,000, he points out, although daily usage sinks from 412 total during November to 154 in January and 150 in February. The figure rises to 303 in March.

Closing the road would probably touch off another furore in the town, particularly since the Chamber of

Commerce is trying to arrange one-week ski packages involving three days in Banff and two in Jasper. Sums up hotelman Carroll: "They're making Jasper more and more inaccessible."
(Alberta Report)

AFTER YEARS OF STUDY, CANADIAN NATIONAL

Railways is planning to relocate its downtown rail yards and create 80 acres of prime land for new commercial development.

The city and CN have reached agreement in principle on a plan to reduce the size of the yards, which lie north of 104th Avenue between 101st and 116th streets

A city planner says the proposal, expected to go to city council by year-end, calls for office and commercial development at the east and residential at the west end of the area.

J. Allan Hermanson, CN's regional manager of planning, says relocation talks have been held by a standing committee formed by CN and the city.

Hermanson says western rail traffic has increased sharply and CN had to reassess and upgrade its facilities on its transcontinental route, which cuts through the city adjacent to the Yellowhead Trail.

CN added new yards at Bissell, west of Edmonton, and at Clover Bar to help handle increased traffic.

But downtown, CN's requirements for space are shrinking because of the relocation of industry which relied on the line. Relocating the track to the new yards, Hermanson says, would be relatively easy.

CN must, however, preserve some core trackage. It is committed to providing track for the LRT, to an interchange with CP Rail which gives the railways access to each other's track, and to providing Via Rail with facilities if it is successful in its bid to the Canadian Transport Commission to extend its Calgary-Edmonton passenger service to downtown Edmonton.

Nevertheless, the company's focus has been on the "bare-bones needs" of its downtown operation.

When a development agreement for the property has been signed, Hermanson says developers will be invited to present proposals to the city and CN which is flexible on the timing of redevelopment.

Glen Swanson, assistant general manager of operation and maintenance for CP Rail, says CP Rail must eventually relocate some of its downtown operations as well because of traffic congestion.

But before it will make any move, CP Rail wants to ensure its competitive position and that its customers will be maintained.

Even if it wanted to, its commitments to the Via extension and the CN-CP interchange bar it from vacating its downtown yards.

But Swanson says the need to preserve the track doesn't preclude major development, noting Calgary's Gulf Canada Square is built around a railway track.

In 1957, CP Rail purchased 640 acres of land north

of Ellerslie "as a hedge against the day we would have to relocate our yard facilities."

CP Rail would now prefer to locate its yards further south of the city, in the County of Leduc.

Louis Fortin, CP Rail's Alberta North superintendent, says relocation to Ellerslie is not "an assumption which should be made."

Moving the Strathcona yards would cost between \$30 million and \$50 million - a price which the city or the province would have to pay.

"CP Rail is not going to put up any front money to do something that we weren't going to do anyway."
(Edmonton Journal)

CANADIAN NATIONAL RAILWAYS AND CP RAIL

have reached an agreement to buy the Canadian assets of Consolidated Rail Corp. (Conrail) of Philadelphia. The deal would see CN and CP Rail obtain the Detroit River Tunnel, the main rail line between Niagara Falls, Ont., and Windsor and three branch lines consisting of a total of 274 miles of track, as well as an international bridge between Niagara Falls, Ont., and Niagara Falls, N.Y. The Canada Southern Railway Co., 71 percent owned by Conrail, owns the rail lines and the Niagara River Bridge, which are leased to the U.S. company. The transaction is subject to Conrail and Canada Southern entering into a mutually satisfactory agreement for the acquisition of the Canada Southern Rail line. Negotiations in that regard are continuing but an agreement in principle has not yet been reached.

S. Worthen - Toronto Star

THE SOO LINE RAILROAD'S RECENT PURCHASE

of the Minneapolis, Northfield & Southern Railway could be the first step of significant CP Rail expansion in the US. Certain ex Rock Island lines may be candidates for acquisition. The prize in 1983 will be the Illinois Central Gulf which links Chicago with New Orleans.

The Canadian carrier and SP seem to be the two most interested in the ICG, which has been turned around over the last six years with \$2.5B in investment. Forbes Magazine this year rates the ICG as a "good railroad." The Soo Line and ICG connect Chicago, and if the coal export business should pick up through the Gulf ports, the ICG could be a very lucrative property.

(SRS News)

BACK COVER:

ON A JUNE DAY IN 1970 C.P. Rail locomotive 4071 and its train of 800-series commuter cars was photographed in a sylvan setting at Hudson Heights en route from Montreal to Rigaud.

Canadian Pacific photo No. E1517-10.

Canadian Rail

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