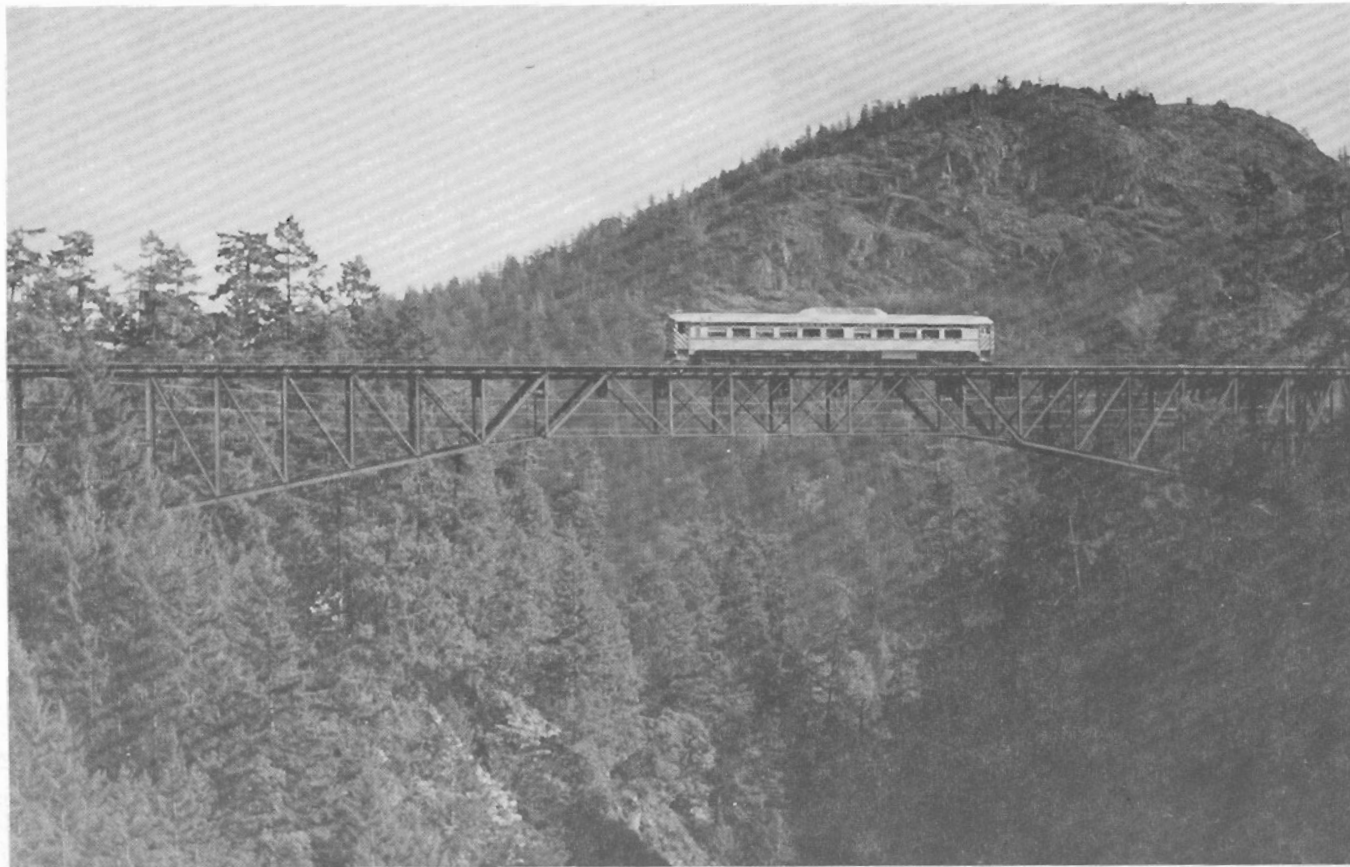
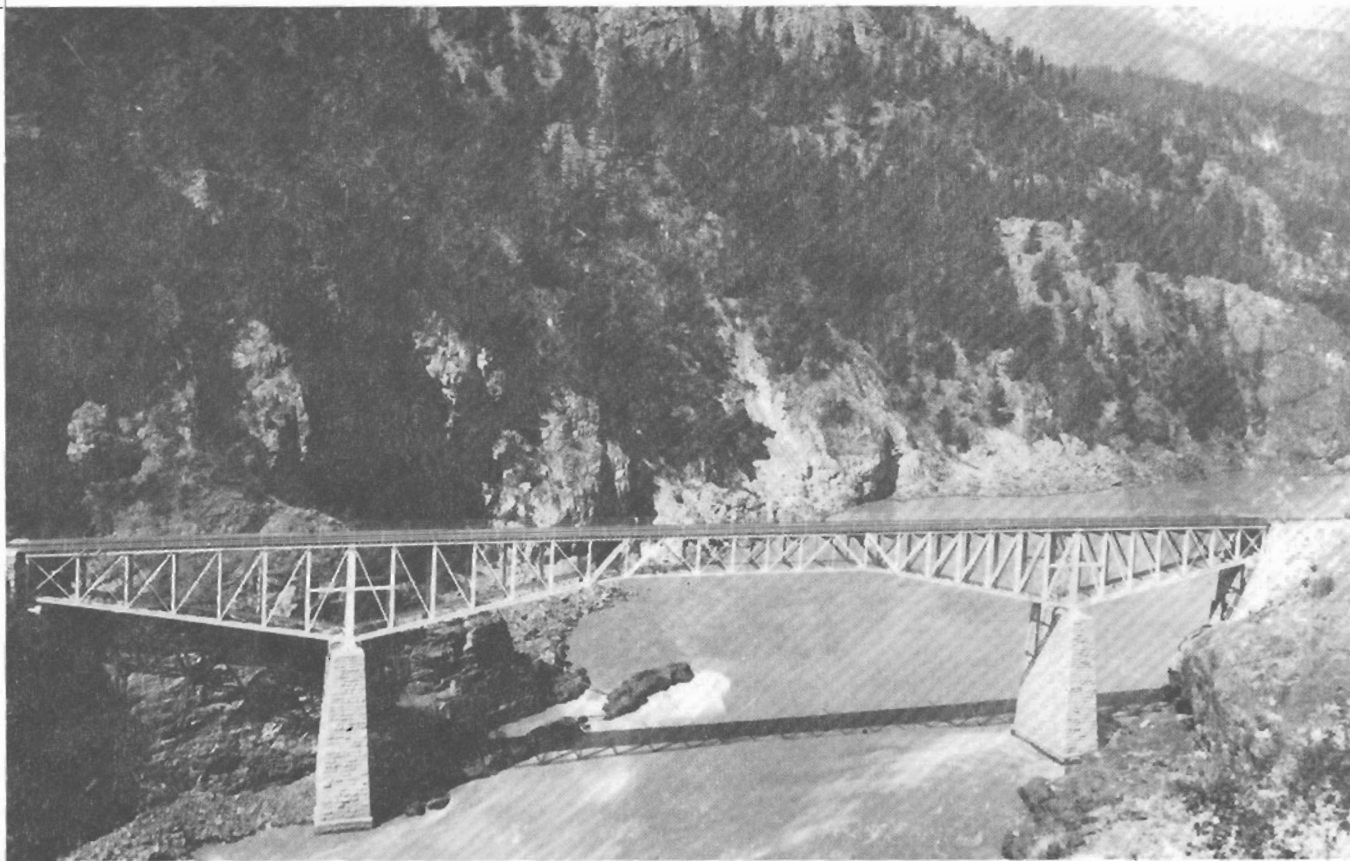


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EDITOR: Fred F Angus
CO-EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A Germaniuk
LAYOUT: Michel Paulet

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FRONT COVER:

BACK IN 1948 one of the main exhibits at the International Trade Fair, held in Toronto, was the first production diesel locomotive built in Canada; C.P.R. No. 7077 then newly completed by Montreal Locomotive Works. Thirty-six years later this historic locomotive was retired and has now been preserved at the Canadian Railway Museum at Delson / St. Constant.

Canadian Pacific photo.

INSIDE FRONT COVER:

The original C.P.R. steel bridge across the Fraser River at Cisco B.C. as photographed about 1900. The lower photo taken around 1955 shows the bridge as re-located to its present position. Credit top photo C.P. Corporate Archives, lower photo Omer Lavallee collection.

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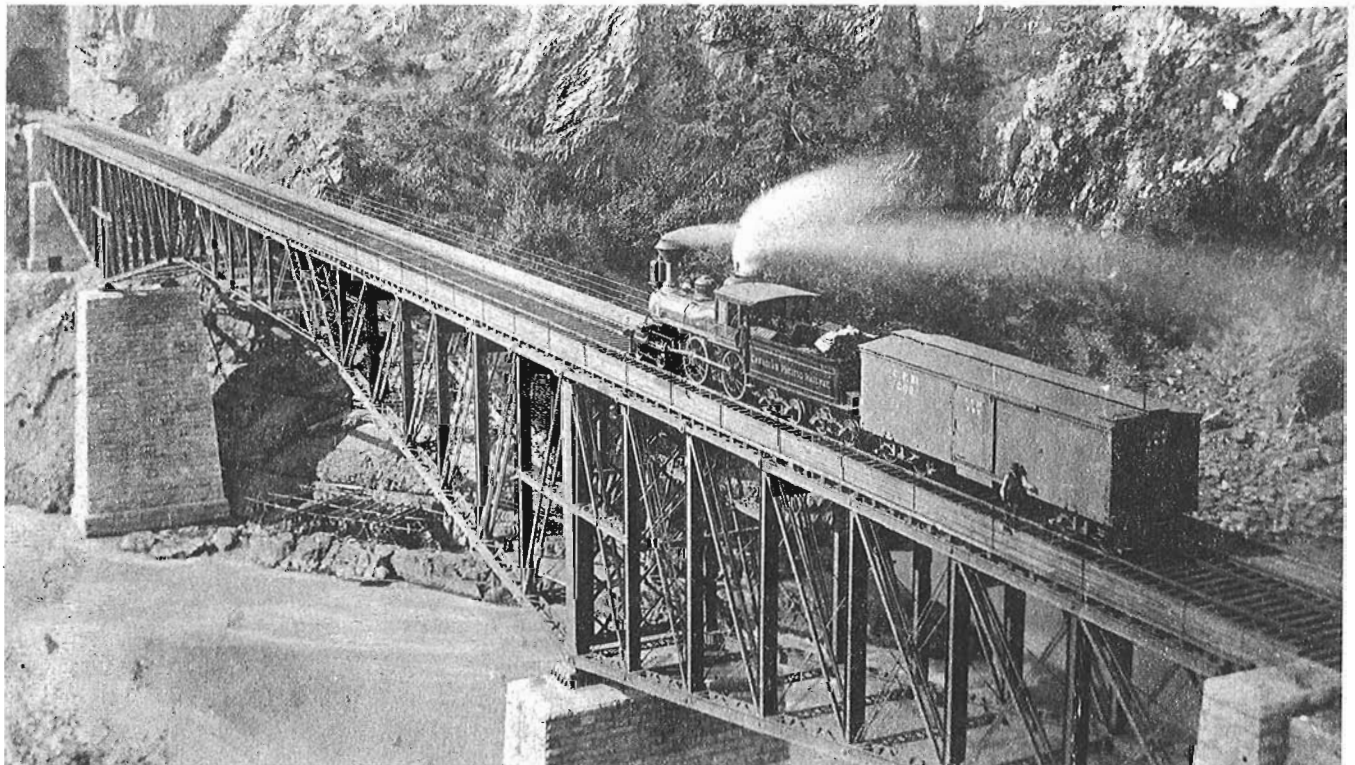
The Great Cantilever Bridge One Hundred Years Later

by Michael Batten

Vancouver Island's Esquimalt and Nanaimo Railway is perhaps best known to railfans for the longevity of its unique Canadian fleet of Baldwin DRS44-10 road-switchers, and, more recently, for the successful fight by local residents to save its passenger services. Among the general public, the E&N is renowned for the beautiful scenery along the line, particularly over the ridge of mountains north of Victoria known as the Malahat. Especially impressive is the railway's crossing of Niagara Canyon at mileage 14.0 from Victoria. Today, nearly a century after the railway was opened, the dizzying transit of this deep gully, 260 feet above the streambed, is still a scenic highlight of the train trip from Victoria to Courtenay. But although the view and the scenery are magnificent, the bridge carrying the line across the canyon is also worthy of note. Now in its second location, the bridge was, when opened at its

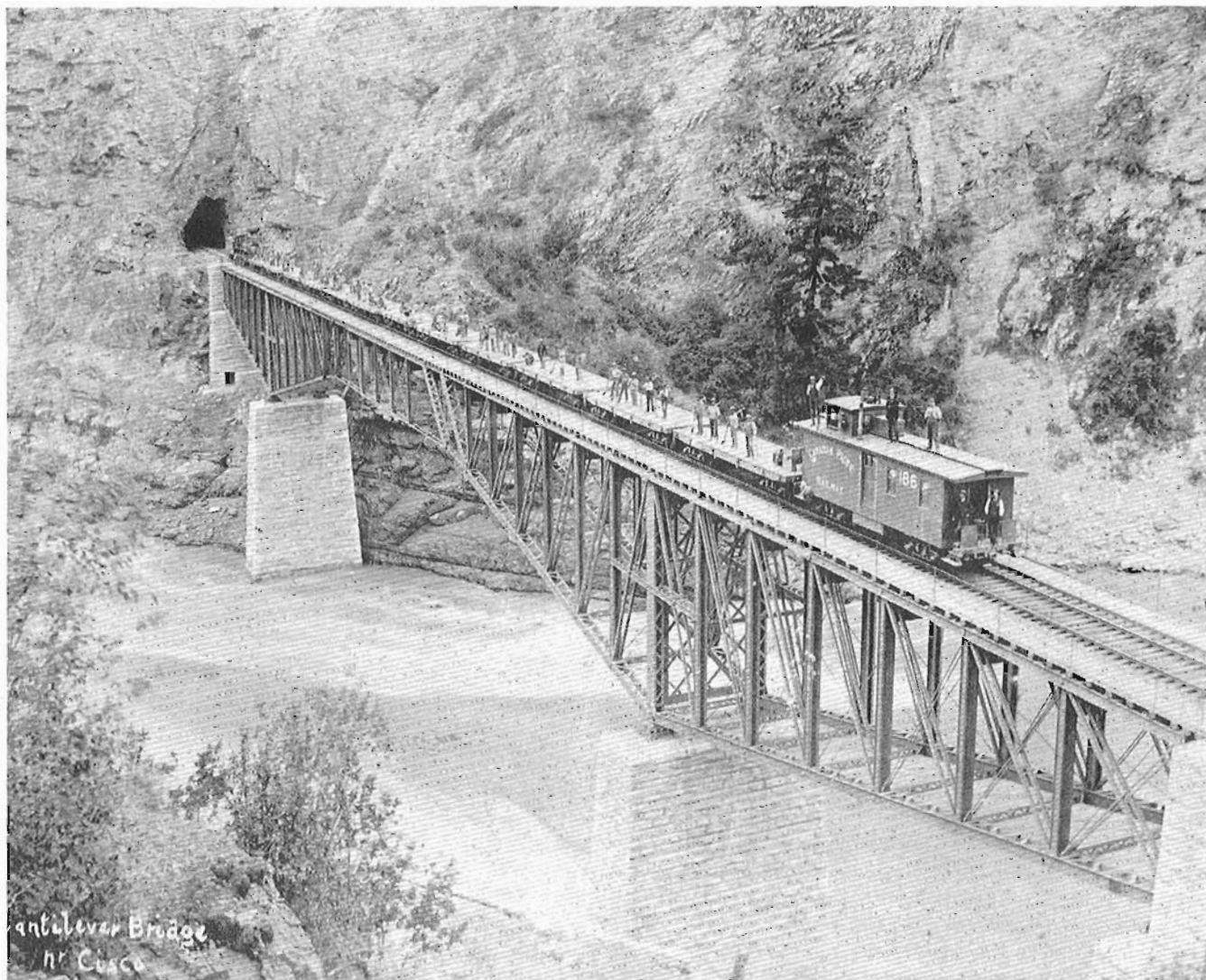
original site one hundred years ago, one of the most imposing engineering works on the Canadian Pacific Railway's transcontinental main line. The bridge's subsequent history provides some interesting footnotes to that of the Esquimalt and Nanaimo Railway.

Niagara Canyon was first bridged in the summer of 1885 two years after the syndicate headed by Robert Dunsmuir had secured the contract to build and operate a line of railway between Victoria and Nanaimo. Clearing of the right-of-way began at the northern end of the route in the fall of 1884, and in February, 1885, A.J. McLellan was awarded the contract to prepare approximately 22 miles of right-of-way from Esquimalt to Cliffside, above the shore of Shawnigan Lake. Work proceeded rapidly on this, the most difficult part of the entire undertaking. According to a report in the Victoria newspaper, the Daily British Col-



THE "GREAT CANTILEVER BRIDGE" at its first location at Cisco in the Fraser Canyon. One of Andrew Onderdonk's locomotives pulls a single car over the bridge soon after the structure was completed.

Photo: Provincial Archives of B.C. C-5233.



LOOKING DOWN ON THE CISCO BRIDGE in 1886, soon after it was taken over by the C.P.R. Company, we see an empty ballast train pushed by an early C.P. 4-4-0.

Photo: J.A. Brock and Company.

onist, of May 19, 1885, a five-mile subcontract, consisting "principally of rockwork, the hardest piece on the whole McLellan contract," was already completed for one mile, ready to receive track. On August 13, 1885 (exactly one year before the entire line to Nanaimo was completed), the same paper reported that this subcontract would "all be finished by the first of October." In fact, the McLellan contract in its entirety was completed by the end of September, according to McLellan's daughter Winifred; in a letter written in 1971 she recalls the "seven month contract of the Malahat which my father had." In those seven months, 1,050 men had, in the course of

building 22 miles of grade, blasted through five miles of heavy rockwork, drilled a short tunnel, and bridged several gullies and canyons, including Niagara Canyon.

This first Niagara Canyon bridge was one of many wooden trestles on the line over the Malahat, albeit one of the larger ones. The intricate construction, so typical of these trestles, consumed 400,000 board feet of timber and carried the railway 235 feet above the bed of Niagara Creek. Impressive as this bridge was, it was assumed by many that it would be replaced by more permanent steel structure, according to normal practice, as soon as time and money permitted. However, the



THE ORIGINAL TRETTLE AT NIAGARA CANYON, probably in the late 1880's or early 1890's, with a southbound train headed by E. & N. locomotive number 3.

Photo: Provincial Archives of B.C. D-3975.

Niagara Canyon trestle remained in use for nearly thirty years after its construction, due mainly to the financial and engineering difficulties associated with its replacement. The bridge was located a few hundred feet up the canyon from the present crossing and was on a curve, the original track alignment being slightly different from that of today. Indeed, one can still see the rock cutting through which the tracks were brought to the trestle-- even the impressions of the ties remain in the ground-- although all traces of the bridge itself have vanished.

In November, 1896, the centre section of the Niagara Canyon trestle was washed out in heavy rains. According to newspaper accounts, the E&N considered replacing the wooden structure with a steel bridge, but this was apparently beyond the company's means; the damaged section was simply rebuilt. However, in 1905 the E&N was purchased from the Dunsmuir family by the Canadian Pacific Railway., which within two years began an extensive programme to improve and extend the Island line. For many years, improvement followed improvement as the E&N developed into

a busy, well-maintained network of over 200 miles.

The first of many projects, however, was the strengthening of the line over the Malahat, to enable heavier trains to be operated. This was something awaited eagerly by both the business community and the general public at a time when the railway was the only quick and efficient means of transport along the Island's east coast. Heavier rail was procured, and many of the trestles were filled in. The Niagara Canyon trestle, like that a mile north at Arbutus Canyon, was simply too high to be filled, and therefore a major expenditure would be needed to bring the crossing up to the standard of the rest of the line.

On April 23, 1909, the Daily Colonist announced that the C.P.R. would spend about \$120,000 to install "a new cantilever steel bridge over Niagara canyon." Work on the piers and abutments would begin immediately, it was reported, and it was hoped that the bridge would be finished by the end of the year. By the end of February, 1910, however, the Colonist reported that the railway had only "engaged in preliminary operations." The abutments of the present bridge are dated 1910, so it is obvious that part of the work was underway by that year. It was not until October 27, 1911, that the Colonist informed its readers that the new steel bridge at Niagara Canyon was expected to be ready for traffic within two weeks. Furthermore, although it was referred to as such,

the bridge was not really "new" at all, but actually older than the Esquimalt and Nanimo Railway itself, dating from the time of the construction of the C.P.R. in British Columbia.

When Andrew Onderdonk's engineers began in 1880 to push the C.P.R. through the forbidding Fraser and Thompson canyons of B.C.'s interior, they quickly realized that although they might be able to scrimp and save on almost every other aspect of the work, they would have to produce a first-class structure to get the line across the Fraser River at Cisco, 47.8 miles north of Yale. The crossing was 525 feet long, and over a hundred feet above the fast-moving river. The fluctuations in water level, as well as the speed of the current, meant that a trestle was out of the question. The conditions of the site made a cantilever bridge the most suitable for the crossing. Carried on stone piers well above the high-water mark and able to support itself over the 315-foot clear span, it would be an impressive bridge, to deal with an impressive engineering challenge. The only other steel cantilever bridge of a similar design then in use in North America was one carrying the Michigan Central Railroad over the Niagara River between Ontario and New York. The relatively isolated location of the C.P.R. span, however, presented construction difficulties not encountered in southern Ontario, thus the erection of the Cisco bridge, as it came to be called, would be

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San Francisco Cal. Feb. 31st 1884

THE LETTERHEAD OF THE SAN FRANCISCO BRIDGE COMPANY showing the famous Cisco bridge. This was printed in 1884 the year the bridge was built.

Canadian Pacific Corporate Archives.

something of a pioneer operation. The bridge cost well over a quarter of a million dollars, making it the most expensive structure on the C.P.R.'s mainline. For all these reasons, the "Great Cantilever Bridge" aroused a great deal of interest among the residents of the Fraser Valley and Vancouver Island, and its construction was followed closely in the papers of the day.

The steel for the bridge was prefabricated in Newcastle, England, and shipped round the Horn to San Francisco, whence it was forwarded north to Port Moody by the San Francisco Bridge Company, who were responsible for its final assembly. Such was the prestige of the job that the company later embellished its letterhead with an engraving showing the bridge carrying a train high above the Fraser. On January 1, 1884, the *Colonist* reported that the steel was at Port Moody, ready for shipment by rail to the crossing site. By the end of February, the steel was on site and construction begun under the direction of the contractor, John McMullen.

The job was a large one, and a sizeable if rather ramshackle and disorderly settlement soon grew up around the construction site, acquiring the character of a semi-permanent work camp. The community was loosely referred to as 50-Mile Post or 50-Mile Crossing, it being approximately fifty miles north of the large town of Yale. At least one shipping and forwarding business--Kimball & Gladwin's--opened an office at 50-Mile to complement its "head" office in Yale, in order to take advantage of the large if somewhat transient population. Such a community could hardly be described as genteel--a characteristic it shared with most railway construction camps--and on April 3, the *Colonist* carried the following report from *Yale Sentinel* of March 27:

We are credibly informed that a very disorderly state of things has existed for some time past in the vicinity of the 50-Mile Post. Now that a large force of workmen are employed at and near the Iron Bridge Crossing--50-Mile Post--it is necessary that those entrusted with maintaining good order and enforcing the law would give proper attention to the enforcement of the law and thereby check drunkenness and crime. It is hoped that the recent prompt action upon the part of the authorities at Lytton, and Judge Elliot, S.M., will have a good effect along the line, especially at and near the 50-Mile Post.

However roudy they may have been, the labourers appear to have confined their carousing to their leisure time, and the construction proceeded

fairly quickly. There were two reasons for haste: first, the falsework for the bridge had to be removed before the river level rose with the spring thaw; and second, as long as the bridge remained unfinished, no track could be laid above the crossing.

By late spring, 1884, all was complete, and on Thursday, June 12, the bridge was opened. As far as was possible in the middle of nowhere, the event was a gala occasion. In attendance was Andrew Onderdonk himself, and people came to the celebration from Victoria, New Westminster, and Yale by means of that eminently Victorian institution, the Large Party of Excursionists. One Judge Walkem made the inevitable speech, which the *Colonist*, also rather inevitably, said was "able and felicitous." The Large Party of Excursionists clattered back and forth across the bridge on a string of open flat cars, and, satisfied at having performed their civic duty, went happily home.

Despite its auspicious opening, the cantilever bridge remained in use on the main line for less than thirty years. By the early years of this century, the bridge that had been the most impressive in B.C. was no longer adequate for the increasing weight of the C.P.R.'s main line trains. It is not known exactly when the bridge was removed from the Cisco crossing, but the fact that the E&N was able to announce in 1909 that the wooden trestle over Niagara Canyon would be replaced by a cantilever bridge suggests that by that date the C.P.R. had already earmarked the bridge for use on Vancouver Island, although its installation was not complete until the end of 1911.

It is interesting, and rather frustrating for the researcher, to note that although the bridge's installation in 1884 was accorded ample press coverage, its relocation in 1911 received little attention. In the context of Island railway news, it was simply overwhelmed by the flood of developments that year. The E&N was about to open its line to Port Alberni, work was continuing apace on the B.C. Electric Railway's interurban line from Victoria to Deep Cove, and construction was getting underway on the Canadian Northern Pacific's projected line from Patricia Bay through Victoria, Sooke, and the Cowichan Valley to Port Alberni. Perhaps another explanation for the lack of coverage of the "new" bridge is that the Island papers felt affronted that the C.P.R. was giving the Island a secondhand cast-off from the previous century instead of the shiny new bridge such a prosperous and developing area so obviously deserved.

Today, the Niagara Canyon bridge, although reinforced in 1940 to accommodate the heavier D-10

Ten-Wheelers which were assigned to the E&N that year, is little changed from its configuration of a hundred years ago, and is quite capable of handling the relatively light loads on the E&N. The "Great Cantilever Bridge" no longer impresses us with its size, but with its interesting history and graceful appearance. It is ironic that the Esquimalt and Nanaimo Railway was originally built to placate the residents of Vancouver Island when

they learnt that Port Moody, and not Esquimalt, would be the western terminus of the C.P.R. A century later, the E&N is part of the C.P. system, and a bridge from the original transcontinental line has been put to good use on Vancouver Island. Thanks to a quirk of history, and the frugality of the Canadian Pacific Railway, it is still possible to ride over the bridge that was once the marvel of British Columbia.



VIA TRAIN 198, consisting of RDC-1 No. 6134 crosses the "Great Cantilever Bridge" at Niagara Canyon in April 1984.

Photo: Michael Batten.

Canadian Railway Museum Report on 1984 Operation Season

David W. Monaghan
January, 1985

INTRODUCTION

Each year, approximately 250 new members are introduced to the Canadian Railroad Historical Association family. Unless these new members had prior knowledge of the Canadian Railway Museum in Delson-St. Constant, Quebec, (see map), south of Montreal; or recently purchased a copy of our "SOUVENIR" Book, we wish to introduce them to our exhibit of over 100 pieces of rolling stock, our model railway, and our archives. The Managing-Director's Report for 1984, which follows, relates the varied activities in and concerning our Museum. Our exhibit will reopen on April 28th., 1985, daily through Labour Day; and on week-ends through October 31. Members (entrance is free), and the public are welcome.

Le Departement des affaires culturelles de Quebec provides us with a grant each year, which pays the salaries of our professional staff of three, and other expenses. We are very grateful for this support from le gouvernement de Quebec.

Volunteers to perform a wide variety of work at, or on behalf of our Museum, are urgently needed. Please think of some way YOU can contribute to the success of North America's largest railway museum.

By most standards the 1984 operating season was a success for the Canadian Railway Museum. Attendance exceeded the 30,000 visitor level for the first time in eight years while revenues exceeded original forecasts. This points to an encouraging trend which suggests greater public interest in not only the C.R.M. but also our industrial heritage.

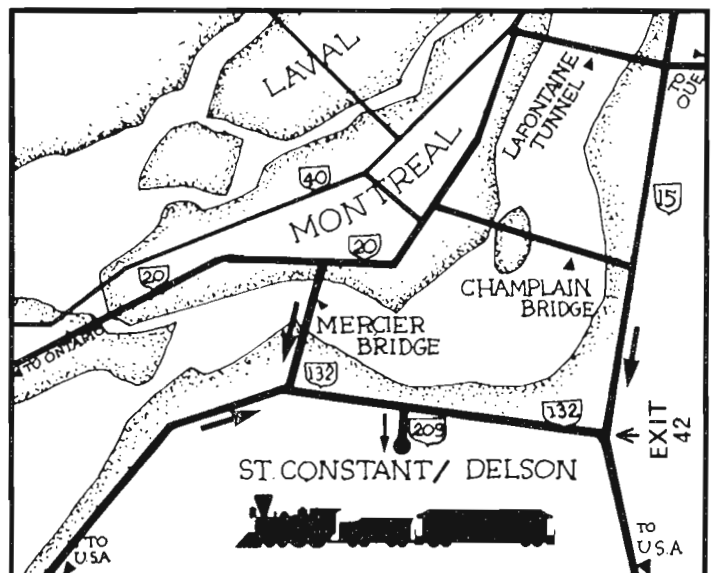
The museum was fortunate to be the recipient of three separate government projects during the year. The first was a Summer Canada Works Project which provided the museum with 9 students for an average period of 12 weeks. Six of these students were employed as guides. The presence of this number of guides enabled the museum to assume a number of activities which it had been unable to perform effectively in the past. In particular, we were able to

provide regular guided tours for the general public, as opposed to reserved groups alone.

These guides performed their duties admirably throughout the summer session. This was due in great part to the more detailed and rigorous training provided for them by Mlle Louise Gagnon, who replaced David Monaghan as animator in April. Mlle Gagnon's extensive experience as a guide and interpreter at Parks Canada has proven to be of invaluable assistance to the development of our school tour and education programs.

The remaining three students under this project worked on the ground and in restoration. The addition of two students in restoration activities added considerable impetus to our on-going restoration and refurbishing program.

Tell your friends to come and see us!



During the winter and spring a number of volunteers worked with Odilon Perrault and Bill Howell in the refurbishing of CNR trailer # 15767 for our weekend passenger service. This car was completed in June after more than 1500 hours of volunteer and part-time staff time were spent in it.

Other restoration projects during the 1984 season included the repainting of locomotives C.P. # 2928, CN # 2601, CN # 77 and CP # 8905, Mail-Express CP # 3618 as well as a variety of other smaller projects. Ed Lambert has continued his project of restoring MTC # 1959 for service on the museum's site. It is expected that the streetcar will be in operation sometime in 1985. At the same time, a considerable amount of volunteer labour has gone into the restoration of Sydney & Louisburg Railway # 4; it is anticipated that major project will not be completed until 1986.

The repainting of CP # 8905, the last remaining Trainmaster in North America, was undoubtedly the past season's major project. The project was carried out by our summer staff, 14 Katimavik participants and museum volunteers under Mr. Perrault's supervision.

By the time that the project was completed, more than 2,500 man hours had been dedicated to it.

Particular credit for the increased activity in the refurbishing and restoration of our collection belongs to Odilon Perrault. Since joining the museum's volunteers in early 1982, Odilon's energy, experience and ability to inspire individuals by his example has done much to revitalize an area of museum activity which had laid dormant for some time. An idea of the impact of his dedication to the museum can be obtained from the fact that over the past three seasons, he has been intimately involved in the refurbishing of over 15 pieces of rolling stock. In 1984 he has donated more than 2,000 hours of his time to the CRM.

In July the museum took delivery of its new utility locomotive, CN # 30 - a General Electric 70 Ton Switcher, which was purchased from Canadian National earlier in the year. Unfortunately, mechanical problems prevented the unit from being placed into service immediately. After considerable time and energy was spent on repairing the unit by Gordon Hill, the museum's new mechanical supervisor, the unit was placed into service in late August. The purchase of



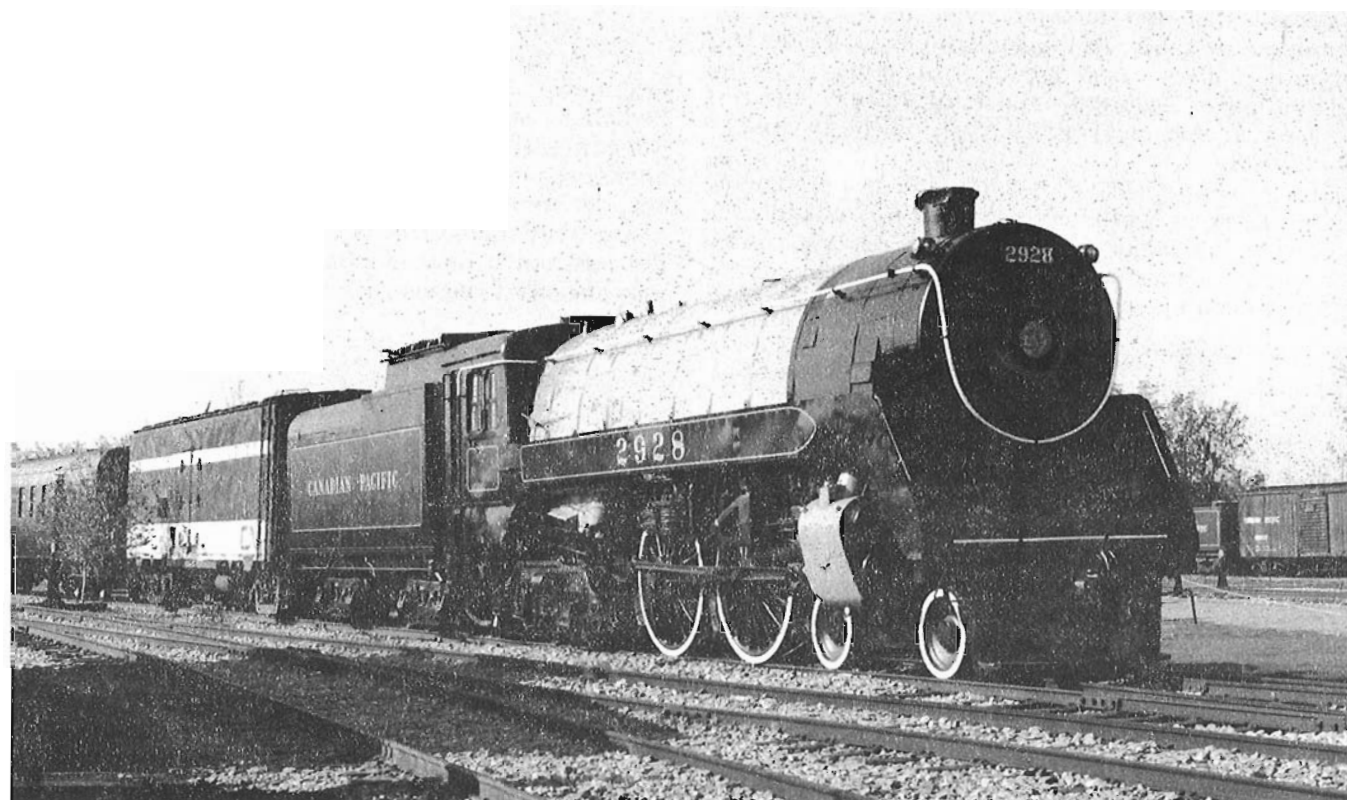
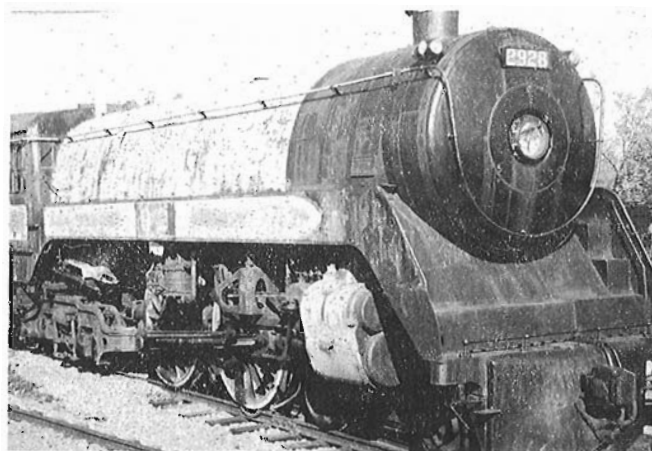
The John Molson, with its new coat of paint applied by Odilon Perrault, steams happily by. CRHA President Dave Johnson is driving.

the # 30 will greatly ease the demands which have been placed upon such historically significant units as the Roberval & Saguenay # 20 and C.N. rail car # 15824.

In August the museum had the misfortune of seeing Peter Layland, a volunteer of 22 years service at the CRM leave Montreal for a new posting in Vancouver.

Train service during the 1984 operating season was supervised by M. Jean-Pierre Chartrand and Roger Desautels. M. Chartrand was responsible for the coordination of our weekend tram and streetcar operation, while M. Desautels was occupied with switching service and special train movements. Both gentlemen are to be commended for the smoothly run operation and absence of any major mishaps.

Two other projects which we received in 1984 were



Canadian Pacific 2928 - Before and after repainting

involved in behind-the-scenes activities which will enable the museum to function more efficiently. One project, supervised by Ms. Elizabeth Elbourne, was sponsored by the Canadian Heritage Information Network, a division of the National Museums of Canada. The object of this project was to continue the on-going organization and registration of the CRM's collection.

The Registration project was comprised of a project leader and three other students who worked a total of 18 weeks at the museum. During that time they not only established a dark room at the museum but also succeeded in registering and organizing our collection of model railway equipment.

The third and last project was sponsored by the National Museum of Science and Technology and was suggested to the CRM by N.M.S.T.'s John Corby. Comprised of four engineering students the project undertook to organize and inventory our collection of mechanical drawings from the Montreal Locomotive Works and Canadian National's Motion Power Dept. In less than 16 weeks the students succeeded in organizing and producing an inventory of over 36,000 mechanical drawings. The result of their work is that the mechanical drawings from the two companies are now available for research purposes.

During 1984 the museum was fortunate enough to produce two exhibitions during the off-season. The

first of these, O.B. Buell: Photographer was on display at the Concordia University Art Gallery in Montreal in March. This was the first such exhibition ever mounted on the work of Buell who was one of the more prolific photographers working along the C.P.R.'s western main lines in the 1880's. Due to a donation from Canadian Pacific Ltd. the museum and Concordia University Art Gallery were able to produce an illustrated catalogue to accompany the exhibition.

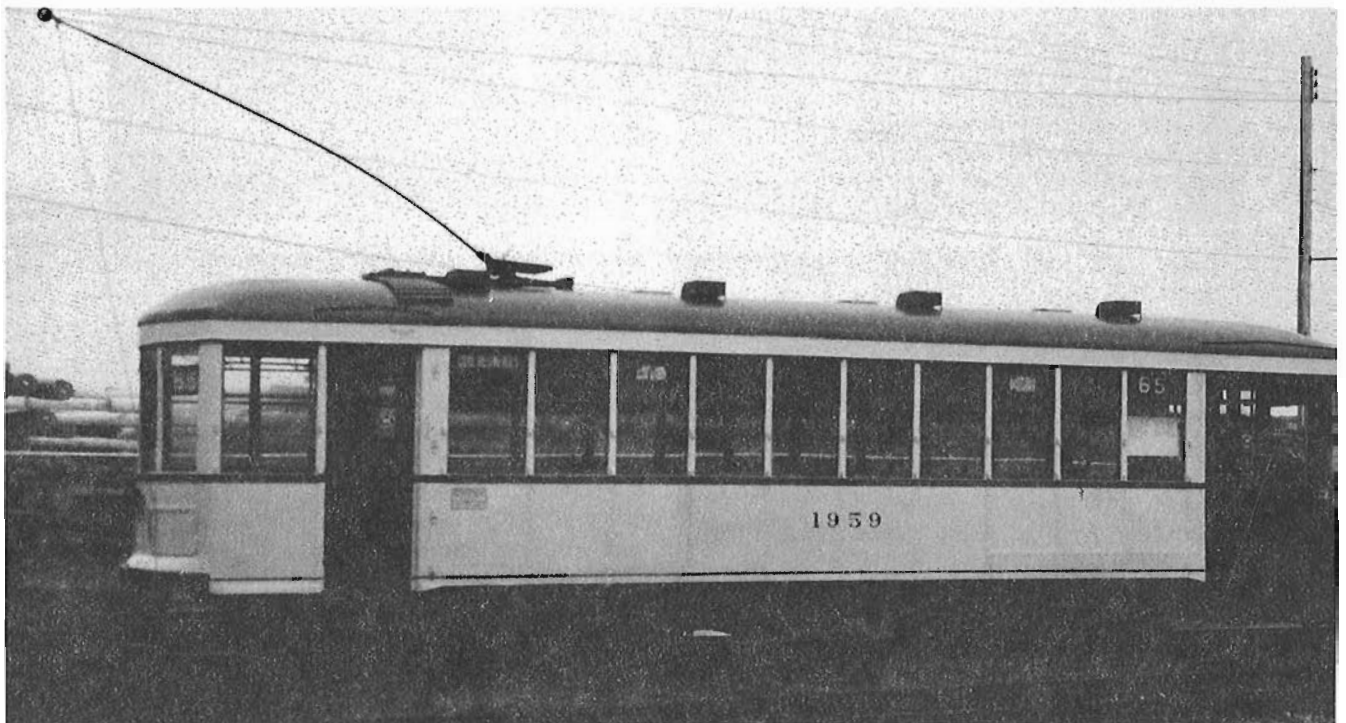
The second exhibition, which opened in the main lobby of Place Ville-Marie in December, consisted of a pictorial review of 158 years of rail passenger service in

Canada. Funding for this exhibition was provided by Via Rail Canada. It is expected that because both these exhibits generated a considerable amount of public, more similar external exhibits will be produced in the future.

Finally, it should be pointed out that the efficient operation of the museum has been due not only to museum volunteers, part-time and full time staff; but to the many hours of behind-the-scenes work conducted by volunteers who have undertaken responsibility of the supervising of the administration and development of the museum.



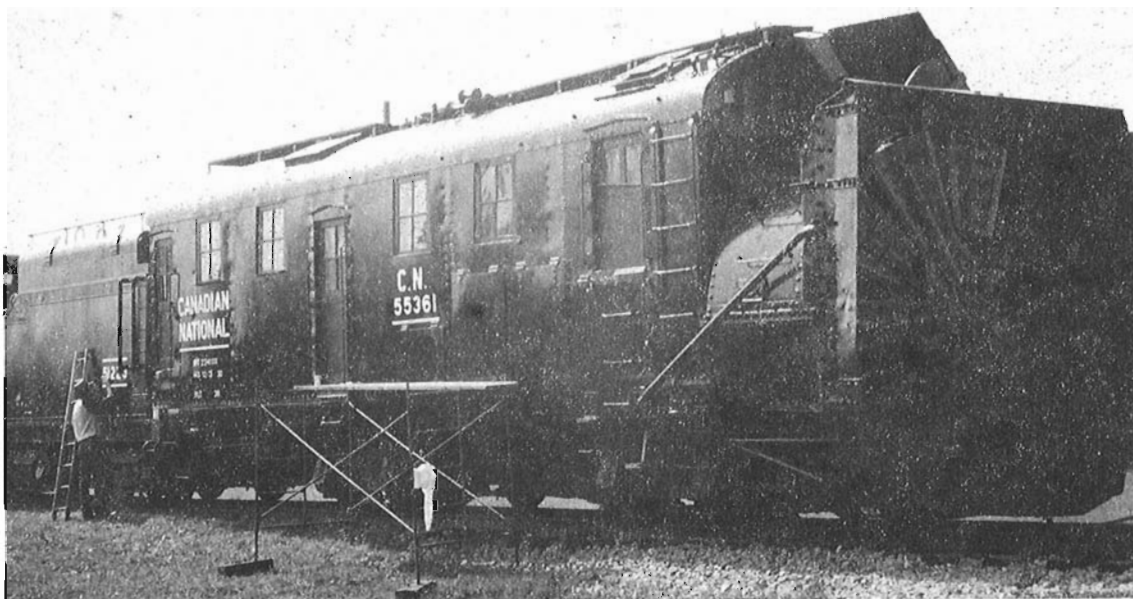
C.P. 3618, the Mail-Express car. Charlie DeJean painted the roof and undercarriage. Odilon Perrault and Dave Johnson completed this new coat of paint.



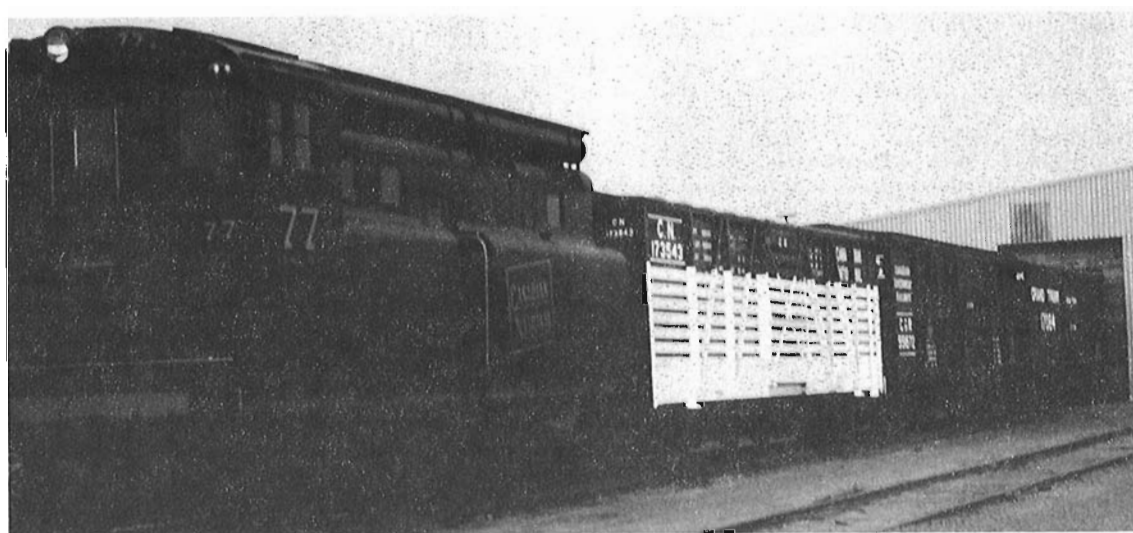
Montreal tramways car 1959, on which Ed Lambert has spent over 800 hours to repair and paint.



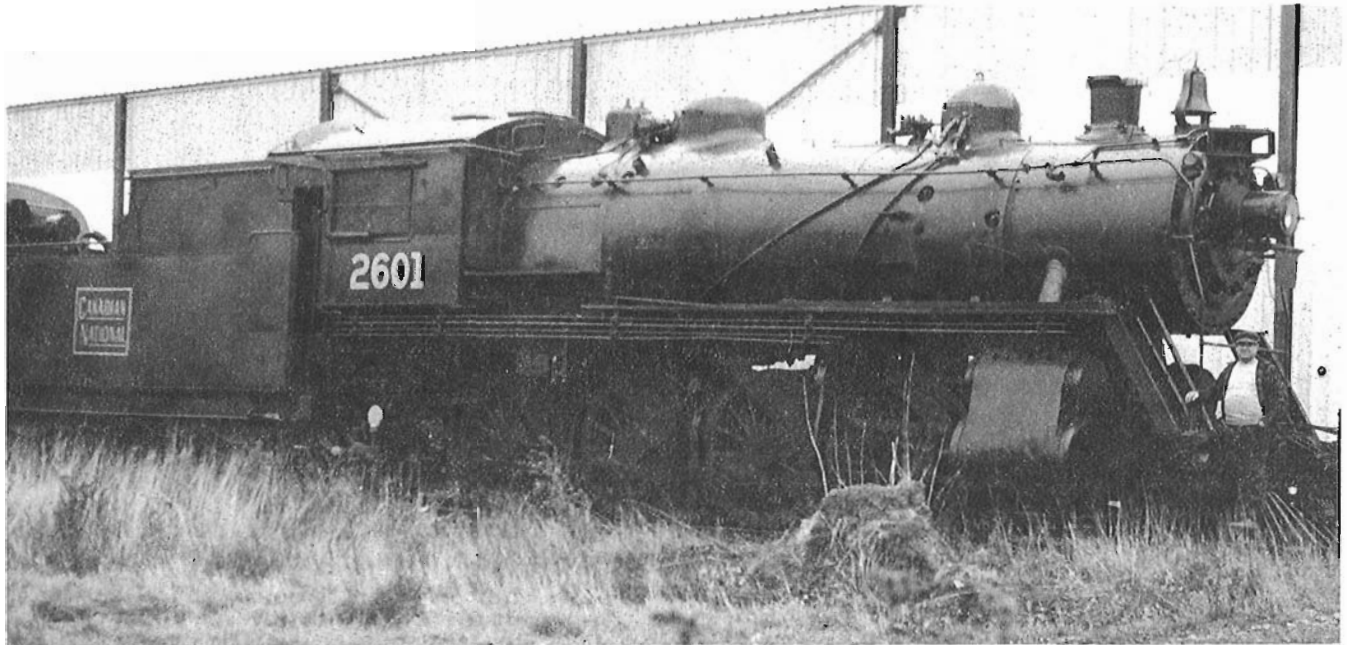
AN ORIGINAL QUEBEC CITY HORSECAR has now come to the Canadian Railway Museum. The car was acquired from the National Museum of Science and Technology in exchange for trolley bus 4042. This car was built about 1880 for Quebec City by the John Stephenson Car Company in New York. It was retired from passenger service in the 1890's and for years was roadside diner. This photo shows it in the latter role about 1964. The car body is virtually intact and still has much of its century-old window glass.



Our C.N. rotary snow plow receives its new lettering, after being repainted.



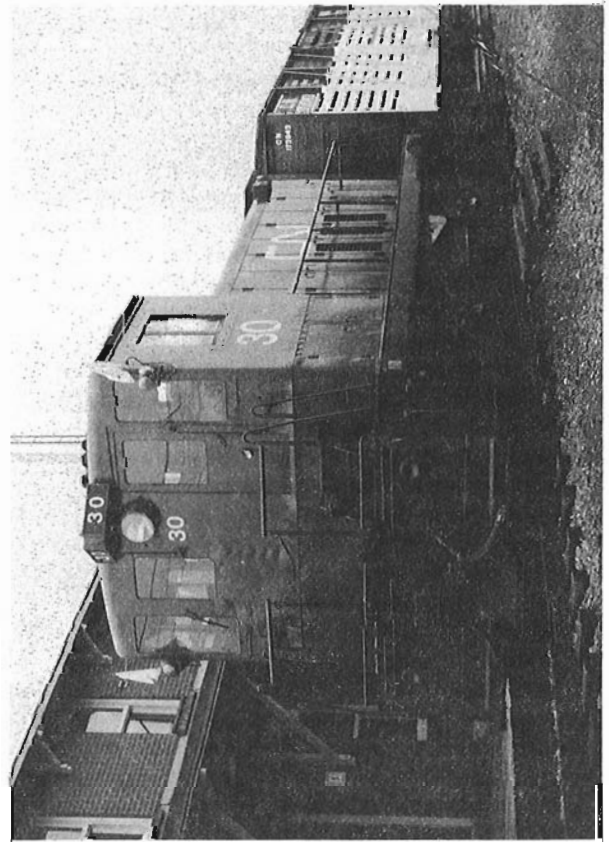
CN 77, Canadian National's early diesel, with newly painted cattle car & box cars.



CN 2601, after being repainted by Odilon Perrault. Standing on the footboard. The paint was provided by a bequest made in the will of our late member Grier Thornton.

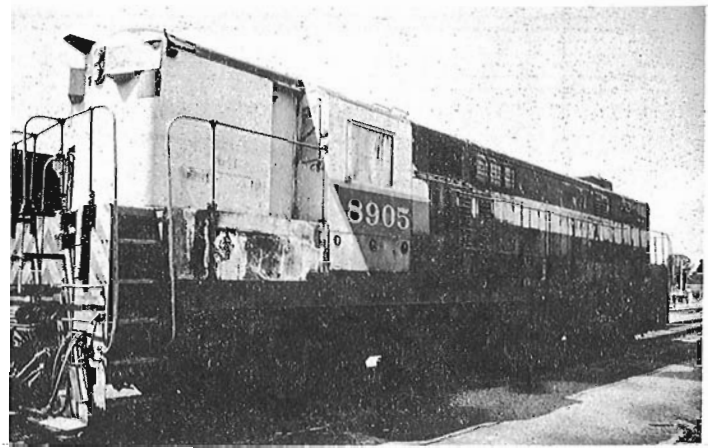


Odilon Perrault relettering CN 5550



Canadian National No 30, our new workhorse, receives mechanical care De Luxe from Gordon Hill.

CP 8905, in it's "BEFORE" format.



CP 8905 in it's "AFTER" format in the fall of 1984. Odilon Perrault, son Pierre, and the KITIMAVIK Crew should feel very proud of their restoration efforts.



Canadian Pacific's donation of CP 7077, the first Canadian-built Diesel-Electric PRODUCTION locomotive, was added to our growing exhibit late in the fall of 1984. Built in May 1948, this S-2 switcher was shown in Toronto at the International Trade Fair. It then spent much of its life in the Toronto Terminals, and other Ontario points, latterly in North Bay.

Québec'84 par train

Par: Jacques Messier

Voilà plusieurs années que le Québec avait connu les belles heures de la vapeur. Le retour de la 1201 à Montréal puis à Québec nous aura rappelé qu'il y a dix ans, le Québec assistait aux dernières performances de la 6060, à la grande déception des amateurs de chemin de fer.

C'est le 23 juin 1984 que la 1201 et son convoi aux vieilles couleurs du C.P., utilisé sur une base régulière entre Ottawa et Wakefield Québec, repris la route d'Ottawa vers Montréal puis en direction de la ville de Québec.

C'est dans le cadre des festivités de Québec '84 que l'excursion fut organisée. Incertaine jusqu'à la toute dernière minute, on aura dû attendre la veille au soir la confirmation de cette randonnée historique. Cela explique peut-être le peu de voyageurs à bord pour l'aller Ottawa-Montréal.

Résultat d'une entente entre certaines compagnies privées, des organismes dont le musée Laure Conan, et les compagnies ferroviaires, ce voyage de plus de 250 milles allait inaugurer une série de randonnées touristiques entre Québec et La Malbaie pour la période estivale. Maintenant désaffectée au trafic voyageur depuis 1977, la ligne Québec-La Malbaie repris de la popularité grâce à la série télévisée "Le temps d'une paix", qui fit revivre les splendeurs du paysage du

comté de Charlevoix. Le cadre des fêtes de 1534-1984 allait être un moment privilégié à la redécouverte de ce coin de pays au site tout à fait particulier.

Le départ d'Ottawa se fit vers 8h30. Le convoi arriva en douce à 10h35 à Dorval, où il fit un arrêt de quelques minutes; histoire de permettre à la native de Montréal de reprendre son souffle, puis en route vers Saint-Lambert et Québec. La 1201 devait desservir les excursions entre Québec et La Malbaie pendant une semaine, mais des problèmes au niveau de la Chaudière obligèrent les organisateurs à la retourner vers Ottawa pour les réparations quelques jours après son arrivée à Québec.

Un convoi emprunté à la "Go Transit" de Toronto assura le service tout l'été entre Québec et La Malbaie. Le C.N. mis alors en service la locomotive 4027 GP 90 repeinte pour les circonstances.

Malgré la chute du trafic voyageur sur cette ligne, l'enthousiasme n'est certes pas à la baisse puisqu'il semble que les excursions Québec-La Malbaie ont dépassé toutes les espérances et la grande majorité de ceux qui ont eu la chance d'effectuer ce voyage en furent ravis et voudraient répéter l'expérience. Peut-être est-ce là l'indice qu'une nouvelle forme d'industrie touristique est en voie de naître au Québec...

Jacques Messier

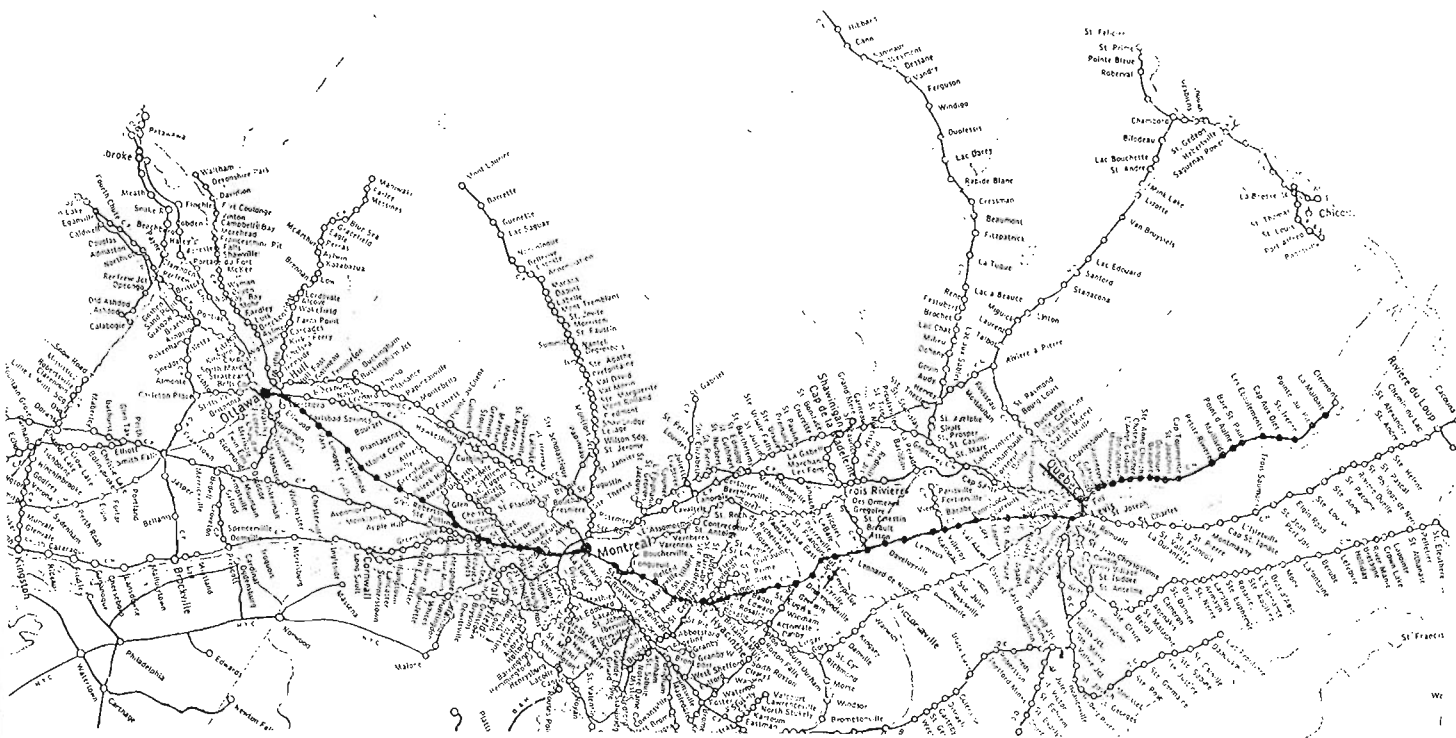




Photo: Jacques Messier.

Arrivée à Dorval 23 juin 1984 10h35.



Le départ pour la seconde moitié du voyage. De l'autre côté, les voyageurs attendent le train allant vers Toronto qui arrive quelques instants plus tard. Ce fut pour eux un spectacle assez inattendu.

Photo: Jacques Messier

Sous le regard attentif des quelques curieux, le 1201 prépare son départ vers Saint-Lambert et puis Québec.

VANCOUVER ISLAND'S RAILWAYS

By Bob Turner

Next year will mark the centennial of the completion of the Canadian Pacific Railway to the Pacific Coast at Port Moody, just east of Vancouver. Much attention will be focused on this event, and the opening of the CPR for regular train service in 1886. However, 1886 also marked the completion of the Esquimalt and Nanaimo Railway on Vancouver Island, a fact that should not be overlooked. Originally, Victoria was designated as the terminus for Canada's transcontinental railway, but the engineering problems of bringing the railway across to Vancouver Island ultimately precluded a direct connection to the mainland. Instead, the Esquimalt and Nanaimo was built as a local line.

However, the story of railroads on Vancouver Island predates the construction of the E & N. In the early 1860's, when the CPR and the E & N were just distant dreams, the first railroad in western Canada was established at Nanaimo to haul coal from the early mines to the shipping wharfs in Nanaimo Harbour. This was a small, primitive operation using an imported British-built industrial locomotive, appropriately named the *Pioneer*. Gradually, the mining lines expanded and, by the 1880s, an extensive system was in use around Nanaimo. At Wellington, to the north, other lines also had been built. These railways ran to Departure Bay and they too were constructed to carry coal. The Wellington operations were either built by, or came under the control of, Robert Dunsmuir and his associates. Dunsmuir was an experienced miner and business man and he quickly developed his interests into an extensive mining empire, becoming one of British Columbia's early industrial magnates.

In the 1880s, Victoria was the commercial as well as political capital of the province, but after the completion of the CPR, commercial and industrial activity shifted quickly to Vancouver. Nonetheless, the importance of the E & N to Victoria and to Vancouver Island was great. When a decision was finally reached in the 1880s to build the Esquimalt and Nanaimo linking Nanaimo with Victoria, it was Dunsmuir, with the backing of American railroad barons from the Central Pacific in California who received the contract from the Government of Canada. On August 13, 1886, the line was completed after two years of heavy work. Prime Minister John A Macdonald visited the Island to drive the last spike near Shawnigan Lake. Here at the Provincial Museum, we have a silver-headed cane presented to Robert Dunsmuir by his contractors on the completion of the line.

One of the terms of the agreement between Dunsmuir and the government was the granting of a subsidy to aid construction and a large land grant on the east coast of Vancouver Island. But even with these aids, it was not until the early 1900s that the E & N began to show operating profits. The real value of the lands was not realized until much later. Passenger and freight traffic grew steadily on the E & N and in 1905 the lines was acquired by the Canadian Pacific. The formalities of the agreement which involved the purchase of the railway and then its lease to the CPR were not completed until 1912.

With CPR control came a rapid expansion of the Island's railway and by World War I, the tracks had been extended to Port Alberni, Courtenay and Lake Cowichan. Plans to build north to Campbell River were stopped by the war. The CPR also undertook many improvements on the line including replacing early wooden bridges with cast iron or steel structures. These bridges are still in use on the E & N and are an interesting feature of the line. One in particular merits attention. Just north of Goldstream Provincial Park, there is a steel cantilever bridge, 529 feet long and 260 feet high over Niagara Canyon. This bridge was originally used on the CPR main line to cross the Fraser River at Cisco in the Fraser Canyon. When a heavier bridge was required on the main line, the bridge was dismantled and moved to Vancouver Island. The original structure was built in 1884 so this year marks the centennial of the E & N's most spectacular bridge on its route to Nanaimo.

The present Dayliner service on the E & N, often the subject of controversy, began in 1955 when the CPR replaced obsolete wooden passenger equipment with the self-propelled Dayliners. These cars marked a real improvement in service, but since that time the service has remained essentially unchanged. It is now one of the few remaining local passenger services in western Canada and well worth a ride. The route travels through parts of the Island missed by the highway and includes many sites of historic interest.

The E & N was not the only major railway developed on Vancouver Island. By the 1920s, Canadian National had also built a line out of Victoria. One line ran to Patricia Bay, near Sidney, while a longer line ran up Island, but construction stopped at the west end of Cowichan Lake and the line's traffic was primarily from the forest industry in the area. Freight traffic is still handled between Youbou and Cowichan Bay. However,

by far the greatest use of railways on Vancouver Island was in the forest industry.

Logging railways were built all along the east coast of the Island and in nearly all the major valley systems. Between 1900 and the Depression, the systems were expanded and were the major means of transporting timber from the logging areas to the mills. After World War II, however, log hauling was increasingly done with trucks and the railways were gradually phased out until only two remain. Both of these are modern diesel-powered systems that have little in common with the old steam logging lines of generations past. Mining lines continued to be important at Cumberland and Nanaimo until the closure of the last mines in the 1950s. There were also two interesting local rail lines serving Victoria: the Victoria & Sidney — the "Cordwood Limited" — and the B.C. Electric's Interurban line from Victoria to Deep Cove. But these routes were closed by the mid-1920s as road systems and the use of the automobile expanded rapidly.

While there are many reminders of railroad history on the Island, the E & N is the most tangible link with the past. This is particularly true with the railway's centennial approaching. The E & N offers an interesting trip on its daily return between Victoria and

Courtenay. Reading the landscape along the route can be a real exercise in history and a rewarding one at that.

Bob Turner

Modern History Division

About The Author

Born several years ago, as he puts it, in Victoria, Bob Turner earned an Honours BSc in Geography from UVic, followed by an MSc in Regional Planning from UBC. In 1974, he joined the BCPM as a Modern History curator responsible, with Dave Parker, for the assembly and operation of the "Age of Steam" exhibition on the Museum Train. Since the retirement of the Train, he has been researching British Columbia's transportation and industrial history.

Supplementing this research, there has been a steady flow of books, articles and reviews, all produced in his own time. Bob's latest book, *Sternwheelers* and *Steam Tugs*, appeared in the bookstores last month. Now he is working on a history of British Columbia's railways while, at the same time, preparing a temporary exhibition to commemorate the centenary of the Canadian Pacific Railway.

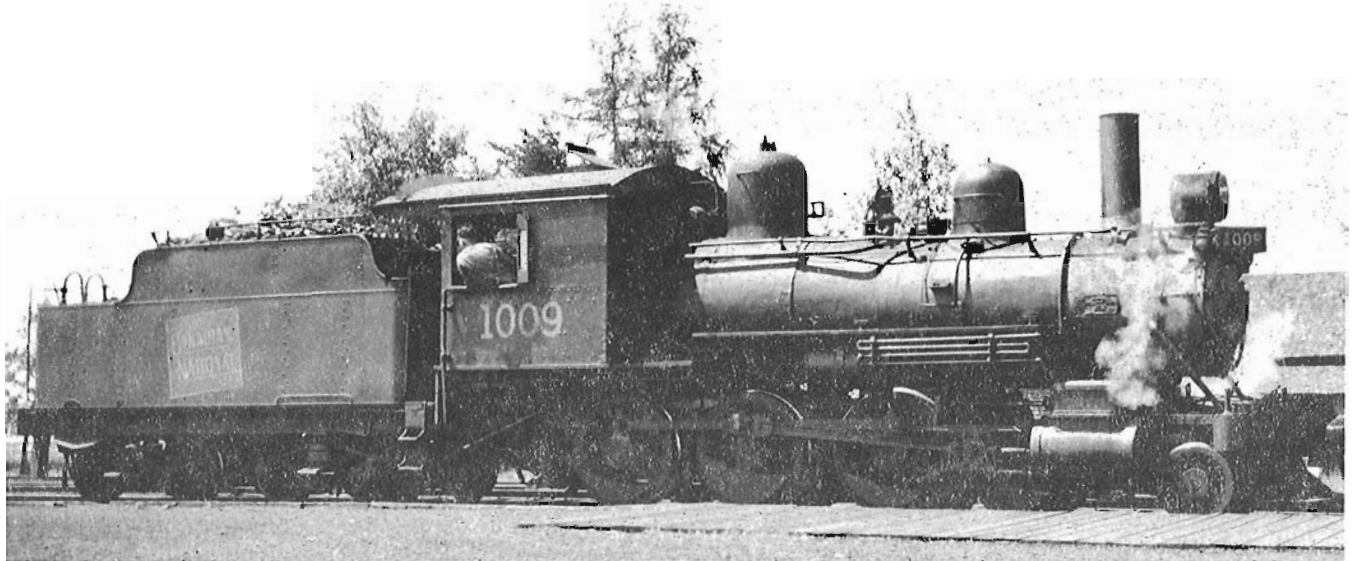
Re-printed from DISCOVERY, the British Columbia Museum Quaterly Review, July 1984. Submitted by Norris Adams.



*An Esquimalt and Nanaimo Ry. train at Qualicum station around World War I.
Photo: Canadian Pacific.*

1009 AND THE DRY PIPE.

By Sandy Worthen



One of the stalwart class of ten-wheel steam locomotives which was rescued from the scrapper's torch, and is now preserved by the Canadian Railroad Historical Association is Number 1009 of Canadian National Railways. This locomotive is now being restored to operating condition by the New Brunswick division of the C.R.H.A. at their Salem and Hillsborough Railway in New Brunswick.

Number 1009 was one of a group of ten engines built by Montréal Locomotive Works, Limited, Montréal, Québec, for the firm of O'Brien, McDougall and O'Gorman, Limited, railway construction contractors. They were in the process at that time of building portions of the National Transcontinental Railway, authorized by the Government of Canada.

She was outshopped in May 1912. Her builder's number was 51132, order number Q-195. She had 18x24" cylinders and 51-inch drivers. Her boiler pressure was 160 psig and her tractive effort was 21%.

When the National Transcontinental was amalgamated with other lines to form the Canadian Government Railways, Number 1009 was renumbered to Number 4529. Upon verbalization of the Canadian National Railway Company in 1917, she retained her number, but in the renumbering of 1957, in anticipation of the diesel-electric locomotive era on Canadian National, she became Number 1165.

The accompanying illustration, taken by Mr. Mendel Greenblatt of Moncton, New Brunswick and provided by the late Mr. Ted McQuinn, shows Number 1009 at Kent Junction, New Brunswick, on the Kent Northern Railway portion of CN lines on 01 July, 1938. Number 1009 worked with her sister engine, Number 1008, on

this line for several years. The gentleman in the photograph is Mr. Bruce M. Brown, Number 1009's engineer.

The late Mr. McQuinn also provided the following report to the Master Mechanic, Canadian National Railways, Campbellton, New Brunswick, which highlights an interesting episode in the locomotive's history.

REPORT ON C.N.R. LOCOMOTIVE NO. 1009 FROM RICHIBUCTO N.B.

Dec. 9th. 1936

Subject: Report on Dry Pipe on Engine No. 1009.
To: H.B. Dryden, Master Mechanic
Campbellton, N.B.

Dear Sir:

Dry pipe on Engine N. 1009 leaking quite badly. When engine stands for a short time, for example about five minutes, the cylinders will fill up with water and when opening cylinder cocks, water will pour out for some time before steam comes. Again, when engine stands in roundhouse overnight, water pours continually from relief valves.

I have noticed that when engine has been worked harder than usual, the pipe seems to leak more.

I would suggest you make arrangements to have this engine taken to Campbellton for repairs on pipe when it goes in for the next washout.

Engineman,
Bruce M. Brown



Book Review

AN ECONOMIC HISTORIAN'S POINT OF VIEW

By: Sandy Worthen

It may be imagination, but every once in a while it seems as though there is a recurring tendency to describe the development of railways here and afar from the point of view of regional economics. When this method is applied to the railways of Scotland and England, the result is not particularly satisfactory. One wonders what George Hudson, "The Railway King" of England of the 1840s, would have said.

The author of "The Origins of the Scottish Railway System 1722-1844", Mr. C.J.A. Robertson, Lecturer in Economics and Social History at the University of St. Andrews, Scotland, is of the opinion that "by comparison with their English counterparts, Scottish nineteenth-century railways have suffered from a degree of neglect by economic historians."

May be; however, economic historians as a group are not notably good raconteurs of railway history. Moreover, it is difficult to overlook the author's dismissal of O.S. Nock's "Scottish Railways" as

"essentially descriptive rather than historical" and John Thomas' "The North British Railway" (and his other book on the Lowland and the Border railway history) as typifying the sort of history written by railway enthusiasts

"concentrating mainly on topography, dates of opening, technical developments and episodes of an entertaining or eccentric kind."

And, apparently, there are other, similarly unscholarly histories by other railway-enthusiast authors, too trivial to mention, except perhaps briefly in the bibliography.

Having thus cleared the field, Mr. Robertson proceeds to chronicle the history - economic, of course - of Scottish waggonways, which are not railways - any more than the father is the son - with some facts and some speculations about the ancestral Kilmarnock and Troon Railway. He remarks

"There is no easy way of deciding when the waggonway becomes the railway."

There was a time when such a differentiation was simple: the waggonway became the railway when the vehicles on it were pulled by a steam locomotive. "Not so", says Mr. Robertson.

"To insist on the presence of the steam locomotive seems unnecessary; the Stockton and Darlington did not become a railway simply because the directors were persuaded by George Stephenson to try his engine, and the Edinburgh and Dalkeith was certainly a railway although it was pulled by horses through the 1830s and after the mania."

Somewhat arbitrary, the author's conclusions! Some recognized authorities on railway history, railway enthusiasts inter alia and not tillers in the field of economic history, would not concur. It is not surprising, therefore, to find oneself at the end of Chapter One immersed to the neck in detailed tabulations of construction costs of waggonways and estimates of potential traffic thereon. Just a matter of economics!

Mr. Robertson develops the thesis that early railway construction in the Scottish Lowlands and Border regions was controlled and directed by the industrialists and the city/town planners (economists), rather than by the promoters and contractors, as was the case generally in that country to the south. If this were true, it were a grievous error for the time; and may have accounted in part for the reluctance of capital to become available rapidly. This resulted in the restrained rapidity of railway construction in Scotland, which in England and Europe made the middle nineteenth century generally an era of rapid technological and economic progress.

Despite his distant, early warning about histories "essentially descriptive", and so on, Mr. Robertson makes the early days of the Glasgow, Paisley, Kilmarnock and Ayr Railway come alive; and clarifies some points which, in the mind of one reader at least, were something of a conundrum.

Chapter Five, "The Battle for the Border", is of considerable interest. When, in 1836, Joseph Locke, the Scottish civil engineer, affirmed that "two great lines from Scotland to England cannot pay,"

perhaps he was being unduly pessimistic. But he and others were confronting that wide belt of sparsely populated land between the industrial centres of the Scottish Lowlands and the cities of northern England. It was no wonder that he felt as he did. In the end, of course, two main trans-border routes were built, one on the east coast via Berwick; and one on the west, via Nithisdale. The reader may be persuaded that these routes were determined by government committees, municipal groups and city/town planners (economists).

The final Chapter, Six, of Mr. Robertson's book presents a summary and some conclusions; in reading this portion, one must keep in mind always that the final year being considered is 1844. There seems to be a tacit suggestion that the railways of Scotland were intended initially to be for the sole benefit of that land. In reality, it was apparent very early in their development that their real destiny was to facilitate the transport of goods and people on the north-south axis between Scotland and England.

An interesting argument: the author contends that, with regard to the establishment of rates for freight (goods) transport on contemporary Scottish railways, they were formulated on a "hit-or-miss" method: "...where competition was not to be feared, rates were presumably set at a level where it was believed (perhaps by instinct) that the equation between the volume of traffic attracted, the revenue per ton-mile and the cost of carriage yielded the maximum return."

How not? In 1844, with no body of experience to guide, pray how else were rates of carriage established? The author does not enlighten the reader.

There is the recurring criticism in the book that there were disparities between estimates and results; both in the costs of creating the railways, and in the eventual returns from traffic. Should not the same caveat apply? Concurrently, a fund of experience was being generated by the railways of England; and it was not long before the railway promoters there learned the regrettable lessons of "overpromotion"; e pluribus unum, George Hudson, Esquire, sometime Lord Mayor of York, whose eclipse began in 1849 with ultimate extinction in 1853.

No, it will not do. If, as the author states in the preface, his book is an "economic" history of the Scottish railway system 1722-1844, then a sub-title should have made this clear. As it is, it falls between the two stools of the amateur and the academic. The work may be definitive, but it is difficult reading. There are hundreds of footnotes and a 13-page bibliography of pre- and post-1860 publications. It is a textbook for use in universities by economists and economic historians. It will find a place in public libraries, but regrettably not in the libraries of the multitude of

railway enthusiasts, amateurs all, who delight in the writings of O.S.Nock, C. Hamilton Ellis, George Dow, Charles E. Lee, John Thomas and other railway historians.

THE ORIGIN OF THE SCOTTISH RAILWAY SYSTEM 1722-1844.

Robertson, C.J.A.

John Donald Publishers Limited 1983
138 St. Stephen Street, Edinburgh, EH3 5AA, UK
421 pp.; 90 tables; bibliography; index; no illustrations.
ISBN O 85976 088 X 20 pounds sterling.

A NECESSARY RECORD

By: Sandy Worthen

Some time after the end of World War II, when the prohibitions surrounding the photography of electric street and main-line railways had been relaxed, enthusiasts everywhere began making weekend and longer visits to various cities across Canada to record on film and to write about the physical assets of those urban/interurban railways still in operation.

One streetcar line which had managed to survive the onslaught of the internal-combustion colossus, was the Sudbury-Copper Cliff Suburban Electric Railway Company (SCCSERC), to give it its full title, with head-offices in Sudbury, Ontario, some 250 miles (420 km) northwest of Toronto, Canada's "Queen City."

The SCCSERC (wow!) was incorporated in 1912 and managed, by the grace of God and desperate men, to operated in whole or in part to the first day of October, 1950. The story of these 38 years of operation is as varied as the equipment with which it was accomplished. In 1948, with camera and notebook, Mr. John D. Knowles of Toronto, member of the Upper Canada Railway Society (UCRS), ventured north-westward to the mining/smelting complex of Sudbury/Copper Cliff, to collect pictures and data on the interurban railway. The first report of this visit was published in BULLETIN No. 34 of the UCRS in 1952. The present publication is Nickel Belt Rails Number 3, presented by Nickel Belt Rails of Sudbury, Ontario and Fredericton, New Brunswick.

The SCCSERC was an unusual company; it was so for many reasons, the principal of which was its equipment, all second-hand except for its one double-truck, wooden snowplow, built by the Ottawa Car Manufacturing Company of the Nation's capital. There was a car from the Toronto & York Radial Railway, two from the fabled Third Avenue Railway System of New York City, one from Buffalo, NY, one from Cleveland, Ohio, two from the Toronto Suburban Railway, six from the Schuylkill Railway (Girardsville, PA) and four from the Wilkes-Barre Railways of Wilkes-Barre, PA.

Knowledge of this mélange would have been enough to make any streetcar fan salivate!

In addition to making this second-hand hodgepodge operate reliably, the Company had to effect a crossing of the hallowed frontier firmly established long ago by the Canadian Pacific Railway (Company), in its main-line and branch-line transits of Sudbury.

Jack Knowles' story of how all this was accomplished, and the subsequent life and times of the SCCSERC, makes good reading. Also enjoyable are the illustrations, some of which were included in the 1952 UCRS publication, while others were located more recently. Messrs. W.C. Bailey, R.S. Brown and F.E. Butts shared their photograph collections for the publication.

The ingenuity of the line's location (to avoid crossing the CPR and approaching the slag-dumps at the smelters) was surprising. Naturally, and particularly on the Copper Cliff line, the SCCSERC passed mines and smelters. While it was called "a street railway" in some Sudbury newspaper reports, it was really just what its corporate title said it was: "a suburban electric railway." No frills!

Towards the end of its life, an aging physical plant was the handwriting on the wall. The "terrible swift sword" was the unilateral paving of a section of Lisgar Street in Sudbury, after some extensive sewer work. When the contractor paved the street, he paved over the streetcar tracks, obliging the Company to institute a "temporary" bus service. It was the old story of "the thin edge of the wedge": the temporary bus service became permanent; and soon, additional units appeared on the property to carry the customers.

At the end of 35 years of faithful service, not much of the street railway remained, Mr. Knowles writes. Unexpectedly, the final day of operation was memorialized by a spectacular grade-crossing accident. Mr. Knowles observes:

"The railway's corporate title outlived the rail operation by only a year, being dropped in favour of 'Sudbury Bus Lines Limited' when the company was reorganized during the fall of 1951."

There are some commendable touches in this soft-cover book. Tickets, transfers and timetables are depicted. The "expanding" series of maps showing the location of Sudbury/Copper Cliff is most helpful; as is the one of downtown Sudbury, where the SCCSERC became a real street-railway for a few blocks and cleverly crossed and recrossed the Canadian Pacific's main line on the way to Gatchell.

In a postscriptum, Mr. Dale Wilson of Sudbury speculates on the future of the SCCSERC, had Mackenzie and Mann and the Canadian Northern not been devoured by Canada's federal government and "the automobile become epidemic." For example, the Company never succeeded in establishing freight

service; the Canadian National, contrary to the Canadian Northern, not being interested in such an exchange operation. Electric lines west to Creighton and east to Coniston "would have served a major mine and smelter complex, respectively, and the towns that each supported."

These extensions never materialized, but this in no way diminishes the corporate history. All of us have our dreams of "might-have-beens".

John D. Knowles' - and Nickel Belt Rails' - story of "THE SUDBURY STREETCARS" is a necessary addition to the stories of some of the smaller streetcar lines in Canada's medium-sized cities.

THE SUDBURY STREETCARS: The Sudbury-Copper
Cliff Suburban Electric
Railway Company

John D. Knowles & Nickel Belt Rails
Nickel Belt Rails, Publishers, P.O. Box 483, Station B,
Sudbury, Ontario, Canada P3E 4P6
32 pp., 64 b&w quarter/half-page illus., 4 maps;
tickets, transfers, TTs illus.
First ed. 1983 ISBN 0-920356-03-6 \$7.00 pp.

TO ALASKA BY WATER - 1899

By: Sandy Worthen

On examining this soft-cover book and considering the title, one wonders precisely how it relates to railways. It might be assumed that it is the story of yet another dog-team dash for the North Pole, were it not for the direction of the voyage as described in the subtitle: "The Harriman Expedition to Alaska, 1899." Up to this point, the sole indication of its relation to railways is the name "Harriman".

Not many of today's readers of railroad history will have examined the career of Edward H. Harriman, one of the best known turn-of-the-century, self-made men. The story of his steady development of the Illinois Central Railroad, as its financial officer, is remarkable. But even more astonishing was his "giant step" in 1897, when he was able to block the progress of the prestigious Union Pacific Railroad until that company's directors offered him a seat on the board. A year later, Harriman was elected chairman of that board. His ability, as reflected in his business career, was enormous and had brought him seven-figure wealth and nationwide public recognition.

Biographies have been written of this epitome of the Horatio Alger legend. Unfortunately, Harriman's personal papers were destroyed in a warehouse fire in 1913, but by dint of detailed research, Professor

Goetzmann of the University of Texas at Austin, and Kay Sloan, instructor at the same university, have been able to reconstruct the story of E.H. Harriman's expedition to Alaska in 1899 in remarkable detail. While for many years there had been a casual interest in this trip amongst interested historians, it took on new importance when the University of Texas at Austin, Humanities Research Centre, purchased a copy of the rare Harriman "Souvenir Album" of the 1899 venture. The researchers realized instantly that they "had access not only to an almost forgotten episode in the history of American exploration, but also to a rich cache of Edward S. Curtis' photographs, which were quite unlike his more famous work."

The motivation for the expedition was really quite simple. Since boyhood, Mr. Harriman had nursed a desire to lead an expedition to Alaska - America's "last frontier" - and there hunt and kill the famous Kodiak bear. At this present remove of eighty-odd years, such a consuming desire - and it was a consuming desire - may seem to have been somewhat fatuous, but who is now to gainsay the wish of a man of E.H. Harriman's accomplishments.

The second chapter of the book on the justification and organization of the expedition is intriguing. It could be said without fear of contradiction that the party did not lack for celebrities and luminaries and their consorts. Life aboard the good ship S.S. George W. Elder, however, was a bit of a bore by any era's standards! There were no high-jinks, and overt pranks were frowned upon. Whiskey, cigars and "good talk" were the order of the night, until bedtime, anyway; while daytime activities included the investigation and geological, sociological and ecological evaluation of every piece of above-water land and life encountered en route. This examination included glaciers and icebergs.

Several mini-expeditions later, in Chapter Three, the good ship "Elder" visited Juneau and, at last, in Chapter Four, the party sailed up the Lynn Canal and arrived at Skagway, which "had sprung up two years earlier to serve the transient population of miners". It was the ocean terminal of the newly-completed "White Pass Railroad". Mr. Harriman already had arranged for the members of his "expedition" to ride over the length of the line, all the way through the White Pass to Lake Bennett. Edward Curtis took (some) pictures; lunch at Lake Bennett was a triumph. As the train began to make the return trip, it was noticed with consternation that Mr. Harriman was no longer in the party. A hurried return was made to retrieve Mr. Harriman and his brother-in-law, Mr. William Averell. The two gentlemen had wandered off to explore the area. They did not find a Kodiak bear.

But, in Chapter Nine, Mr. Harriman did shoot his Kodiak bear, and one of the purposes of the expedition

was fulfilled. Captain Kelly shot this female's small cub. The next day was the Fourth of July. Festivities appropriate to these two occasions were organized.

Not content with the novelty of the White Pass Railroad and the two Kodiak bears, Mr. Harriman's party pressed northward towards the Bering (sic) Sea, the Pribilof Islands and - Siberia! Some sea-lions were slaughtered; hundreds of murrelets were dislodged from the overhanging cliffs, and "green eggs crashed down behind them from their nests and smashed against the rocks." Holocaust!

Chapter Eleven is titled artistically: "I Don't Give A Damn If I Never See Any More Scenery", a sentiment which the reader - by this time - may share. More "specimens" are shot/netted/collected by the scientists in the party. Frederick S. Dellenbaugh, famous artist and western traveller, mistook two swans and their cygnets for a male and female polar bear with an almost predictably fatal result. Bernhard E. Fernow, Cornell University's Dean of the Forestry School, composed a poem about the mistake in identity. By and by, the "Elder" returned to Juneau. In the end, and filled to repletion with "specimens", the ship staggered to the dock in Seattle, Washington, on July 30, 1899.

A good time was had by all.

What were the results of the Harriman Expedition to Alaska? They are described in Chapter Fifteen.

Aside from the excursion to Lake Bennett on the White Pass Railroad, previously referred to, the railway interest in this book is confined to a picture of the "Harriman Train" - presumably on the Union Pacific Rail Road - in colour on the front cover; and repeated in black and white on page 17. In the picture of the Harriman party with the whalers at Port Clarence, there seem to be the rails of a primitive railway on the dock. Further information is lacking.

This is a most interesting account of a turn-of-the-century capitalist's scientific expedition to Alaska. It was perhaps a whimsical venture, but the authors affirm that "it should be apparent that the Harriman Expedition was more than a rich man's junket - a summer vacation in Alaska's wonderland. It was also more than a grandiose railroad-building scheme," this last a reference to Harriman's alleged intention to build a railway from North America to eastern Asia, across the Behring Strait from the Aleutian Islands to Kamchatka.

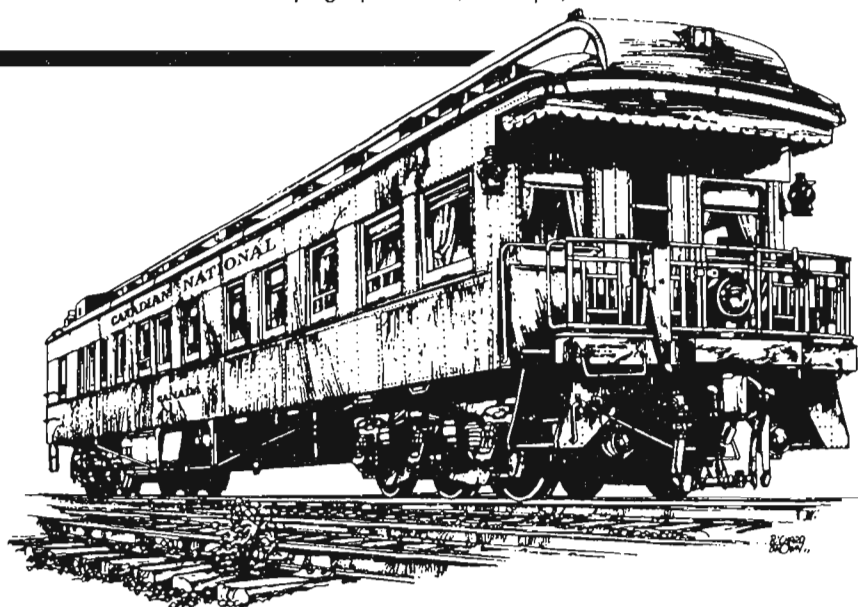
While it is rankly unfair to excerpt statements out of context in a review, there is wholehearted agreement with the second statement, while a degree of scepticism is maintained regarding the first.

Readers will arrive at their own conclusions about the expedition and the account thereof after reading Chapter Fifteen: "Scientific Results". But it would have been most agreeable if Mr. Harriman had had expanded the story of the White Pass Railroad, "recently

completed", along with the islands, islets, glaciers, fauna, flora and so on, the details of which were published subsequently in more than ten volumes.

LOOKING FAR NORTH: The Harriman Expedition to Alaska, 1899.

Goetzmann, William H. & Sloan Kay Princeton University Press Paperback 1982 Princeton, New Jersey 08540 USA
ISBN 0-691-00591-5 pbk. 244 pp., 57 b&w quarter/half-page pictures, 2 maps, 2 sketches. US \$ 8.95



The business car

THE AMHERST TOWNSHIP HISTORICAL SOCIETY, founders of the Cumberland County Museum, have issued a souvenir trade dollar for 1985.

This year's coin depicts on the obverse the Chignecto Marine Transport Railway. The engine design was derived from the Parks Canada Collection. The reverse again depicts the Amherst Town Crest.

The Chignecto Marine Transport Railway was one of the most ambitious and unique undertakings in history. The idea was conceived by Henry George Clopper Ketchum, chief engineer of the project. The railway would join the Northumberland Strait and the Bay of Fundy across the Chignecto Isthmus. It would cut 500 miles off the sea voyage from Montreal to Saint John.

Money for the project was raised through private financing in England and the Canadian government made a generous twenty year subsidy grant. The total cost of the railway and equipment was four million dollars.

Construction began in 1882 under the company known as the Chignecto Marine Transport Railway Company. Four thousand men were employed to Tidnish, and consisted of two tracks, with rails 110 lbs. each to a yard.

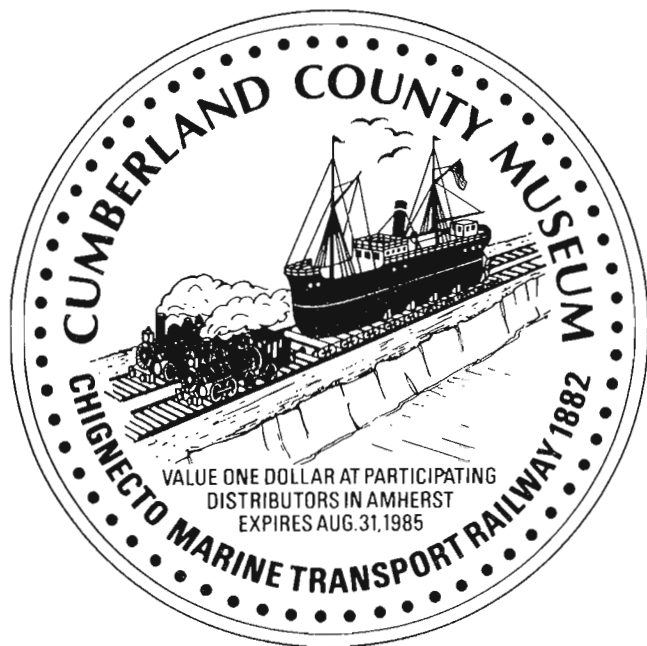
The Fort Lawrence dock was capable of containing six ships of 1000 tons each. It was excavated 40 feet deep, 500 feet long, and 300 feet wide. Walls of masonry rose on either side of the gate, to retain the waters of the basin. A gate, 30 feet high and 60 feet wide opened at high tide to admit shipping. The vessel to be transported floated over a grid-iron which, with a cradle on it, was immersed at the bottom of the dock. The gridiron formed a moveable part of the track. When the vessel was secured, it and the cradle would be lifted, by means of hydraulic machinery, onto the tracks. The cradle was 230 feet long and 40 feet wide. It was carried on 192 wheels and consisted of three sections each with sixteen rows of four wheels. The vessel would then be towed across the isthmus by two specially built locomotives at a speed of from five to ten miles per hour.

Special masons, imported from Scotland, were used to build the dock walls and bridges. Stone used for culverts was ready cut in Scotland.

By 1891, hoisting machinery was installed at Amherst, and all but three miles of track had been laid, when shipping companies, fearful of a great loss of revenue to be suffered when their sea voyages were so curtailed, rushed to Ottawa to make

a protest. They were successful in convincing the Canadian government to withdraw all financial support.

They were able to persuade the government due to larger steamers were replacing smaller wood-ven vessels. These were too large and heavy for the railway which had a capacity of 5000 tons. Also, new and better railway connections were being developed around the province, which cut into coastal trade. The line also would be quite slow, as only one vessel would be moved at one time, and then in only one direction.



Ketchum worked hard trying to raise the necessary financial capital needed to finish the railway but was unsuccessful. He died a short time later and no one had enough courage left to complete the railway. The Canadian government later dismantled the railway. Very little remains of the railway today, except for the stone culverts and bridges.

The profits from the sale of these trade dollars will be used to aid in the restoration and preservation of the Cumberland County Museum.

A limited edition of 5000 nickel bonded steel coins will be minted by the Sherrit Mint. Limited editions of 50 silver, 125 gold plated and 125 bronze plated coins will also be minted.

Post paid prices are as follows:

| | | |
|--------|-------------|---------|
| 1983 - | Sold out | |
| 1984 - | Sold out | |
| 1985 - | N.B.S. - | \$ 1.75 |
| | Silver - | 31.00 |
| | Gold plated | 6.75 |
| | Bronze | |
| | Plated | 6.75 |

The coins will be available in early January. Advance orders and further information can be obtained from:

The Amherst Trade Dollar Committee
P.O. Box 686
Amherst, N.S.
B4H 4B8



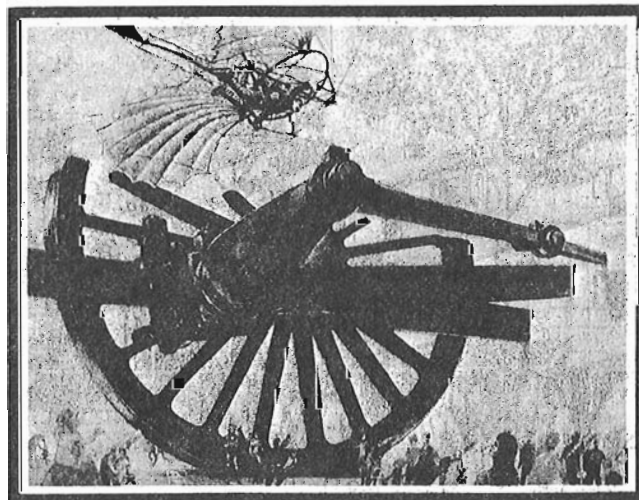
AN APPROACH WHICH AT TIMES SEEMS TO blend the words of Jules Verne and Gulliver has won the Roundhouse theme pavilion competition.

The proposal call to design Expo's theme pavilion on historical transportation and communications went out to 30 firms. Fifteen were Canadian; 15 international.

From a short list of four design firms (based in Vancouver, London, Prague and Woodbury, New Jersey), EXPO 86 selected the Prague firm, Studio Shape, Studio Shape is working with Art Centrum, the Czechoslovakian government umbrella group for artists and artisans which produced the successful Czechoslovakian pavilion at Expo 67.

In recognizing the appointment, EXPO 86 Creative Director Ron Woodall said: "The Czechoslovakians have extremely high standards in a technical sense. But the real difference is their creativity. It is obvious how committed they are to delivering a prototype concept. Their thinking is world class.

Giant locomotive wheel: *The 20-metre-high replica of a 1911 wheel is just one surprise in the Czechoslovakian-designed Roundhouse exhibits. The telescopes offer private glimpses of often bizarre transportation inventions, from mechanical horses on wheels to Brunton's "walking locomotive."*



In their proposal Studio Shape stressed their wish to evoke "the world that disappeared, the world in which brave people realized their courageous technical dreams ...We search for a joyful, optimistic and dynamic way of relating the past."

Jaromir Hnik and Martin Rajnis have developed a concept which both surprises and physically involves the visitor. Expect: flying self-propelled machines, a giant semaphore, theatres housed inside enormous airplane engines, and the world's oldest Bugatti. The multimedia show, Unknowledgeed Edisons, draws on a unique collection of 19th century, painted-glass plates used in magic lanterns.

"The Retrospective of Motion" pavilion will be housed in the semi-circular building dating back to the 19th century.

For decades the Roundhouse, now located at the west end of the main EXPO 86 site, stood not only as one of Vancouver's key industrial centres but also as a symbol of the golden age of steam railroads.

Imperial Oil Limited/Esso Petroleum Canada, one of Expo's corporate participants, is co-sponsoring the refurbishing of the Roundhouse, along with EXPO 86 and B.C. Place. The Roundhouse will remain as a legacy building after Expo closes.

THE THEME IS TRANSPORTATION AT EXPO 86 in Vancouver and the railroads will be well represented with a planned "Steam In".

Custodians of operating standard gauge steam locomotives from around the world have been invited to bring their locomotives to participate. See, touch, smell, and photograph an Australian streamlined Pacific, a Chinese Santa Fe, a Niagara from Mexico, a Black Five ten wheeler from England and a 141R Mikado from France. Also expected in this impressive display will be Union Pacific 8444 from Denver, British Columbia's Royal Hudson 2860 and 3716, the 1201 from Ottawa, and Southern Pacific 4449 from Portland. Canadian Pacific has broken ground for its pavilion and VIA Rail is planning one also.

Expo 86

EVERYONE'S LIPS ARE SEALED, BUT RELIABLE sources say the Japanese have agreed to come to Expo 86 and bring with them their experimental, high-speed, magnetic levitation cushion train.

Sources say a 400-metre (1,312-foot) track site has been reserved on the Expo in Tsukuba in 1985.

It is a remarkable coup for Expo and will put the show firmly on the rails, so to speak.

Both Japan National Railways and Japan Air Lines have completed advanced small-scale testing and have made major steps toward commercial application for the train.

The Japanese are constructing a High Speed Surface Transport (HSST) system at the Tsukuba show which will operate on a 400-metre (1,312-foot) track.

The 44-passenger car will run at 30 kilometres an hour, but despite the slow speed, it will be the first commercial linear train. The same exhibit will then be packed up and brought over to Vancouver.

Conventional high-speed trains, such as the famed Japanese bullet network of Shinkansen, and the even faster French TGV, which runs between Paris and Marseilles, have limitations in that speeds above 350 km/h are not possible due to wheel friction.

The levitation trains ride on a magnetic field just above the track and are expected to be able to reach speeds of 500 km/h.

Cathay Pacific Airways, which will boost its direct flights to Hong Kong from Vancouver to three a week starting May 1, is doing everything right it seems.

The company has been given Air Transport World's prestigious Best Passenger Service Award. The award is covered by international airlines as it signifies the top service in the industry.

S. THE PROVINCE

A FEDERAL APPEALS COURT TUESDAY REJECTED a request from Chicago Milwaukee Corp. stockholders to block the sale of the bankrupt Milwaukee Road's freight operations to the Soo Line Railroad Co.

The action by the 7th US Circuit Court of Appeals paved the way for Federal Judge Thomas R. McMillen to enter an order making the sale final.

McMillen gave the \$571 million sale preliminary approval Feb. 8, despite the fact that the Soo Line's offer was \$210 million less than a bid from the Chicago & North Western Transportation Co.

McMillen said a takeover by the Soo Line would be more in the public interest. He said testimony showed that a C&NW takeover would create a monopoly on some Midwest routes and result in C&NW ownership of many parallel routes, which would lead to track abandonment and lost jobs.

The appeals court did not take action on another request from Chicago Milwaukee Corp., the owner of Milwaukee Road, that would have directed McMillen to accept the C&NW bid.

C&NW's offer legally expires once McMillen enters his final order. C&NW moved to withdraw its bid Feb. 8 after McMillen announced his intention to approve the Soo Line offer.

In its ruling Tuesday, the appeals court indicated that Chicago Milwaukee stockholders had the right to appeal McMillen's order approving the Soo Line bid.

"We emphasize that today's ruling is without prejudice to any party's right to seek a stay of the entry of the order in the district court any other relief they may deem appropriate," the ruling stated.

The 3,100-mile, Chicago-based Milwaukee Road has been under bankruptcy reorganization since 1977. The merger would more than double the size of the Soo Line of Minneapolis, whose majority owner is Canadian Pacific Ltd.

S. MILWAUKEE SENTINEL Feb 20, 1985 via Fred Angus.

THE TTC'S SCARBOROUGH RT RAPID TRANSIT LINE, linking Kennedy subway station with the Scarborough City Centre area, opens in late March, 1985.

The seven-kilometre line, using vehicles designed and built by the Province's Urban Transportation Development Corporation, will be officially opened on March 22. Saturday, March 23, will be the first day of service, with free rides for the public between 0900 and 1800 hrs as part of the opening celebrations.



RT's stations are at Kennedy, Lawrence East, Ellesmere, Midland, Scarborough Centre (serving the civic centre and the shopping mall) and McCowan. The facilities at Scarborough Centre station include the new TTC-GO bus terminal open since last October; construction of a large, heated shelter there for GO Bus passengers is in the final stretch, with completion scheduled for the beginning of next month.

The new terminal has six bays for GO Buses and is situated immediately next to the south end of the shopping centre.

S. GO INFORMATION via Ted Wickson.

KAATZA IS THE INDIAN NAME FOR "THE BIG LAKE", beside which Lake Cowichan's Station Museum is located.

The old E & N Station, built in 1912, was closed in 1975, the year in which the Kaatza Historical Society was founded. In 1977, the building was donated to the village of Lake Cowichan on condition it be moved. B.C. Forest Products Ltd donated adjacent land, and local truckers hauled gravel fill for the foundation. Funds from Lake Days Celebrations and the Kinsmen Club paid for the actual moving.

Almost immediately, work began on the much-needed new roof, with cedar shakes being provided by local forest companies. Then, in 1978, the Station was declared a Heritage Building, and funding from the B.C. Heritage Trust helped pay for exterior restoration. CP Rail provided "station red" paint. Subsequently, interior restoration has been carried out by members of the Society and participants in various government work programs.



When on November 5, 1983, Kaatza Station Museum was officially opened, some 200 citizens and visitors were clearly impressed with the attractiveness of the restored waiting room and office, with the Agent's desk and Morse keys, and with the mural and displays depicting the logging history of the area. Particularly popular were the old-fashioned kitchen and parlour corners in the back room.

They used to come to Cowichan Lake Station to meet or catch the train; now they come to Kaatza Station Museum to see how pioneer life was interwoven with the railway and with the logging and lumbering industries.

One thing has not changed — the pioneer spirit of working together that made the museum a reality.

Opening hours are: May/June, September/October Saturday from 10 a.m. to 4 p.m.

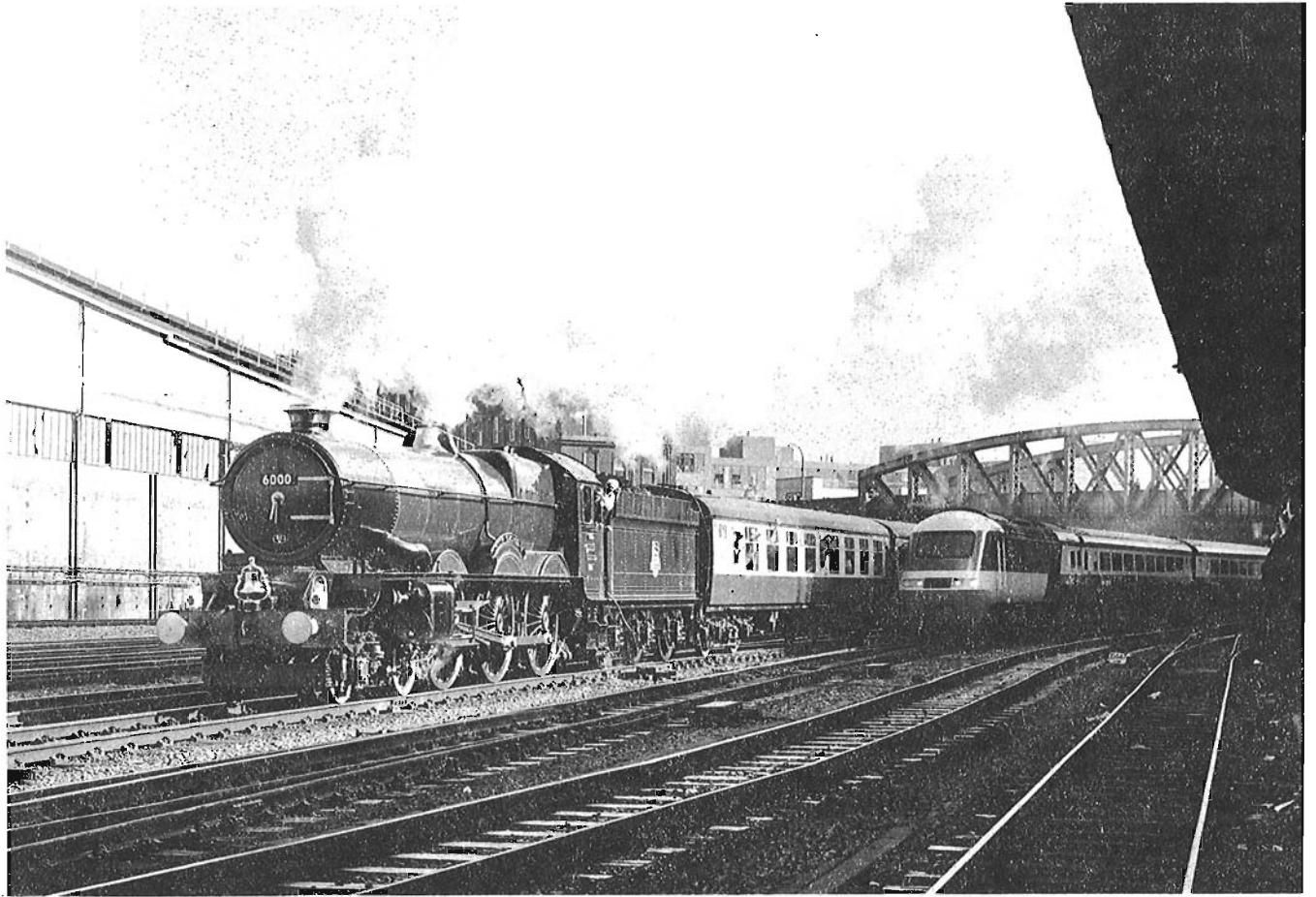
Sunday from 1 p.m. to 4 p.m.

July/August - from 10 a.m. to 4 p.m daily

November to April - groups by appointment

Yvonne Green, Curator

DISCOVERY, July 1984 via Norris Adams.



1985 WILL BE A MOMENTOUS YEAR IN THE HISTORY of railways. Throughout summer British Rail will be celebrating the 150th anniversary of the Great Western Railway which built the line from London westward to Bristol, Devon and Cornwall, South Wales, and north to Birmingham and beyond.

The GWR won admiration and affection throughout the world, particularly in the decades before World War 2 following the visit of its greatest locomotive, King

George V, to the United States in 1927. This is one of the steam engines that will be working next year, hauling enthusiasts specials along Brunel's original main line to the West, into Gloucestershire and South Wales.

S. R.W.N. Drummond, British Rail, Regional H.Q. 125 House 1, Gloucester Street, Swindon, Wiltshire SN1 1DL.

THE EMBARGOED NARROW GAUGE DOES show signs of the extended shut down. Weeds and young trees have begun to grow in the right-of-way and near White-horse Y.T. rock and clay debris from the unstable bluffs along the Yukon River have built up over the railhead.

No motive power or maintenance-of-way machinery is stored outdoors. Most equipment is stored at Skagway, although 2-3 locomotives are reported to be at Whitehorse. What is outside is practically all of the rolling stock fleet both freight and passenger. At Whitehorse (June 21), the engine shed

was boarded up and the doors barricaded with two 20' red cti containers. About 25 COFC flats in the 300,400, 1000, 1100 number series are in the station, engine and transfer yard sidings - some still with containers in place. Other containers have been made into a wall separating the container terminal from the rail yard, for there is still some truck-container activity. White Pass fuel trucks are busy also, as well as the White Pass bus fleet. Depressed Center car 1200 and green Box Baggage 742 are the only non-flat rolling stock in Whitehorse, although at the station, on a very low-key display, was Combine (with cupola) 211.

Near McRae, there were a few gondola containers, but nothing at Carcross except the 2-4-OT 'Dutchess'. However Carcross has replaced Lake Bennett (again) as the location for the tourists' Sourdough Lunch, which is served to the busloads of travellers in the WP&Y warehouse. Bennett is now inaccessible unless you hike in to see the Rotary and caboose on display, and the display-'Dutchess' was really in need of some cosmetic repair.

At Skagway (June 22) much more equipment can be seen, especially at the shops and pier. At the shops wood van 911 (green and yellow), steel van 903 (blue, white & orange), and steel van 901 (blue and white twin stripes) represent the caboose fleet. Depressed center flats 1201 and 1202 and a dozen or so COFC flats in the 300-400, 1000-1100 series are in the yard. Green box-baggage 708 & box 712, 730, and 754 serving as cabins are there also. The truckless boxes are still in the red with yellow lettering and logo "Gateway to the Yukon." Also present are the former East Broad Top triple hoppers 670-683, as is an ex D&RGW (?) bottom dump gondola 664. Only 4 tank cars remain outdoors, namely ex D&RGW cars nos. 10, 27, 53, & 57, but none of the newer tanks in the 70-series. In fact tank 57 had been mounted on flat 1165 just before the shutdown. Burned DL535A 102 and 105 (from the roundhouse fire of Oct. 1969) are still in the back end of the yard, although only frame and body shells remain; whereas GE 84T Shovel Nose 96 sits behind the diesel shop on its own trucks. All three locomotives are in yellow & green paint scheme. Cupola-coaches 214 and 216 are the only passenger cars in the shop area, the remaining fleet is stored in the south yard lead to the piers. Despite the long storage, only 2-3 windows were observed broken. All 31 Parlor cars which have been in service during the last decade were stored at this location. These are 209, and even-numbered 218-226; 234-244; 248; 252-260; 264-288. Names for the cars can be found in the Railway Passenger Car Annual. The only change to this list was 'freshly' painted coach 209; it had lost its cupola (to be found behind the diesel shop) but acquired the name Lake Portage during its rebuild.

Display steamer 2-6-0 52 is in bad physical shape downtown, whereas 2-8-2 195 has been freshly painted in an all-black scheme, a change from the green and black scheme of a few years ago. On the docks were 4 more bottom-dump gons 661-663, & 665, and 30 units of the ore concentrate side dump container flats in the 300 and 400 series.

In the meantime Cyprus-Anvil wants to use the Whitehorse-Skagway highway to truck concentrate all year round, but Alaska refuses to agree. The other alternative is the WP&Y, so both the economy and politics - not tourists will be the

deciding factor in whether or not the White Pass will soon run again.

S. DON McQUEEN

A SIX-MONTH INQUIRY BY THE CANADIAN Transport Commission (CTC) will examine options for "breathing new life" into branch lines threatened by abandonment, including the potential for commercially-operated freight and commuter shortline railways. The inquiry was ordered by Transport Minister Don Mazankowski, who said it stems from the government's election pledge to explore approaches for continued branch line use.

The Minister suggested shortline railways operated independently from Canadian National and Canadian Pacific could have a lower cost component and provide "a new lease on life for these branch lines". Some 260 shortlines are now operating in the United States, and a recent CTC report on the Stettler Subdivision in Alberta found the shortline concept worthy of consideration in Canada. Having ordered the line retained, the CTC will now have the opportunity, through the inquiry, to further investigate the Stettler proposal.

Mr. Mazankowski mentioned the Maniwaki Subdivision in the National Capital area as another location where the CTC inquiry might look favourably at a shortline railway. The CTC granted authority to CP Rail to abandon the line by Dec. 31, 1985, but several parties are interested in taking over part of the line to continue operating a steam excursion train.

In western Canada, other options to be considered by the inquiry include the off-track elevator concept, the role of trucking for those lines affected by abandonment and greater sharing of lines between CN and CP. "There are other imaginative ideas across the country", Mr. Mazankowski said. "We want to explore and encourage new ways and means of utilizing our existing transportation infrastructure to the fullest extent. In this way, we hope to keep our unit costs to the minimum".

In conjunction with the inquiry, the Minister has asked the CTC to extend the abandonment date of the Acadia, Furness, Inwood and Avonlea branch lines in western Canada, and to reconsider the Preeceville Subdivision. In addition to the Stettler Subdivision the Carleton Subdivision and a portion of the Gravelbourg-Shamrock line (SK) have been placed in the basic network as recommended by the CTC.

The inquiry will also mandate the CTC to review current standards for federally-funded branch line rehabilitation. Special emphasis will be placed on selective rehabilitation which could permit additional lines to be rehabilitated while maintaining efficient and reliable service. Commissioner Jim McDonough of the CTC's Western Division will chair the inquiry.

S. TRANSPORT 2000 Dec. 1984.

OUR CONTRIBUTORS TO THE BUSINESS car this month include: Mr. E. A. Wright, Mr. A.J. Venus, Lon Marsh, Don McQueen,

C.R.H.A. communications



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

All membership enquiries including change of address notice should be sent to Jim Patterson, Membership Services at Box 282, St. Eustache, P.Q. Canada, J7R 4K2. Telephone 514-473-7766.

Mail for the Canadian Railway Museum and the Board of Directors of the CRHA should be sent to P.O. Box 148. St. Constant P.Q. Canada J0L 1X0. Telephone 514-632-2410.

The addresses of CRHA Divisions appears on page three of this magazine.

Canadian Rail:

A Saturday Canadian Rail workshop meeting was held at the Dorval Community Center on March 9, 1985 to discuss the future of Canadian Rail in detail. In attendance were: David Johnson, President CRHA; Fred Angus, Editor, Peter Murphy, Production, Stephen Walbridge, Treasurer; Jim Patterson, Membership Services; Bruce Ballantyne, Editor of Communications; Earl Roberts, Editor of Ottawa Branchline; and Albert Mercantini, Procel Printing. Following is a summary of items discussed and decisions taken at this special meeting.

Role of Canadian Rail:

The role of Canadian Rail was defined as the product of historic research regarding Canadian Railways and Street Railway systems. In addition, it is the means of communication within the CRHA; and we acknowledge that it is the **only** means of communication with most of our members.

Articles on hand:

Fred Angus reported that all articles which are submitted can be segregated into two categories
1) Those which are dated and must be published as

soon as possible, 2) Those which can be held in reserve for future publication anytime. All articles submitted are acknowledged in writing by Fred. If a manuscript including photos is of unusually large size, an expanded edition of Canadian Rail, without the Business car section if necessary, will be allotted to present the article in its complete form in one issue.

Request for manuscripts and historical research:

Canadian Rail invites members, historical researchers, etc. to submit manuscripts (illustrated if possible) for publication. The guidelines for articles appearing in Canadian Rail are as follows: The manuscript should be the result of research into Canadian railroad, street railway history or topic of current related interest. The length of the illustrated article should not exceed 26 pages when published, and in no case exceed 40 pages. Photos should be black and white, glossy prints 5" x 7" if possible. Second choice is color glossy prints; third choice are slides. All photos should be captioned. The manuscript may be edited for punctuation and grammar, if blatant historical errors are found, the Editor will communicate with the author. As a general rule pictures of current wrecks, crashes or other misfortunes or general bad railway press are not usually published in Canadian Rail.

Business Car

It was agreed that the Business Car should be a summary of current events that may become items of future historical interest. It was noted that Canadian Rail is widely circulated in the United States, and several countries overseas. As such, our local members should realize that our magazine is probably the only way that non-Canadian members can keep abreast of timely railway developments in Canada. In future, each item in Business Car will be credited with the source, city, month, date, year and contributor.

Communications

Each CRHA Division is requested to **assign** one member whose duty it will be to submit Division news

to Bruce Ballantyne in Ottawa by the appointed deadline. David Monaghan at the Canadian Railway Museum in Delson/St. Constant will be submitting Museum news on a regular basis from now on to better inform our members as to just what's happening at the CRM.

Production

It was decided that every effort must be made to permit us to "hold the line" on membership dues at the end of 1985 if possible. In addition, we addressed the problem of excessive typographical errors, creasing cover when the post office folds Canadian Rail, etc. We agreed to try a newly available type of cover and inside paper stock which should give improved photo reproduction, while being less glossy to the eye. Steve Walbridge will commence checking manuscripts for grammar and punctuation, in addition to Fred Angus who will also edit for historical accuracy and overall acceptability for publication. We will continue to use the typesetting method of work up with the prospect of a word processing computer being introduced in the near future to help cut costs and speed up production time.

On-time schedule and editorial deadline

In view of recent production delays due to various causes, all those associated with the publication of Canadian Rail have renewed their commitment to produce the issues **on time**. Our objective is to mail each issue during the first week of the month, to ensure that it is in your hands by the 15th of the month at the latest. In order to achieve this goal, it is imperative that all editorial material be submitted to Fred Angus, Bruce Ballantyne, or Peter Murphy no less than 60 days (2 months) in advance. Any Division wishing to publish dates of events etc. must take immediate notice of this established deadline.

Conclusion

Canadian Rail is alive and well. However, a thorough review and general injection of new enthusiasm is always helpful. We at Canadian Rail have re-dedicated ourselves to our official bi-monthly publication, but we need your help and encouragement. We urge you to research the topic of your choice, write articles, submit photos, communicate your Division news on a **regular basis** with Bruce Ballantyne, send Business Car items to Peter Murphy. Together we can continue to help Canadian Rail grow, and remain the voice of Rail History in Canada.

Peter Murphy
Co-Editor.

THE TREASURER REPORTS

By Stephen Walbridge

The C.R.H.A. Treasurer keeps the Association's accounts on two basis: one to correspond to the "Membership Year", which is a calendar year; and the fiscal period, which is from April 1st. through March 31st. of the following year.

The "Membership Year" - 1984 finished on December 31st., and permits the Treasurer at this time to give the members a brief report, although unaudited. The Association closed the year with 1,396 paid-up members, an increase of 44 over 1983. We mail 1,442 copies of CANADIAN RAIL every two months.

Our revenue totalled C \$36,350., which includes memberships, exchange on U.S. funds, interest earned, donations, and sales of back issues which, this year totalled \$2,850.

Our Administrative costs totalled \$7,370. CANADIAN RAIL cost \$26,425, slightly below budget. The largest deviation from budget was in our postage expense, which was \$5,710, compared with a budget of \$6,835. CANADA POST granted us a "Book Rate", during the year; which extends to our publication a Federal Department of Communications subsidy. This subsidy was one reason why it was not necessary to increase our membership fee for 1985.

The excess of Revenue over Disbursements for 1984 was \$2,555; which was almost equal to the sales of back issues. The message that the members should receive from the above is that they are receiving their money's worth; while placing zero value on the hundreds and hundreds of hours of time volunteered by the members who write the articles for CANADIAN RAIL, who edit them, who attend to the production of the publication, and who do the accounting; attend Board meetings, and donate personal time to perform dozens of necessary functions.

May the Treasurer, on behalf of the members, extend sincere appreciation to the volunteers who make possible the publication of CANADIAN RAIL; and who administer the Association and its many Divisions all in the interest of the history of Canadian railroads.

NEWS FROM THE DIVISION: Pacific Coast Division:

The Division held some very interesting meetings during the last three months of 1984. In October, nine members participated in a "Theme night" featuring bridges. The sites included some in B.C., Alberta, the Maritimes, the U.S., France, Germany, Switzerland and Britain.

The November meeting was a mixed bag. First was a slide quiz, then the display and description of a

proposed bridge for the new ALRT by Allan Cruckshank; and finally Bob Kerr spoke on railway civil engineering in China and Canada.

The December meeting was the Division's annual Christmas dinner, followed by the movie "The Great Train Robbery". In January topics included Train Orders and members' slides on the theme water tanks. February's meeting consisted of films; while March was the Division's annual meeting; with a presentation on B.C. Electric Hydro History.

Finally, the April meeting was another "theme night with members' slides on "Disasters, Wrecks and other Unpleasantnesses".

Rocky Mountain Division/A.P.R.A.

The Association has taken delivery of their second oldest piece of rolling stock. It is ex-CN tank car #51625 of which little is known except that it was built in 1895. If any readers have information concerning the car, please write to the Association.

A working group, appropriately called "The Vintage Carriage Group" has been formed to manage the restoration of passenger car No. CP 52. They are looking for help and sponsorship to get restoration work going. It is estimated that as much as \$50,000 will be required to complete the job. Anyone interested should write to them % Mike South, 131 Parkview Green, S.E. Calgary Alta., T2J 4N4 telephone (403) 278-6768.

Calgary and Southwestern Division:

The Division also had a technical topic for its November meeting. The guest speaker was Mr Roy Nourse of Canadian Western Natural Gas Co, who gave a talk and film entitled "Wheels in Motion". While the topic was general about the use of LNG in transportation, Mr. Nourse included illustrations of Union Pacific gas turbine locomotives.

The meeting was also the Divisions Annual General Meeting; and the 1984 executive was re-elected by acclamation. Membership stood at 60 — a 25% increase.

The January meeting was the annual Wine and Cheese Party. The topic for the February meeting was a UTDC Video presentation on ALRT; while the March meeting was "Rails in Britain".

Windsor & Essex Division:

The Division has formed the Save Our Station (S.O.S.) Committee in order to raise money to repair their aging Essex station. Help is needed both financially and physically (to organize and to work on the station). The property on which the station rests may become the property of CN Rail, depending on the outcome of the Canada Southern "saga". The outcome may result in the need to move the station. If you can help, please contact the Division.

Toronto & York Division:

The Division's Annual General Meeting was held on

January 17, 1985. The members of the 1985 executive are:

President: Jack Bell
Vice President: Chris Kyle
Vice President: Tony Rubin
Secretary: Hollie Lowry
Museum: Joel Rice
Restoration: Gord Billingham
Directors: John Bicur
Directors: Clayton Langstaff
Directors: Derek Henderson

The Division is planning a tour to MacMillan Yard in late April; and will again hold their annual trip to the Arcade and Attica in June. The T & Y Museum may become the proud owners of two Canada Packers freight cars. A decision will have been made by the time you read this. The donation consists of a box car and an ice reefer.

Bytown Railway Society:

The interior of ex-CP Official's car No 27 (Thurso Railway) has been stripped of paint; and the restoration crew is now busy sanding the inside in preparation for applying a new finish.

During the extended weekend of March 1 to 4, the crew travelled north behind the Thurso Railway log train in Car 27 and the Society's new ex-CP Van. The two cars were dropped off on a siding in the middle of nowhere; and the restoration gang spent the weekend working on the car, eating, socializing etc. It was a captive crew, since the only transportation back to civilization before Monday afternoon was a person's own motive power (legs & feet!)

Niagara Division:

On Jan. 30 the Niagara Division of the CRHA held their annual election of officers.

Elected for 1985 were: President, Peter Bowen
Vice Pres, George Rout
Treasurer, Ken Gansel
Secretary, Norm Conway
CRHA Director, Andy Panko

In mid November seven members of the division spent a three day weekend in Montreal. Included in the weekend were commuter trips on both electric and diesel powered equipment, a photo trip to Dorval and the highlight of the weekend, a go anywhere tour of the CRHA museum. To many of us it was a real eye opener to see what our parent organization has accomplished at the museum.

The division held their mid-winter walk on Jan. 10. This year Peter Bowen organized a two mile walk down the Niagara escarpment on the now abandoned New York Central line to Niagara-on-the-Lake. Built under the charter of the Erie and Ontario in 1854 the right-of-way provided many interesting photo stops for the 14 members that attended.

Norm Conway
Secretary.

SWITCH LIST

85-

Norman A. McPherson, 1016 Forest Hills Dr., North Vancouver B.C. V7R 1N5 is interested in obtaining photographs of the following CP stations in British Columbia: Vancouver, Coquitlam, Hammond, Fraser Mills, New Westminster, Mission, Ruby Creek, Odlum, (Petain - prior to WWII), Yale, North Bend, Lytton, Spence's Bridge, Ashcroft (prior to the present station), Chase, Notch Hill, Tappen, Vernon, Revelstoke, Leancoil, Nelson, Michel.

Mr. McPherson was a telegrapher for Canadian Pacific starting in 1943; and at one time or another worked in each of these stations before 1952.

85-

Gerald Edgar, 416 East Pomeroy, West Chicago Illinois, 60185 has some Canadian Railway collectibles (menus, brochures and timetables) to swap for Chicago Burlington & Quincy or miscellaneous menus-any railroad.

Winnipeg, Manitoba

September 20-22 1985

A feature of CONFERENCE 85 will be the presentation of papers on the themes of the conference by members of the Association. The themes are:

IF YOU NOTICE ANY NEWS ITEMS THAT MAY be of interest to our readers please clip them and mail along with a black and white crisp photo if available to The Business Car c/o Peter Murphy, 75 Sevigny Ave., Dorval, P.Q. H9S 3V8. Please indicate the source of the item so it may be correctly credited.

CALL FOR PAPERS FOR CONFERENCE 85

- 1/ 100 years of the C.P.R.
- 2/ Preservation of Railway Artifacts
- 3/ Local Railway History

(Other topics may be covered, time permitting.)

If you are interested in making a presentation of 15-20 minutes in length, please send an abstract to:

Dr. David W. Johnson

CRHA

F.O. Box 148,

St Constant Quebec JOL 1X0

by July 15, 1985. Note that time may not permit all papers to be presented. The Program Committee will submit presentations for publication in CANADIAN RAIL, if written manuscripts and photographs are provided by the authors at the conference.

Abstracts should include:

TITLE

Author(s)

Address:

Brief Description:

Telephone Home

Work

Subject area 100 years of CPR

Preservation of

Railway Artifacts

Local Railway History

Other

Equipment Needs:

35 mm slide projector

VHS VCR

Beta VCR

16 mm movie projector

Other

BACK COVER:

CN 77 during it's rehabilitation process at the Canadian Railway Museum during the summer of 1984. Pierre Perrault and friend are shown in action.

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