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CANADIAN PACIFIC RAILWAY.
ARRIVAL OF THE FIRST THROUGH TRAIN AT THE SEABOARD OF BRITISH COLUMBIA.
JULY 4TH, 1886 —— T. S. GORE.

CANADIAN RAIL

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FRONT COVER

One hundred years ago this month, on July 4, 1886, the first regularly-scheduled transcontinental train in Canadian history completed its six-day journey from Montreal as it arrived at Port Moody British Colum--bia. At last, the promise made to B.C. when it joined confederation in 1871 had been fulfilled.

INSIDE FRONT COVER

Montreal in the 1860's was already a thriving metro-polis when this very clear and detailed photo was taken from Mount Royal. This was how the city looked when its first street cars began to run 125 years ago. Note the recently-completed Victoria Bridge and, just above the towers of Notre Dame, the island terminus and wharf of the 1852 extens--ion of the Champlain and St. Lawrence R.R., by the 1860s part of the Montreal and Champlain. Most of the buildings in the photo are gone now but some have survived and may still be recogniz--ed today.

Public Archives of Canada, photo C-453

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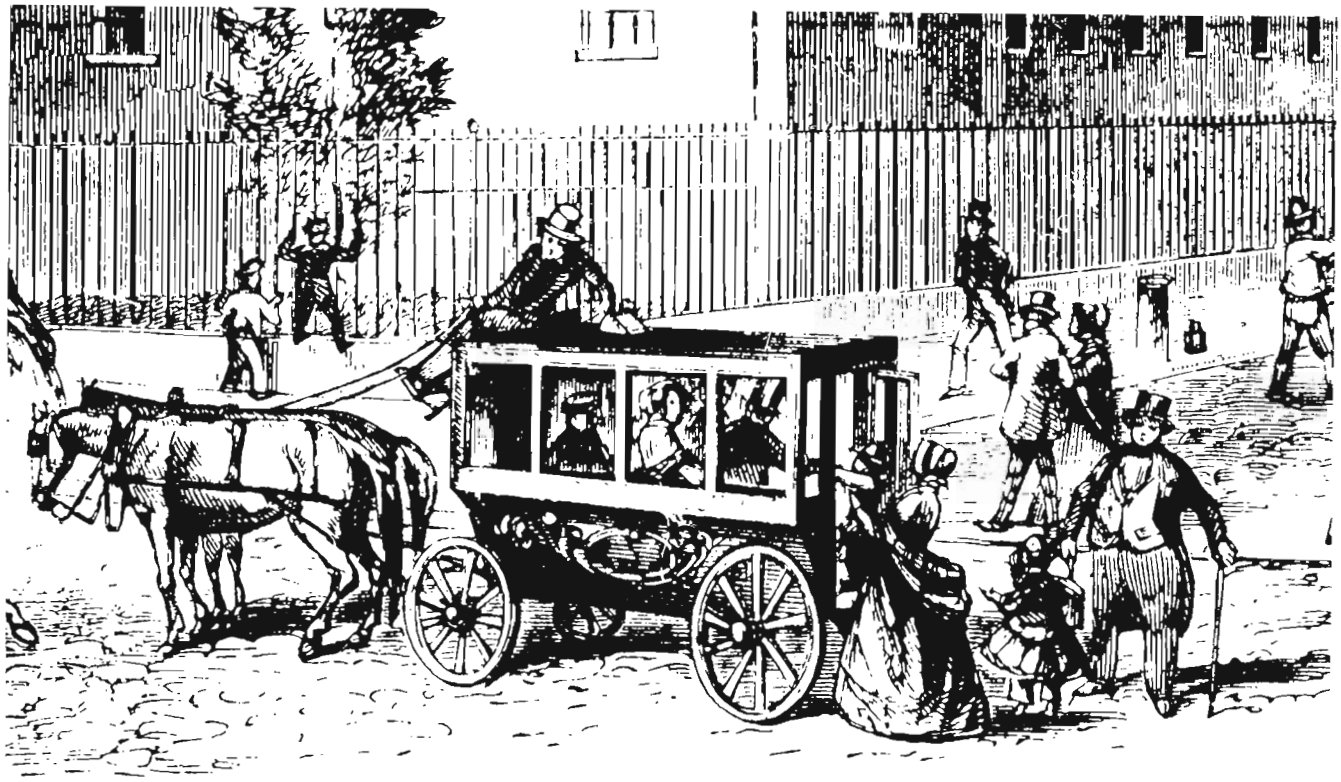
Just what were Montreal's first street cars like?

By: Fred Angus.

"A NEW ERA AFFECTING THE MATERIAL INTERESTS of the city, and, if we may judge by the experience of other cities, one which must have great ultimate results on the prosperity of Montreal, was inaugurated yesterday by the opening of the city passenger railway".

With these words began the account in the Montreal Gazette of Wednesday November 27, 1861 describing the Official Opening of Montreal's First Street Car Line. This coming November, it will be a century and a quarter since these words were written, but they were surely true; in fact, today it would be almost impossible for a city the size of Montreal to function without a good public transit system. Over the years, much has been written about the history of public transportation in Canada, including Montreal; but little has been mentioned about the original cars themselves and some pictorial material is patently inaccurate. Reliable information is rather scanty and there still exists some doubt as to the appearance of those horse-drawn street cars with which the service began in 1861. It is quite appropriate at this time to take a look at the era when all of Montreal's urban transit was powered by horses, and try to answer some questions about the first rolling stock.

To understand the importance of the first street car line, one must have a definition of the term "Public Transit". Strictly speaking, any vehicle offering transportation to the public could be termed a public transit vehicle. This would include present-day taxis or the earlier horse-drawn cabs, of which the latter existed long before 1861. Such vehicles were, however, occupied exclusively during a given trip by the passengers hiring them and were not available to others during that time. A true public transit vehicle as defined here is useable by anyone during the trip

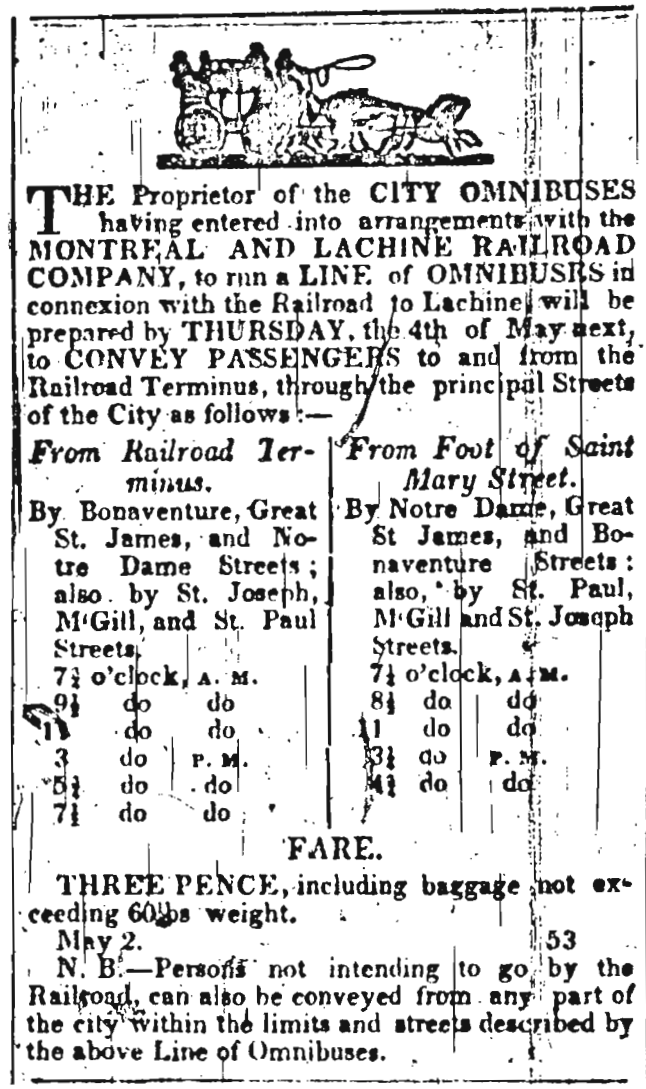


An omnibus of the 1840's. The ones that ran in Montreal in 1848 may have looked like this.

subject to there being space available. Even using this definition, public transit did exist on Montreal streets before 1861. Thirteen years before, there was a little-known line, details of which are "Lost in Antiquity" but which was a real pioneer. On may 4, 1848, what may have been the first public urban transit line in Canada (Antedating Toronto's Yonge street line by one year) began operation in Montreal. An organization called the "City Omnibuses" began a service between the Bonaventure Station of the recently-opened Montreal and Lachine Railroad and the Longueuil Ferry. Newspaper advertisements announcing the proposed service indicated that there would be six round trips a day, presumably connecting with the Lachine trains. However, by May 25, 1848 the service had become more ambitious. The omnibuses were "Now Running" and a trip was made every half hour from 6:30 a.m. to 7:30 p.m. The route was Via St. Antoine, McGill, St. Paul, St. James, Notre Dame and St. Mary (now part of Notre Dame) streets, and a fare of 3 pence currency (equal to five cents) was charged. Most important, it was announced that "persons not intending to go by the railroad can also be conveyed from any part of the city within the limits and streets described by the above line of omnibuses"; also "passengers can be taken up or set down at any point on the route by intimating their wish to the driver". These statements mean that this was a true public omnibus service and not just a connection to the railway. There was even talk of extending the service to the extremity of St. Antoine suburbs, but we do not know if this was ever done.

In 1848, there was nothing novel about omnibuses. They had started in Paris in the 1820's as a vast improvement over coaches for city transportation. By mid-century, they were common in a number of large cities, notably London Paris and New York. Their name was later abbreviated into the present-day "Bus". While we have no details of the Montreal vehicles, or even how many there were, they may well have resembled the New York ones of which more than 300 were in service in 1848. The nineteenth century omnibuses were small and rough riding, running as they did on the unpaved or cobblestone streets of the time. A similar vehicle, of somewhat later vintage, has survived and is now at the Canadian Railway Museum. This "City Omnibus" service must rank as Montreal's first real public transit (unless something even earlier existed). It definitely ran, but we do not know for how long or under what circumstances it ceased to exist. Perhaps in 1848, the time was not yet ripe for such a service, the economy was depressed and the population of Montreal was quite small, factors which may have contributed to the demise of the "City Omnibus" scheme which was soon gone and forgotten.

By 1860, the railway age had arrived and the boom of the 1850's had made Canada railway concious. Montreal was much larger and more in need of public transportation. Street railways were coming into use in North America and at this time a plan much more ambitious than an omnibus line was evolved for Montreal. This was no less than the laying of rails and inauguration of a street railway service. The fact that the earlier service had existed in no way detracts from the importance of the street railway scheme. Running on tracks, the cars ran much more smoothly and could be much larger without increasing the load on the horses. This was to be a city-wide system with a substantial capital investment; and was, in fact, the first permanent service which has evolved without interruption to the present time. One must not forget, however, that it did have a predecessor which was born



THE Proprietor of the CITY OMNIBUSES having entered into arrangements with the MONTREAL AND LACHINE RAILROAD COMPANY, to run a LINE of OMNIBUSES in connexion with the Railroad to Lachine, will be prepared by THURSDAY, the 4th of May next, to CONVEY PASSENGERS to and from the Railroad Terminus, through the principal Streets of the City as follows:—

From Railroad Terminus.		*From Foot of Saint Mary Street.*	
By Bonaventure, Great St. James, and Notre Dame Streets; also by St. Joseph, M'Gill, and St. Paul Streets.		By Notre Dame, Great St James, and Bonaventure Streets: also, by St. Paul, M'Gill and St. Joseph Streets.	
7½ o'clock,	A. M.	7½ o'clock,	A. M.
9½ do	do	8½ do	do
11 do	do	11 do	do
3 do	P. M.	3½ do	P. M.
5½ do	do	4½ do	do
7½ do	do		

FARE.

THREE PENCE, including baggage not exceeding 60lbs weight.

May 2. 53

N. B.—Persons not intending to go by the Railroad, can also be conveyed from any part of the city within the limits and streets described by the above Line of Omnibuses.

The first announcement of the Montreal omnibus service. Montreal Gazette May 5 1848. Public Archives of Canada.

THE MONTREAL AND LACHINE RAILROAD COMPANY,

WILL, until further Notice, be prepared to CONVEY PASSENGERS, Sundays excepted, between MONTREAL and LACHINE commencing on MONDAY, 1st May, as follows:—

FROM MONTREAL.		FROM LACHINE.	
6 o'clock,	A.M.	7½ o'clock,	A.M.
8½ do	do	9 do	do
9½ do	do	10½ do	do
12½ do	P.M.	3½ do	P.M.
4½ do	do	5½ do	do
6½ do	do	7½ do	do

FARE:

1st Class, to Lachine, 1s 10½d, including Baggage not exceeding 60 lbs.

Do to do and back the same day, 2s 6d, do.

2nd Class to Lachine, 1s 3d, do.

Do. to do and back the same day 1s 10½d, do.

3rd Class, to Lachine, 7½d, including Baggage not exceeding 30 lbs.

Children under twelve, half the above rates.

N.B.—It is intended, when arrangements have been completed to have more frequent Trains.

April 28, 1848. 51

CITY OMNIBUSES.

Fare 3d, Only!

THE OMNIBUSES are now running EVERY HALF HOUR, from 6½ a.m. to 7½ p.m., from the terminus of the Lachine Railroad to the Longueuil Ferry, passing through St. Antoine, McGill, St. Paul, Great St. James, Notre Dame, and St. Mary Streets.

Passengers can be taken up, or set down, at any point on the route, by intimating their wish to the Driver. The charge, in no instance, to exceed 3d.

For the convenience of parties, Omnibus Tickets are on Sale at the Bookstores and principal Hotels; Ramsay & McArthur's, McGill Street; the Caledonia Springs Depot, St. Francois Xavier Street; the Canada Gazette Office, St. Therese Street; Hoy's, Notre Dame Street; McLean and Wright's, Carriage Factory, Craig Street; and at the Railroad Terminus, Bonaventure Street.

Arrangements are in progress for running Omnibuses at certain hours from the extremity of St. Antoine Suburbs, for the convenience of the residents in that neighbourhood, and of which due notice will be given.

May 10. 60

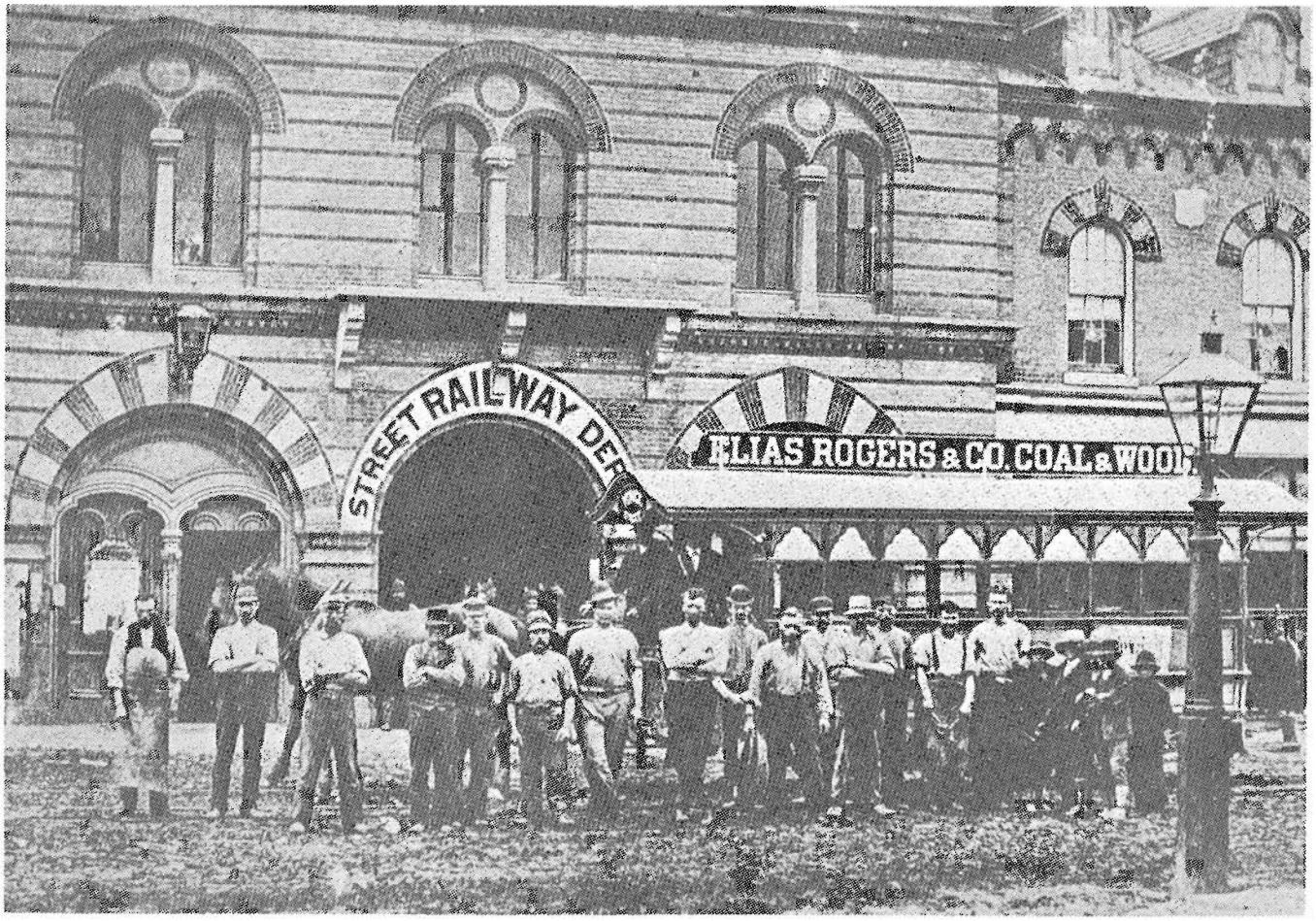
The next omnibus announcement offered expanded service. Note that it is adjacent to the Montreal and Lachine R. R. Notice. Montreal Gazette May 25 1848. Public Archives of Canada.

about a baker's dozen years before its time and which should be recognized as such. The new street car service was provided by the Montreal city passenger railway which was incorporated on May 18, 1861 and began operation on November 27 after a ceremonial opening the day before.

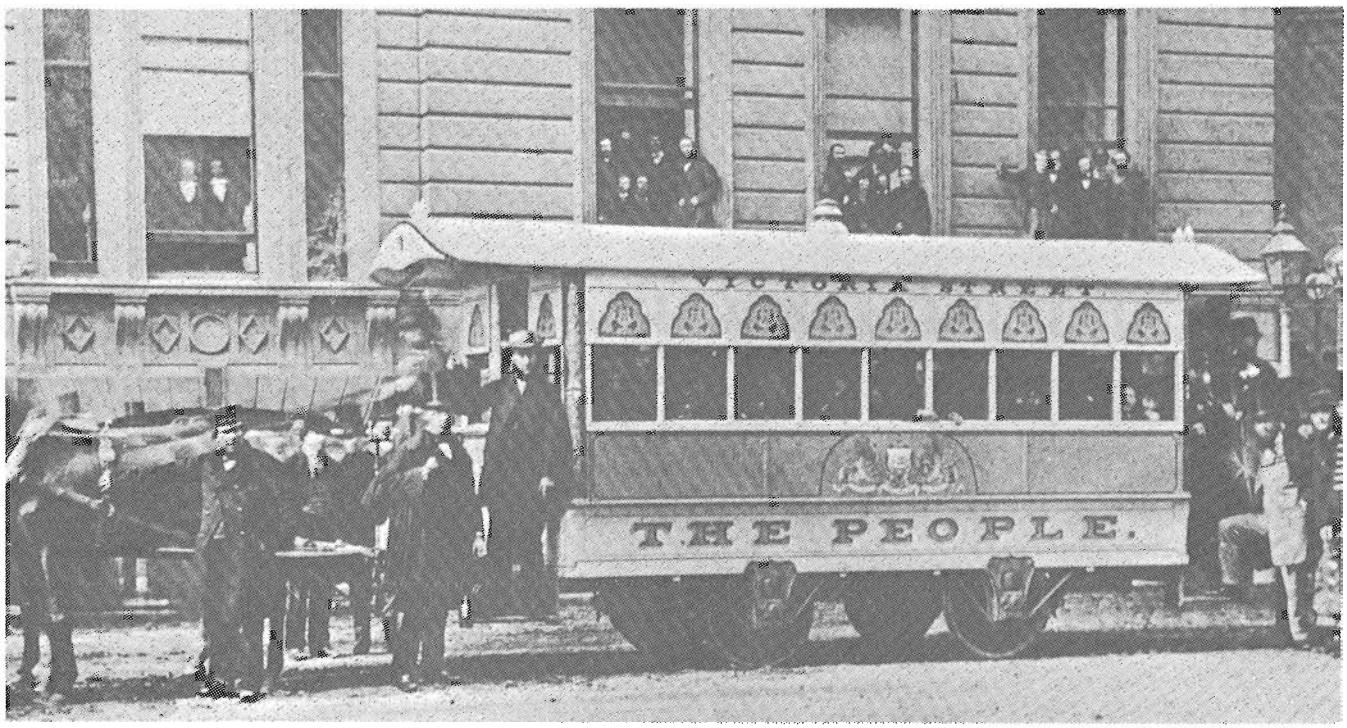
In our search for the appearance of the first street cars, a good place to start is the contemporary newspaper accounts which are fairly detailed and are a good source of information. It is sometimes said that newspaper coverage of this event was somewhat curtailed, and was pushed to the inside of the papers due to the demand for space for world news. It is true that there was much momentous news that November of 1861; the Civil War was raging in the United States and the threat of war hung over Canada, as crises such as the "Trent Affair" were major topics of discussion. It was a worrying time, a far cry from the happy summer of 1860 when the Prince of Wales had opened the Victoria Bridge. However, the accounts of the start of street car service were full and adequate and were not pushed aside. While important to Montreal, the street railway did not have the national, and even world-wide, significance of the opening of the longest bridge in the world just fifteen months before, so did not have as detailed coverage. In keeping with the ordered Victorian World of 1861, the account of the street railway opening was just where it ought to be, on the page with City News, where it would have been even if there had been no other news. In fact, the front page of the Gazette on that November 27, 1861 was taken up mostly by advertising, the usual format at that time, no mention of street cars, no mention of Civil War!

The papers state quite clearly that there were four cars in the city on that first day of service, and that they were kept at Alloway's "Royal Horse Bazaar", located only a short distance from where the headquarters of the Transit Commission are located at the present time. Further on, The Gazette article tells that each car was pulled by two horses. Since the first route, on Notre Dame street, was almost level, the fact that two horses were required indicates that the cars were quite large by contemporary standards but, of course, small by those of today. Such a supposition is reinforced by the fact that a report of December 1861 states that as many as 70 passengers were crammed into one car in rush hours! Again, two new cars delivered just before the end of the year are described as "Smaller but more Elegant" than the first cars. While this is all we can read directly from contemporary sources, it allows us to hypothesize that the first horsecars were large, two horse, cars probably with a body length of sixteen feet excluding platforms, a size that was more or less standard at that time.

To find further information, we must explore other sources. An important point is that the American



A view showing one of Toronto's first street cars (1861). It is probable that Montreal's cars were very similar.



The first tram in London England. This is the best view of a gothic-window horsecar, similar to the type that probably ran in Montreal. London's trams started in 1861, the same year as Montreal's, and both were of North American design.

MONTREAL

CITY PASSENGER RAILWAY.

THE CARS will COMMENCE RUNNING THIS MORNING, in St. Mary, Notre Dame and St. Joseph Streets, at SEVEN o'clock, and continue at intervals of FIFTEEN MINUTES until TEN P. M.

Fare, Five Cents.

TICKETS, in Slips of 25, for One Dollar; and School Children's Tickets, 50 for One Dollar. For sale by the Conductors on the Cars.

S. G. STEWART,
Supt.

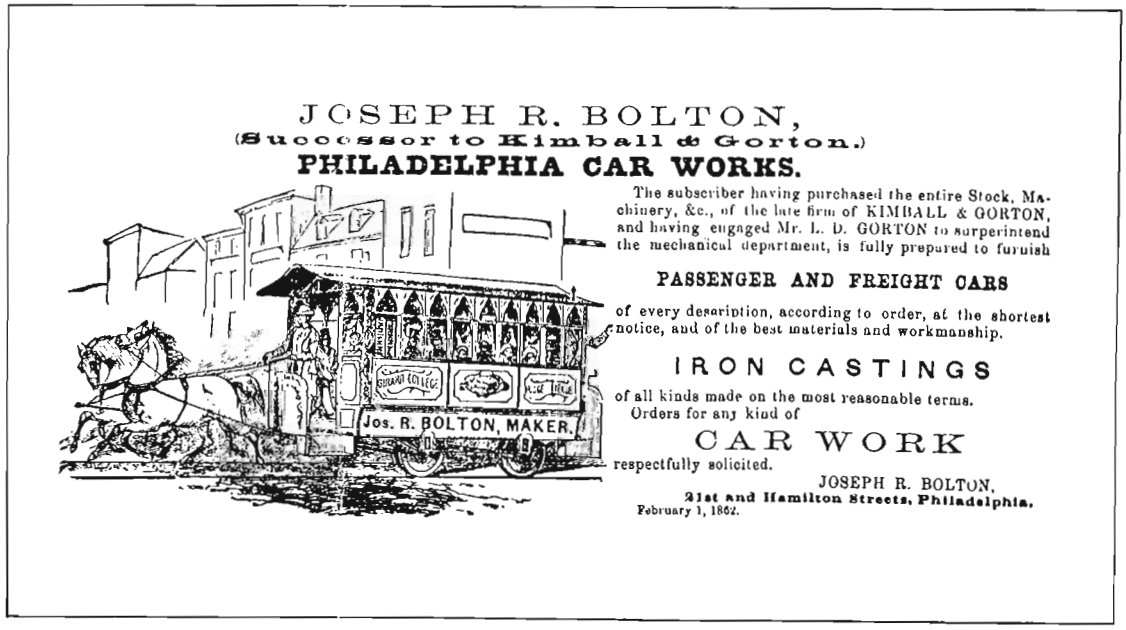
Montreal, Nov. 27, 1861. 283

The official announcement of the opening of the first street car line in Montreal, the City Passenger Railway. Note that the printer's cut depicts an 1840's vintage railway car. Public Archives of Canada. Photo no. L3266.

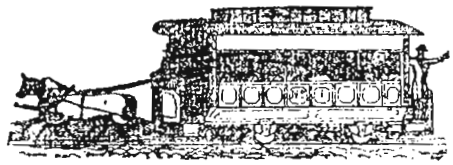
contractor Alexander Easton built the Montreal system immediately after completing the line in Toronto that same summer. With regard to the Toronto horsecars, we are on much surer ground, since an inventory of all the rolling stock was made when the street railway changed hands in 1891. At that time, the 12 original cars of 1861 were still on the roster. Numbered 1 to 12, they are listed as sixteen-foot cars and, to clinch matters, a photograph exists showing one of them. No number is visible, but the car is a large horsecar with nine small windows, each of which is surmounted by a gothic arch. The roof is of a simple "Ogee" form, raised over the centre aisle and low at the sides, running straight through with no separate platform hoods and no clerestory windows. This was a fairly common form on cars of the early 1860's, but fell into disuse about 1865. Since Toronto did not acquire any cars between 1862 and 1874, the one in the photo must be one of the 1861 lot.

The Toronto cars are described as "Built in Philadelphia by a company in which Alexander Easton had an interest". An advertisement for the Philadelphia car builder Joseph R. Bolton dated February 1862 shows a car almost identical to the Toronto ones. Perhaps this builder is the one used by Mr. Easton. Records indicate that Montreal's first street cars were also built in Philadelphia and supplied by Alexander Easton. For these reasons, it is very tempting to assume that both the Montreal and Toronto cars were the same, but perhaps we should dig a little deeper before coming to a conclusion. After all, no photos are known of the first Montreal cars, so we are dealing with circumstantial evidence.

The absence of photographic documentation is not in itself a serious objection to assuming that such cars ran in Montreal. All photographs of Montreal horsecars are very rare, even though by 1892 well over 150 were in service. There were only six of the first type (the original four plus two delivered a few days later) so the chances of one of them being photographed was rather remote. However, there are other illustrations of the time in the form of drawings, woodcuts and the like. A picture on a Montreal street car ticket of the period of the late 1870's shows a horsecar somewhat resembling the Philadelphia design already discussed. An article appearing in a magazine in 1875 shows a gothic-window horsecar on St. Lawrence Boulevard and depicts several details found on these cars and not on later ones. While many such drawings are fanciful, it is unlikely that the artist would depart so much from the 1870's design, and use one so like that of the early 1860's if these cars were not then running in Montreal. In 1875, the original cars would have been only fourteen years old and were undoubtedly still in regular service. In 1886, the City Passenger Railway changed its name to the Montreal Street Railway, probably because the initials C.P.R. were confused with those of a new, somewhat larger, railway! New tickets were then engraved by the Canada Bank Note Company. These portray a car very similar indeed to the gothic-window design and, as the Bank Note Company was then new, and did not have a large stock of previous engravings, this design may have been newly prepared to show a Montreal car, albeit of a design rather outdated by 1886.



An 1862 advertisement for a Philadelphia car builder. The car depicted is typical of the period and is very like the Toronto one. It may well be that Joseph R. Bolton built Canada's first street cars.



MONTREAL

CITY PASSENGER RAILWAY CO.

NOTICE IS HEREBY GIVEN to the SHAREHOLDERS of this COMPANY, in accordance with a Resolution of the Board of Directors passed at their Meeting of the 12th instant, that a call of TEN PER CENT. on the New Subscribed Stock will become due and payable at MOLSONS BANK, Montreal, on FRIDAY, the FIFTEENTH day of January next.

(By order.)

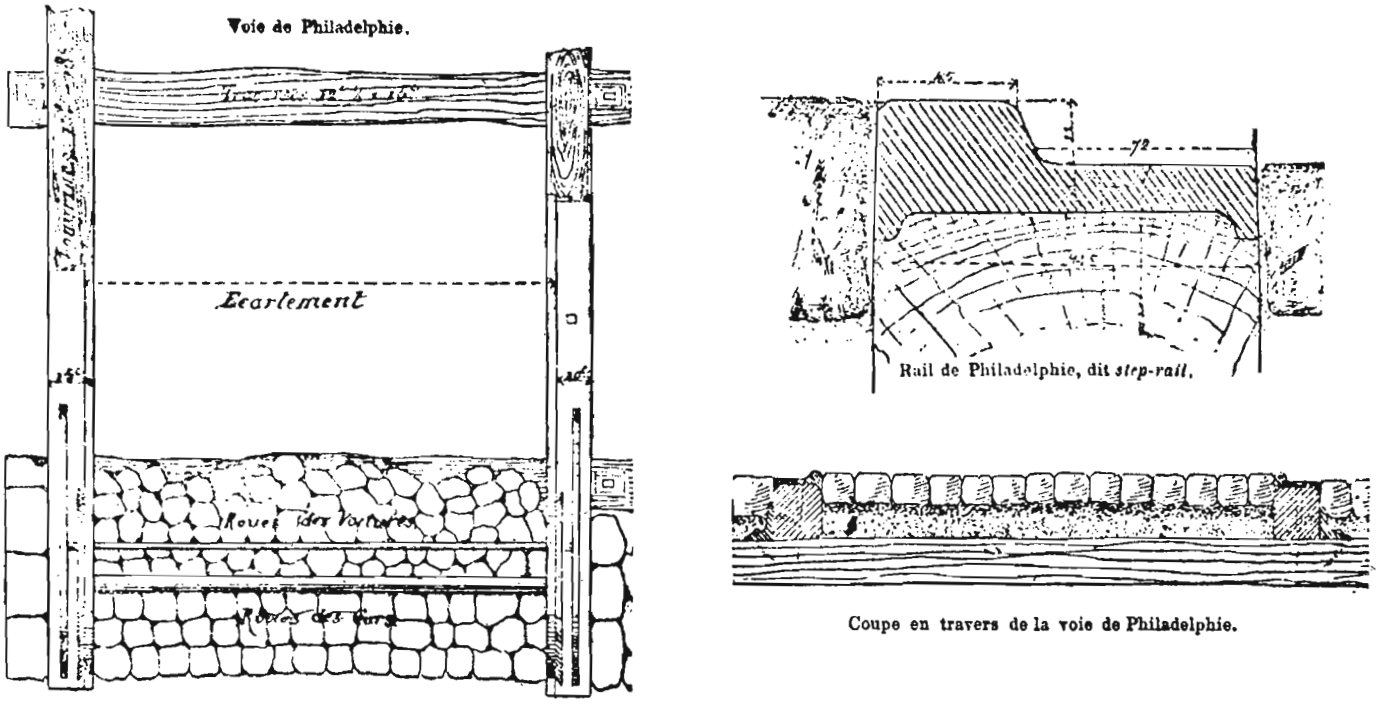
WM. H. HOPPER,
Secretary.

Montreal, Dec. 14, 1863. mwf 397

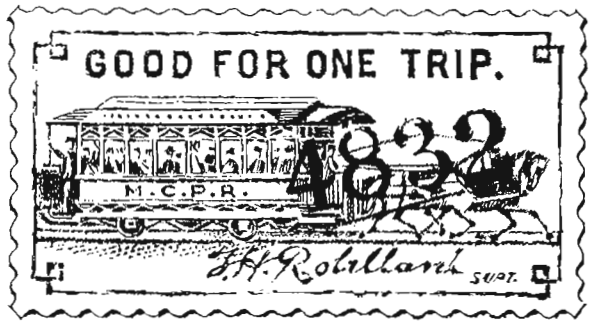
A later City Passenger Railway notice depicting a horsecar. While numbered 1, it is probably not a Montreal car but rather a standard printer's cut. It does, however, show a horsecar design of the mid- to- late 1860's and therefore was a new cut when the print was made. Public Archives of Canada. Photo no. L3267.

Unless some strong contrary evidence turns up, one must conclude that Montreal's first street cars were the same as those in Toronto and similar to the Philadelphia drawing. One thing is certain. The 1861 horsecars were not like those often shown in imaginative drawings and other illustrations purporting to show the earliest days of Montreal transit. They did not have the "Bombay" roof (so called because the first of this design were built for Bombay, India by John Stephenson of New York) with eyebrow window and side clerestory, and they certainly did not have the "Monitor" or deck roof. The former feature did not appear until about 1870 while the deck roof was not much used on street cars until the 1880's and is more associated with early electric cars than with horsecars. Around 1870, there were many improvements in horsecar design with the result that the cars of the 1870's differed in numerous respects from those of the previous decade. Most important they were considerably lighter and therefore easier on the horses. The window configuration was different in that the sash were opened by lowering them into a pocket beneath the windowsill, instead of moving up behind the gothic arch; thus the windows could be made larger and the arch eliminated. By 1870, most street car windows were opened by lowering, a feature that lasted well into the electric car era. Not until about 1910 did windows that raised to open become common again on city street cars.

Although the horsecars of 1861 were of an outdated design by the 1870's, it is very likely that they lasted considerably longer than that; probably until near the end of the horsecar era. As we have seen, Toronto's first cars lasted until 1891, and it is likely that



An 1882 diagram of horsecar track construction using "Step Rail". Montreal's tracks were of this construction dating back to 1861.



A Montreal street car ticket of the late 1870's shows a slight variation of the gothic window design.

Montreal's did the same. In Montreal, the rails were not used during the winter months, while open cars provided much of the service in summer. Therefore, closed cars did not see a vast amount of service; and those of older design were probably only used in rush hours after about 1880. Given the good maintence for which the Montreal system was noted, as well as the heavier construction of the first cars, it is very likely indeed that they would have seen thirty years service and survived until the 1890's, when electrification made them redundant. During the conversion period, the winter sleighs were retired; and the need for horsecars increased substantially. In fact, the company actually bought some second- hand horsecars in 1893! Thus it is unlikely that much scrapping was done just then, and some of the 1861 cars may have lasted until the completion of electrification in October 1894.

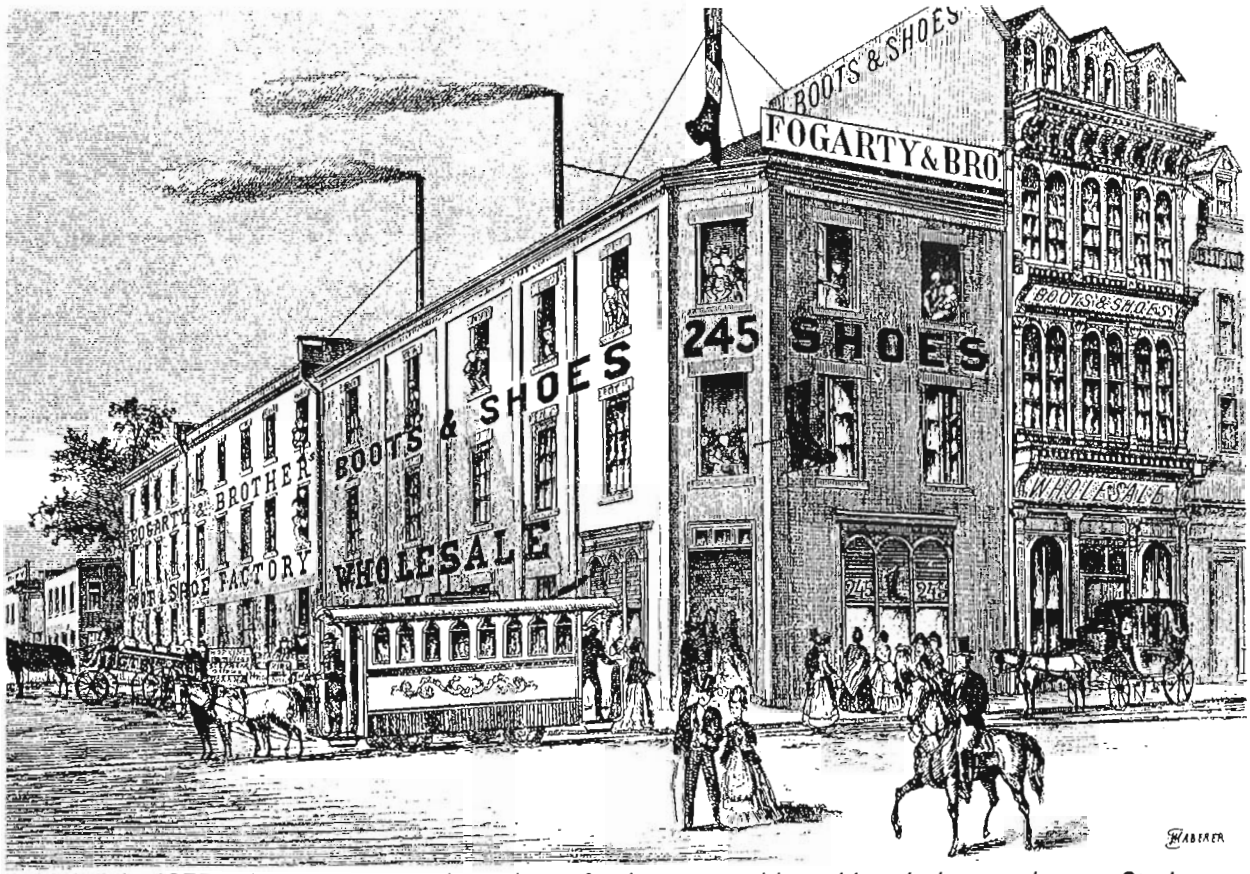
Regardless of how long they lasted, all these old cars have been gone for many years, in most cases without any record of their appearance. Most horsecars that have survived (and they too are rare) date from the 1880's or early '90's with possibly some from the late 1870's. It is still possible, however, to ride a horsecar in regular service and get the "feel" of what it was like when they ran in most cities. The city of Douglas in the Isle of Man has the world's only surviving non- museum

COURTESIES IN THE CITY CARS.

URBANE GENTLEMAN.—"*Excuse me, Madam, what did you say?*"
LADY, (*who has just taken the seat the gentleman had vacated for her.*)—"*Nothing, sir.*"
GENTLEMAN.—"*Oh! I beg your pardon; I thought you said* THANK YOU!"

POLITE BUT FRAIL YOUTH.—"*Will you accept my seat, Madam?*"
PORTLY LADY.—"*Thank you, Sir, I should be most happy; but, really, I am very much afraid I can't.*

Mid- Victorian humour on the horsecars! Two amusing cartoons showing the interior of Montreal horsecars. These cars are of the later, lightweight, type. Both cartoons are from the Canadian Illustrated News, the former dated Feb. 25 1871, and the latter May 27 1871. Public Archives of Canada.



"The Main" in 1875. Here we see a clear view of a horsecar with gothic windows going up St. Lawrence Boulevard, at the corner of Ste. Catherine street. A few details, such as the dashboard shape and the fewer number of windows, do not quite jibe, but the basic details, even including the brackets supporting the roof ends, agree almost completely with the Toronto cars. This is excellent evidence that these cars ran in Montreal since the artist would not otherwise have drawn a car so unlike those of the 1870's and so like those of 1861. E. Haberer, the artist who engraved the picture on wood in 1875, lived until 1921, almost half a century later. He had a great talent for detail and perspective which tends to support the theory that the depiction of the car is authentic. Canadian Illustrated News December 25 1875. Public Archives of Canada.

A proof prepared by the Canada Bank note company in 1886 for the new tickets of the Montreal street railway. The car is of a type quite old-fashioned by 1886, and resembles the kind in use when the street cars started in 1861.

horsecar line. Dating from 1876, the line runs a full service in summer months using both open and closed trams, the oldest of which was built in 1883. Their closed cars are almost identical to those that were so common in North America a hundred years ago. One of the very few remaining, perhaps the only one, of the early 1860's design of horsecar is the one, dating from as early as 1859, preserved by the Baltimore streetcar museum in Baltimore, Maryland. This car is slightly different than the probable Montreal type in that the roof ends are more rounded and the window arches are semicircular rather than gothic. However, the basic design is very similar and the resemblance is at once apparant.

As we complete the first 125 years of continuous transit service in Canada, it is hoped that these remarks will make more clear the image of the little two-horsepower cars that started it all so long ago. They were the ancestors of all the street cars, buses, trolley buses and rapid transit trains that have served Canadian cities for a century and a quarter. They deserve a thought at this time.

NOTE: The author would appreciate having any information which would throw any more light on the appearance of Montreal's horsecars. Whether it corroberates or contridicts the theories given in this article, it will help to increase available knowledge of this pioneer service. Any major facts uncovered will be printed in later issues of Canadian Rail.

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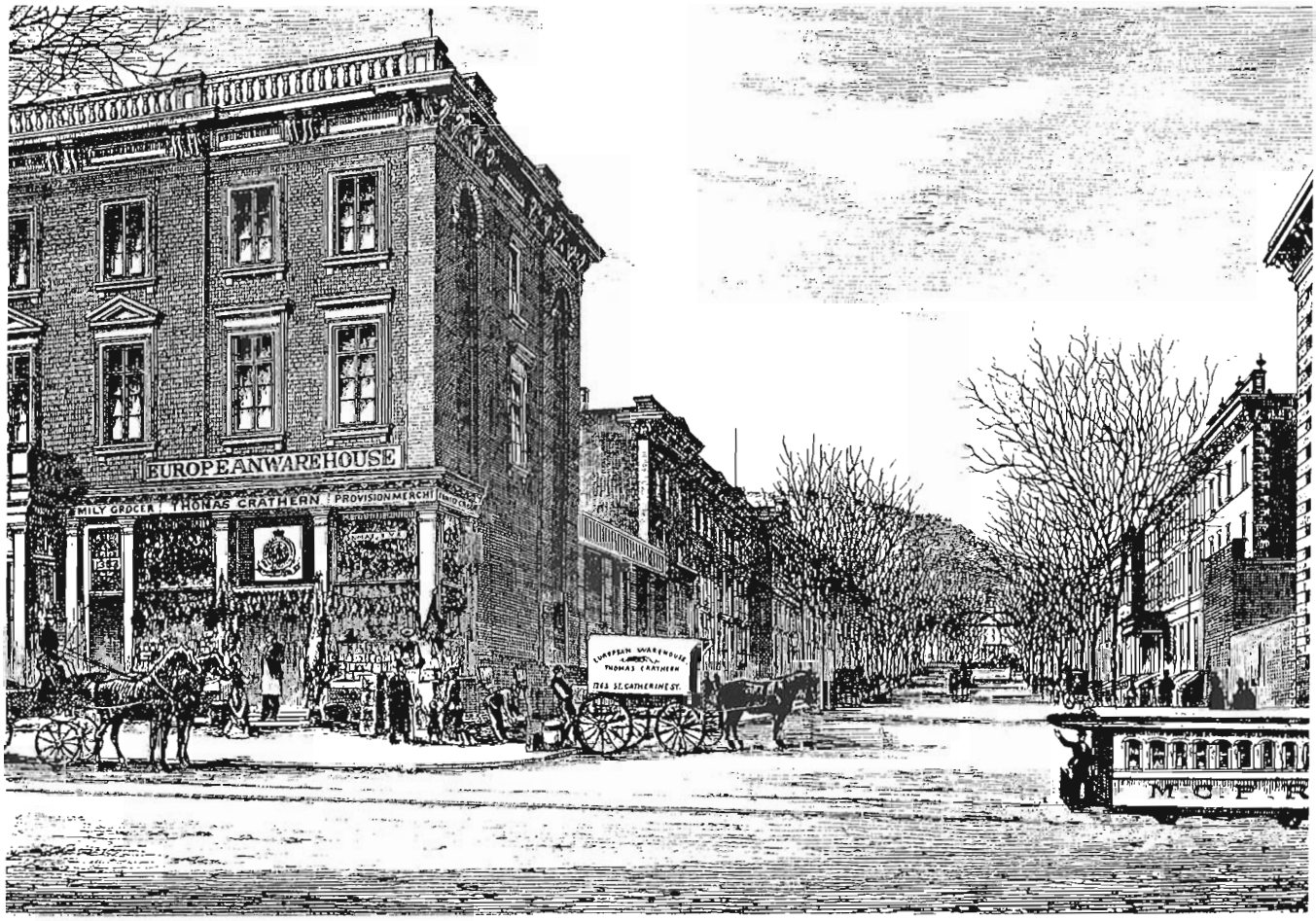

How the same artist drew an actual horsecar of the 1870's! Looking up McGill College Avenue as a horsecar passes eastbound on Ste. Catherine street. The car is of the type introduced in the 1870's and in regular use for twenty years. Contrast this with the 1875 view. This street corner is now (1986) about to be redeveloped, but the view of the mountain and the McGill Campus should remain just as it was in the horsecar days. Canadian Illustrated News December 29 1877. Public Archives of Canada.

Probably the best existing photograph of a Montreal closed horsecar in service is this one taken outside the Chateau de Ramezay some time in the 1880's. This is the kind often described as the type that inaugurated the service but, as we have seen, this car dates from about 1880 and is quite different from those of 1861. Public Archives of Canada. Photo no. C56442.

For our farewell look at the horsecar era, we leave the reader with this pleasant summer scene on Craig street about 1890. We are between the Drill Hall and Champ de Mars, and are looking east. In addition to the elegant carriages, we see two westbound horsecars; one open the other closed. By this time, the days of the horsecars were numbered for soon the trolley wires would go up and the horses would rest from their labours of hauling the cars, after a job well done. Public Archives of Canada. Photo no. C70927.

After 54 Years, The Trans Canada Limited

By: Mike Westren

THE THEME OF EXPO 86, TRANSPORTATION and Communication, must strike some kind of chord in all rail enthusiasts. The show being in Vancouver, the western Canadian membership will only have itself to blame if it feels ignored in CANADIAN RAIL in 1986 ! Believing that history involves the past, present and future, the movement of the 1929 Trans Canada Limited from Cranbrook to Vancouver fulfills all three. The past of course is the venerable classic train itself, the present its appearance at Expo, and the future its continued restoration and preservation in Cranbrook, B.C. This article is principally concerned with the move to keep its appointment with the present. The Trans Canada Limited forms an important segment of the VIA Rail pavilion at the 1986 World's Exposition.

Cranbrook Railway Museum had to provide a crew of four to look after the train during its journey to Vancouver. It bears stress that this was not a passenger carrying run. Furthermore, after the train has been returned to its base in the East Kootenays, there are no plans to run it again. Working the passage were Garry Anderson, executive director of CRM, Bob

Leaving Cranbrook 0421 Thursday 86.04.24;

The "Trans-Canada Limited"

Cranbrook Railway Museum

The luxurious "Trans-Canada" leaves Windsor Station, Montreal for Vancouver, British Columbia, in May of 1929. The train was built in Canada for the Canadian Pacific Railway, and offered a fast sleeping-car-service-only across the continent. The last set of these restored cars, including combination, dining, sleeper and solarium-lounge cars are permanently preserved and on display at the Cranbrook Railway Museum, Box 400, Cranbrook, British Columbia, Canada V1C 4H9, tel: (604) 489-3918. The cars were displayed at the VIA RAIL PAVILION at the 1986 World's Fair in Vancouver, British Columbia.

Photo courtesy Canadian Pacific Corporate Archives

Printed by Rocky Mountain Printers, Cranbrook, B.C.

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CODE POST
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Cranbrook Railway Museum
VIA RAIL PAVILION
TRANS-CANADA LIMITED
EXPO 86

ON BOARD THE TRANS CANADA LIMITED, EN ROUTE CRANBROOK TO VANCOUVER, 86.04.24/25

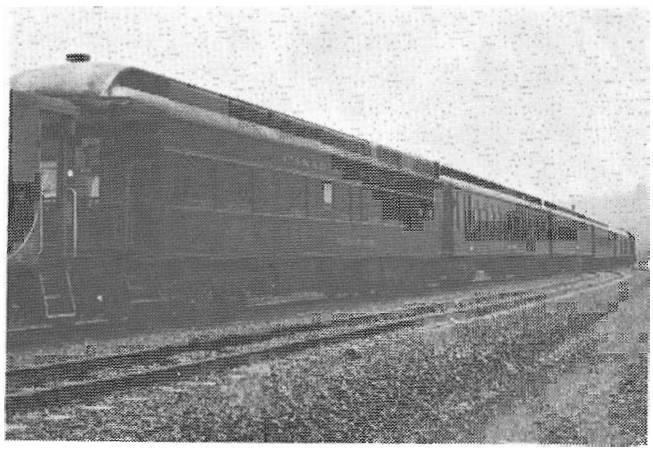
Barry W. Adcock CRM/CRHA

CRHA 1838

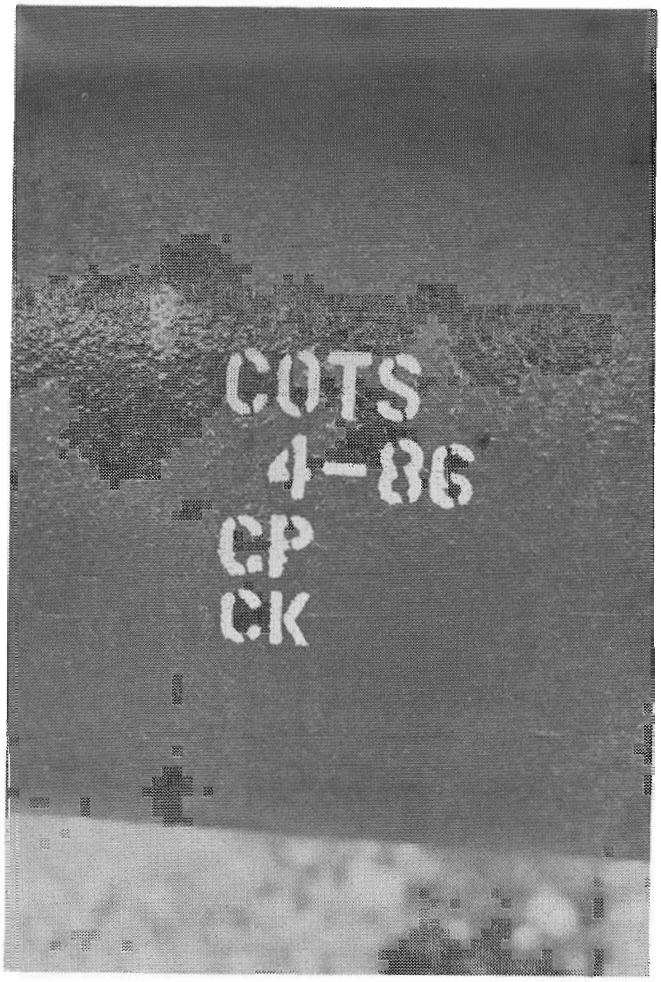
Robert J. Gell. C.R.M.

G. M. Berks et

ST. LAWRENCE VALLEY DIVISION
C.R.H.A.
BOX 22, STATION "B"
MONTREAL, QUE.
H3B 3J5



Pause at Fort Steele to check journal temperatures;



Service dated stencil;

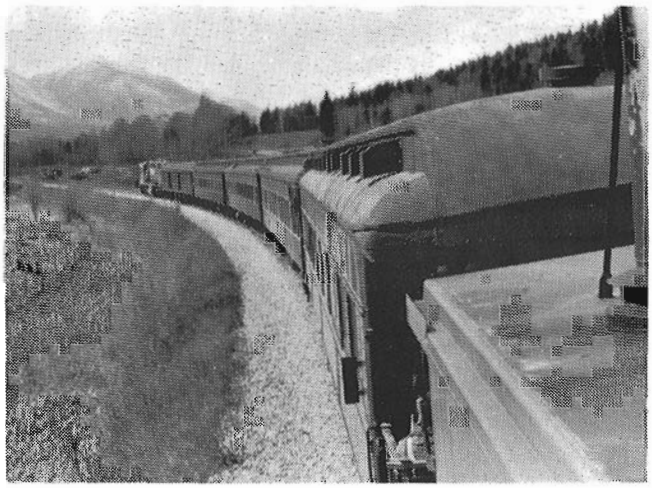
Gill, one of the TCL exhibit supervisors at Expo, Adolf Hungry Wolf, author and photographer, and the writer. Part of the price of this 'ticket to ride,' however, was to produce this piece. For any who might imagine this trip was a holiday, the entire week gave new meaning to the old expression that there is no such thing as a free ride. Nonetheless, it was certainly a privilege to be invited to participate, and was eagerly accepted.

I suppose I can claim to have been involved, as at least a more than interested observer, practically since the inception of the project. To watch this collection grow from nothing to a representative, restored consist from this classic train has been close to fantastic. Full credit has to go to the vision, dedication and perserverence of executive director, Garry Anderson, for whom the appearance of the train in Vancouver must be a crowning achievement. It is deserved recognition of his work and leadership.

Introduced in 1919, the Trans Canada Limited rose to become the country's premier train. A brand-new set of luxury rolling stock was created in 1929 by the Canadian Pacific Railway for this train. Dubbed the Millionaires' Special, this first class only, sleeping car express was the elite method of crossing the country. The privations of the economic collapse known as the great depression killed the train in 1932. The heavyweight steel cars were relegated to lesser service and dispersed. To resurrect this great train, cars were acquired variously from work train service and semi derilect storage.

Skipping lightly over the months, even years, of often frustating negotiations and preparations, Monday 86.04.21 marked the physical start of the move. Early in the morning, CP Rail crews arrived and laid temporary track panels across from the parallel main line to the Museum site. This had to be done twice to pick up the cars dispersed on the two adjacent Museum tracks. By mid-afternoon, Cranbrook's yard engine GP9 no. 8636 had extricated all five participating passenger cars. Two had to be taken a short distance north and turned on the Crestbrook industrial wye. The train was marshalled into the correct order and propelled into the car shop tracks beside the roundhouse. The next two days saw continuous activity as sixty journals had to be checked, brasses honed

Passing Columbia Lake, B.C.;



At mile 127, Windermere subdivision;

Awaiting new crew at North Bend;

or replaced, new "lamb's wool" lubrication wicks installed, brake gear checked, valves serviced and truck pivot plates treated with graphite grease. Emblazoned with fresh "4-86/ CP/CK" servicing record stencils, CP Rail pronounced the train as fit for the journey as it was ever likely to be. At 1530 on Wednesday 86.04.23, modern steel caboose no.434472 was attached. Yard engine no.8636 again doing the honours, the consist was backed a few miles south on the main, in the direction of Moyie, and running and brake tests performed.

All the while work had been continuing inside the train. Last minute wiring, painting, fixing all had to be attended to. Air conditioners, added for climate control following restoration, had to be properly secured in frames slung below the cars. Packing of china and glassware, checking pendant light fixtures, loading in supplies and gift shop material, the number of things to be done seemed endless. The lists on Garry's famous clipboard never appeared to get any shorter in spite of supreme efforts by all involved.

Now the train was parked on the main line immediately south of Cranbrook station, awaiting the appointed hour for the first departure of the Trans Canada Limited in 54 years. The fruits of ten years labour by the Cranbrook Archives, Museum and Landmark Foundation, five heavyweight steel cars resplendent in fresh tuscan red paint, stood proudly on the high iron. The train, in assembled order, consisted of the following: full baggage car 4481, sleeping car Rutherglen, dining car Argyle, solarium-lounge car River Rouge and business car British Columbia. Although never part of the Trans Canda Limited, the business car does represent the degree of provision made for company executive travel during the same period. Put in the care of the Cranbrook collection in 1983 by the British Columbia Heritage Trust, this car was in service up till 1982 at Nelson, B.C. as no. 19. The British Columbia served as Museum crew accommodation for the journey, and will provide supervisory staff quarters at Expo. Combination baggage-sleeper no. 4489 has since joined the exhibition train. It was donated by Dofasco Ltd., and was shipped directly from Hamilton, Ontario to arrive in Vancouver early evening of Friday 86.05.09. Internally intact, but in original and unrestored

condition, no 4489 currently presents a striking contrast to the fully reconditioned wood and upholstery finishes of the other cars.

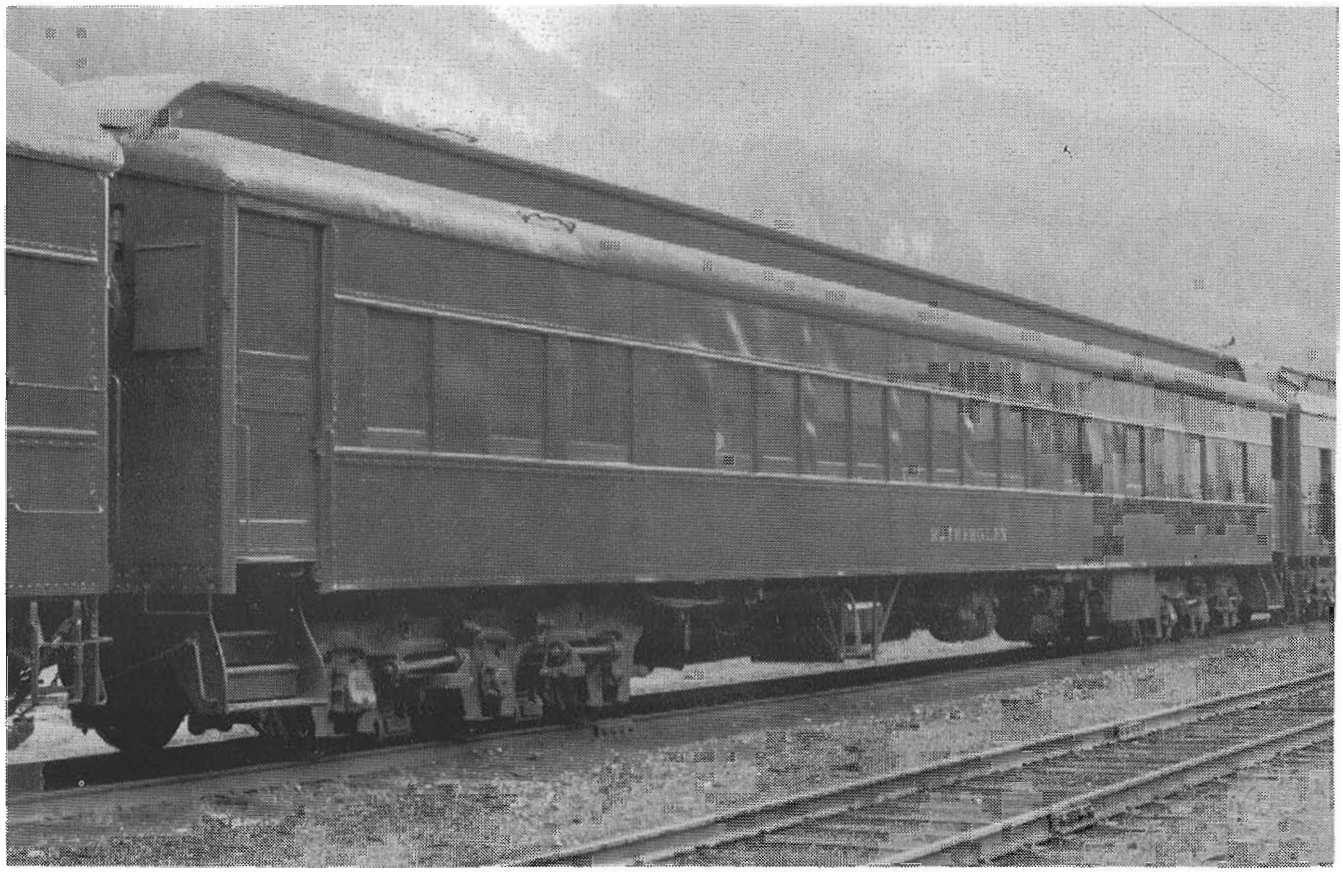
The journey from Cranbrook to Vancouver began in earnest during the pre-dawn hours of Thursday, 86.04.24. New GP38-2 no. 3085, the last of the 1985 order for these locomotives, was assigned as train engine. It was coupled on and drew the train into Cranbrook station. At 0421, just getting light and distinctly cold at - 8 degree Celsius, Extra 3085 moved out for Fort Steele and the Windermere subdivision. The train was subject to 25 mph slow orders as far as Golden, and frequent stops were made to monitor journal temperatures and running gear condition. This was an unique opportunity to ride a passenger train on the Windermere sub. In years gone by, passenger services had been provided only by a daily mixed train. A picturesque run through the Columbia Valley, bright sun burned off the early mist, and we arrived safely at Golden 1348. All times, incidently, for the run are recorded in Pacific Time, as used by CP Rail on the Pacific Region.

The spectacular Mountain subdivision to Revelstoke was accomplised in daylight. The slow order had been officially raised to 30 mph, but this smooth riding string of heavyweights was capable of quite a bit more in complete safety. Connaught Tunnel, Stoney Creek bridge, these were just a sampling of the delights to be experienced from the open verandah on British Columbia. No pushers were required to assist Extra 3085 through the Selkirks. Darkness overtook the special en route for Kamloops, that city being reached shortly after midnight. Westbound Canadian, VIA train no.1, arrived in Kamloops a short while later, creating quite a spectacle of 1929 and 1955 vintage trains alongside each other in the middle of the night. By 0640 on Friday 86.04.25, the Trans Canada Limited was parked in the yard of North Bend. With a break of some four hours, the Museum crew had a chance to stretch and partake of breakfast in the small local café.

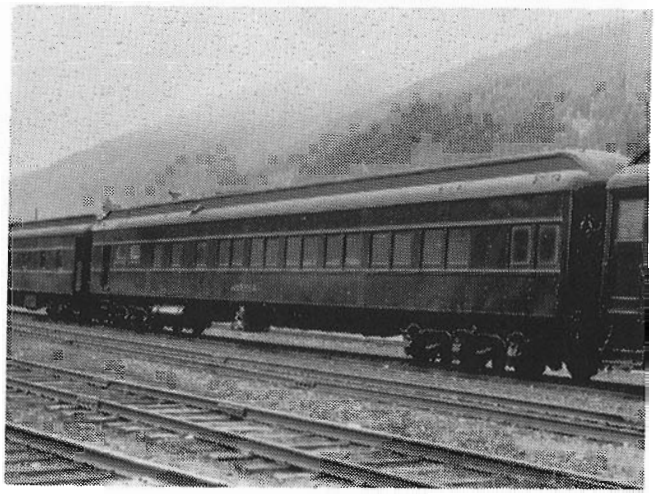
Extra 3085 resumed its voyage west at 1110, heading down the Fraser Canyon to Coquitlam. A stop at Mission City with its beauti-

Departing North Bend 1110 Friday, 86.04.25;

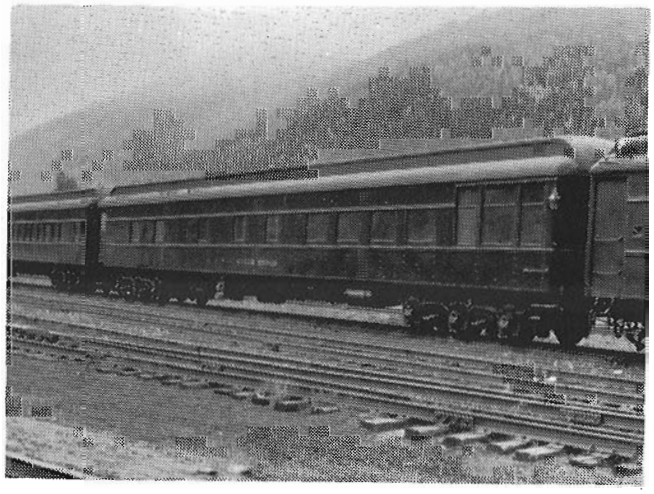
Full baggage car 4481;



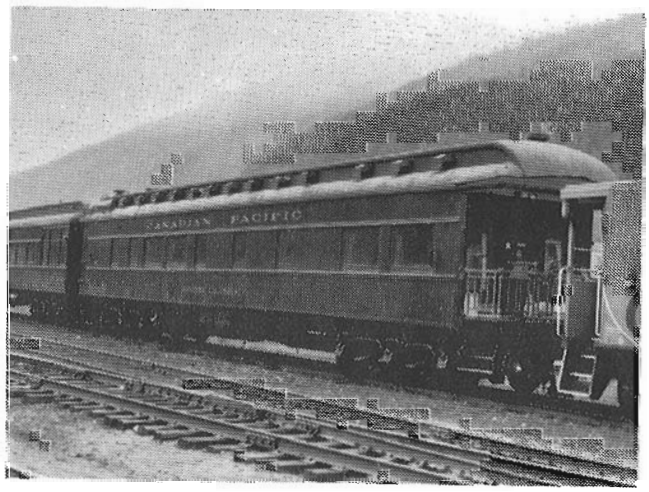
Sleeping car Rutherglen;



Dining car Argyle;



Solarium-lounge car River Rouge;



Business car British Columbia.

ful old station as a photo setting would have been most desirable, but this was not to be. Some delay at Coquitlam was expected due to heavy interchange traffic during the late afternoon. The GP38-2 no. 3085 was dropped off, and a pair of GP9's, nos. 8672 and 8665 substituted. Four miles further on, at Saperton, the CP Rail locomotives and caboose were released. CN switcher SW1200 no.1330 and transfer caboose no. 76657 were added, and the consist continued a further twelve miles over BN/CN (foreign) trackage to the Canadian National station. The train was first turned on the wye, caboose dropped off, then propelled into its appointed resting place for the duration of Expo. Arrival time was 2115 on Friday 86.04.25, just forty hours and 623.2 rail miles from leaving Cranbrook. Thanks to the care and vigilance of the CP Rail car shop and operating crews, the journey was made completely without incident. CN then took over for the last few miles and spotted the train in place without any trouble.

During the course of the following week, power, water and sewer services were put in place. The train is now properly installed as part of VIA Rail's pavilion at the CN station for the duration of Expo, 86.05.02 to 86.10.12. Arrangements have been made with a caterer for special luncheons, dinners and receptions on the Trans Canada Limited. Contact executive director Garry Anderson, (604) 688-2789 on board the train for details.

Special mention should be made of VIA Rail, Expo 86 and CP Rail for their sponsorship of this exhibit. Acknowledgement is due the Cranbrook Archives, Museum and Landmark Foundation for releasing a prime attraction for an entire tourist season. Restoration was made possible through Federal and Provincial Job Creation programs, assistance from the B.C. Heritage Trust, and the balance from private and corporate donations. If there is a disappointment, it is the failure to get heavy G3d Pacific locomotive no.CP 2341 to Expo. This steam locomotive had been allocated to the Museum on permanent loan by CRHA, but insurmountable transportation problems arose. CP 2341 will remain at the Canadian Railway Museum at St. Constant, Québec, for the forseeable future. This display of classic varnish from a bygone era, thought to be lost forever, is commended to your attention when visiting the 1986 World's Exposition.

NOTE: The Cranbrook Railway Museum is represented within CRHA as the Crowsnest and Kettle Valley Division.

Le Curé Labelle et le "Chemin de fer du Nord"

Par: Jacques Messier

QU'EST-CE QU'UN CURÉ DE CAMPAGNE DU SIÈCLE dernier peut-il avoir d'aussi intriquant? Ils furent pourtant nombreux ces curés et non pas sans histoire. L'un d'entre eux, et peut-être un de ceux qui s'est distingué tout particulièrement sur la scène politique et financière du Québec, fut le curé Labelle.

En plus d'être un homme de poids, ce qui n'est pas peu dire avec ses plus de trois cents livres, il apparaît comme un bon vivant au rire éclatant. Mais s'il avait l'audace des hommes d'avant-garde, tous ne sont cependant pas prêts à lui reconnaître sa subtilité. Ami des politiciens dont Honoré Mercier, et des grands de la finance dont Hugh Allan, c'est autour du curé Labelle que de telles sommités allaient concerter leurs efforts pour construire le chemin de fer des Laurentides.

Le curé Labelle travaillait d'abord et avant tout dans l'intérêt de la colonisation entre 1868 et 1891, dont le chemin de fer allait constituer l'outil privilégié à l'établissement de nouveaux colons. Ses voyages de colonisation — dont une trentaine dans les Laurentides, le conduisirent jusqu'en Europe à quelques reprises, puis dans l'ouest canadien où il visita dit-on, la famille de Louis Riel.

Son idéologie était liée à celle de la croissance, autant économique que nationale. Il croyait aux vertus de la prospérité que représentaient le tourisme, l'industrie minière et forestière, et même l'agriculture, ce qui suscita des controverses sur ses possibilités dans le nord.

Pour lui, le Québec se devait d'entrer dans l'ère du modernisme et le chemin de fer allait l'aider à réaliser ses objectifs. Son bureau était tapissé de cartes géographiques sur lesquelles il traçait une foule de chemins de fer. Il avait du reste en tête le chemin de fer du Grand-Tronc qui solutionnait le problème de transport dans le sud du Québec vers les États-Unis, particulièrement en hiver. Il lui semblait injuste que le sud jouisse des avantages que le nord ne pouvait se permettre. Et pourtant, sa volonté de faire profiter le nord de cet immense avantage qu'était le chemin de fer, n'aura-t-il été qu'une demi-réussite? L'histoire ne le dit pas encore clairement. Du reste, les efforts déployés par ce grand ami du rail n'auront pas été vains.

Plusieurs s'attardent à dire que le chemin de fer au Canada n'est rien d'autre qu'une aventure liée d'abord et avant tout à l'ouest du pays. En effet, vers 1870, alors que l'on se préoccupe d'unir le Canada par un chemin de fer, les intérêts de la colonisation allaient dans le sens de la survie au Québec tout comme dans le reste du pays, surtout en cette période de crise économique et d'émigration massive vers les états de la Nouvelle Angleterre. Le projet de colonisation n'était donc pas propre au Québec. Nous voyons par exemple que le Canadien Pacifique allait lui aussi élaborer toute une propagande afin d'inciter les nouveaux colons à s'établir dans l'ouest du pays.

Néanmoins, autour de 1850, l'Ontario comptait le double des effectifs ferroviaires par rapport à ceux du Québec. Mais à la fin du siècle dernier, la carte ferroviaire du Québec ressemblait davantage à une vaste toile d'araignée. Plusieurs compagnies voyaient le jour, même si leur rentabilité laissait à désirer. L'outil de développement allait devenir un nid de spéculation où fourmillaient hommes d'affaire et hommes politiques, et pourquoi pas le clergé! Ainsi, ce sera vers 1870 que le Québec décida de se doter d'une politique en matière de chemin de fer, dans l'espoir de surmonter la crise qui a court. De là, le curé Labelle allait faire son chemin, sans se gêner pour manifester son intérêt pour le nord. Il multiplie les rencontres, les banquets, et surtout, entretient une volumineuse correspondance.

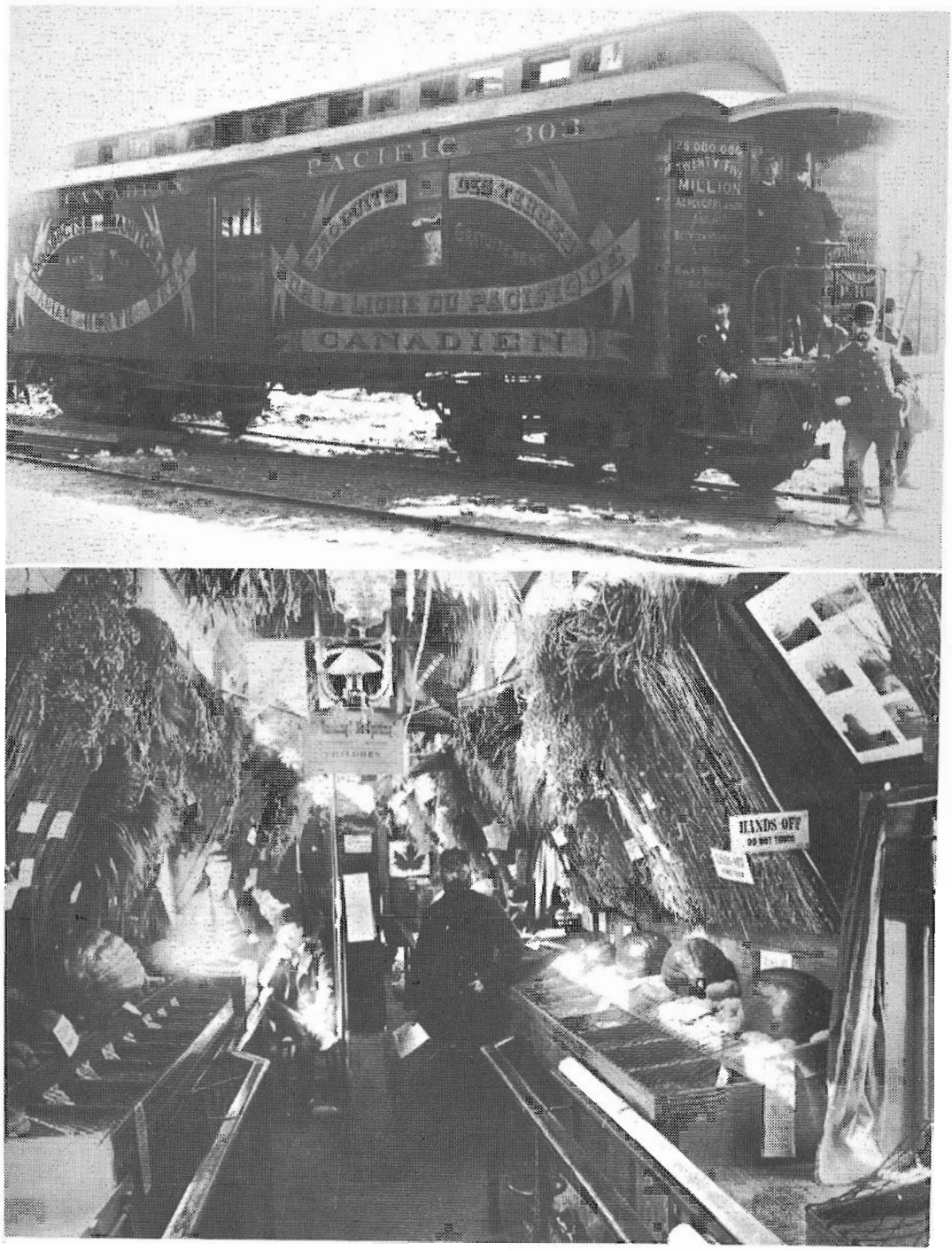
D'abord incorporée sous le nom de Montreal Northern Colonization Ry. Co. en 1869, puis de la Montreal Ottawa & Western Ry. en 1875, La Montreal Northern Colonization Ry. Co. passa aux mains d'un syndicat québécois en 1875, le Québec Montréal Ottawa & Occidental Ry., et il fallut attendre un an pour assister à l'inauguration du premier convoi à rouler sur le tronçon entre Montréal et Saint-Jérôme. Le curé Labelle venait de réaliser son rêve le plus cher. Il aura fallu attendre sept ans pour construire 34.74 milles de voie ferrée, soit un peu plus de 4 milles par an. Des déboires politiques entre les divers niveaux de gouvernement forcèrent les directeurs des compagnies qui étaient souvent mêlés aux affaires publiques, à reviser leurs méthodes de financement. Le curé Labelle ne manquait pas d'imagination en cette matière.

En plus des octrois alloués par le gouvernement à partir des contributions municipales et des ventes de bons, le curé Labelle organisait de spectaculaires convois de traineaux chargée de bois de chauffage pour les pauvres de Montréal. En plus d'épater les curieux et surtout d'aider les miséreux quoi de mieux pour publiciser une campagne de financement pour un projet qui trouve difficilement preneur durant les années de crise qui prévalent vers 1875.

Malgré les efforts déployés jusqu'en 1878, le chemin de fer ne pû faire ses frais et les contribuables commencèrent à contester le bien-fondé du projet. Les

espoirs déçus allaient dégénérer en une commission royale d'enquête sur l'administration de la Q.M.O. & O. vers 1880. Le Québec se départit du chemin de fer en 1882 à la suite des conclusions du rapport devenues gênantes pour le gouvernement en place, pour le céder au Canadien Pacifique qui termina son prolongement jusqu'à Labelle. La durée du service voyageur fut à peine centenaire sur l'ensemble du réseau long 158 milles.

Le curé Labelle était devenu sous-ministre de la colonisation en 1887 dans le cabinet Mercier, et son chemin de fer était passé entre les mains de gens plus fortunés qui voyaient néanmoins en ce petit chemin de fer d'embranchement, un maillon de ce vaste projet qu'était la réalisation du chemin de fer du Canadien Pacifique d'un océan à l'autre.



Le Canadien Pacifique menait également sa propre campagne de colonisation. Le fourgon no. 303 transformé en musée agricole servait à inciter l'établissement de nouveaux colons sur les terres de l'ouest du pays.

Nouvelles C.P. Rail v. 14 no. 13 octobre 1984. C.P. CORPORATE ARCHIVES

'KEEPING TRACK'

By: Roger Desautels

Avec / with: MICHAEL SARRAZIN and
MARGOT KIDDER

Réalisation / direction and production:
ROBIN SPRY

De gauche à droite / Left to right:
Michael Sarrazin, Stan Smaill, Mike Malo, Margot Kidder and Roger Desautels

LE MUSEE FERROVIAIRE CANADIEN, A Delson / St. -Constant, Qué., devient le plateau de tournage d'un film d'espionnage. Le CIA et le KGB sont impliqués.

Depuis le 3 novembre 1985, certaines parties du film sont tournées à différents endroits sur les terrains du Musée. De plus, du 7 au 11 novembre, l'action se passe abord ou à proximité des trains. Les producteurs ont, pour l'occasion, loué de C.N. cinq fourgons de quarante pieds ayant encore une passerelle sur le toit, et un wagon plat de cinquante-sept pieds; et de VIA Rail, deux voitures ordinaires en acier inoxidable (ex C.P.) numéros 122 et 126. Les wagons de C.N. sont maquillés en "FEDERAL RAILWAY" et ceux de VIA en "AMTRAK" pour les besoins du film. Les locomotives du Musée assurent le remorquage de ces trains.

Au début d'octobre, David Monaghan, Directeur du Musée, me confie la tâche de diriger

les mouvements des trains pour cette production. Je confie à Stan Smaill la tâche de mécanicien et à Mike Malo celle de serrefrein. Et tous trois attendons avec anxiété le jour J. De plus Mike est l'agent de liaison entre le Musée et la production pour les séquences où les convois ne sont pas impliqués.

Le 28 octobre nous sommes convoqués aux bureaux de TELESCENE pour prendre connaissance du travail qui nous attend et donner explications et conseils à ces gens qui ne sont pas familiers avec le matériel ferroviaire.

— Le 1er novembre, un convoi de C.P. livre les wagons au Musée; Mike et Stan sont là pour les recevoir.

Le 3 novembre sur le sentier de la future ligne de tramway, le CIA et le KGB sont impliqués dans une chasse en auto; le lendemain, les mêmes personnages se cachent dans les bois. (toujours au Musée). Le 5 novembre, un cadavre est retiré de la rivière. Pour permettre cette prise, on a érigé une digue afin d'élever le niveau de la rivière St.-Pierre. Cette rivière sillonne les terrains du Musée. Mike est en devoir ces trois jours.

Le 7 novembre, début du tournage des séquences nocturnes impliquant les trains. Stan, Mike et moi sommes convoqués pour 13h00; il nous faut préparer le convoi. Ce dernier comprend notre locomotive no. 30, un wagon plat sur lequel est monté le camion-génératrice; un fourgon dans lequel on y entrepose le matériel nécessaire au tournage: éclairage, trépieds etc. et les voitures 122 et 126 de VIA qui, pour la circonstance sont maquillées en "AMTRAK". La loco no. 20 est placée sur une voie d'évitement pour minimiser l'attente au cas où la loco no. 30 tomberait en panne.

Cette nuit le tournage implique un convoi de voyageur qui est arrêté en pleine campagne dans la nuit. L'action se déroule à l'extérieur le long de la voie et le train repart. Toute la nuit jusqu'au bris de plateau à 06h30, nous répétons les mêmes mouvements: arrêt, départ et retour en position originale. Au lever du jour, il ne nous reste plus qu'à tituber vers notre couchette !

Notre repos est de courte durée, nous sommes attendus aujourd'hui (vendredi 8 nov.) à 16h00. Cette nuit, nous utilisons le train de marchandises. A notre arrivée, nous plaçons les voitures de voyageurs à la gare Hays, car c'est là qu'est prévu le tournage samedi soir; et nous partons avec le wagon plat, le fourgon et notre fourgon de queue,, à 16h45 nous sommes sur le plateau. Les employés de la production s'affairent à monter la caméra sur le wagon plat, puis nous allons au bout de la voie à la rue Des-Bouleaux chercher les 4 autres fourgons requis pour cette séquence du film; ensuite nous plaçons le convoi à l'endroit prévu pour le tournage et l'équipe de production complète les derniers préparatifs.

Pendant ce temps, Mike et moi accueuillons dans le fourgon de queue un visiteur de marque: nul autre que l'ancien Premier-Ministre du Canada, le Très Honorable Pierre-Elliot Trudeau accompagné de ses trois fils: Justin, Michael et Sacha. M. Trudeau est un ami de la commédienne Margot Kidder, et est venu lui rendre visite sur le plateau. Cet instant restera gravé longtemps dans notre mémoire. Mike et moi lui avons expliqué ce que sont le Musée Ferroviaire Candien, l'Association Canadienne d'Histoire Ferroviaire et leurs histoires. M. Trudeau a semblé très intéressé et laisse entrevoir une visite de notre Musée dans un avenir prochain.

Après ces émotions, le travail reprend et d'autres émotions nous attendent; des cascades sont prévues au cours de ces séquences. Un cascadeur est sur place, mais l'acteur John Boylan décide de faire lui-même ses cascades: sauter sur l'échelle latérale d'un wagon passant à environ 12 km/h. et monter sur le toit. L'autre cascade consiste à courir d'un bout à l'autre du train (5 fourgons) sur les toits des fourgons; ce qui rend la course plus difficile c'est qu'il doit courir vers l'arrière du train à la même vitesse que celui-ce. (12 km/h) Sachant comment il est difficile de marcher sur un train et sauter d'un wagon à l'autre, je dois dire que l'acteur a accompli sa tâche avec trés grande distinction.

De plus vers 22h00 pour ajouter à notre tension, la locomotive no. 30 manifeste un problème, les courroies entraînant le compresseur glissent et chauffent, il nous faut la remiser et recourir aux services de la no. 20. Le jour se lève et c'est le bris de plateau. Notre journée n'en est pas pour le moins terminée. Il nous faut préparer le convoi de voyageurs à la gare Hays et l'avant du convoi est dans l'autre direction. Les deux voitures de voyageurs sont déjà en place, mais il reste le fourgon et le wagon plat. Habituellement pour ce genre

de manoeuvre, nous utilisons 2 locomotives, mais nous n'en avons qu'une; alors Stan propose d'utiliser la grue électrique de la Montréal Tramways. Nous approchons le deux wagons à l'avant de la grue et plaçons la loco no. 20 sur une voie adjacente, puis nous poussons ces deux wagons passé l'aiguille et le tour est joué. Après avoir placé le train à la gare Hays, nous pouvons nous reposer; il est maintenant 10h00. Nous disposons de 9 heurs de repos car nous sommes attendus sur le plateau pour 19h00.

Samedi le 9 nov. 19h00, nous reprenons le collier, le train est en position et les techniciens s'affairent à la préparation du plateau. Un petit entretien avec le réalisateur, il me fait part des séquences qu'il veut faire, je relaie ces renseignements à Mike et Stan, et nous sommes prêts. Arrivée en gare, arrêt, départ; nous répétons les mêmes mouvements une vingtaine de fois au moins; ces séquences étant filmées de plusieurs angles. Ceci nous amène au lever du jour et bris de plateau. A propos la gare Hays est devenue "AMTRAK ROUSES POINT N.Y." pour les besoins de la cause.

De retour à 15h30, nous préparons le train pour la dernière nuit de tornage. Encore une fois, il nous faut ateler la locomotive à l'autre extrémité du convoi. Je propose de vider une des voies reliée au pont-tournant des 3 locomotives à vapeur et du chasse-neige qui y sont garés. Ensuite nous plaçons le convoi sur cette voie et la locomotive no. 20 se rend sur le pont-tournant par l'autre; après avoir aligné le pont à la première voie, il ne reste plus qu'à atteler la locomotive et le tour est joué. A 17h30 le convoi est rendu sur le plateau tel que demandé par l'équipe de production. Ce soir les séquences sont tournées à l'intérieur des voitures de voyageurs; le convoi reste immobile jusqu'à environ 03h00. A ce moment le train doit avancer à environ 20 km/h et l'acteur principal (Michael Sarrazin) doit tirer le robinet d'urgence, provo-

quant un arrêt brusque du train; un cascadeur tombe dans l'allée. Le manège se répète une demi-douzaine de fois, le soleil se lève et c'est le bris de plateau. Pour nous le travail ne s'arrête pas là, premièrement il nous faut placer le wagon plat au quai de la rue DesBouleaux pour permettre de descendre la génératrice; puis assembler le train pour le remettre à C.P. Rail.

Nous finissons pour midi et à ce moment la seule chose qui nous intéresse: c'est notre lit ! Mardi le 12 novembre 1985, Mike et Stan livrent le convoi à C.P. Rail et la vie normale reprend au Musée.

L'expérience est très enrichissante pour tous, et nous oublions un peu la fatigue accumulée pendant le tournage.

Roger Desautels

"KEEPING TRACK"

CANADIAN RAILWAY MUSEUM IN DELSON/ St.-Constant, Qué., became the set of a spy movie. The KGB and the CIA were involved.

From November 3rd 1985, parts of the movie were shot at different locations on the C.R.M. grounds. Also from November 7th through the 11th, action took place on or near trains.

Producers had, for the occasion, leased from CN Rail five 40' box cars with a walk-on roof and one 57' flat car; and from VIA Rail two stainless steel coaches number 122 and 126 (ex C.P.).

CN cars were lettered "FEDERAL RAILWAY" and VIA coaches "AMTRAK". Museum locomotives number 20 and 30 pulled those trains.

In early October, Museum Director David Monaghan requested me to direct the trains' movements for this production. For this job, I was seconded by Stan Smaill as engineman and Mike Malo as brakeman. The three of us were anxiously waiting "D" day!

Mike Malo was also liaison officer between the Museum and the production people for all action taking place on the Museum site where trains were not required.

On October 28th, the three of us attended a meeting at Telescene's offices in Old Montreal, to find out what was expected of us and to give explanations about railway equipment to the production people.

On November 1st, a CP Rail way freight delivered the rolling stock to our siding; Stan and Mike were on duty to accept it.

On November 3rd, an automobile chase took place on the right-of-way of the future streetcar loop. KGB and CIA spies were involved in the action. The next day, the same people were hiding in the woods. On November 5th, a body was pulled out of the river; for this scene, the St.-Pierre River, which crosses the Museum grounds, was dammed so its level would be raised. Mike was on duty for those days.

On Thursday November 7th, the first night scenes with trains were shot. Stan, Mike and I had to report at 1:00 a.m. to prepare the train; the passenger train included our locomotive number 30, one flat car loaded with the power generator truck, one box car loaded with most of the set accessories: lights tripods etc. and coaches 122 and 126 disguised as '"AMTRAK" equipment. Engine 20 was placed on a nearby siding to minimise waiting time in case of breakdown with locomotive 30. Action that night involved a passenger train stopped somewhere in the country-side. The story took place along the railroad track while the train was leaving. The same moves were repeated again and again until 6:30 a.m., when the wrap-up occurred. By daybreak, there was only one thing to do: get into bed.

On Friday November 8th, after a short rest we had to report on the set at 4:00 p.m. That night, we were using a freight train. We first spotted the two coaches at Hays station, ready for Saturday night's action, and left for the set with engine 30, flat car, box car and our caboose. At 4:45 we were on the set and the production employees mounted the camera on the flat car; we then went to DesBouleaux St., where the four other box cars were hooked to complete our freight train. We brought back the train to the set, so the production crew could make the last scene for this sequence. At that time, Mike and I hosted a very important visitor in the cabboose: The former Prime Mi-

nister of Canada, the Right Honorable Pierre Elliot Trudeau and his three sons: Justin, Michael and Sacha. Mr.Trudeau, a friend of actress Margot Kidder, was paying her a visit on the set. Mike and I will surely remember these moments for a long time. We told our distinguish visitor about the Canadian Railway Museum, the Canadian Railroad Historical Association and their history. Mr. Trudeau seemed very interested and is looking forward to visit our Museum in the near future.

After these events, stunts were to be performed. A stunt man was on hand, but actor John Boylan decided to try himself. One stunt consisted in jumping on the side ladder of a passing train (box car) and climbing to the roof as the train is rolling at about 12 km/h (8 mph). Another was to run from the front to the back of the train on the roof of 5 box cars while the train was in motion. To make it more difficult, he had to run towards the back of the train while it was moving forward on a curve. The script called for him to run at the train speed to appear in a standstill position for the camera. Knowing how hard it is to walk on box cars and jumping to other cars, John Boylan got an "A" for this stunt.

To add to our stress, engine 30 developped a problem at arount 10:00 p.m.; the belts on the compressor were skidding badly and overheating. We had to change locomotives. We resumed operations with engine 20. We were at daybreak and it was a "wrap-up" for every body but us. We had to line up the passenger train at Hays station. The two coaches were already in place but we still had to run the engine around the flat and box cars. Usually we use two locomotives for a move like this, but we had only one in service. So we spotted the two cars on the streetcar track and placed engine 20 on a track next to them. Using a Montreal Tramways electric crane, we pushed the two cars past the switch so engine 20 could couple to the other end of the cars. We lined up the train at Hays station. It was then 10:00 a.m. and we went straight to sleep !

Saturday November 9th, 7:00 p.m. after a generous nine hour rest, the train was ready; and production crews were making the final touches before the camera rolled. After a short briefing from the director, who discussed what he expected of us, I relayed the info to Mike and Stan and we were ready: arriving at the station, stopping, departing and back to square one. We did those moves about twenty times until daybreak (6:30 a.m.), so the camera could take it from different angles. Incidentally, Hays station was "AMTRAK ROUSES POINT N.Y." in the story.

At 3:30 p.m. Sunday November 10th we were getting ready for our last night of filming. Again we had to run the engine to the other end of the train. This time, we removed the three steam engines and the rotary snow plow from one of the turntable leads, placed the train on it and used the other lead and the turntable to run around. It worked fine and at 5:30 p.m., the train was ready on the set. That night they were recording shots inside the coaches. The train stood still until about 3:00 a.m. For the rest of the night, we moved forward at about 20 km/h (12 mph), actor Michael Sarrazin pulled the conductor's emergency valve, stopping the train; a stuntman fell in the isle. Then back to square one, and we did again for about half a dozen times. By daybreak, it was the end of filming. But work was not over yet for us as we had to spot the flat car at the loading dock near DesBouleaux St. to let the generator truck off, and then reassemble the train to be delivered to CP Rail.

Finally we finished for noon, and again the only thing Stan, Mike and I were longing for was our bed !

We found this experience very interesting and forgot for a little while how tired we were.

Roger Desautels

CN IS IN THE FOREFRONT IN THE SEARCH FOR THE MOST EFFICIENT LOCOMOTIVE DESIGNED TO MEET CANADIAN CONDITIONS.

by Bill Palmer,
with thanks for special assistance on the history of CN dieselization to J. Norman Lowe, historical research officer.

"Reprinted from C. N. Movin"

Friend or foe?

My country is not a country it's the winter
My garden is not a garden it's the plain
My road is not a road it's the snow
My country is not a country it's the winter

These words by composer/singer Gilles Vigneault in what many regard as his most successful song, Mon Pays, will strike a familar note in the heart of any railroader. However, snow — and Canadian winters — has long been an enemy of efficient rail transport in this country.

Canadian National has made major contributions to the evolution of a state-of-the-art locomotive, designed specifically to meet the severe conditions of a Canadian winter. Only in the Soviet Union is weather such an important factor in rail transport.

For some insights into CN's programs for motive power, Movin talked with W. (Bill) L. Draper, assistant chief of motive power.

"Our company is in the third year of a 10-year program to upgrade our motive power," he said, "and we recently took delivery of the first of more than 40 state-of-the-art mainline freight-haul locomotives to be used mainly for our unit train operations in Western Canada."

He added that the new units have a number of important advantages over existing heavy-freight locomotives. Briefly, they are:

- ☐ 10 percent more fuel efficiency
- ☐ 20 percent more pulling power
- ☐ easier accessibility for maintenance
- ☐ increased reliability, particularly in winter operation
- ☐ more space in the cab
- ☐ a sophisticated control console for ease of operation by the locomotive engineer.

The first of these new locomotives was manufactured by the Diesel Division of General Motors of Canada in London, Ontario. Mr. Draper pointed out that a top priority in the programs for design and production of these locomotives has been cooperation between the Brotherhood of Locomotive Engineers and Canadian National. A long-standing committee representing these two groups continually assesses the appropriate technology, employee needs and safety features.

Testing, testing . . .

Mr. Draper was first involved in the analysis of winter-related locomotive problems in 1958 when he was diesel inspector in Toronto.

A major challenge was to find ways to reduce the possibility of snow shorting out a traction motor, the major cause of CN locomotive failures during the winter.

W.D. Piggott, then general superintendent of equipment, told him to live in the engine room of locomotives for as many winters as necessary until CN determined the cause of the problems.

Two years later, Mr. Draper was promoted to general foreman in Montréal and the investigation was terminated.

Later, in 1977, he was general superintendent of equipment in Toronto and he set up a small research operation in Stratford, Ontario, to determine how excessive snow gets into a locomotive traction motor, causing failure. TV cameras were also used to record the observations.

As these tests continued, Mr. Draper spent two weeks, in February 1978, observing railroad operations in the Soviet Union — specifically, how they coped with snow and winter.

While there, he noticed that the Soviet railroaders had found one way to combat the fact that in a snowy environment the normal cooling air flow causes a "blizzard" inside the engine compartment.

They used two air intake systems, one on top for use in winter; a second lower one for summer operation. Mr. Draper added that they also used a

"flapper" valve that discharged hot air and prevented snow from coming in — as well as burlap screens over all openings.

"Because our snow is wetter, the burlap isn't much use in this country," he said.

Mr. Draper and his team began their testing with a modified F9 locomotive. Special ducts were introduced to bring cooling air to each traction motor from a blower over the main diesel engine. This cooling air is vital during the warm seasons but is not required much of the time in winter. For this reason, the intake can be partially blocked in winter, eliminating most of the problem of snow shorting out the traction motors.

Mr. Draper added that the purchase of the new, specially designed locomotives is only one part — albeit vital — of the company's overall motive power program. "In addition," he said, "we are retiring old, low-horsepower locomotives, and remanufacturing others at our Point St. Charles shops in Montréal to extend their life another 20 years."

A third element of the motive power program is the winterization of locomotives now in service. Why is this important? He pointed out that during the summer season, an average of 200 locomotives are out of service for repairs; during the winter, that number is increased by 50.

The new motive power program did not spring up overnight. Many long hours have gone into determining the design innovations, and Bill Draper has been at the heart of much of that research.

"Most of what I saw in the U.S.S.R. had convinced me that CN was on the right track in its modernization program. We still had a problem, though. Although we have severe and long winters compared to most other countries, including the United States, they didn't seem to be long enough to justify the expenditures needed to winterize our motive power fleet. As well, finding suitable locomotive designers who would address our Canadian problems was difficult."

Mr. Draper said that CN was fortunate during this time to work with Bombardier's Rail and Diesel Products Division — in particular with Gerard L. Lepage, then president of that division.

The result of the combined CN/Bombardier design consultation was what is now called the "Draper Taper," in honor of Bill Draper.

Easier acces

A key to the design is the wide carbody. Although there had been wide carbodies before, they were rigid with a heavy structure and thick walls; that resulted in a narrow passage through the engine area.

Since the wider carbody design provides ample space between body walls and the engine for the maintenance crews, their work is made easier and safer, particularly in winter. As well, most side-door handles are now on the inside.

In traditional locomotives, the side doors could become blocked by snow building up on the walkways — which themselves could become treacherous for the crew.

Why is the design called the "Draper Taper"? Because a major feature of the concept is a cutaway of the body behind the cab. This tapering into that cab provides a long rear view from that cab, truly a revolutionary approach for locomotives. This means the cab crew can easily inspect the train even on slight curves.

The "Draper Taper" also provides 25 percent more cab floor-space. This is accomplished by setting the electrical cabinet farther back in the body; newer locomotives will have a small control console replacing the larger traditional wrap-around model.

An additional benefit of the larger cab will to be to provide room for a larger crew as End-of-Train Units are installed, replacing the traditional cabooses.

Another winterization feature of the "Draper Taper" locomotive is that the cooling blower for the electric traction motor has been equipped with a system of servo-controlled louvres (a feedback system consisting of a sensing element, an amplifier, and a servomotor).

Changes in traction-motor temperatures activate the louvres — when the motor temperature increases, the louvres open to admit air; when temperatures drop, as they often do in winter, the louvres close.

The feature greatly eliminates the problem mentioned earlier, Mr. Draper said: snow shorting out a traction motor, the major cause of locomotive failures during winter.

Although this louvred design eliminates 80 percent of the snow entering the traction motor, a second problem is that of snow coming through the bottom of the traction motor; Mr. Draper has a plan for a new gearcase to help reduce the snow intake as well.

He added that when the louvres are closed, the load on the blower decreases and the draw from the main main engine is reduced from about 120 hp to 40 hp. The result? Significant fuel savings.

Remanufacturing program

Over a 10-year period, CN has a program of remanufacturing low-horsepower diesels for branchline and switch service, incorporating Mr. Draper's winterizations features. That remanufacturing is taking place at CN shops in Moncton, N.B., and Point St. Charles, Montréal.

In addition to the winterization improvements, the units will be supplied with cash-resistant, electrically heated cabs; upgraded traction motors; enhanced wheel-slip prevention systems, and hot-well fuel systems.

As well, the remanufactured locomotives will provide a low idle for fuel savings, an automatic water pump, and engine purge systems.

An important factor in the remanufacturing program is the expected improvement in reliability from 50 000 kilometres* before a failure, to 160 000 kilometres. The cost of these units is about $800 000 compared to $1 300 000 for a similar new locomotive.

Mr. Draper added that the remanufactured units will have the history of each locomotive analyzed through a computer, which will improve trouble shooting immensely.

For the CN customer, reliability will be at the top of the list of advantages of the "Draper Taper." In addition, CN railroaders welcome many others — from fuel savings to improved safety. But no one sees this as the ultimate locomotive, and the search will continue for additional diesel improvements, a quest that has an honorable CN history.

The history of CN diesels

Bill Draper's name has been added to a long list of railroaders who have contributed to important milestones in the history of CN. Another was Charles Edward (Ned) Brooks, chief of motive power during the 1920s.

In his autobiography, One Man's World for It, Maynard Albert Metcalf, vice-president, traffic, CN, wrote:

"Brooks was one of the first mechanical officers to foresee the day when the diesel locomotive would take the place of steam as the prime means of locomotion on railroads, and he went to work on the problem. In his research and experimentation, with the support of (chairman and president, 1922-32) Sir Henry Thorton and (president, 1934-41) S.J. Hungerford, he found an enthusiastic ally in Alan E.L. Chorlton, technically trained executive of Beardmore and Sons of the United Kingdom, who had developed a diesel engine with weight and dimensions attractive for adaptation to railway motive power.

"Brooks and Chorlton. . . first concentrated on the idea of developing a direct drive, with clutch, etc., thus eliminating the heavy cost of electrical apparatus needed to produce a diesel-electric unit. After much effort and experimentation, a working model was produced. But the principles employed could not be economically and effectively translated to heavier units, and it was abandoned in favour of the diesel-electric with locomotive CN 9000 being built as the first prototype of the kind to be used on any railroad.

"The work of Brooks, Chorlton, and Ramsay Gage, chief electrical engineer under Brooks, had not gone unnoticed by steam locomotive builders in the United States. By the time the experimental No. 9000 was place in service, their technical staffs and facilities, as well as those of General Motors Corporation, were being directed toward the all-out development of diesel-electric for railroad use on the North American continent. for railroad use on the North American continent. The first modern, production-line diesels acquired by CNR were 16 switchers bought for the Grand Trunk Western in 1942.

"Thus ended the Brooks saga of trying to find a system of direct drive for the diesel engine that would have eliminated the expense and complications of the electric drive."

The age of diesel power had certainly begun, but it was not until after the second World War that the railroads in North America were able to earnestly search out new, better ways to move their goods.

In his biography on CN president Donald Gordon (from 1950 to 1966), The Great Scot, Joseph Schull wrote:

"Freight traffic, always dependent on volume, would have to be moved in faster bigger trains. The locomotive was the real answer to that, and the age of coal steam was already passing. Oil-firing was cheaper, particularly in the oil-rich West, but even that was temporary. Everything pointed now to the new diesel engine which operated at half the cost and required a fraction of the maintenance of the steam locomotive. Yet the expense of changing to diesels, large enough in itself, was dwarfed by the other demands of increasing traffic.

"Longer and heavier trains would require improved roadbeds. Increased speed of movement would demand the addition of sidings where the slow train held for a through train could be shunted into a 'hole.' At terminal points were trains were made up there would have to be miles of trackage and all the electronic equipment of huge, sprawling 'hump yards,' receiving the

inward cars, assigning their destinations and parcelling them up in outward-bound components . . . What confronted (Mr. Gordon) was a revolution in the business of transportation."

A major milestone took place in the history of the diesel on May 27, 1948, when the first of two powerful diesel electric road locomotives was delivered to Canadian National Railways at Bonaventure Station in Montréal.

They were later placed on the freight run between Toronto and Montréal to speed the service between these two centres.

Canadian National Magazine described the locomotives and the event:

"Attractively painted in green and gold, the new diesel consists of three units of 1500 horsepower each, built by the Electromotive Division of General Motors . . .

"In announcing the purchase of the road diesels, (C.E.O. and president, 1941-1949) R.C. Vaughn referred to the exhaustive tests made in July 1947 with a demonstrator unit. An exacting schedule in heavy freight and fast passenger train services was fixed over 7446 miles in 11 days.

"'These tests,' he said, 'convinced us of the practical value of these diesels. They represented a practical advance in motive power with with we will be able to continue to serve Canada with the most efficient, economic and modern form of land transportation.'

"The CNR, he recalled, had pioneered the use of diesel units in regular service on the North American continent in 1925." This road diesel was the first to be introduced in post-war Canada.

Another stepping stone took place on December 3, 1949, one month before Donald Gordon took office, when the Continental Limited pulled out of Montréal's Central Station for Winnipeg . . . hauled by a shiny new streamlined giant of the rails, a General Motors demonstrator diesel-electric, No. 9051.

Canadian National Magazine reported that "the big, triple-unit locomotive of 4500 horsepower made the full run to Winnipeg . . . arriving in the morning, then turned around that same evening to complete, at Montréal, the first long-haul passenger run with a diesel in Canadian railroad history.

"It was a test trip, the first of a series, to discover how the diesels will react during crosscountry passenger service to Canadian operating and weather conditions . . . .

"E.J. Feasey, general supervisor of diesel equipment, and the man responsible for working out the fueling and watering details enroute, has seen the diesel fleet of the CNR develop into its present total of 148 locomotives. Early this year (1950), 26 more are due and, when these have been delivered, the whole province of Prince Edward Island will be dieselized and the freight service between Montréal and Jonquière, Québec, will be operated by huge road diesels as the Montréal-Toronto run has been for the past 18 months."

In 1953, another milestone: The delivery on January 21st of narrow-guage diesels to Newfoundland. Built by General Motors Diesel Limited at London, Ontario, the 1200 hp locomotives were called "another stride forward for CN in its continuing program to provide the people of Newfoundland with a high quality of service. For the builders, it marked the successful completion of a new engineering venture — the construction of their first narrow-gauge locomotives. To the business (and business-woman) in Newfoundland, the advent of the modern motive power forecast a faster and more efficient freight service."

On October 6, 1954, another milestone was made when the Ocean Limited streaked through the St. Lawrence Valley and across the Maritimes to Halifax behind a two-unit diesel locomotive. It was considered to be "the first Canadian National main line passenger train to 'go diesel' and the forerunner of many more of its kind."

The diselization of CN's motive power fleet continued until 1960, when the last steam locomotive was retired from commercial service.

An outline of that process is reported in Canadian national in the East, written by CN's historical research officer J. Norman Lowe:

"Early in 1951, CN had a total of 2448 steam locomotives on the roster, of which the average age was 32 years. Over 500 of the locomotives were over 40 years old and of that number there were no fewer than 177 different subclasses of steam power on which component parts were not interchangeable.

"Since steam power required greater maintenance than the diesel — about six weeks each year . . . it was not surprising that there was a gradual increase in the number of diesels purchased. By 1951 the railway had a total of 289 diesel-electric locomotives — mostly switchers.

"The following year the number increased to 395, to 615 in 1954, and by the end of the following year 783 diesels were in varied assignments. In 1961, the number had risen to 2128, fell to 2014 by 1969, and in 1975 (all lines) showed 2363 locomotives in use. As of July, 1985, 2044 units were listed."

As CN's program for "Draper Tapers" continues, those numbers will increase. And Rudolph Diesel, German inventor of the internal-combustion engine named after him, would be pleased.

ENGINEER'S WITNESS

By: Ralph Greenhill

Sandy Worthen

Examining the photographs in Mr. Ralph Greenhill's "Engineer's Witness", it is easy to conclude that mankind's accomplishments often have been measured by his triumphs in the three branches of engineering. At least it would seem so in the Nineteenth Century, when the sciences of photography and electrical and mechanical engineering were advancing hand in hand.

Mr. Greenhill has assembled a remarkable collection of Nineteenth Century photographs of engineering triumphs from a variety of well established sources. While many of them perforce are the work of United States' photographers, the selection presents a significant proportion of pictures by Canadian photographers of Canadian subjects.

It is exciting to see on the dust-jacket, and repeated on page 64 (plate 22), William Notman's extraordinary photograph of Grand Trunk Railway's locomotive engine "Trevithick", under construction in the railway's Pointe-Saint-Charles Shops, Montreal, in 1959. In the picture, an added attraction is the presence beside the first driving-wheel of Frederick Henry Trevithick, then locomotive superintendent of the GTR and grandson of the Cornish builder of the world's first railway engine.

Notman's series of pictures of the construction of the mile-long Victoria Tubular Bridge at Montreal in 1858-59 illustrates clearly the methods used in the mechanized construction of this pioneer undertaking.

And there are many more picturs of Canadian and American engineering feats of the last century, ninety photographs in all, some taken as stereographic views, others in glass-plate size.

In his introduction, Mr. Greenhill says that, as the technique of photography was perfected, "the reality of the photographic image astonished the public." While this is so indeed, it was more truthfully the realism in the representation of the subjects which was astonishing. Moreover, the astonishment continues even to the present day, although these portrayals of engineering marvels of the last century may now appeal to a more discerning viewer.

Selecting photographs for a publication really is a matter of personal taste; the most that an editor can anticipate is that a majority of the readers will agree with his choice. But when the selection includes portraits of subjects as diverse and as captivating as the side-wheeler "Queen of the West" of the mid-Nineteenth Century and the views of Roebling's Niagara Suspension Bridge of

1859 (by William England), how can there be any question about its appeal.

In this review, only a few of the extraordinary photographs can be mentioned. There are many others, each one unique. While the marvels of railway civil and mechanical engineering are many and varied, a pleasant variety is provided by views of the Templeton Asbestos Mine near Perkins Village, Quebec (ca. 1892 by S. J. Jarvis) and the boiler room of the Toronto Electric Light Company in 1897 (by F. W. Micklethwaite).

Likely every viewer will find a personal preference among the many photographs presented in Mr. Greenhill's collection. But surely constructions such as the Corliss Centennial Engine, Philadelphia, PA, 1876 (Centennial Photographic Institution), the Double-Corliss Engine, Mechanics Mill, Fall River, MA, 1868-70 (stereo half by Benjamin W. Kilburn), the cog-railway locomotive "Tip Top" of the Mount Washington Railway ca. 1875 (by B. W. Kilburn) and the colossal Burden Water Wheel of c. 1879 at Troy, NY (by H. A. Foy) must be singled out for special attention and detailed examination.

Mention must be made of the picture captions, since they are inseparable from the photographs. They are concise and written clearly and they provide the reader with sufficient information about each of the subjects shown.

No better description of this unique collection of photographs can be given other than that written by the author in his inroduction:

> "Almost every aspect of civil and mechanical engineering in the second half of the Nineteenth Century was illustrated by photography. The photographic record ends at the end of the century with a superb documentation of the building of the world's first major hydroelectric generating plant at Niagara Falls (plates 88 & 89).
>
> The camera was to witness the transition from an age of iron and steam to that of steel and electricity and to record it with a reality that stirs the imagination."

Looking through "Engineer's Witness", one is reminded time and again of the care with which the photographs presented have been selected from a wealth of available material.

In 1985, Mr. Greenhill completed a 31-year career with the Canadian Broadcasting Corporation as photoarchivist and photographic technician. His book, "History of Canadian Photography", was published in 1965 and was revised and republished in 1971. Mr. Greenhill confesses to a special affection for railways and his continuing activity in the collection of early photographs places special emphasis on railway subjects.

ENGINEER'S WITNESS Ralph Greenhill
The Coach House Press, 401 (rear) Huron Street, Toronto, on M5S 2G5 Canada. $42.00 ppd.
212 pp., 90 b&w plates, List of Plates; Acknowledgements; Introduction; Index;
265 × 23 cm; dust-jacket; hard-cover.

C.R.H.A. communications

NEWS FROM THE DIVISIONS:

PACIFIC COAST DIVISION. Several interesting meetings were held during the winter. In January an update on Steam Expo was provided by Grant Ferguson of Granville Transportation Consultants. In February, Mike Green and Phil Sunderland provided slide presentations on the Far East, including Japan, China and India.

Work is proceeding on the Division's Fraser Mills station. They have obtained an order board from the Skookumchuck CP station as well as a scissor phone and headset from BC Rail.

TORONTO & YORK DIVISION. On June 8, members journeyed by bus to the New York and Lake Erie shortline in Upper New York State. The NY & LE features a scenic ride with a train pulled by an ALCO C-424. At the time of writing, the Division was making arrangements for a party of members to attend the Canada Railway Sesquicentennial Conference July 18 to 20.

BYTOWN RAILWAY SOCIETY. Members have enjoyed a number of very interesting meetings during the past spring. In April, Bob Meldrum provided an excellent slide presentation on his trip to India. Bob describes the "colour" of personal experiences travelling through the Indian countryside. Some moments were exciting, other frightening !

In May, members were treated to the recollections and slides of Omer Lavallée, who described in words and pictures his experience during trips to Newfoundland. As usual, Omer added interesting and sometimes comical experiences he had during these trips.

Also in May, a group of members had the opportunity to travel on the Thurso Railway which runs north from the Ottawa River, east of the city of Ottawa. The Thurso Railway (formerly the Thurso and Nation Valley) is the last logging railway in the east, and is to be abandoned by the end of the summer. The Society trips (there were three) were nostalgic "last passenger runs" and consisted of the Society's ex-CP official car number 27 and ex-CP caboose 436436. The short trains were hauled by one of the Railway's GE 70-tonners.

COMMUNICATIONS

COMMUNICATIONS May 19, 1986

Locomotive number 374 was moved to the Expo site on the turntable in front of the Roundhouse on February 12. Steve Stark gave his final report as the Director of Special Projects at the February meeting. The move went smoothly, and received coverage both in print and on the evening news. A steam generator will be installed to provide steam to the cylinders and to blow the engines's whistle. A builder's plate was re-fabricated by Versatile Pacific and bolted on, and the locomotive's bell was provided by the Vancouver Centennial Museum and installed thirty minutes before "number 374" was moved. The inside of the cab was painted tuscan red, as it appeared in 1886. After all of the uncertainties with regards to funding and "politics" it was extremely satisfying to see the engine hoisted onto the turntable, new paint gleaming in the February sunshine.

Steve extended special thanks to all of the PCD members who contributed time, physical effort and money to the "number 374" project. He also had praise for the workers at Versatile Pacific, who finished the difficult task of re-assembling the engine. The name of several of those whose efforts were especially noteworthy will be included on the plaque installed at the site. No one, however, gave more than Steve himself, who put in countless hours of volunteer time to lobby, cajole, humour, plead and threaten several levels of bureaucracy towards action. Our thanks for a job well done go out to Steve.

(*The Sandhouse* - PCD Division)

(Merçi à Jacques Beaubien Jr. and Doug Smith)

BACK COVER

On a sunny afternoon a century ago the photographer's shutter captured this busy scene on Montreal's St. James Street. Even the pedestrians seem frozen in mid-stride, showing that this was an instantaneous photograph, rather unusual for the 1880's. Horsecars were then the primary means of public transit, although it is surprising how few action photos of them exist. An omnibus is also very much in evidence, as are private carriages and wagons. The horsecars have been gone for more than 90 years, and the tracks for almost 30, but the street is still a busy thoroughfare.

Public Archives of Canada, photo C-70921

Canadian Rail

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