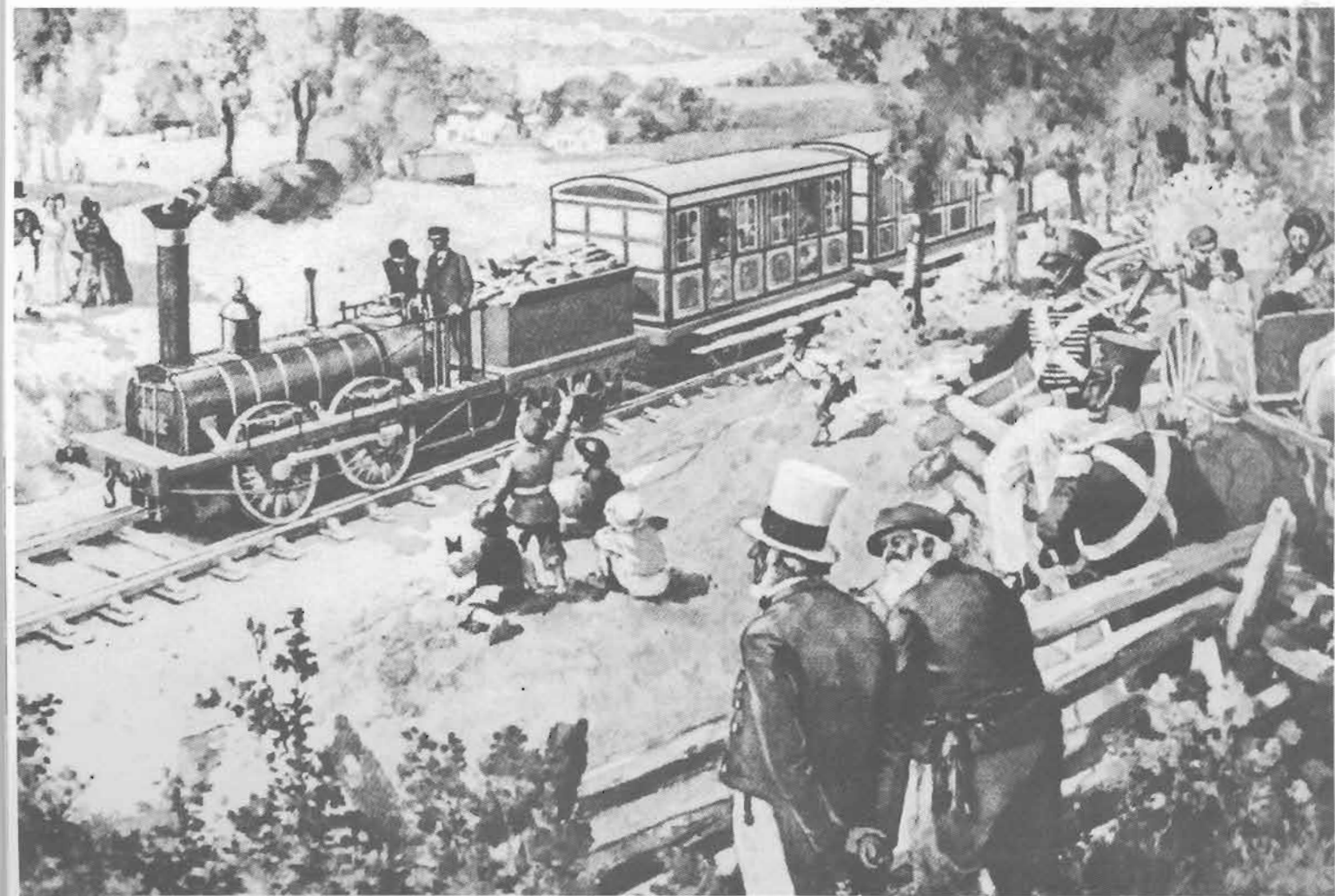


Canadian Rail



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LAYOUT: Michel Paulet

Front Cover:

*1201 heads southbound past the Chelsea sandpits
just south of Tenaga station shortly after the
engine went into service after being overhauled in
Toronto.*

Photo taken by Pierre Ozorak

INSIDE FRONT COVER.

TOP. Thirty years ago this month the Montreal & Southern Counties Railway made its final run. This view depicts the M. & S.C. in happier times when a four-car train, headed by No. 604, was photographed at Marieville Que. on January 15 1949.

Photo by R.F. Corley.

BOTTOM. In 1986 Canada's railways celebrated their sesquicentennial. In this somewhat imaginative view we see the locomotive "Dorchester" hauling Canada's first train on July 21 1836. A special publication dealing with the Champlain and St. Lawrence R.R. is being produced by the C.R.H.A.

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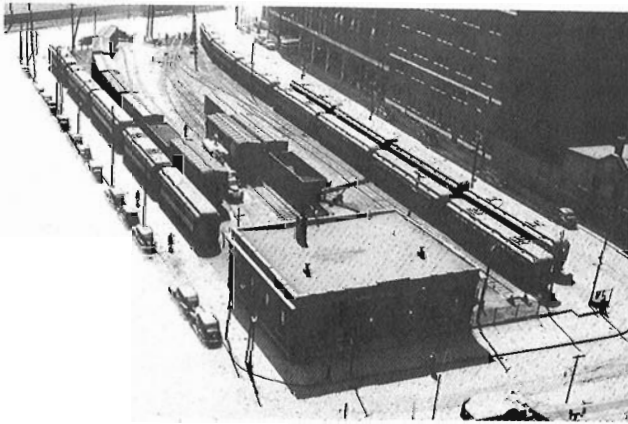
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Memories of a traction fan's trip to Granby

on the Montreal & Southern Counties.

By: Ed Lambert.

On arrival at the M&SC red brick station at the corner of McGill Street and St. Helene Street, we step inside and purchase a ticket to Granby and return for \$3.20 and pick up a timetable. Our train is #434 departing at 9:20 EST. As we have a little time we can get a coffee at "Petro's Restaurant" across the street or walk around the block and see what equipment is in the terminal.



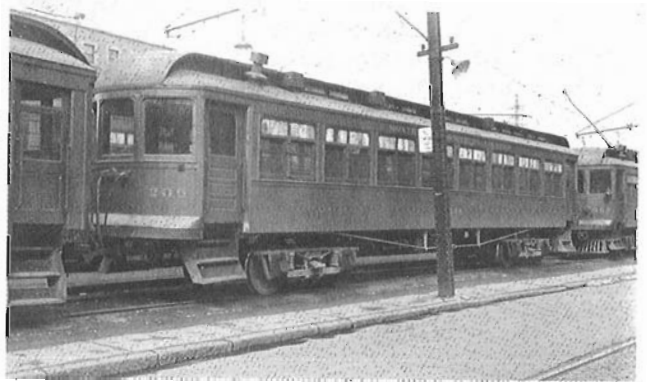
McGill St Terminal, May 3, 1948 R. F. Corley

On the McGill Street side, one track adjacent to the sidewalk is electrified and some suburban cars of the 100 class, with trailers, are stored there waiting for the homeward bound evening rush.

As we turn right and walk along Common Street one of the #320 Montreal South cars clatters by dipping and weaving over the well worn track leading into the terminal. The C.N.R. uses the centre of the terminal as a small freight receiving and shipping three stub track yard. These tracks do not have trolley wire and are serviced by C.N.R. motive power. Freight cars can be interchanged here also.

To the west side of the block is Grey Nun Street with the adjacent main siding and cider platforms. On the track nearest the street is our train with motor baggage car #504 running

M.U. with passenger #611. A C.N. Express truck has backed up to the #504's baggage door and is loading shipments into the car, it appears to be fairly well loaded.

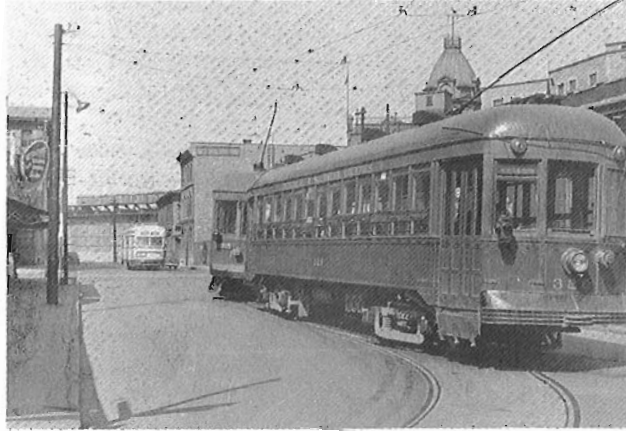


Cars in the terminal siding.

On the other tracks are some #600 motor and #200 class cars coupled in two and four car trains resting after a morning commuter run into Montreal, also are seen express trailers #512 and #513.

The suburban cars operate on a twenty minute schedule to Montreal South and loop around the terminal when they approach the station, they swing left off Common Street on to Grey Nun, travel the length of the block, turn right onto St. Helene where the front of the station is located. At one time cars were wyeed at the corner of Grey Nun and St. Helene, the wye is still there, but has not been used for years. Cars leave St. Helene Street swing right and share track with M.T.C. cars on McGill Street where the only electric switch on the M&SC is located at McGill and Common Streets. The M.T.C. swings left and the M&SC right. Both companies use their own trolley wire and power on this short section.

Time to get on our train and get settled. With air compressors beating, the conductor gives the motorman the "All Aboard". Brakes release and lights in the car dim as the motors take power out of the line. We snake out of the siding onto the street at the corner of Grey Nun and Common, by watching the #504 ahead



100 class, followed by car 326 in front of the station, note MTC car about to turn up McGill St.

the sharpness of the curves, changes in elevation of track on the street can be seen. Slow speed operation is a must with the heavy motor traffic on the street adjacent to a busy harbour, also we are running on the wrong side of the street as this is double track for a few blocks. At the end of the double track we see one of the few freight sidings, Queen Street spur, that swings in a big arc from one side of the street to the other to get around the corner and us to the warehouse door.



Crossing Black's Bridge.

As we continue westward along Common we can see the Lachine canal on our left and Black's Bridge which we will cross, clumping over the gaps in the rail on the swing bridge after negotiating a 90 degree curve to the left, crossing the C.N.R. spur to the National Harbours Board tracks. This curve also contains an approximate grade of 5' to 6' in a two car length, quite a pull for some of the longer trains. Two white lights at each end of the bridge indicate to the motorman that the bridge is properly lined up and power is on the trolley wire. Open bridge protection is by gates and derail. With shipping at its peak,



Off Black's Bridge, onto Mill Street.

opening of the bridge sure can cause havoc with the rush hour schedule. Clumping off the east side of Black's Bridge our train swings right onto the centre of Mill Street, with its grain elevators, dry dock and engineering firms crowding the curb. Track on this street is well worn and cars sway back and forth, as the motorman feeds power, then shuts off and coasts.

After proceeding along Mill Street the line swings to the left and leaves the street, climbing a few feet above and parallel to it. We now approach numerous crossings with the C.N.R. passing the M & SC signal cabin and coal piles on the left. We approach a long passing siding which swings left in a large curve and arrive at West End and stop for passengers. Local cars can be seen on the adjacent track waiting for us to clear and then head for McGill Street station. After picking up our passengers we pull ahead to the end of the siding and wait for the green light which will allow us to proceed onto the single track over the Victoria Bridge.



CN signal tower and coal piles.

Before leaving West End we can see the C.N. Point St. Charles shops and Bridge Street station on our right where the

main line steam passenger power is exchanged for electric engines in and out of Central Station. When the local car ahead has cleared the block, we leave West End siding through a spring switch and then onto the single track located on the down stream side of Victoria Bridge. The main span of the bridge carries double track of the C.N., the automobile road is cantilevered on the upstream side, while we occupy the opposite side and share it with a wood floored sidewalk. Track and sidewalk are separated by a pipe railing.



On Victoria Bridge.

The grade on the bridge climbs until span 13 is reached, this is the highest and largest span over the navigable section of the river. We coast down the grade with the motorman applying and releasing air as necessary to keep within the speed limit. A full stop is made upon reaching the shore line as the grade leading off the bridge is steep here. With the train under control the motorman brakes the train to a stop at East End, just before the switch leading to St. Lambert and Montreal South lines. As the conductor walks ahead to unlock the switch and line it up for us



Off Victoria Bridge, towards East End. R. F. Corley photo.

to swing to the right under the low C.N. overpass, we can see the main car barn, office and a short section of double track in the distance. With the switch thrown we twist under the C.N.

overpass to our right and then to our left. There appears to be very little overhead clearance as trolley pole and wire seem to skim the roof of the car and on the tight S curve under the bridge, the truck wheels almost swing out from under the car, a short pause is made here as our conductor lines up the switch for the St. Lambert, Montreal South line. Then we pull ahead and stop in the clear while the conductor calls the dispatcher for orders, we are now on the Mackayville Subdivision.



Sharp curve under the CN at St. Lambert. Stephen D. Maguire photo.

We leave as soon as the conductor swings aboard, through the spring switch at the end of the siding. Speed is held down as there are numerous street crossings, then we swing to the right and after a few minutes approach the C.N. line on our left. We have a clear signal, swing sharply to the left and cross over the C.N. double track diamond at Ranelagh. Greenfield Park siding is passed on the left. Slow down for Devonshire Road crossing and enter centre of the street running on Churchill Blvd. The wye is passed at Grand Blvd. At Cote Noir Road the street running ends and we are on private right of way, our motorman notches up. This is also the start of the catenary. Air horns sound a warning for a highway crossing.

The C.N.R. main line and Southwark yard are approached on our left, and we swing into a gentle right hand curve and gradually swing away at the M & SC junction. We can see the track crossing the highway to the C.N. interchange. As we clear the junction, the line we are on now is the Granby Subdivision, it is straight and speed increases. The land is flat for miles in this area, there are numerous housing developments. As we approach Croydon speed slackens off for a stop and the motorman sounds the standard highway warning on his air horns. An open shelter type station and a passing siding exists at Croydon.

Stops are made at Springfield Park, East Greenfield, one of the line's sub stations is located here, Brentwood, Brookline with its long passing siding and Montreal River Road for passengers.

At Montreal River Road the line crosses a highway, then through a truss bridge. As the fields give way to suburban development, stops are made at DeSalaberry Park, Chambly Basin, Fort Chambly. At DeSalaberry can be seen one of the



Brookline, car 100 Stephen D. Maguire photo.

brick sub stations, a square single storey building with a brick tower and high tension power lead in.

Chambly station is a peaked roof, clapboard, building with an octagon tower on one end. Behind the station are located two stub sidings. A little further on the right side is a short siding to a feed mill.



Chambly station, Fred Angus photo.

Fort Chambly station on our left is a red brick two storey peaked roof building, more like a French Canadian farm house. Located here are a long passing siding and behind the station a siding leading to a small ship basin on the Chambly canal.

Leaving Fort Chambly we clatter over the switches leading to the sidings mentioned above and over another switch, which leads to a local Co-op feed mill. No wire frogs are used on this line and all movements onto these sidings requires moving trolley pole from wire to wire. Also all trolley wire on these sidings are insulated from the main and are only energized by closing a knife switch in a locked box located on a pole near the track switch.

As we travel on we round a gentle curve to our left and approach the swing bridge over the Chambly canal. This requires a full stop before proceeding and is protected by a derail and a lower quadrant signal.

The bridge, a through girder type, is 90 feet long and is pivoted at about three-quarters of its length.



Chambly swing bridge CN photo.

With brakes released, the motorman notches up the controller and the wheels clump across the gaps in the rail on the bridge. Leaving the canal bridge we see the two spur tracks on our left leading to the Bennett Shoe factory. One siding leads into the building, the other to an open coal dump long-side the canal. The sidings cross over each other with their own diamond. This factory is located on a strip of land between the canal and the Richelieu River.

The line here is carried over the road which parallels the river then onto a seven span deck type bridge, then over the roadway on the south side of the river and into the town of Richelieu. At the first level crossing with horns sounding we pull up to let off some passengers. This station is again on our left, it is a two storey wooden clapboard peaked roof. A freight shed is separated by the road crossing, it is a small wooden shed with the rear end supported on piles over a deep ditch, on the right is a long siding serving a small feed and grain mill.



Ruisseau Barré, Stephen D. Maguire photo.

Leaving Richelieu we swing slightly to the right and climb out of the river valley and then through flat farm land, there are a few road crossings where the motorman sounds the horns, pass through the flag stops of Rouville, Ruisseau Barre and pass a small brick sub station close to the track on the right hand side, then slow down as the yard board is reached at Marieville.

Marieville station is on our left, and is of wooden clapboard construction, a full two stories with a peaked roof. The track layout at this station consists of a long passing siding on our right with some of the #600 class cars laying over. A substantial wood freight shed and siding is to the west of the station. The



Marieville Station.

motorman and conductor have picked up their orders, the high-ball given, we whistle for the road crossing at the east end of town. To our right can be seen the two legs of the Wye leading off to St. Angele about three miles distant. After clearing the wye, the line passes through rolling country. The mountain at Rougemont looms large as we approach the station. The station is (again) on our left side and is located in a hollow on a right hand curve, it is a one storey milled wood construction with a small passenger agent's office and express room. A short siding to the west of the station and on our left appears to have had no traffic for years. A brick sub station of one storey is located to the east of the station.

Leaving Rougemont we swing to the right. A short distance east of Rougemont can be seen the abandoned grading of the Quebec Montreal & Southern Railway. The fence along the M&SC right of way still follows one leg of the interchange track.

Passing through rolling farm land we approach St. Cesaire. With its two storey wooden clapboard building on our left, with a passing siding on our right. This siding also serves a small factory. The motorman sounds horns for the road crossing at the east end of the station. Here we cross the Yamaska River on a pile and steel deck girder bridge, then at slow speed curve sharply to the left, it would appear that we would pass through the adjacent barn the track is so close. We head in a northeasternly direction for about half a mile, then swing to the right in a large sweeping curve, then follow the highway #1 located at our left side of our train. Our speed is good but the



Yamaska mountain with NRHS 6 car excursion. Stephen D. Maguire photo.

track follows the contours of the land. As we proceed along there is a sharp application of air as we dip down grade to cross over a low lying bridge, with brakes released and controls notched up, you can hear the motor hum and gear whine increase. There are numerous farm road crossings along this stretch of track, so our motorman sounds the standard crossing whistle. Brakes are again applied, as we swing sharply to our left whistling for a dirt road crossing all which appears to be in a depression in the land. After crossing we climb slightly and on our right is a siding with switches at both ends, capacity of this track appears to be two freight cars. Accelerating we again join highway #1 climbing slightly towards Yamaska Mountain

MONTREAL & SOUTHERN COUNTIES
RAILWAY COMPANY

A.M. ★ TRANSFER ★ P.M.

CAR LEFT	TERMINUS	FORM 503	Date Issued
1	20:40	C 736282	JAN. 13
2	20:40		FEB. 14
		DESTINATION	MCH. 15
3	20:40	MONTREAL	APL. 16
4	20:40	★ ST. LAMBERT	MAY 17
5	20:40	★ MONTREAL	JUN. 18
6	20:40	★ SOUTH	JULY 19
7	20:40	★ GREENFIELD	AUG. 20
8	20:40	★ PARK	SEP. 21
9	20:40	★ MACKAYVILLE	OCT. 22
		SPECIAL	NOV. 23
		★	DEC. 24
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Not Transferable Personnel | SCHOLAR
ECOLIER ★

Ch. Desjardins Gen. Pass. Traf. Mgr.

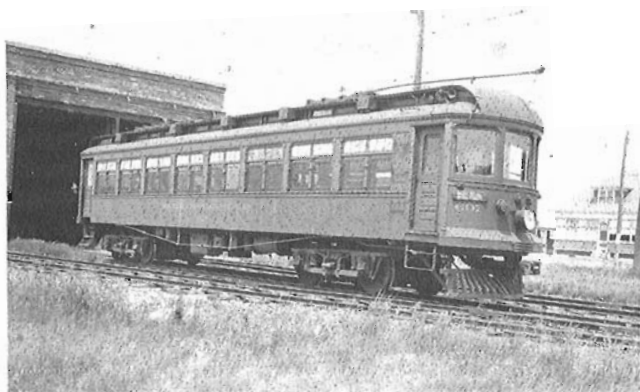


Abbotsford station. Stephen D. Maguire photo.

Here we slow down for the C.P.R. diamond which is protected by block system. The C.P.R. Abbotsford station is passed on our right. This C.P. line runs from Farnham to St. Guillaume. About a mile after the crossing we stop at Abbotsford station still located on our left. This again is a one storey peaked roof, milled wood siding construction with baggage room, agent's office and waiting room. The station is located at a level area, with two stub sidings on our right hand.

Receiving the "All Aboard", our motorman releases brakes and notches up. We are on a sharp right hand curve and proceed up grade, again swinging to the left. This part of the line passes through apple orchards, on our right the land drops away gradually and through breaks in the orchards you can get a glimpse of the spread of the land sloping away to the south. Proceeding along we pass a fairly long siding on our left, accessible at both ends through switches. Leaving the orchards behind we run through mixed forest and bush, and a rock cut.

Past the flag stop at Parish Line we stop to pick up a passenger at the road crossing of Mawcook and Milton. Again accelerating, our train drops down grade on it's last leg of our journey.



Car 607 outside the Granby car shop. R. F. Corley photo.

On the western outskirts of Granby, and to our left, a new siding has been layed to a local factory. The line now swings to the left through new housing developments, then swings to the right when Rue Principale is reached at the flag stop of Granby West.

Here are the red brick light repair shops, two tracks and sub station, and a few sidings parallel Rue Principal. On these tracks can be seen freight motors #325 and #306, passenger motor #608, a huge Russell Wedge Plow #307, Motor plow #300, Van #508 and a couple of express cars of the #512 series. On our right is spur tracks leading to a creamery.

Receiving the go ahead, the motorman blows the horns for the first of many road crossings. The line now heads in a southerly direction between houses and parallel the streets with plenty of whistling. Then we cross a short low sided truss bridge over the North Yamaska river, then past a siding with one line leading to Esmond Mills an our left.

We then swing to our left and proceed up grade to the C.N.R. line from Farnham. Here we stop clear of the derail. The conductor alights and walks over to the phone booth, and calls the operator for rights over the C.N.R. line. With clearance received the conductor throws the switch and clears the derail and block signal lights change.

The conductor waves our train on, and as the last car clears the switch we stop and wait for our conductor to set the switch back for the C.N.R. line.

We receive the go ahead and accelerate along the C.N. track. The line we are on is about 35 feet higher than the river on our left and the street on our right is about 10 feet higher with trees and bush between the two.



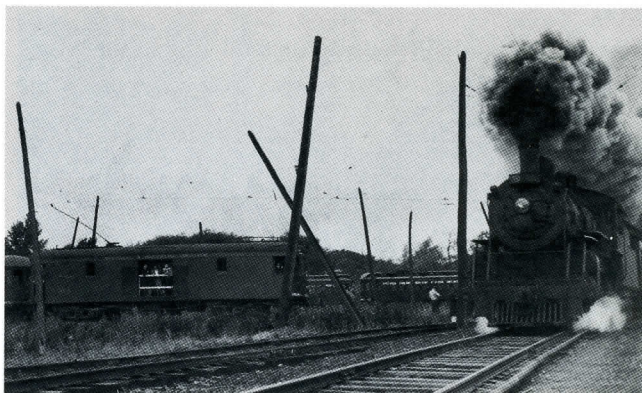
Our two car train at Granby station. Stephen D. Maguire photo.

There a number of stops leading to the factories on our left, these are handled by a local car at the ends of the shift changes. We pass a small dam on our left and slow down with horns blowing for a road crossing at the west end of Granby Station. The tracks open up into a yard here, two tracks pass the station, one stub track on right ending at end of the station with a loaded express trailer awaiting pickup.

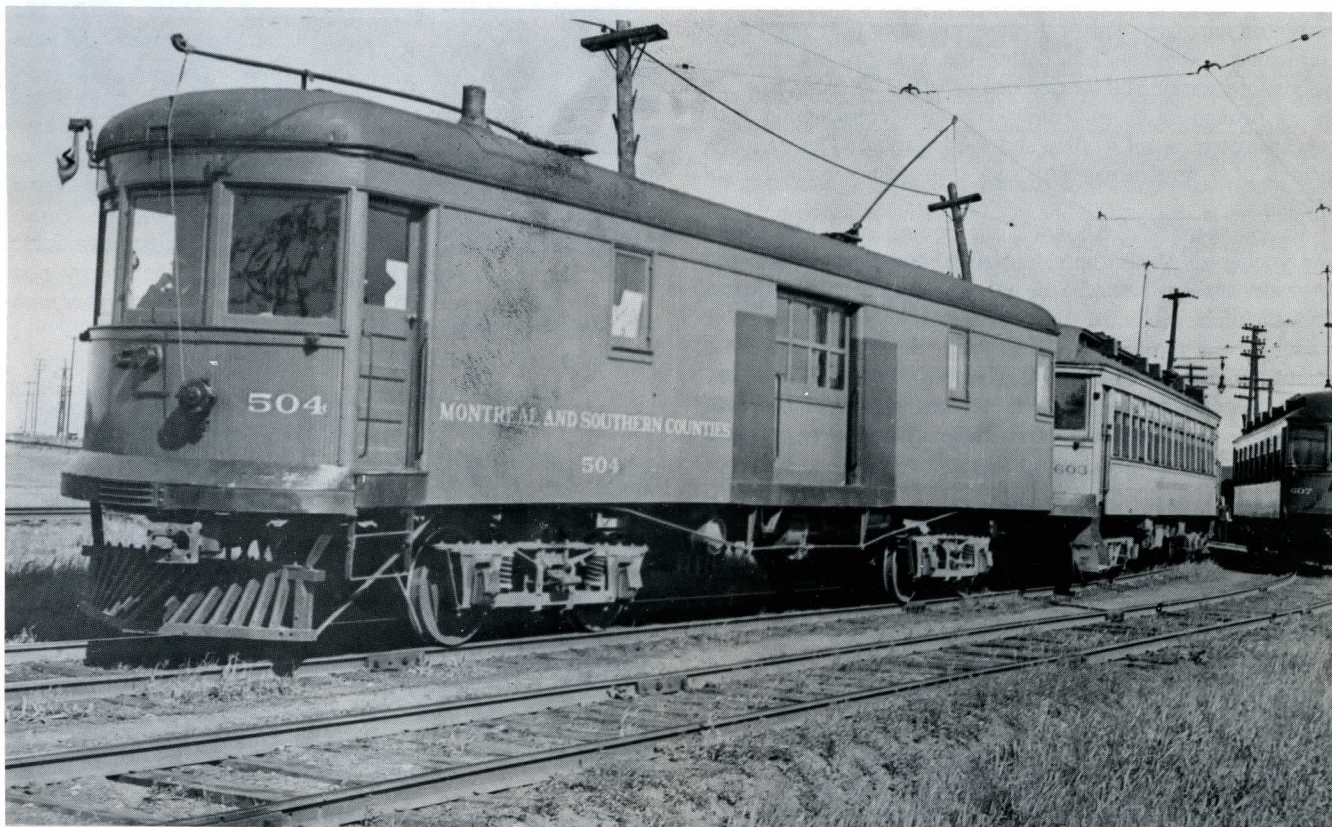
Two stub tracks are along the river bank and all sidings are powered.

At Granby station we alight from our train and find that the station is a modern one storey peaked roof structure, built of light yellow brick.

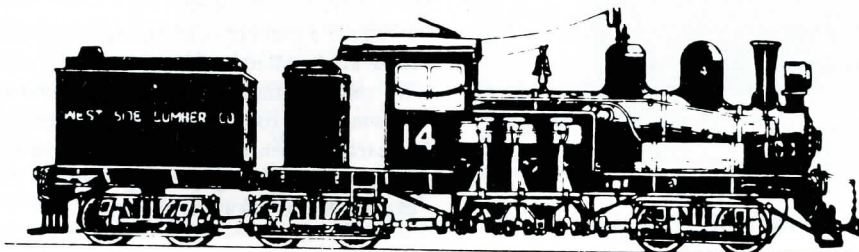
We watch as the express is unloaded from motor baggage #504. When this has been completed, our train departs, sounding horns for the east end road crossing, past the Granby freight shed, and on until the train reaches the turning loop. This loop is built through a swampy area to the right of the C.N. line to Waterloo, and after throwing the necessary switches, the train is turned around and heads back to the shop at Granby West for servicing. We can hear the horns sounding in the distance as we walk over to a restaurant on Rue Principal for a bite to eat, then return later to Granby station for the afternoon train back to Montreal.



M & SC loop with Waterloo bound CN steamer passing. E. A. Toohey photo.



Just off the Victoria Bridge at West End, we're almost back in Montreal. Stephen D. Maguire photo.



MANIWAKI REQUIEM

By Bruce Ballantyne

The death knell sounded on December 31, 1985 for that portion of CP Rail's Maniwaki Subdivision (Quebec) between Wakefield and Maniwaki. Since that date, the scrappers have been hard at it. As you read this, nothing remains but the roadbed and the memories of this colorful scenic railway.

Incorporation and Construction

The line was incorporated in 1871 under Quebec Statute as the Ottawa and Gatineau Valley Railroad Company to build "from or near the village of Hull to a point at or near the confluence of the Desert and Gatineau Rivers", (Maniwaki). Included in the first Board of Directors were such prominent Gatineau Valley individuals as E.B. Eddy, Alonzo Wright, John MacLaren, Andrew Pritchard, and Patrick Farrel.

Like so many railway projects of the last century, many years passed between incorporation and actual construction; it was to be some 11 years in this case. Finally, on June 15, 1882, the first sod was turned "at a site 1/4 miles (sic) north of the Alymer Road near the toll gate". Alonzo Wright and Murray Mitchell, the railway's Chief Engineer, were given the honours of digging.

Delays continued, however, and local politicians became dissatisfied with the lack of progress. During several meetings of Hull council early in 1886, O & GV representatives were

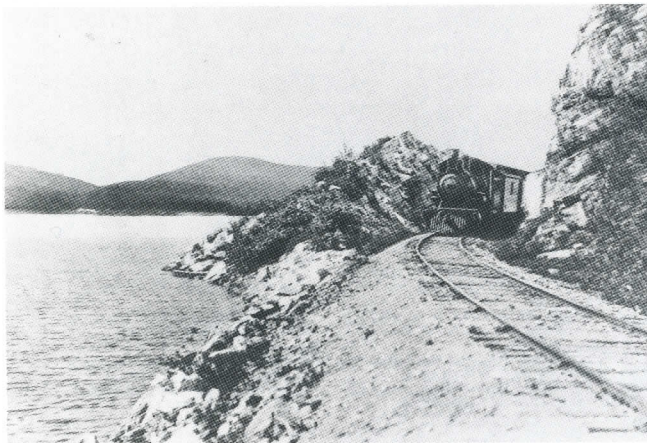


PHOTO 1: A small engine, likely a 4-4-0 leads a passenger train through the rock cut at Blue Sea Lake Quebec (mile 67.9) circa 1917. This location became a favourite runpast site for excursions held in the 1960's and 70's and in particular the trips with steam locomotive 1201 during the last 10 years.

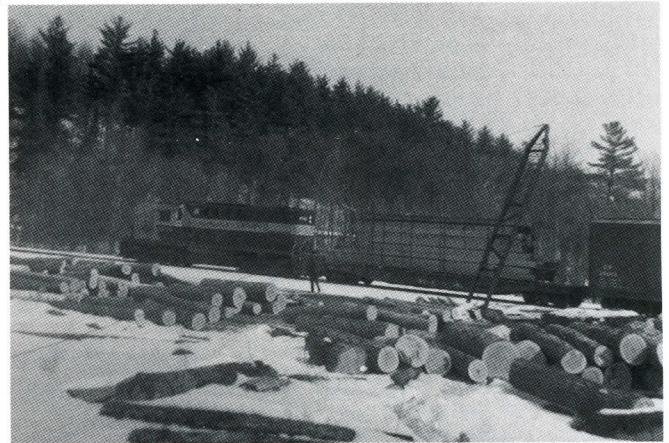


PHOTO 2: RS-18 #8738 pauses at Wakefield Quebec in March, 1968 with the Maniwaki wayfreight. The pile of logs in the foreground have been replaced with the turntable used to turn 1201 on its summer runs up the Gatineau. 8738 is still on CP's roster having escaped the railway's rebuilding program.

Photo taken by B. Ballantyne

questioned. They responded with a whole host of excuses for the delays.

Still no work had been done by the beginning of the summer. In fact, it was not until the end of the decade that any significant activity took place.

The first indication that work had commenced was in 1890 when various accounts reveal that construction was actually taking place. By this time Murray Mitchell had been replaced as Chief Engineer by W. Dale Harris who was to hold the position until 1896. Mr. Dale Harris was faced with a particularly "sticky" problem in the form of clay which plagued construction south of Wakefield. Embankments collapsed and culverts shifted, causing more delays.

Finally, the Hull-Wakefield section was ready for government inspection in October of 1891. Regular passenger service started in 1892 and during this time construction continued north of Wakefield. The line reached Farrelton in December of 1891 and Low in August of the following year. On February 14, 1893, the first train reached Kazabazua; regular passenger service to there started approximately one month later.

Gracefield was reached in 1895 with the first regular freight train arriving on October 21. By this time, some of the leading figures involved in the line had changed as had the name.

On July 23, 1894, the line was incorporated as the Ottawa & Gatineau Railway Company. The leading directors were H.J. Beemer, M.S. Loner- gin, J.E.W. Currier and J.D. Mullarky.

Following the completion of the railway to Gracefield, the pace of activity slowed to a crawl. No further activity appears to have taken place until 1900 when records reveal that rock cuts worked on to the north of the community.

In May of 1901, the name of the railway was again changed and plans were formulated to take over the Pontiac Pacific Junction Railway (Push, Pull, and Jerk) to Waltham in the Pontiac region. The O&G thus became the Ottawa Northern & Western, amalgamating later that year with the PPJ.

The following year (November, 1902) the ON& W was leased to Canadian Pacific for 999 years. In 1958, CP officially absorbed the company.

Under CP's control, construction picked up. Grading was completed to Blue Sea Lake by April of 1903 with tracklaying being completed in June. Finally, in January of 1904, the rails were in place to the end of track at Maniwaki.

The first passenger train arrived in Maniwaki on February 8, 1904. It returned the following day to Ottawa with a Mr. McFall as engineer and a Mr. Hoolihan as conductor.

Though it took more than 20 years to reach Maniwaki, the line's promoters had had dreams of expansion all through the building period. In 1887, the company's charter was amended to permit the construction of a railway all the way to James Bay, a provision which Canadian Pacific retained until the 1930s. A further amendment in 1894 permitted the company to extend to Lake Temiscamingue while newspaper accounts of the day also mentioned the possibility of a branch to the east to Buckingham.

The only actual new construction occurred during 1926 when the tracks between Chelsea and Cascades were rerouted because of the building of the Chelsea dams. The old line was to be flooded along this part of the route.

Operation

With the completion of the various sections of the railway, no time was lost in initiating freight and passenger services. During the first ten years of operation, most trains were mixed. Following the CPR takeover, separate freight and passenger services were offered.

In 1914, there were two trains a day each way, except Sundays. Freight service to Maniwaki was offered on Monday, Wednesday and Friday, returning to Ottawa the following day.

Service was expanded between 1927 and 1931

to include an additional passenger train for commuter service between Alcove (the next station north of Wakefield and the site of a wye) and the nation's capital. The bunkhouse used by the train's crews is still standing and is located there, on the west side of Highway 105. During the same period an express train was run non-stop to Kazabazua after which it would stop at each of the stations. This train was run only during the summer on Fridays (northbound) and Sundays (southbound) and was intended for the cottager traffic.

During the Depression, passenger service was trimmed substantially. From that time to the end

OTTAWA-MANIWAKI										
READ DOWN LIRE DE HAUT EN BAS			Miles	TABLEAU 4	READ UP LIRE DE BAS EN HAUT					
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..	5.49	8.1	Chelsea	9.11	8.10
..	5.53	10.4	Tenaga	9.07	..
..	5.54	10.9	Glenn Engle	9.06	8.05
..	5.56	11.6	Kirk's Ferry	9.04	8.03
..	5.59	12.9	Larrimac Links	..	..	..	9.01	8.00
..	6.02	14.4	Burnet	..	..	..	8.58	7.57
..	6.04	15.5	Pine Road	..	..	..	8.55	7.55
..	6.06	16.4	Cascades	..	..	..	8.53	7.53
..	6.08	17.7	Patterson	..	..	..	8.51	..
..	6.13	20.5	Rockhurst	..	..	..	8.45	7.46
..	6.16	21.3	Wakefield	..	..	..	8.42	7.43
..	6.22	24.5	Alcove	..	..	..	8.35	7.37
..	6.29	29.0	Lordsville	..	..	..	8.28	7.30
..	6.36	33.0	Brennan	..	..	..	8.21	7.24
..	6.40	34.9	Low	..	..	..	8.17	7.20
..	6.50	41.0	Venosta	..	..	..	8.07	7.10
..	6.58	47.0	Kazabazua	..	..	..	8.00	7.03
..	7.01	48.7	Aylwin	..	..	..	7.57	6.58
..	7.05	51.5	McArthur	..	..	..	7.53	6.54
..	7.08	53.0	Marke	..	..	..	7.50	6.51
..	7.13	56.0	Perras	..	..	..	7.45	6.46
..	7.16	57.8	Eagle	..	..	..	7.42	6.43
..	7.19	59.4	Gracefield	..	..	..	7.39	6.40
..	7.27	63.7	Clamow	..	..	..	7.31	6.32
..	7.33	67.2	Blue Sea	..	..	..	7.25	6.26
..	7.37	68.6	Orlo	..	..	..	7.22	6.23
..	7.44	71.7	Messinos	..	..	..	7.15	6.16
..	7.51	75.8	Ferley	..	..	..	7.09	6.09
..	8.05	82.3	Arr. MANIWAKI	..	..	Dep.	AM	00

Note "A"
Train 292 cancelled Tue. May 23, Aug. 8, Sept. 5 and Oct. 10.

Note "B"
Train 293 cancelled Mon. May 22, Aug. 7, Sept. 4 and Oct. 9.

Note "C"
Train 294 cancelled Sun., May 21, Aug. 6, Sept. 3 and Oct. 8. Will also operate Mon., May 22, Aug. 7, Sept. 4 and Oct. 9.

Note "A"
Le Train 292 supprimé mardi, 23 mai, 8 août, 5 sept. et 10 oct.

Note "B"
Le Train 293 supprimé lundi, 22 mai, 7 août, 4 sept. et 9 oct.

Note "C"
Le Train 294 supprimé dimanche 21 mai, 6 août, 3 sept. et 8 oct. Circulera aussi lundi, 22 mai, 7 août, 4 sept. et 9 oct.

SIGNS: — /Flag stop. *Meal station. ▼Air-conditioned RDC (Rail Diesel Car).

RENOIS: — /Arrêt sur signal. *Buffet à la gare. ▼Autorail Diesel olimatisé.

TIMETABLE from CP's "B" folder - Apr. 30/61.

of passenger operations in January of 1963, service consisted of a train each way, daily except Sunday when the Saturday northbound train returned to Ottawa in late afternoon.

Steam powered passenger trains were utilized until the latter part of the 1950s when, to cut losses (the mail contract having been lost), CP introduced their gas electrics and finally Budd RDC "Dayliners". Records are sketchy but it appears that the last steam powered passenger train on the line (prior to ex-CP 4-6-0 No. 1057 and ex-CP 4-6-2 No. 1201) was on January 3, 1960 hauled by 4-6-2 No. 1227. The last steam-hauled freight was pulled by 2-8-2 No. 5152 on March 29, 1959 on train #80.

Passenger services ended on January 27, 1963 but regularly schedule freight operations continued until March 1968 with Monday Wednesday, Friday northbound trains returning

Tuesday, Thursday and Saturday. After that service was as required.

In 1973 a serious washout occurred just north of Chelsea putting the branch out of service until 1974. During this period the National Museum of Science and Technology and the National Capital Commission began summer steam operations with the intent to use the Maniwaki Branch to Wakefield. Alternate routes were found but finally in July 1974 ex-CP 1057 (4-6-0) pulled the first steam train on the line in 14 years.

The operation became an immediate success and the trains have been filled to capacity ever since. But the future of the steam operations became doubtful when on June 10, 1977, CP Rail applied to the Canadian Transport Commission for permission to abandon the whole branch. Hearings were held in March 1980 and on January 22, 1981 the Railway Transport

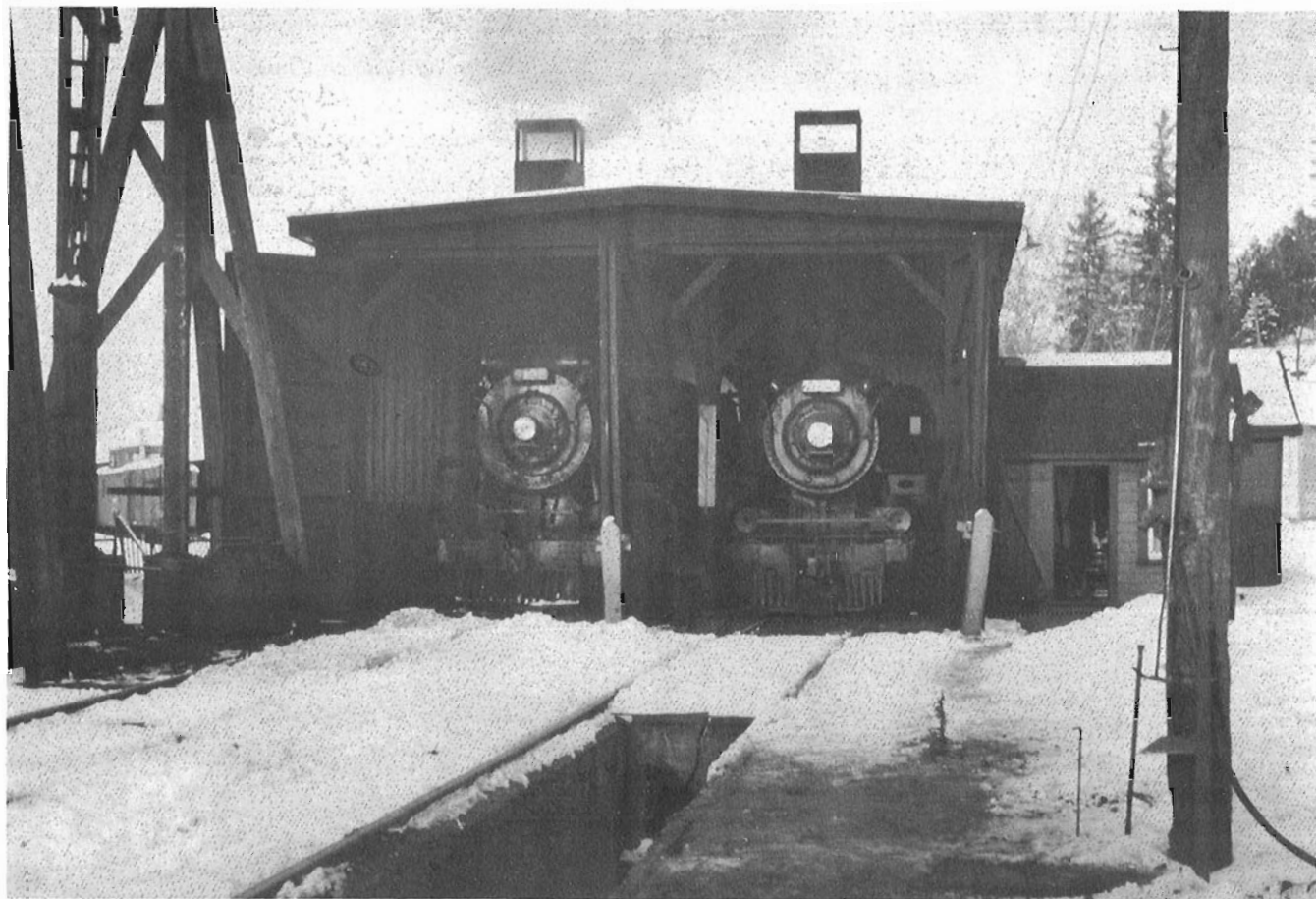


PHOTO 3: The engine shed at Maniwaki was a busy place when this photo was taken in 1954. The tower at left was used to lift the buckets of coal and swing them over the locomotive tender into which the coal was dumped. This was a common method of loading coal on branchlines. It was also a method cursed by many fireman including Duncan du Fresne who took this picture. The engines are (left) P1 2-8-2 5192 and G5 4-6-2 1227.



PHOTO 4: CP RDC-2 #9102 departs Chelsea station for Ottawa on the morning of January 26, 1963 on the second last day of passenger service.

Photo taken by B. Ballantyne



PHOTO 5: The next-to-last steam powered train on the Maniwaki Sub. is hauled by CP 4-6-2 #1227 class G5 southbound at Ironside Quebec on January 1, 1960. The last steam powered train, again hauled by 1227 travelled the line on January 3.

Photo taken by Willard Clark.



PHOTO 6: Ottawa and Gatineau Railway 4-4-0 #6 prepares to leave Gracefield Quebec circa 1895 shortly after the line was completed to the village. From the mess in the foreground it appears that construction had not yet been completed.

Public Archives of Canada photo C2602.

NORTHBOUND TRAINS—INFERIOR DIRECTION					MANIWAKI SUBDIVISION		SOUTHBOUND TRAINS—SUPERIOR DIRECTION				
THIRD CLASS	FIRST CLASS			Miles from Hull	To G.P. & Tel. phone Office	STATIONS	Telegraph Code	FIRST CLASS		THIRD CLASS	
	79	533	535					537	532		538	80
Fr. Daily ex. Sun.	Fr. Daily ex. Sat. & Sun.	Fr. Sat. only	Fr. Sun. only					Fr. Daily ex. Sun.	Fr. Sun. only	Fr. Daily ex. Sun.	
A.M.	P.M.	P.M.	A.M.				A.M.	P.M.		A.M.	
6.45	4.33	12.53	7.53	0	D	OTTAWA (Union Station)	K C D	7.45	8.15		
						HULL	ZWBY	7.37	8.07	11.45	
						3.0 IRONSIDE	N D f	7.30	8.01	11.35	
						3.5 CHELSEA	C H f	7.20	7.53	11.25	
						2.3 TENAGA	s	7.12	7.46		
						1.2 KIRK'S FERRY	K F s	7.08	7.43	11.15	
						1.3 LARRIMAC LINKS	f	7.04	7.40		
						1.5 BURNET	f	7.00	7.36		
						MEACH LAKE		6.57			
						0.9 CASCADES	ZW D E s	6.56	7.31	11.00	
						1.3 PATTERSON	f	6.53			
						2.5 FARM POINT	P N f	6.52	7.28		
						0.8 ROCKHURST	s	6.46	7.22		
						3.0 WAKEFIELD	W K s	6.43	7.19	10.40	
						4.5 ALCOVE	ZY N W s	6.35	7.11	10.28	
						0.7 LORDSVALE	C N f	6.25	7.01		
						3.3 FARRELLTON	F A f	6.23	6.59	10.05	
						1.7 BRENNAN	B N f	6.16	6.52	9.55	
						1.7 LOW	V O s	6.12	6.48	9.50	
						4.4 KEALEYS	s	6.08			
						4.4 VENOSTA	V N s	5.59	6.35	9.35	
						1.7 KAZABAZUA	K Z s	5.48	6.24	9.20	
						2.8 AYLWIN	ZW N Y f	5.42	6.18	9.13	
						1.5 McARTHUR		5.37	6.12	9.05	
						1.5 MARKS	f	5.33	6.08		
						1.8 PERRAS	f	5.27	6.02	8.50	
						1.6 EAGLE	f	5.23	5.58		
						1.3 GRACEFIELD	G s	5.19	5.54	8.35	
						3.5 CLEMOW	f	5.10	5.45		
						0.6 BLUE SEA	ZW B s	5.02	5.36	8.15	
						0.8 GRAVELLE	f	5.00	5.34		
						0.8 ORLO	f	4.58	5.32		
						0.8 NEW LISMORE		4.55	5.30		
						0.6 ELLARD	f	4.55	5.28		
						1.0 ROCKHAVEN	f	4.53	5.26		
						3.9 BURBIDGE	O B s	4.51	5.23	8.00	
						6.7 FARLEY	R Y f	4.44	5.15	7.50	
						82.3 MANIWAKI	KYW M A	4.30	5.00	7.30	
A.M.	P.M.	P.M.	A.M.			Miles from Ottawa (Union)	A.M.	P.M.	A.M.		
79	533	535	537				532	538	80		

Committee (RTC) issued order #R-3177 requiring CP Rail to continue operations for three years because of the hoped for improvement in the local economy.

The economic revival of the Gatineau was not to be and after new hearings in 1984, the RTC authorized CP Rail to abandon the Maniwaki Subdivision on January 1, 1986.

For proponents of the Wakefield steam train operations it was time to swing into action. The Outaouais & Gatineau Valley Railway Committee was formed to study the feasibility of setting up a tourist railway and a report was submitted to the Railway Transport Committee. As a result the RTC issued an amending order requiring CP Rail to leave the portion of track to Wakefield in place until June 30, 1986 to allow organizers to reach

an agreement with the company to purchase the line.

At the time of writing, efforts are proceeding well and it is hoped a tourist operation will become reality.

However no reprieve was given for the remainder of the branch. In February last winter, CP began lifting the rails north of Wakefield and the work was completed by the end of April.

Another Canadian branchline vanished with the changing times. At least a portion will remain to give us a glimpse of busier days on the railways.

Special Dates

November 16, 1892: The railway had been completed north of Low when tragedy struck. A

MANIWAKI to Farley ticket was purchased (and stamped) on February 3, 1963, seven days AFTER the last passenger run. The ticket was purchased at the 'going rate' of 50 cents during a stopover of an excursion on that day. The agent sold out his remaining stock as did his colleague at Wakefield.



OTTAWA UNION to Chelsea ticket purchased at Ottawa on January 12, 1963, 16 days before the last run.

southbound work train hauled by two steam locomotives ran into a washout at Stagg Creek (south end Low beside Highway 105). The lead engine (reportedly an ex-CP locomotive) dove into the hole and was buried in mucky clay. The crew perished and the incident was reported in great detail in the next day's edition of the Ottawa Citizen.

1895: The O&G was called upon to carry troops to Low to keep peace during what is known as the Low Rebellion. The poorer citizens of the area were up in arms (almost literally) over certain taxes which had been levied on them. Many had not paid and refused to do so. The local police were unable to handle the explosive situation so troops of the 43rd Battalion of the Princess Louise Dragoons were called in. A special train was

provided and the presence of the soldiers had the right effect. Peace was restored.

1916-1921: The Duke of Devonshire, Governor General of Canada during this time, had a summer home at Blue Sea Lake called Lismore House. CP provided special trains to the closest station, New Lismore, to carry the Vice Regal party to the lake during the summer months. On one occasion, the GG's train was hauled by a CP 400 series 4-6-0 which broke a cylinder head as it passed through Alcové. The Duke of course could not be delayed so when the way freight arrived its engine was commandeered and used to complete the trip. The poor freight crew was left to do what they could with the disabled engine.

Whenever the Governor General stayed at the cottage, local legend has it that a flag pole at the station displayed the Vice Regal Standard.

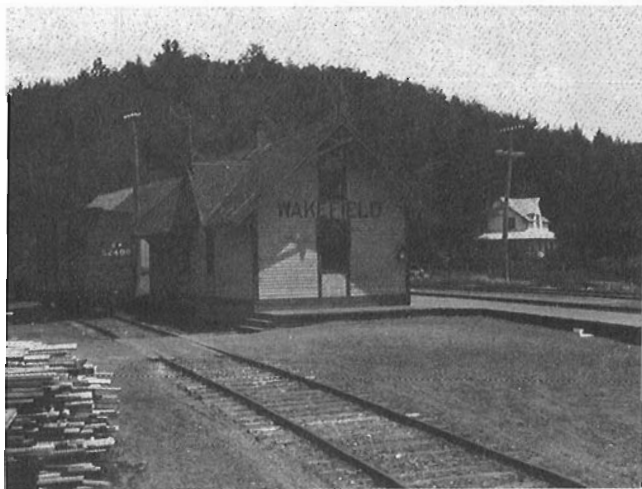


PHOTO 7: The original Wakefield station as it appeared in 1915 Note the similarity of its design to the Kazabazua and Gracefield stations. This building was torn down in 1929 to permit expansion of the yard facilities. It was replaced by a CP-designed structure built a short distance south. This station is still in situ and is located just left of where the boxcars are spotted.



PHOTO 8: CP Kazabazua station circa 1965 just before it was torn down. Note the outhouse between the two buildings. These were once common for rural railway stations.

Photo taken by B. Ballantyne

PASSENGER receipt,
Ottawa-Tenaga,
Oct. 5/49.

DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	MONSIEUR			
Valable entre les Stations Pointées	FARM POINT	POCKHURST	WAKEFIELD	ALBOVE	LORDSWALE	QUYON	ANGERS	SHERBROOKE AND SCASWAN	QUEBEC AND LORETTTE								1948	APR. AVRIL	AUG. AOUT	DEC. DEB.
Between Stations Punched.	OTT A	IRONSIDE	CHELSEA	TENAGA	GLEN EAGLE	KIRK'S FERRY	LARRIMAC LINKS	BURNET	CASCADES	1947	JAN. JANV.	FEB. FEV.	JUNE JUIN	JULY JUL	NOV. NOV.	DEC. DEB.				
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	MALE				
BOOK 12851 TRIP 28 FORM 92 CANADIAN PACIFIC RAILWAY COMPANY Not good if detached / Basa valeur si detache <i>R. McMillan</i> Passenger Traffic Manager																				

1963: On Sunday, January 27, 1963, regular passenger service to Maniwaki came to an end with RDC-2 No. 9105 (now VIA No. 6212) carrying some 50 passengers into Ottawa Union Station for the last time at about 20:45. The late Bill Austin was the Engineer while the late Frank Cope was the Conductor. The event was duly recorded in the now defunct Ottawa Journal with the two crewmen appearing in a photo which also included an elderly patron.

1977: For Queen Elizabeth's visit to Ottawa in October, the Museum of Science and Technology arranged for a "Royal Train" to carry her Majesty up the Gatineau Valley on her way to the Prime Minister's summer cottage (Harrington Lake in the Gatineau Hills). On a cool rainy October day steam locomotive 1201 hauled the former

governor general's cars to Wakefield Quebec with the Queen on board. The GG cars are the same ones which carried her mother and father (George VI) across Canada in 1939. The special was more regal than the trains which carried the Duke of Devonshire to Blue Sea Lake some 60 years earlier

Sources:

Newspapers: various editions of the Ottawa Citizen, Free Press, Journal;

Periodicals: Railway and Marine World, Brnch-line (1968).

Other: extracts from the diary of W. Dale Harris; details on the GG's train problems from an interview with the late Walter Dickson, former CP Engineer.



PHOTO 9: Sperry Rail Service car #138 passes Blue Sea Lake near Gravelle station, mile 66.2, in July 1974. Even at this late date, CP Rail was having the rails tested. Although nothing came of it, the yellow car made quite a picture with the lake as a backdrop.

Photo taken by B. Ballantyne

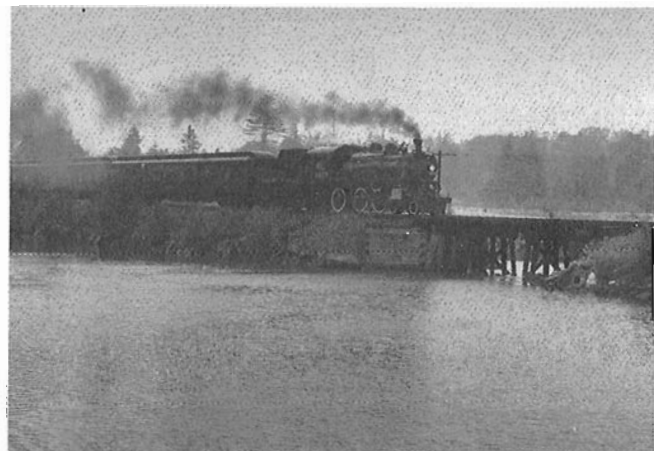


PHOTO 10: Ex-CP 4-6-0 #1057, class D10 crosses the wood pile bridge just south of Farm Point Quebec at the beginning of summer steam operations to Wakefield in July 1974. This bridge has also made a favourite location to take pictures of the steam train.

Photo taken by B. Ballantyne



11



12

PHOTO 11: Second Gracefield station, as it appeared in 1965 just before it was torn down, replaced the structure shown on page (photo #6), which burned in 1926. The author now has in his possession the two station signs shown in the photo.

Photo taken by B. Ballantyne

PHOTO 12: The last snow plow extra on the Maniwaki Sub. moves along beside highway 105 just south of Alcove Quebec in January 1985 with Jordan Spreader #402863, engine 4222 (C-424) plus a snow plow (400869) and van (434333).

Photo taken by B. Ballantyne



13



14

PHOTO 13: The southbound Maniwaki wayfreight passes Blue Sea station in August 1968. Note the concrete footings at left which once supported a covered water tank. CP RS-18 #8745(now rebuilt as RS-18u #1809) is hauling a 24 car train of mixed freight: mainly lumber and oil.

Photo taken by B. Ballantyne

PHOTO 14: The first summer steam train to Wakefield departs the village on July 1, 1974 with ex-CP 4-6-0 #1057 and a consist which included one of CP Rails business cars. Note the proximity of Wakefield's main street to the tracks which occur for about three quarters of a mile through the village.

Photo taken by B. Ballantyne

Railway School Cars and Education in Northern Ontario

In the early 1920s, one of the priorities on the Ontario Department of Education was the extension of educational opportunities to children in the northern reaches of the province. The northern population was scattered across a large and mostly inaccessible area, and consisted of forest workers, trappers, prospectors and railway section gangs. Provincial authorities were reluctant to establish permanent schools there because of the transient nature of the population and the small number of students available at any one location. Educators familiar with the situation, however, were being denied the rudiments of education. The problem was further complicated by the fact that a large portion of the population, particularly railway workers and their families, consisted of non-English-speaking immigrants. The solution to this dilemma was the railway school car, a unique and innovative idea designed to bring both classroom and teacher to the children in those areas served by Canadian Pacific and Canadian National Railways.

First of all, it was necessary for the Department of Education to win the sympathy and support of

both railways. Negotiations with the companies began in January 1926; initially, both railways had serious misgivings about such an unusual venture, but eventually they agreed to participate in a trial run for eight months. In September 1926, two school cars went into operation, and education in remote areas of Northern Ontario became a reality for the first time.

The operation of the "schools on wheels" was actually very simple. The railway school car stopped at predetermined locations where several children could avail themselves of intensive schooling for a period of time ranging from four to ten days. The car was then moved to its next stop and the children were left with three or four weeks of independent study until classroom and teacher returned. The railways used old business or baggage cars and refurbished them with modern classroom facilities for twelve to twenty pupils and living quarters for the teacher and his or her family.

The Ontario government and the railways soon proclaimed the experiment a great success, which led to the signing of a formal agreement



*C.P.R. School car No. 50 at an unidentified location in Northern Ontario in November 1947.
Canadian Pacific Corporate Archives No. 17009.*



Mr. Bell, the teacher aboard C. P. R. school car No. 50, assists his students with their studies in November 1947. The picture on the wall depicts Drake's game of bowls on Plymouth Hoe in 1588. Canadian Pacific Corporate Archives. No. 17040.

between the province and the companies in January 1928. CPR and CNR each agreed to provide suitable cars for conversion to classrooms, to operate the cars free of charge on their respective lines and to install sidings where necessary. For its part, the provincial government assumed the cost of the conversion, alteration and maintenance of the cars, the provision of school equipment and the teacher's salary.

The school car system expanded in the early 1930s to meet the growing demand for education in the north. Eventually seven cars operated on the CPR, CNR and Temiskaming and Northern Ontario lines, covering over 1,000 miles

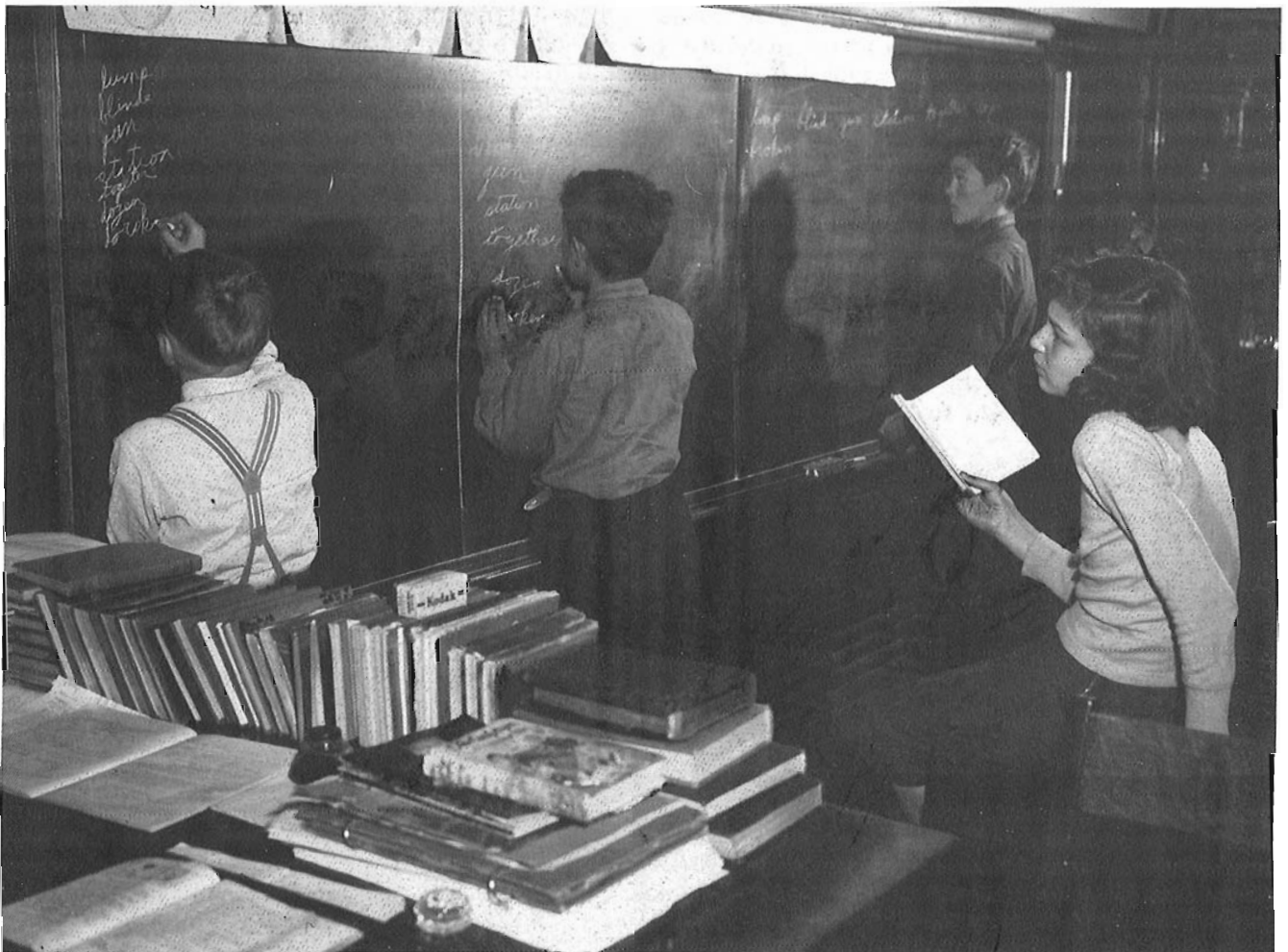
of the province from Capreol to the Manitoba boundary. Sir Henry Thornton, President of CNR from 1922 to 1932, suggested in 1931 that railway school cars be established wherever they were needed along any CNR line in Canada. "There would seem to be a large and useful field for this sort of thing," he told his vice-president, S.J. Hungerford, "I think it most important ... that the younger generation be taught the principles of true Canadianism." Following the Ontario example, railway school cars were adopted by Quebec and in the mid-1930s by the government of Newfoundland.

The school cars were soon a familiar sight in Northern Ontario, and they remained in service until they were phased out in the mid-1960s. According to historian Robert M. Stamp, the railway school cars were successful for two very important reasons. First, children in isolated and scattered communities throughout Northern Ontario were provided with a valuable opportunity for a thorough education, with hundreds benefiting from the service. Second, many adults benefited too, since school car teachers often held evening classes, particularly for railway workers, many of whom received formal schooling for the first time in their lives. In fact, the school car was a welcome visitor in northern settlements as a mobile social centre where children and their parents could find reading materials, music, handicrafts and entertainment.

The "classroom on wheels" was a highly successful experiment in meeting the

educational needs of youngsters in Northern Ontario. An article prepared by the Ontario Department of Education in 1931 summarized the impact of this unique service on children in the north by stating that the railway school car "touched the mainspring of their lives" and set in motion dormant forces and interest. "The boys and girls," boasted the department, "live on a diet of School Car in their waking hours and dream of it by night."

Should readers wish to pursue this subject, Robert M. Stamp published a delightful article in 1974 entitled "Schools on Wheels: The Railway Car Schools of Northern Ontario," in *Canada: An Historical Magazine* (Vol. 1, No. 3, Spring 1974, pp. 34-42). CNR's role in providing Ontario with the railway school cars is documented in the Federal Archives Division, Records of Canadian National Railways, Record Group 30, accession 83-84/039, box 12, file 2100-X3.



Students compete in a spelling bee aboard C.P.R. school car No. 50 in November 1947. The community is not identified.

Canadian Pacific Corporate Archives. No. 17057.

PROJECT 1009

NOVEMBER 1983 TO MAY 1986

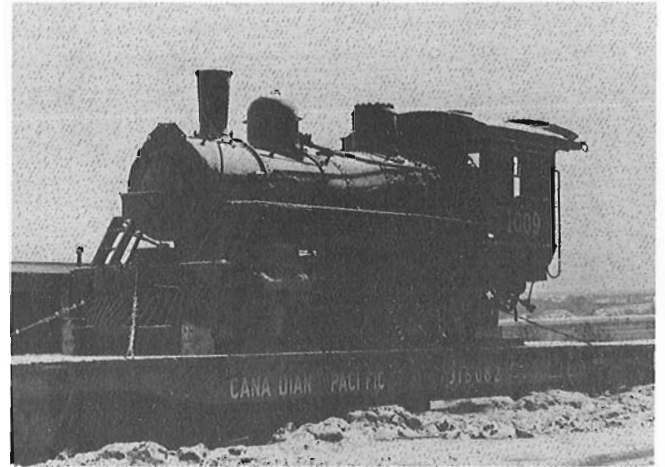
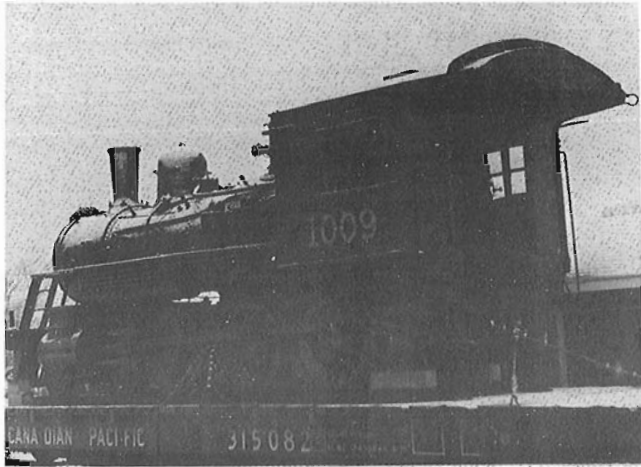
By Richard Viberg

Steam Locomotive "1009" arrived from Montreal Quebec on Sunday November 13th 1983 in company with steam locomotive ex CP #29 and other historical equipment on a special train from Salisbury to Hillsborough N.B. Within a week the engine was moved off the flatcar and put on display in the lower yard. During December the locomotive was stored under protective cover for the winter awaiting a decision as to what was to be done - museum or steam which would require a major rebuild. Reg Ward a retired C.N. employee checked the locomotive over and wrote up a report indicating that not too much work was required to get the locomotive into service during the winter of 1984. A technical test was done on the boiler which determined it in good shape. In late 1984 John Whitmore wrote up a request to the Government of New Brunswick for a \$15,000.00 material grant which was granted by late November 1984. In the meantime Richard Viberg later to become the railroad's general manager began the work required to repair the tender. He supervised the Katimavik work force and several volunteers in carrying out the repairs which took over a year to complete. During the early winter of 1985 the pumps and injectors were removed and sent to St. John N.B. to be

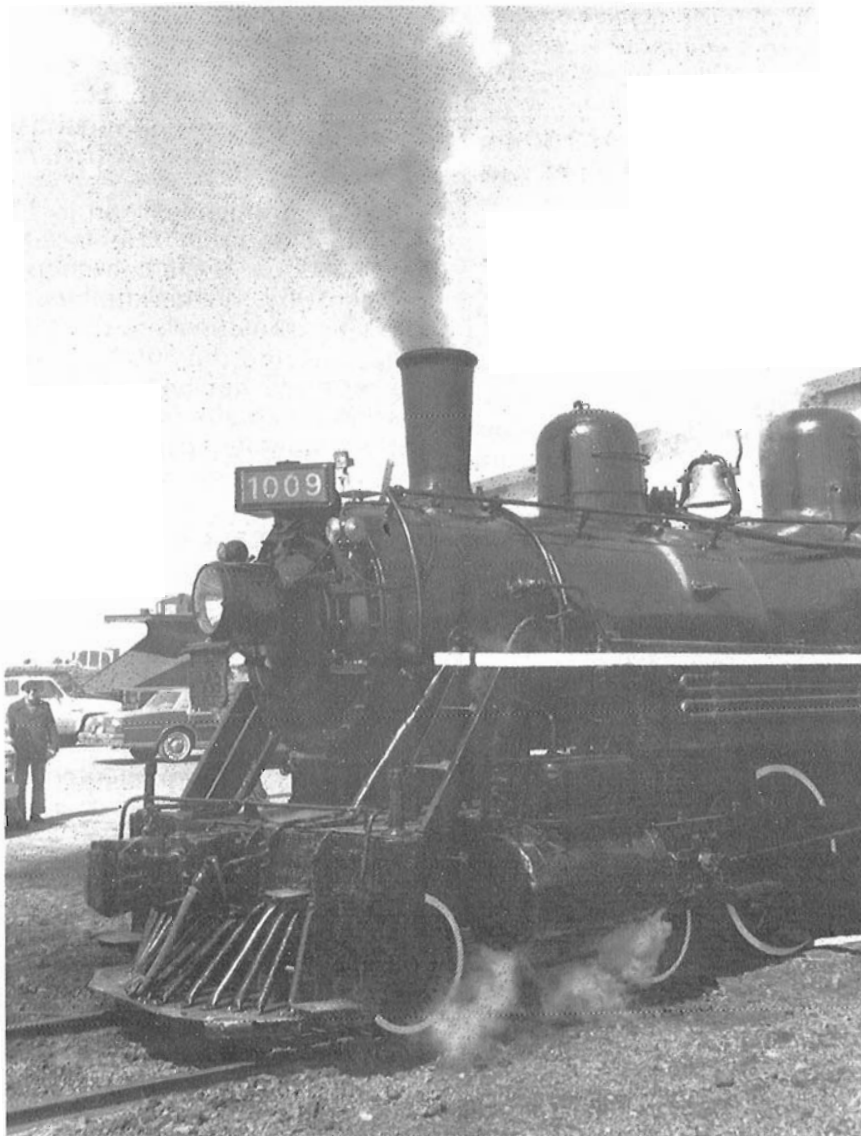
repaired into working order as they were seized solid. In February 1985 Richard and Abel Bastarache and Ron Ricketts of St. John Iron Works conducted two hydrostatic cold water tests to ensure the boiler was tight and it was. At this point it was decided that we would require further volunteer help and during the summer and fall a group of members from St. John came up each week to apply new insulation to the boiler which was completed in late October. In January 1986 the railroad's mechanical staff put on the metal jacket and lagging and slowly started putting the external pumps, pipes etc. back on, being careful to ensure all was tight. Abel worked hard on the electrical lights and wiring and the work continued until a minor problem with the steam turret arose in that the original was found to be cracked. After many phone calls Abel found a St. John machine shop which would do the work and this was completed in one week and proudly installed, complete with a few extra plugs for future use in running a steam water transfer pump for water. During April of 1986 the engine was finally taking shape, repainted and finally was almost ready for its day in the sun. On April 4th at 2 in the afternoon the rods and brasses were installed and shortly after the engine rolled

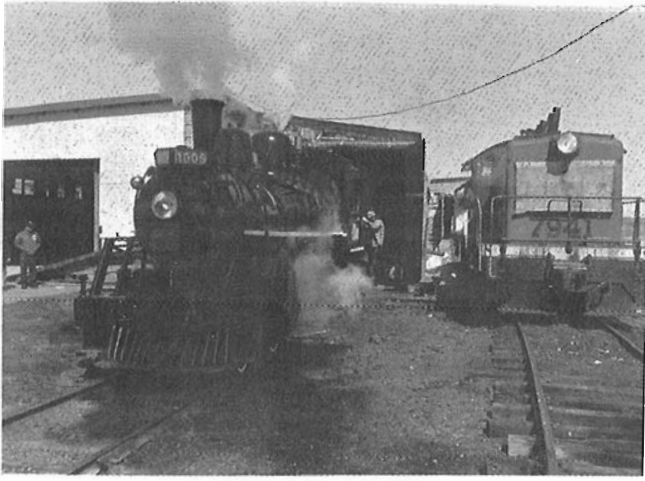


Canadian National Railways locomotive Number 1009 as it appeared when in regular service about 1950.



Looking rather the worse for wear, 1009 arrived at Hillsborough on C.P. flat car 315082 in November 1983.
Photos by James L. O'Donnell.





A proud day in April 1986 when 1009 steamed up again for the first time in more than a quarter of a century!

out the shops pulled by diesel #8208. At 3:30 pm a slow wood fire was built and at 10 pm was banked for the night.

Over the next two weekends steam tests were conducted with success until a series of problems developed. In the tender truck brasses which broke on one set of the trucks and we developed hot rods due to being too tight. It was decided to replace the trucks entirely. This work was completed on May 9th 1986. On May 10th 1986 steam engine 1009 moved under its own power to Salem station and was put onto a return train as the leading engine. Diesel #8208 started the heavy train until 1009 finally took the consist up into the station. There is no question that she is a

beautiful steaming engine and after some more minor repairs was ready to enter steam train service on May 17th 1986.

Approximately 4,000 man hours and \$17,500.00 for materials has been spent to date. A lot of hard digging by your truly dug up other technical & material help as required at no cost of course.

During June 1986 the "Canadian National" insignia was painted on the tender and the class of locomotive was painted below the "1009" numbers in its original paint which was supplied by Tibbets paints of Stellerton who are paint suppliers to C.N.

C.N. Rail Moncton manufactured the new floating brasses for the drive rods and also supplied new brasses for the arch-bar tender trucks which are a special size (4½" x 8").

We will have when completed a photographers delight of a contractors steam engine in her original colours and in working condition with a long history of service with the Canadian Government Railway later which became Canadian National.

The locomotive last ran in 1958 on a farewell trip out of Montreal*. Her last major maintenance job was done in the backshops at Moncton N.B. during 1957. When the locomotive was retired she was transferred to the C.R.H.A. Museum in Delson during the 1960's. She sat outside until we received her and we are proud of what we have done so she may have her glory again and she's a steaming powerful beauty! And with lots of loving care will serve us for years to come!

***Ran as 1165 and I was on it!**

Project "1009" — Volunteer workforce

1. Reg Ward — First written report on engine status
2. Pierre Babineau — First written report on engine status
3. Abel Bastarache — Electrical & technical help
4. John Whitmore — Grant application and project management
5. Conrad Steeves — Division historian & technical help
6. Ray Knapper — Volunteer help and research
7. Rick Hodgeson — Volunteer help and insulation of boiler
8. Bill Parkin — Volunteer help and insulation of boiler
9. Daryl Fraser — Volunteer help and insulation of boiler
10. Wendel Lemon — Pipefitter & technical assistant
11. Katimavik Groups — 1984 - 1985 - 1986
12. Ed Bowes — Project financial management
13. Malcolm Peacock — Diesel Engineer
14. Patrick McKinley — Diesel yard engineer

Project "1009" — Railroad Staff

1. Robert Harvey — Assistant General Manager — High Arc Welding
2. Scott Steeves — Mechanical Officer & Steam Engineer
3. Danny Young — Welding — Painting — Pipefitting — Electrical
4. Rick Bazin — Carpenter — Finishwork
5. Brian Hill — Upholsterer
6. George Milburn — Chief Engineer — Consultant of Operations
7. Roy Leger — Brakes & Journals
8. Debbie Tingley — General Work & Painting
9. Brenda — General Work & Painting
10. Richard Viberg — Project Management & Research Manager

Project "1009" — Outside Help

1. Canadian Railroad Museum — C.R.H.A. Montreal, Quebec
2. Canadian National Railways — Moncton N.B. & Montreal, Quebec
3. St. John Iron Works Ltd. — St. John, N.B.
4. Joe's Machine Shop — St. John, N.B.
5. Hopper Electric Ltd. — St. John, N.B.
6. Guildfords Ltd. — Moncton, N.B.

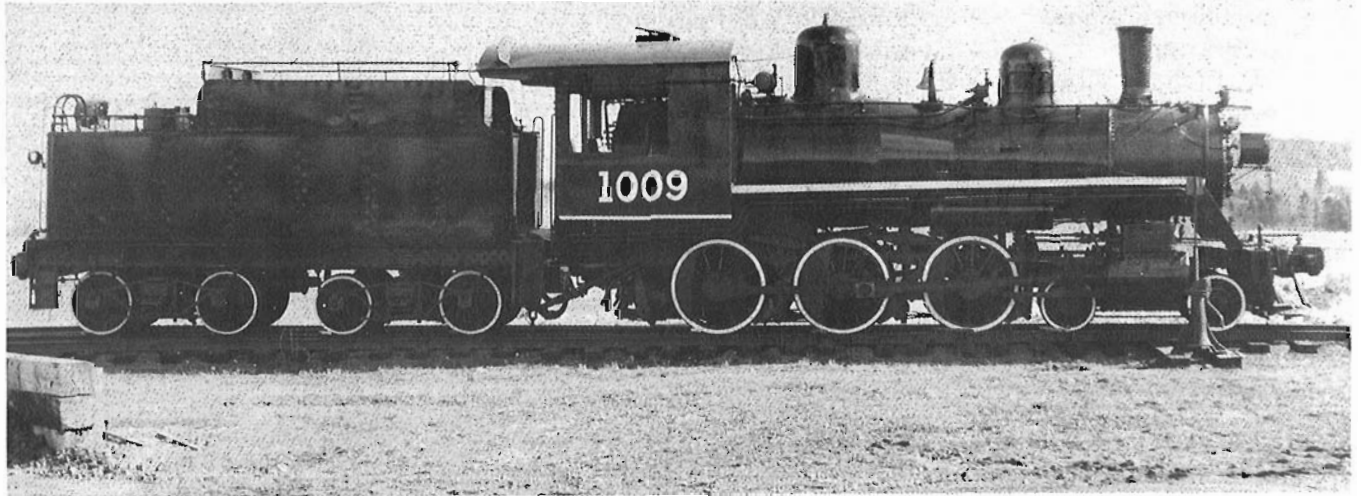
IF WE FORGET SOMEONE I APOLOGIZE — THERE WERE MANY HANDS FOR THIS WORK



Restored and ready to go into service on the Salem and Hillsborough, 1009 poses for photographs in the Spring of 1986.

Photos by James L. O'Donnell.

May 10th 1986	— Steam diesel consist Salem to Hillsborough
Steam #1009	— Ex CNR 4.6.0. Steam Engine
Diesel #8208	— Allco RSI — (1946)
Sunset	— First Class Dining Car
Valley View	— First Class Lounge Car
2325	— First Class Wooden Coach (Grand Trunk)
Cascade	— S & H Coach Ex Via



"A Tale Of Two Stations"

OR

How Two Great Canadian Railway Stations
Got a New Lease on Life.

Quebec Palais Station

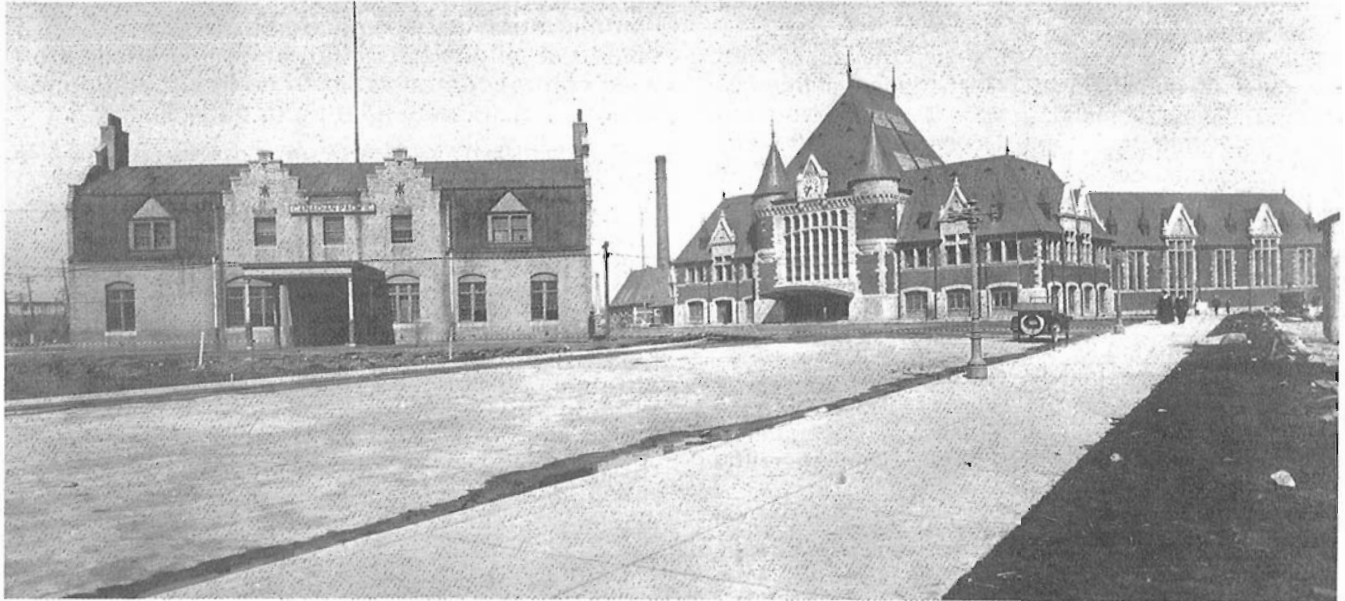
By Doug Smith

S. Journal Construction,

IN SEPTEMBER 1976, THE DOORS OF LA GARE DU Palais closed on supposedly the last rail passenger. Plagued by a number of level crossings in its core, Quebec City was willing to transfer its passenger train terminal to the suburbs. Similar moves from urban areas had occurred in Ottawa and Saskatoon in 1966 and in Windsor, prior to 1966.

When La Gare du Palais opened in August 1916, a very different picture prevailed. The "city beautiful" movement viewed the railway terminal as a prime urban ornament. Quebec — the historic centre of French Canadian culture — was being developed as a prime tourist destination. One can trace this thinking back to 1886 when Canadian Pacific, the proud proprietor of a railway system stretching 3,078 miles from Quebec to Vancouver in a largely under-populated country, set about to import business by turning the scenic beauty

PARTOUT AU CANADA DES GARES IMPORTANTES, notamment celles de Vancouver, de Winnipeg et de Toronto, sont en train d'être modernisées par Via. La gare de Lévis qui, elle aussi appartient désormais à Via, a été réaménagée et 23 gares entre Gaspé et Charny sont sur le point d'être transférées et réaménagées. Une nouvelle gare a été bâtie à Victoria, en Colombie-Britannique, et les gares de l'Ontario sont aussi en train d'être rénovées. Mais la gare du Palais est la première réalisation concrète de ces efforts de modernisation déployés par Via à l'échelle du pays pour prendre le contrôle direct des gares nécessaires à ses activités. Depuis la création de Via, en 1977, elles étaient restées la propriété du CN et du CP.



*Quebec City's Palais station, newly built about 1916, is seen beside the old station which it would soon replace.
Canadian Pacific Corporate Archives. No. A-15829.*

— both natural and made-made — into international attractions. Initially to carry this out, four hotels were built in the mountains of British Columbia between 1886 and 1888. Subsequently, a fifth hotel was located in Quebec. Designed by architect Bruce Price and opened in 1893, the Chateau Frontenac's design was cited as "modified medieval French chateau".

Faced with increasing competition on the Quebec-Montreal route, growing tourist traffic and an elderly, dowdy passenger station built by the Quebec, Montreal, Ottawa and Occidental Railway in the 1870s which was not at all in keeping with the prosperous image of their hotel up the hill, CP elected to give Quebec a terminal on a par with any in North America. The new station was built on a site practically over the old station. The building was the last CP would erect in its trademark "Chateau Style" and the facility matched the moniker. The exterior of the building was of Argenteuil granite, Deschambault limestone and Citadel brick with high sloping roofs of copper. A 40 foot window over the entrance contained the arms of seven of the historic names of Quebec: Montmagny, de Tracy, Beauharnois, Montcalm, Wolfe, Frontenac and Talon. At the bases of its turrets were cartouches bearing the French fleur de lys, the Tudor rose, the Scottish thistle and the Irish shamrock, respectively. High upon the roof was an ornamental clock with a dial eight feet in diameter topped with the city's arms. The ticket lobby measured 65 x 45 feet with a clearance of 60 feet to a stained glass skylight inset with a map of the CPR. The concourse/waiting room measured 125 x 62 feet and 40 feet high. Cast into the interior brickwork on the

La gare du Palais

Construite en 1916 par le Canadien Pacifique pour remplacer un établissement voisin qui avait été bâti en 1879, la gare du Palais vue de l'extérieur, ressemble plus à un château qu'à une gare de chemin de fer. Pourtant, avant d'être fermée en 1976, la gare du Palais a été, pendant presque 60 ans, la principale gare ferroviaire de Québec.

Grâce à des travaux de 28 millions de \$ qui ont été effectués au cours des trois dernières années, les trains de voyageurs se rendront à nouveau au centre-ville de la vieille capitale, après neuf ans d'interruption.

Travaux effectués à la gare du Palais

Comme l'objectif principal du projet visait le retour des services voyageurs par rail au centre-ville de Québec, dans une gare intermodale adaptée aux besoins des transports actuels tout en revitalisant le secteur environnant, les aspects suivants ont été retenus:

- construction d'un accès ferroviaire exclusif utilisant l'emprise du CN;
- gare ferroviaire et intermodale moderne sur l'emplacement de la gare du Palais, et possibilité de construction d'une tour à bureaux.

Au plan accès ferroviaire, il a fallu construire une voie neuve sur l'emprise actuelle du CN à partir de la Jonction Allenby jusqu'à la gare, soit

walls were embossed heraldic symbols of the founding races. Fortunately, all of this has survived.

Built as a Union Station, CP shared the facility with the trains of the National Transcontinental from its opening. CN maintained the former Canadian Northern station on Parent Square until November 1, 1929 when all CN passenger service was amalgamated at La Gare du Palais.

With the closure of the station in 1976, CN and CP retreated to separate facilities. CN elected to use their suburban station in Ste-Foy, some nine miles from the city centre. CP built a new station on St-Sacrement Street, some three miles from the city centre. La Gare du Palais was acquired by the City and used as a farmer's market. With the creation of VIA Rail, all services were consolidated at Ste-Foy on December 2, 1979, rendering CP's new facility redundant after little more than three years of use.

Two events gave impetus to the restoration of downtown rail service. First, the creation of VIA and the purchase of new LRC trains restored the lacklustre image of the mode. Second, the removal of the downtown freight yards with the street blocking switching movements made passenger trains acceptable. Following a number of studies, La Gare du Palais was identified as being the only logical site for downtown service. As a highway had been built on the abandoned CP right-of-way to the station, a somewhat more circuitous route along CN track had to be followed. This explains why the old train sheds have been removed and the passenger tracks relocated on a 90 degree angle pointing eastward under a new six-track trainshed (for the seven arrivals and seven departures each day), complete with high-level platforms. A separate passenger line has also been built. This was required by CN to avoid interference with their freight yard at Limoilou.

VIA acquired the station under a long term lease from the city. Extensive restoration has taken place to preserve and refurbish the station. Indeed, the bill to re-open the doors is \$28 million.

So on November 8, 1985, the Mayor, who lobbied for the closure of the building, was back hailing the return of passenger trains. The first train arrived (alas) 20 minutes late for the party. This time the fault was not the maligned LRCs — demonstrators along the CN route through Quebec slowed the train as they demonstrated to have a grade separation installed at one level crossing. At the opening ceremony, the politicians announced the separation would be completed by 1987. Additional funds are also being made available for Voyageur to build a new bus station adjacent to the new train sheds. VIA hopes, as well, that it will recover the 30% of the traffic which vanished when the trains left the station in 1976.

One of the nation's great urban spaces has finally found a renewed purpose.

un tronçon de 8,7 kilomètres. Cela a nécessité l'amélioration de la protection de trois passages à niveau ainsi que l'installation de la signalisation avec commande centralisée de la circulation, de la Jonction Allenby jusqu'à la gare.

Quant aux travaux à la gare même, il y a eu la rénovation du bâtiment construit en 1916 et fermée en 1976, selon les critères de conservation historique en vigueur, la construction d'un abri des trains relié à la gare par un halltampon et recouvrant quais et voies, la mise en place de l'infrastructure avec quais élevés pour desservir jusqu'à six voies, l'installation des équipements requis pour les clients, Via et tout autre usager prospectif comme les partenaires reliés à l'intermodalité. On a dû refaire à neuf tout ce qui touche les installations mécaniques (ventilation, chauffage et plomberie) et électriques.

Le nouveau complexe comprend deux grands halls d'une superficie comparable à celle de la gare Centrale de Montréal. Six trains, par jour, dans chaque direction, continueront d'assurer quotidiennement la liaison Montréal-Québec, trois par la rive nord et trois par la rive sud du fleuve Saint-Laurent, plus le service quotidien Québec-Mont-Joli.

La signalétique est en cours d'installation et l'affichage se fera par le biais d'écrans montés dans des colonnes semblables à celles des aéroports, où figure le détail des arrivées et départs. On étudie actuellement les applications informatiques qu'il serait possible d'intégrer à ce système de communication électronique.

Comme la Ville de Québec projette de construire trois tours à bureaux au-dessus de la gare, sous le tunnel routier, les ingénieurs ont dû mettre au point un système de ventilation des plus perfectionné "unique au monde", contrôlé par ordinateur, pour l'abri des trains afin d'évacuer la vapeur émise par les trains sous les tours.

La gare du Palais loge les principaux services requis par la gare ferroviaire (voies, quais, éclairage, signalisation), ainsi que la billetterie et l'administration de la gare routière. Certains emplacements inoccupés aujourd'hui seront loués après ententes avec divers intervenants commerciaux.

Toronto Union Station

TORONTO UNION STATION IS PRESENTLY undergoing a \$ 3.5 million restoration and renovation program which is scheduled to be completed in 1986 to coincide with the 150th anniversary of passenger rail service in Canada. Financed in most part by the Federal government, the project intends to restore much of the station to its 1927 condition while also modernizing many of the facilities to the needs of today's traveller. We recently received from VIA a package containing news on the restoration project and the history of Union Station.

August 6th, 1927 was opening day for Toronto Union Station and was attended by the Prince of Wales, Prince George, British Prime Minister Stanley Baldwin and Canadian Prime Minister Mackenzie King.

Following a brief ribbon cutting ceremony, the official party proceeded to the station concourse, where the Prince was issued the first ticket. The entire ceremony lasted a mere eleven minutes.

Although opening day was in 1927, the station had been completed in 1920 and was held up due to a dispute between the two rail-

ways, Grand Trunk and Canadian Pacific and the City of Toronto. The Grand Trunk favoured elevating the tracks and also running the tracks right through the station, so trains could continue without having to back out to turn around. The Canadian Pacific maintained Toronto was too important to have through tracks and should be a terminal and that elevated trackage would cause problems for their freight yards and also elevating would cost an additional \$ 6 million.

The facility was designed to replace an existing station opened by the GT in 1873. The CP had been using the GT station since 1884 and increasing traffic was beyond the old station's capacity. In 1900, the Board of Railway Commissioners approved plans for the new station. By 1920 construction was completed on the main part of the station. It was not until 1924 that work commenced on the viaduct and was finished in 1929. Construction of the station concourse was begun in 1926 and completed in July 1927. The official inauguration was on August 6th and was officially in operation on August 11th, 1927.



Two views of Toronto Union Station, taken in the 1920's when street cars still ran along Front Street. The numerous small differences in details show that these photos were taken at quite different dates neither of which is known precisely.

Canadian Pacific Corporate Archives. Nos. 11305 and A-506.

The first Union Station belonged to the Grand Trunk Railway and was located at the corner of Bay and Front Streets in 1855. The Great Western Railway shared this facility. It was replaced by a larger structure in 1858.

In 1866, the Great Western built its own station at the corner of Yonge and Esplanade. It was discontinued as a station in 1882, and destroyed by fire in 1952.

The Grand Trunk built a larger facility below Front Street, west of York, which was officially opened on July 1st, 1873. A newly expanded station opened in 1895.

In 1905, the railways and the City decided upon a location for the new Union Station - the south side of Front Street, between Bay and York.

The building was designed in 1913 in the Beaux-Arts tradition. Architects were from three firms: Ross and Macdonald, Hugh G. Jones and John M. Lyle. The station is Classic design with Grecian influence. The Façade has 22 pillars, 40 feet high and each weighing 75 tons. Frontage along Front Street is 752 feet and the highest point of the central portion of the building is 122 feet above street level. The east and west wings have 3 floors above ground level. The exterior wall is Indiana Limestone and the roofs are copper.

The Grand Hall concourse is 260 feet long, 86 feet wide and the ceiling is 88 feet high. At the east and west ends are large arched window screens comprising the upper 2/3rds of the wall and decorated with ornamental grill-work. The walls are built of Zumbro stone, a

type of limestone, and the floors and stairways are of Tennessee marble. High on the north and south walls, on cornice are engraved in stone the names of 27 Canadian cities. The west waiting rooms are of Zumbro stone with glass ceilings.

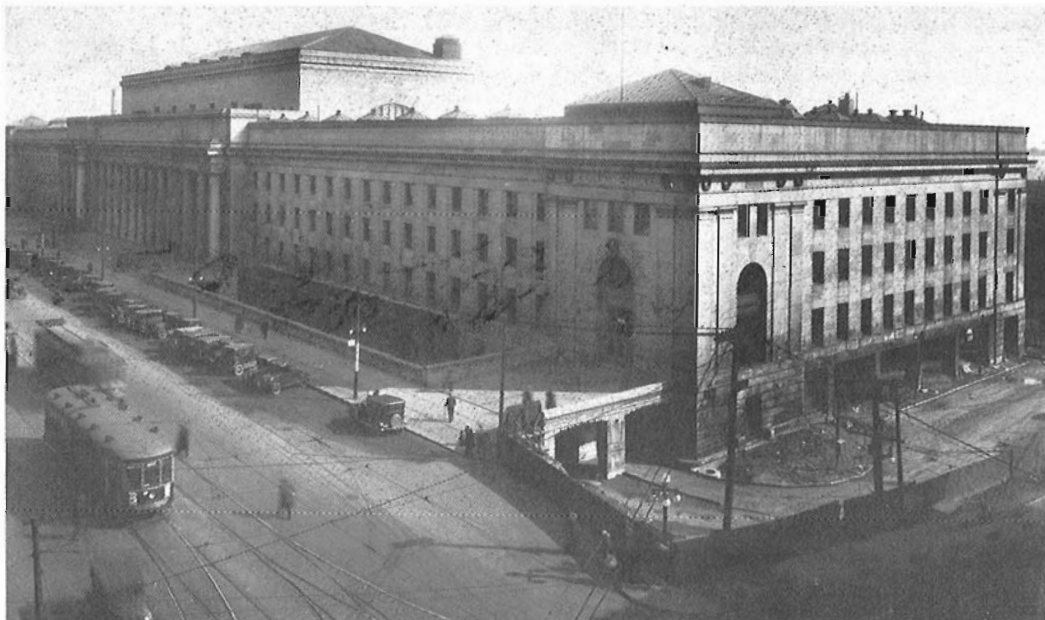
Union Station is the only large railway station in North America with through train operation, others have stub end tracks. The trainshed is 1200 feet long and is nearly twice the size of the station building. It is a bare steel frame construction spanning tracks in pairs with deep trusses which support the roof. In the area around the station there are 25 miles of circuited track, 4 miles of station platform, 239 signals and 44 miles of pipe.

The station is owned by the Toronto Terminals Railway, a subsidiary of CN and CP. TTR was incorporated by an Act of Parliament on July 13, 1906. VIA and GO Transit lease portions of the station for their use.

Approximately 3.6 million inter-city passengers use the station annually on 25,000 train arrivals and departures or approximately 10,000 persons arriving or departing daily on VIA trains. GO Transit uses the east lower level and handles approximately 13.5 million passengers per year.

Thanks to VIA Rail Public Affairs for information in this article.

The Semaphore
Windsor Essex Division



C.P. Telegraph's Centennial

FOLLOWING THE COMPLETION OF THE TRANS-continental main line, Canadian Pacific put into operation its telegraph line. The following account of this appeared in the "Electrical World" in its issue of September 25 1886:

"The Canadian Pacific Telegraph System

The opening of the Canadian Pacific Railway's telegraph took place Sept. 13 with a through line from Montreal to the Pacific coast, and with a maze of branch lines, giving connection with all centres of trade and population in Canada. On commencing operations the company will have four direct wires between Montreal and Winnipeg two of which will be used for the movements of trains and other railroad matter. This will leave two wires for commercial business. The wire used in this gigantic circuit is No. 6, and is of a grade particularly designed for long circuits. It was imported from Germany, where it was manufactured under the specifications adopted by the company

as standard. Before the wires of the company were completed right through to Winnipeg, experts expressed the opinion that, despite any precautions which could be taken, it would be impossible to operate this circuit of 1422 miles without the use of at least four repeaters. But only one repeater will be required, and even that will be dispensed with in clear, dry weather, such as generally prevails during the winter. This repeater is automatic, and the only operators whose hands the messages will pass through will be the sender and taker at either end of the line. The company finds American connections at Richford Vt. and Morristown N.Y. with the Postal Telegraph Company. Alliance with this combination gives the Canadian service access to the widely-ramified systems of the United Lines, the American Rapid, Northern Mutual, Postal Telegraph and Bankers & Merchants', besides a number of smaller companies."



C.R.H.A. communications

NEWS FROM THE DIVISIONS

PACIFIC COAST DIVISION — THE DIVISION PARTICIPATED in the Steam Expo activities by having a booth at the site. A group of members volunteered to assist in the activities as well as to run the booth. With all that was going on in May the Division still managed to hold its monthly meeting. A number of CRHA members from across Canada were guests at the meeting. These included Walker Bedbrook (Toronto), Steve Walbridge, Odilon Perrault (Montreal), Lorne Urwin (Calgary), Hollie Lowry (Toronto) and Gary Anderson (Cranbrook).

In the meantime with the help of a summer student work began on the Division's archives at the Fraser Mills Station.

ROCKY MOUNTAIN DIVISION/APRA — Several members participated in Steam Expo in support of the Association's ex-CN 4-6-0 #1392. A great deal of interest was shown by visitors to 1392 and the questions were many and varied from: "How did you get it here (Vancouver)?" to "How do you steer this train?" (The answers given were: "by flatcar on CN freight #351" and "Trains are not steered, they follow the rails").

CALGARY AND SOUTH-WESTERN DIVISION — The Division is sponsoring an all day tour on October 4, 1986 to Drumheller. The tour, called "Coal Drag '86" will include rails sites, relics and remains in the Drumheller area. In the same month the Division hopes to have a tour of CP Rail's Ogdon shops.

More activities occurred during the summer with the Division's signal collection. They have acquired an ex-CP register booth which by the time you read this will likely have been moved to the Champion Park site. (However there was a choice between two and a decision had not been made concerning which one to take at time of writing).

NIAGARA DIVISION — On June 13, 1986 the Division held its annual Longest Day Field Trip which again included a stop at Bayview Jct, lunch in Dundas with an evening barbecue at Guelph Junction. In July a circle tour of the Niagara Peninsula was planned which would include stops at Niagara Falls yard, Niagara Falls station (suspension Bridge), CPR Montrose, Fort Erie, Port Colborne, Welland Tunnel and so on. Thus was followed by a barbecue supper at Andy Panko's.

BYTOWN RAILWAY SOCIETY — A small group of members rode the last logging train on the Thurso and Nation Valley Railway to the end of track on June 20, 1986. The following week work began on pulling up the line. Using Car 27 and the Society's ex-CP caboose, members rode behind the log cars and enjoyed a steak dinner and beautiful weather.

RIDEAU VALLEY DIVISION:

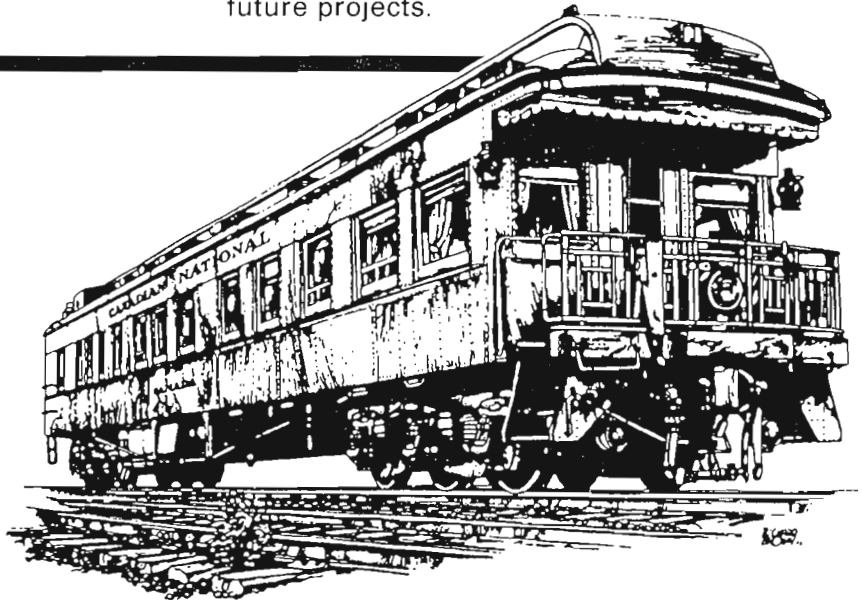
On Saturday, 31 May, 86, members of the Rideau Valley Division removed the semaphore signal system from Harrowsmith, Ontario. These semaphores, donated to the Division by Canadian

National, protected the Junction between CN's Smiths Falls Subdivision and CP's Kingston Subdivision. Both lines are now abandoned.

The photos show members using a boom truck provided by Polar Pole Line Construction of Harrowsmith, and our section lorries, to lift and transport the signal masts. Semaphore blades, lamp housings, and other removable parts were removed previously.

Four signals, two single bladed approach semaphores, and two double bladed home semaphores, were included in CN's donation. It is intended that the signals will be fully restored and used as operating displays.

The Rideau Valley Division has received two employment grants. Two Student Employment/ Experience Development applications were approved, one for a museum technology student to catalogue our collection and greet visitors, and one for an engineering student to prepare architectural blueprints of our 1914 Canadian Northern Railway station. A Canada Works grant is employing five people for fifteen weeks. These employees are working on station restoration work and the demolition of CN's Smiths Falls express building. This derelict building has been acquired for demolition to provide materials for future projects.



The business car

OUR MEMBER MR. ALFRED VENUS WRITES

I was born and raised in Montreal until I married in 1947, when I moved to St. Lambert and also came under the spell of the Montreal and Southern counties. I lived in Rosemount and when I started to work downtown in 1928 I became an added fan of the Montreal tramways. At that time Pie IX Blvd. #39 was assigned 3 cars in the rush hour (20 min) and 2 during off hours (30 min) I recall that mostly they were from 803 to 811 prior to about 1927 these cars used to travel north on Pie IX Blvd. to Rosemont Blvd. then east to 26th Ave. from this point the car would travel backwards to 1st avenue a distance of approx. 1 mile, with the conductor holding the trolley cord. In winter this would be with the window partly closed and his collar up. There were very few buildings from Pie IX to 11th ave. and the northwest winds used to howl across

the fields. The return trip would be frontwards and he could go inside and warm up again. Late in the 20's a wye was built at first ave. and Rosemont Blvd. and about the same time a decision was reached whereby Rosemont Blvd. was to be treated as a separate line divorced from the Pie IX and numbered 54. This was extended to Papineau ave., and serviced by birney cars. I have changed trolleys many times at 26th ave. including #200, now at the museum. Later of course, the route was serviced by the 1900 class one man cars and extended to Place d'Armes where I would try to catch a 2500, or 2501 to St. Peter St. three blocks away.

Sincerely

P.S. Rosemount Blvd. appeared on the 1200 series of cars, a throwback to the days when it was a village and there was an extra fare north of Sherbrooke St.

RAIL BUS FOR BRANCH LINE SERVICE ?



DURING LATE FEBRUARY AND THROUGH March and the early part of April, tests using CN lines in and around Chicoutimi, Montreal (both in Quebec), Alexandria (Ontario), and Thomson (Manitoba) were conducted on a railbus manufactured by BRE Leyland.

The testing work is being sponsored by the Transportation Development Centre of Transport Canada under a special mandate from the Department's Rail Passenger Directorate, with the co-operation of VIA Rail Canada, to assess the ability of the vehicle to provide low cost service on regional and remote passenger routes in the country.

The car is officially known as a BRE - Leyland 1-4-1 demonstrator and is approximately 50.2 feet long and 8.2 feet wide. The car weighs in at 21 tons and has a maximum speed of 60 miles per hour. It is double-ended, has a seating capacity of 40, and requires just one person for operating and handling tickets. During heavy traffic periods, up to three units can be "mu-ed" together.

As shown in the accompanying diagram, the unit's appearance is somewhat that of a cross between a conventional rail diesel car and a light rail vehicle.

According to *BRE International*, a publication of BRE Limited, a Class 142 2-unit railbus will be going to Expo '86 in Vancouver and will be running in normal fare-paying passenger service in order to provide a practical demonstration of its fuel efficient and cost effective operation. The journal did not, however, reveal where in the area the train would be running. De-



tails on a possible schedule and level of service were also not provided.

To get to Thomson, the car was transported on a flatcar as part of a regular CN freight.

AT FIRST GLANCE, IT SEEMS THAT SOMEBODY missed the boat — er, train — because this railway station which comes with a front platform has its back to the track.

Upon closer scrutiny, however, the rust-colored station proves to be none other than the relocated replica of the first Calgary and Edmonton Railway station. And its proximity to the tracks is only a coincidence.

The first train arrived at the original Calgary and Edmonton Railway station in Strathcona on Aug. 1, 1891. More than 90 years later, in 1979, the first station arrived on skids at a city-owned lot at 10447 86th Ave. that just happened to back on to CP Rail tracks.

The lot was leased to the Old Strathcona Foundation for \$1 a year.

After the building was moved, it sat on skids in a dilapidated and deteriorating condition while negotiations took place and funds were raised for its restoration. The Junior League of Edmonton, a women's voluntary organization, had agreed to restore the building in 1979 as its 20th anniversary project.

Unfortunately, two years of deterioration — plus two moves, rotting floor joists and a remodelled interior — made the \$250,000 restoration cost prohibitive, says Larrie Taylor, the architect who supervised the building of the replica.

The original station was demolished and the replica constructed for \$163,000 in 1982.

The replica is known to differ from the original in some respects. For example, while the exterior is a "reasonable facsimilie," the attached baggage room is about half the length of the original one because of city site requirements for a parking lot.

Inside, stairs are located on the interior of the two-storey portion of the building. In the original, they were probably located off the baggage room, Taylor notes.

Taylor was assisted by a former ticket agent from Carstairs to help reconstruct the interior layout.

Today, the building serves as a mini-museum, showing a typical turn-of-the-century railway station with fir floors and trim. Historical photographs, mementoes, and clothing show life as it was on the main floor. On the second floor, the Junior League has its offices and boardroom.

The original building was used by the Calgary and Edmonton Railway until 1907, when it was replaced by the present structure near Whyte Avenue and 103rd Street.



The old station was purchased by Samuel O'Brien, severed from its adjoining baggage room, and moved to a lot on 87th Avenue between 101st and 102nd Streets, where it served as a private residence until 1978. An apartment building was then built on that site and the station donated to the foundation and moved to its present home.

When the original station was built, there was twice weekly railway service and between Calgary and Strathcona, with a one-way trip taking 12 hours.

The arrival of the Calgary and Edmonton Railway, which CP Rail acquired in 1903, meant quick growth for the collection of clapboard shacks that then constituted Strathcona, and severely threatened the interests and egos of people in Edmonton, across the North Saskatchewan River.

On July 18, 1891, Edmonton Bulletin proprietor Frank Oliver summed up the fears and hopes of north-siders.

"Even if there were no town established on the north bank of the river, the fact that four-fifths of the settlement and nine-tenths of the trade of the district is on the north side would naturally tend to establish business on this side," Oliver wrote.

"But when there is an old and well established town on the north side, there is no good reason why it should not continue to grow and prosper even if during the few years that are likely to elapse before the railway crosses the river in its future inevitable extensions northward and westward."

It wasn't until 1902, when the Edmonton Yukon and Pacific Railway line crossed the Low Level Bridge and connected the north side with the coveted bands of steel, that Edmonton's dominance was assured.

Source Edmonton Journal via
Lon Marsh.

STANDING SEDATELY AT THE END OF THE MAIN street in Beiseker Alberta, this C.P.R. station is much the same as many other "Standard" Prairie railway stations. The main difference is that it has been recycled, given a new life and a new role. No longer serving as a train station, it is instead a community centre housing the village offices, a small Public library and a museum.

Architecturally, this building is a typical train station, constructed of wood frame, capped with a gable roof, and dominated by dormers on each side of the front and rear entrances. The broad eaves, supported by timber brackets hung above the main floor of the front facade, are commonly found on this kind of station. It is a two-storey structure, with a single annex for storage at one end. The ground floor contained waiting rooms, a freight area and the ticket and station managers' offices. There were living quarters on the second floor.

The station was built in 1911, when the Canadian Pacific Railway extended its line to Beiseker. With the arrival of the railway, this building became the focal point of pioneer settlement in Beiseker. These were the boom years, the community flourished and new commercial buildings sprang up around the station to form a "main street".

With the advance of modern technology, the importance of railway transportation diminished, and in 1968, the station was closed. It was abandoned and left in a dilapidated condition for several years, until the early seventies, when the people of Beiseker realized that their oldest heritage building was on the verge of being destroyed. They fought hard for a decade to save and rehabilitate the building, and the dream came to reality in early February of 1983, when the village was able to obtain grants from the Canada Community Development and Canada Works Programmes, as well as from the Major Cultural/Recreation Facility Development Program. Later, in 1984, a Local Restoration Assistance Grant was provided by the Historical Resources Division to match some of the preservation and restoration costs.

Work on the building was started in March of 1983, and proceeded in two phases. The first phase involved building relocation and security of the exterior. The structure was moved a short distance to the north, off railway property to adjacent village-owned land, and placed on a concrete foundation with a full basement. At the same time, it was rotated 180 degrees to have the front facade facing the street. Weak points in the structure were reinforced, and the exterior was rejuvenated; the deteriorated roofing was replaced with new cedar shingles which matched the original



appearance; and all damaged siding was repaired, replaced, and repainted in its original red colour. The second phase of the project involved restoration and renovation of the interior. The areas intended for office space and the library were upgraded to meet the building codes and fire safety requirements and the original ticket office and waiting room were restored to their 1920 appearance, as a small museum.

It took a decade of financial struggle, two years of hard work, but, finally this 74-year-old station was officially re-opened on December 21, 1984. The efforts of the village, combined with grants from the various levels of government and private donations, have made it possible to preserve a piece of Beiseker history and return the station to its original elegance. Its new role is also a prime example of the effective reuse of an old building.

Source "Alberta Post" newsletter via
Lon Marsh.

VIA RAIL CLOSE TO DEAL ON DOUBLE-DECKER CARS

By David Stewart-Patterson
The Globe and Mail

OTTAWA

There is a 90 per cent chance that Via Rail Canada Inc. will wrap up a deal to buy 130 double-decker rail cars for its transcontinental passenger service, says Via chairman Lawrence Hanigan.

The deal between Via Rail and a consortium of Bombardier Inc. of Montreal and the province of

Ontario's Urban Transportation Development Corp. will be worth about \$450-million.

A contract was supposed to have been signed last October, but talks bogged down over the number of cars to be built and the division of work between Ontario and Quebec plants.

Mr. Hanigan told the Commons Transport Committee that the planned sale of UTDC to a Bombardier rival has not been a factor in the delay.

Lavalin Inc. of Montreal beat out Bombardier in March by offering to pay Ontario about \$51-million over five years to buy 85 per cent of UTDC.

Since winning the nod to enter final negotiations with Ontario, Lavalin has been balking at the price it offered because the deal with Via Rail will not be as large as originally intended.

Via Rail had estimated that it would need 50 locomotives and 200 of the new cars to replace all of its aged fleet of rolling stock on the transcontinental route.

Mr. Hanigan said the smaller order for the new cars will not mean cutbacks in the transcontinental service, but admitted that "there's no way that we could keep the transcontinental trains running with only 130 cars."

He said the Government decided to replace only some of the cars and engines, and to spend "substantial sums of money" to refurbish and maintain enough of the older cars to meet Via's needs.

The new glass-topped, stainless steel Superliner car is a U.S. design that will be built under licence.

The first of the new cars would be delivered 35 to 36 months after a firm order is placed, and the deliveries would run over a period of two years, Mr. Hanigan said.

Via Rail has already placed orders for 30 new locomotives to pull the Superliners. It ordered 20 locomotives last year that are scheduled to be delivered between September and November, and another 10, ordered a couple of months ago, should be ready by the summer of 1987.

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