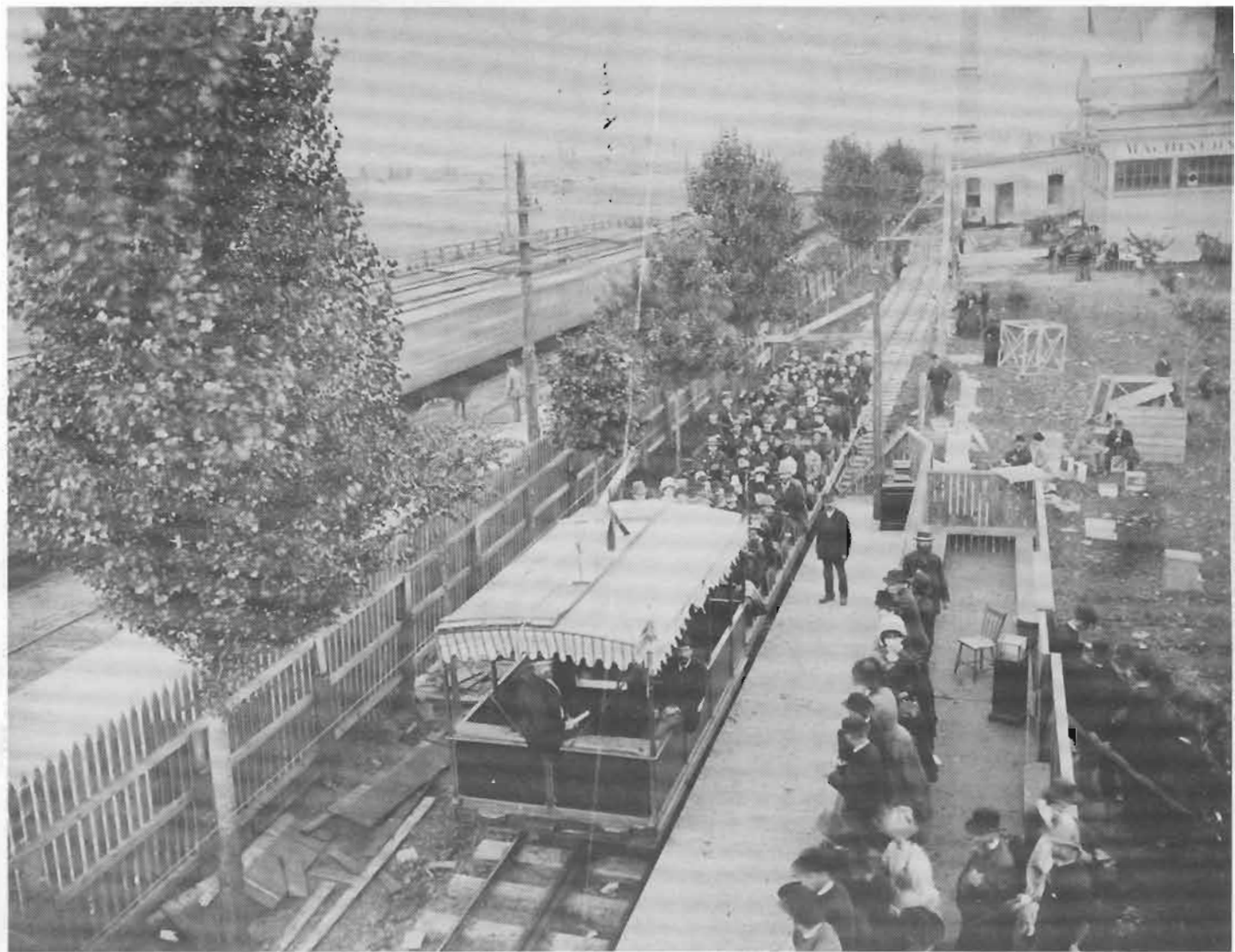
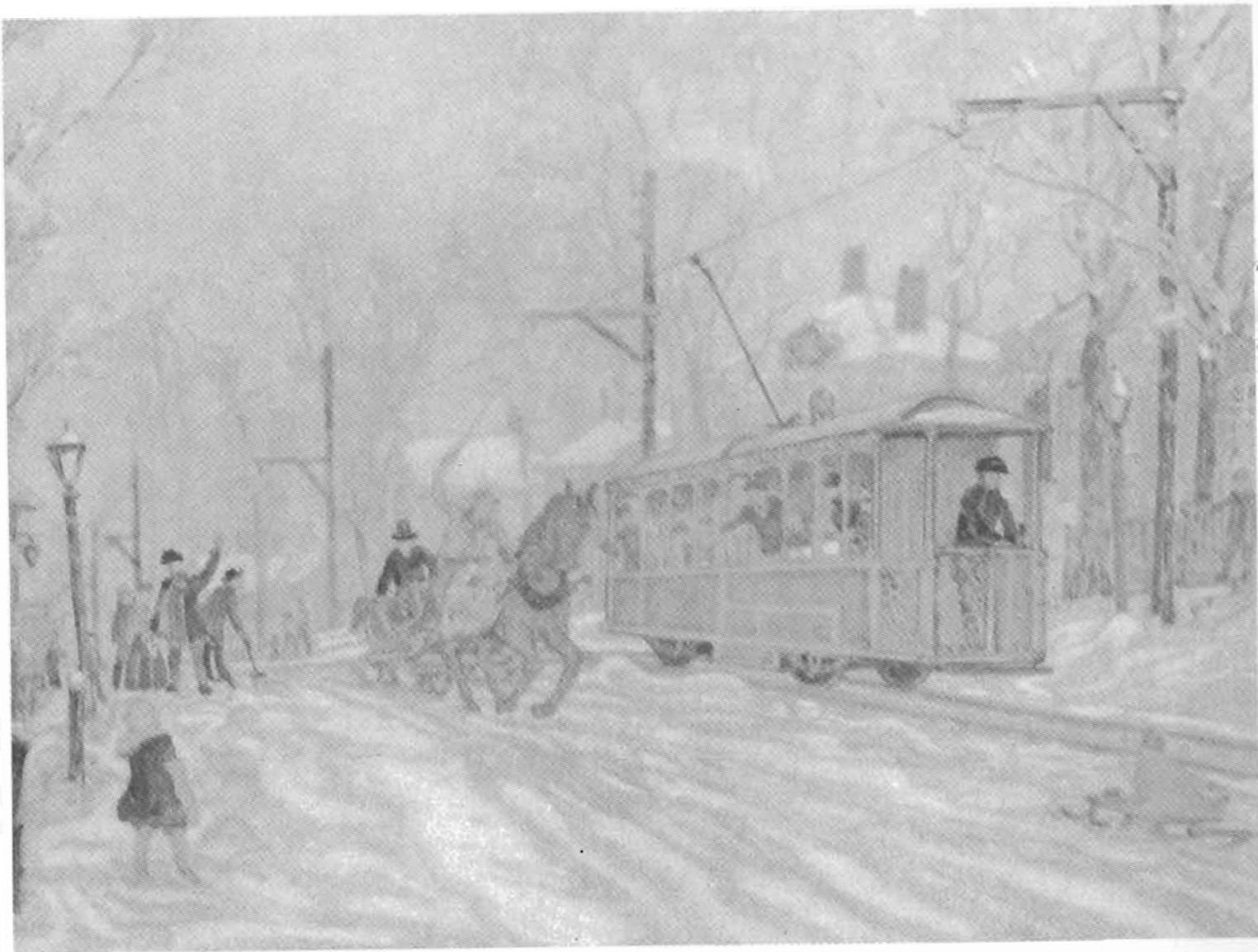


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FRONT COVER:

The first electric railway in Canada was this line which ran at the Toronto exhibition starting in 1884. After two years of operation it was greatly upgraded and in the same year, just 100 years ago, it lost its distinction as Canada's only electric line when the one at Windsor began operation. This photo was obviously the basis for the line drawing which appears in the electric railway article in this issue.

Public Archives of Canada Photo No. C-3206.

INSIDE FRONT COVER:

TOP: THE FIRST WINTER OF ELECTRIC CAR OPERATION IN CANADA saw this good-natured race between sleigh and street car in Walkerville Ontario, near the terminus of the Windsor line, just before Christmas 1886.

BOTTOM: The suburban traffic of the London Brighton and South Coast Railway was served by fifty of these "Terries" built between 1872 and 1880. One of these engines, "Waddon", is preserved at the Canadian Railway Museum.

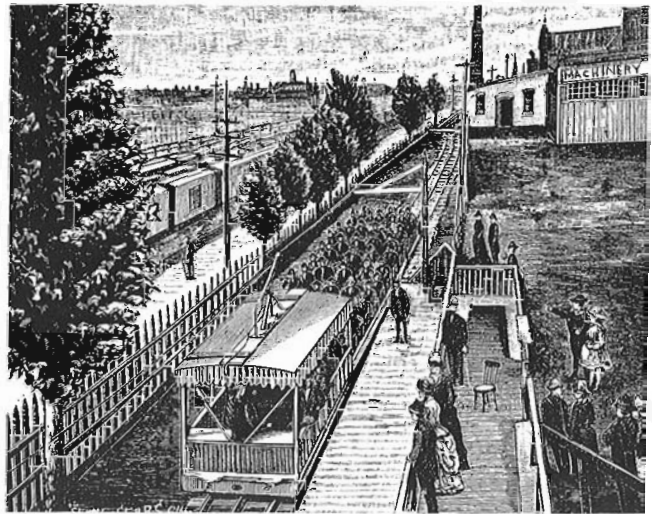
Electric Traction 1886 – 1986

By: Fred Angus.

THIS HAS BEEN A YEAR OF RAILWAY ANNIVERSARIES. The fact that it is 150 years since the opening of Canada's first railroad has been much publicized and the event well commemorated. Just as well observed has been the 100th anniversary of Canadian transcontinental rail service, and also, to a somewhat lesser extent, the 125th year of city transit systems has also been marked. However 1986 also marks the centennial of a development of almost equal importance, namely the first regular application of electric motive power to rail transport in Canada.

By 1886 electricity was beginning to show real promise as a means of motive power. A successful small electric locomotive had been run in Germany as early as 1879 and, in fact, an electric railway had been built, using the Van Depole system, at the Toronto Exhibition in 1884. The latter line, although very successful and the ancestor of the present street car system, was highly seasonal, operating only during the exhibition. However electric street railways were beginning to be built in Europe and America and, on June 6 1886 the Windsor Electric Street Railway Company began operation of its two-mile line in Windsor Ontario. This line, employing the Van Depole system, was successful from the start and was the first real electric street railway in Canada, and was later converted to more modern technology, surviving for many years until it was eventually converted to bus operation.

While the Van Depole system, and other early designs were quite successful, they did have their limitations. One of the most serious objections was the fact that the heavy motor was suspended from the car body with the result that the latter was soon damaged by vibrations and strains for which it was not designed. The solution to this problem was the other event that makes 1886 stand out as an important year in electric railway history. This was the development of the Sprague system of electric traction in which the motors were suspended "wheelbarrow style", held at one end by the axle and the other by the truck frame. In effect the truck acted like a locomotive, and the car body was simply carried along on top of it. This system, invented by Frank J. Sprague, was first tried out on an experimental basis early in 1886 and, two years later, the first city-wide electric railway, that of Richmond Virginia, was built using that system. This was the key that opened the door and made practical the wide application of electricity to street railways that by 1900 had all but eliminated horse cars from the streets. Later Sprague invented the multiple-unit system and, from the 1890's on, electricity was applied to main line



*The electric railway at the Toronto Exhibition in 1886.
Electrical World, August 14 1886.*

railways. Today electric operation, either in the form of regular electrics or diesel-electric locomotives, is used over most of the world, but the basic principle still follows Sprague's motor suspension and other inventions first used in 1886.

A century ago, when all these developments were the latest news, they were reported as they occurred in the pages of "The Electrical World" a magazine published in New York City. As a tribute to these electrical pioneers we quote some articles from the "Electrical World" of 1886 with special emphasis on those items concerning Canada. These reports on electric railway technology in 1886 make an interesting contrast to that on steam locomotives in the same year which appears elsewhere in this issue of Canadian Rail and shows the first appearance of the new means of motive power which would eventually replace the steam engine.

March 6 1886.

*The fourth annual convention of the American Street Railway Association was recently held at St. Louis. The following is an extract from the report of the committee upon the utilization of electricity for motive purposes:
"Your committee considers the application of electricity*



The first regular-service electric railway in Canada. Windsor Ontario June 1886. Literally everyone and his dog posed for this historic picture.

Electrical World, October 2 1886.

to the propulsion of street cars as entirely feasible. The seven electric railways in Europe, besides the tests in this country, prove this to be true. It is now narrowed down simply to a question of dollars and cents, or comparative economy with horses, cable power etc".

March 20 1886.

As it has been always maintained by us that the electric railway possesses advantages over all others for city traffic, it is most gratifying to see our claims substantiated by the results of competitive tests made by eminent and disinterested engineers.

April 24 1886.

Why should an electric tramcar worked by batteries be the most economical? Because it dispenses with the usual conductor.

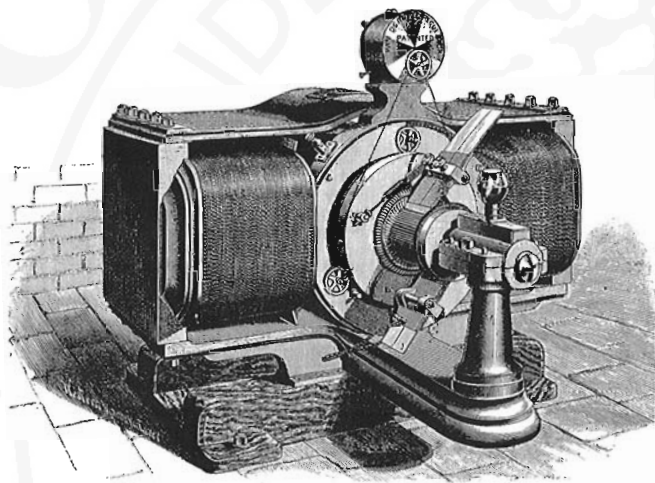
May 15 1886.

The Toronto Electric Light Company has closed a contract to equip the International Exhibition electric railway with power to drive four cars besides the motor car. The track is about a mile long and last year the road carried 50,000 passengers during the ten days of the exhibition. The motor car will be equipped in the most complete manner, with friction gearing and powerful electric brakes. The curves on the road are being straightened, and it is expected to be able to make a double trip in five minutes including stoppages. The contract calls for the completion of the road by the 15th of August next.

June 26 1886.

A permanent electric railway on the Van Depole overhead conductor system has been built at Windsor Canada by Mr. J.W. Tringham, a well-known electrician of that city. It went into operation on June 9 (sic) under

the personal supervision of Messrs. Van Depole and Tringham, and in presence of a number of leading citizens of Windsor and Detroit. The line is a mile and a half long and the cars make trips every 15 minutes. A speed of 12 miles an hour is attained very easily with a full load of passengers. Mr. Tringham hopes to extend the road very soon. The prosperous and enterprising town is to be congratulated upon this recent increase in its attractions and conveniences which already included telephones and electric lights.



A generator supplying power to the Van Depole electric railway system.

Electrical World, August 14 1886.

August 14 1886.

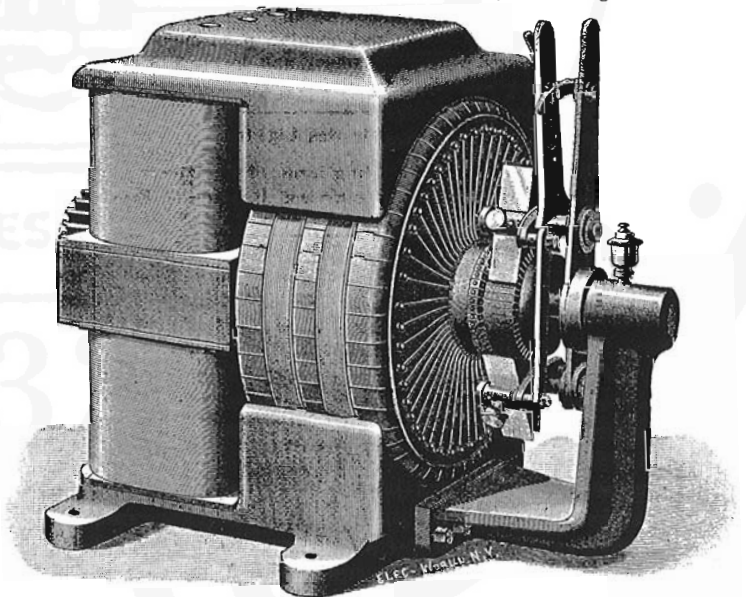
In 1884 a train was run at Toronto Ontario by the Van Depole system using an underground conduit. This road was operated successfully and carried the passengers from the street car line to the Exhibition grounds and was a perfect success. It operated as long as the Exhibition lasted. The trains averaged about 200 passengers per trip; the speed was about thirty miles per hour. In the fall of 1885, at Toronto, the road connecting the Exposition grounds with the street railway, a distance of one mile, was equipped with a Van Depole motor. This train consisted of three cars and a motor car. As there was only one track it was necessary to run at a high rate of speed. An overhead wire was used as a conductor, it requiring but a few days to put it in operation; an ordinary forty-light dynamo was used, driven by a Doty 10 X 16 engine. The average speed of the train was about 30 miles per hour. The trains carried from 225 to 250 people and the average number of passengers per day was over 10,000. The amount of coal consumed was 1000 pounds per day. The road carried all the passengers that could be gotten on and off the cars.

August 28 1886.

THE TORONTO EXHIBITION ELECTRIC RAILWAY. The new locomotive for the electric railroad now being constructed in the shops of the Toronto Electric Light Company will be ready for a trial trip in the early part of next week. It is expected to develop about 40 horsepower, and is entirely novel in construction and design. It is altogether the work of the Company's electrician and mechanics, and the first of any kind constructed in Canada. The entire operations of the railroad, hauling the cars, stopping, starting, applying the brakes, illuminating the headlight and ringing the bell will all be performed by electricity manipulated by switch levers on the forward part of the motor car. A current of electricity of sufficient power to accomplish this work will be generated by apparatus placed in Machinery Hall and driven by an automatic steam engine owned by the association. Neither time nor expense is being spared to make this the most complete and interesting exhibition of what can be accomplished by means of electricity.

September 25 1886.

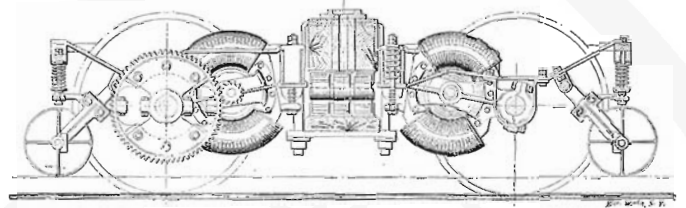
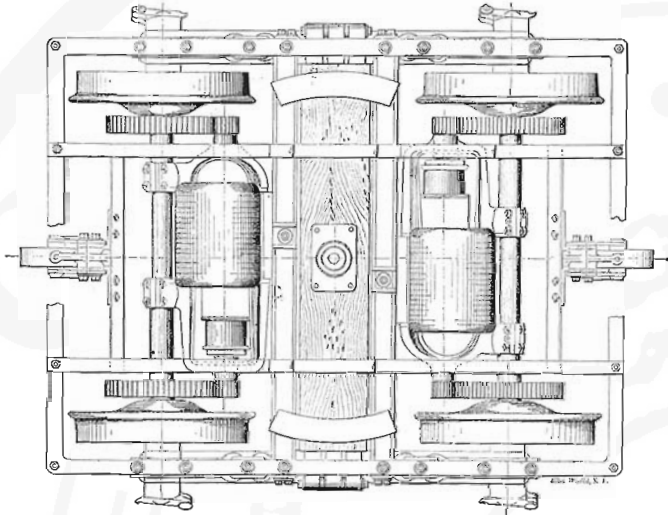
Altogether there is no doubt that Mr. Sprague's method of working motors for electric railways is thoroughly scientific, and that it has many advantages from a practical point of view. It is also decidedly more economical than any other that has been brought to my notice and will certainly accomplish what is required in such a case, namely, the moving of a train of cars from one station to another in the least time, with a given



A Van Depole electric railway motor identical to those used on the Toronto exhibition line as well as Windsor's pioneer system.

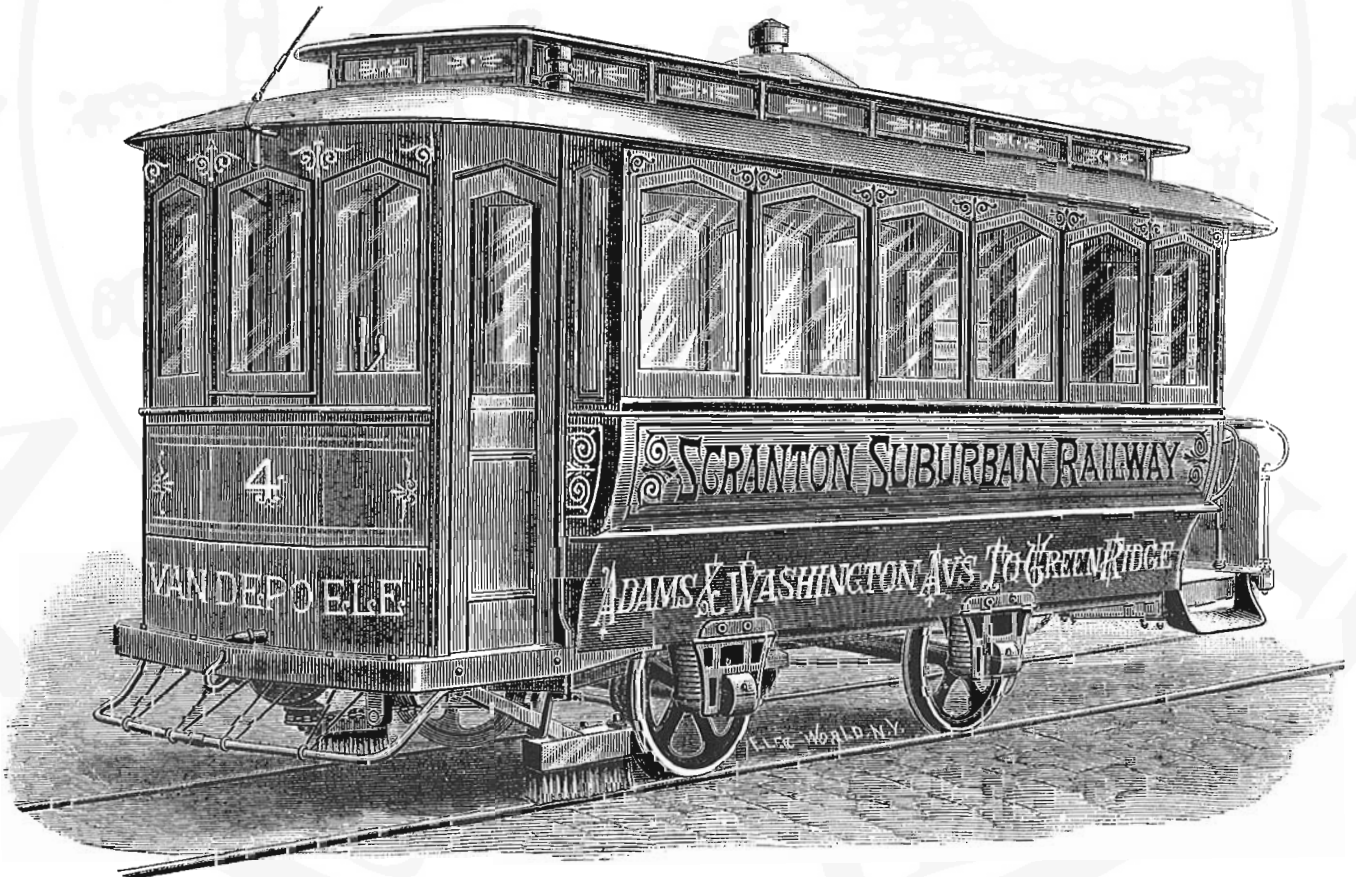
Electrical World, October 23 1886.

maximum speed and with the greatest economy of power and least wear and tear of machinery.



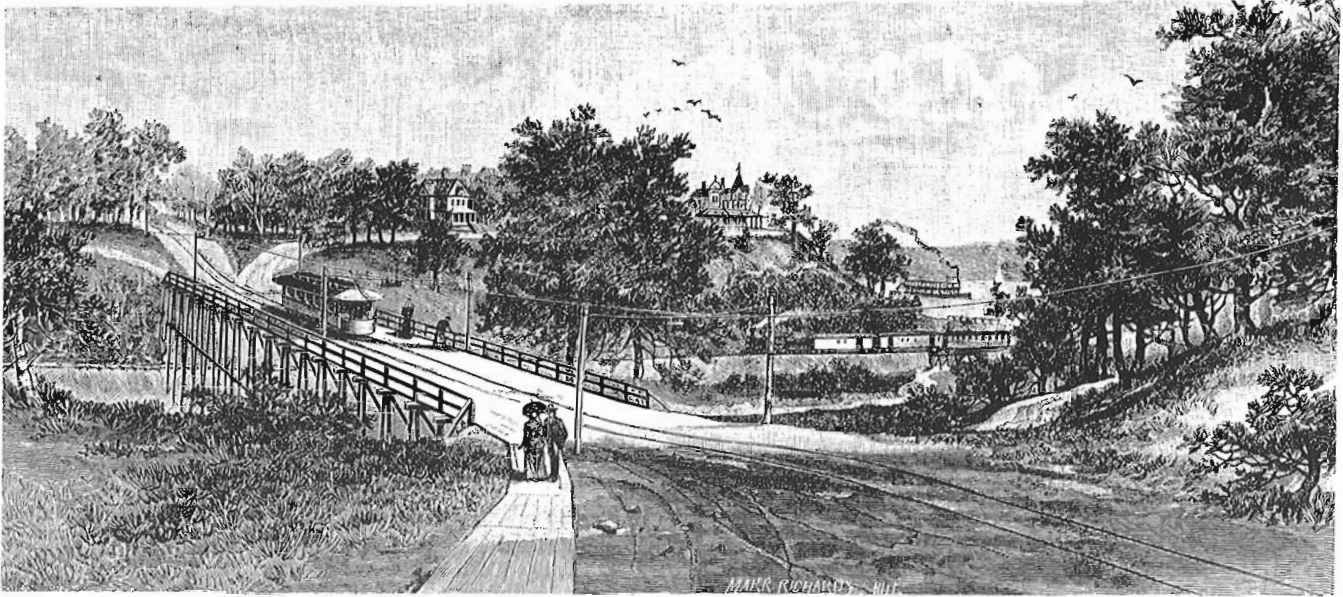
A plan and elevation drawing of the Sprague motor truck. While intended for heavy elevated-railway operation, the basic principle was soon applied to street cars and is still that used on electric and diesel-electric locomotives today.

Electrical World, September 25 1886.



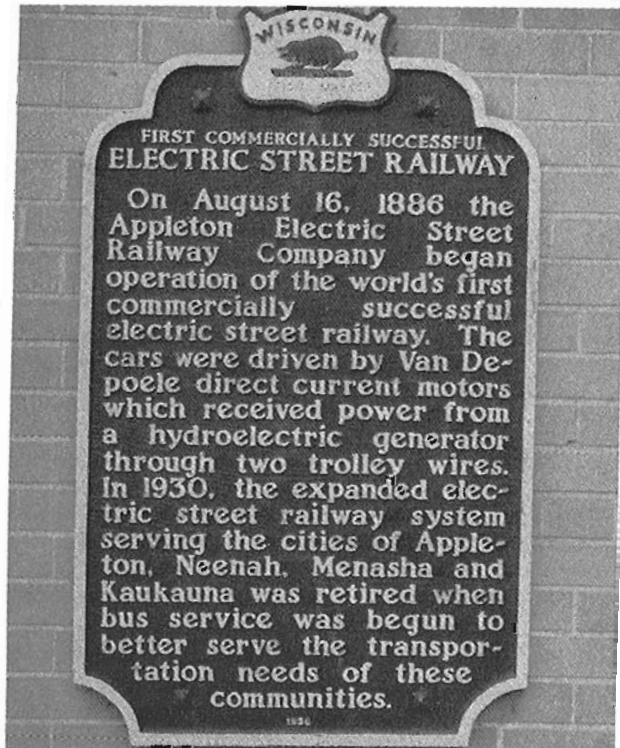
The ultimate development of the electric street car by the end of 1886 is exemplified by this Scranton Pa. car, complete with vestibule, fender and track brushes.

Electrical World, December 25 1886.



In the summer of 1886 a street railway, using the Van Depole system, opened in Appleton Wisconsin. This was highly significant in that it was the first in American to be operated by hydroelectric power, and second in the world only to that at Portrush Ireland opened in 1883. While it was several years before hydroelectric railways appeared in Canada, many were later built as this great potential was utilized.

Electrical World, November 6 1886.



October 2 1886.

THE VAN DEPOLE ELECTRIC RAILWAY. WINDSOR CANADA.

We now give an illustration of the road, on the Van Depole system, that has been operating at Windsor Canada, opposite Detroit, since June 6 of the present year. The road owed its construction to Mr. Tringham, a local electrician, who organized the Windsor Electric Railway Company for the purpose. Soon after the formation of the company, Mr. Tringham died, but in spite of the many troubles arising from this unfortunate occurrence, the road continued in operation, and is now doing so well that the plant is to be increased. The two cars used are shown in our illustration. The first is the motor car and can be run singly. The track extends about two miles along the Detroit River from Windsor to Walkerville. It has been cheaply laid, but answers admirably. An overhead conductor is used, extending outward from the poles on short cross arms, and the current is taken up by the small traveler shown and conveyed to the motor in the usual manner, the rails serving as return. In the centre of the motor car is a 10 H.P. Van Depole machine, boxed up, with removable cover, so that in case of necessity it is easily got at. The motor is controlled and belted to the axles in the ordinary way. The generating station is situated in a small factory building near the Windsor ferry, and consists of a Van Depole dynamo driven by a Westinghouse engine. A speed of 12 miles per hour has easily been attained with full load of passengers in both cars.

October 2 1886.

TORONTO CANADA. Speaking of the road laid down by the Toronto Electric Light Company at the exhibition, Mr. J.J. Wright says: "It was quite a success as to its running powers. During the exhibition it carried over 32,000 passengers despite the fact that there was rain every day except one. After the first day's run the connections of the motor armature were changed, and the current used was only from 6 to 10 amperes— never more than 10. We found we had ample power even with that current, and accomplished great economy in fuel by the change. The machines, generator and motor alike, were practically cool after a heavy day's run. There was no waste at all in heating the armature or field coils".

December 11 1886.

Electricians look to street railways as their next field of successful operation, as already demonstrated by a variety of electric roads.

December 25 1886.

The day of horse cars on our crowded streets is drawing to a close. This is the age of machinery, and passengers can be moved by much more economical, more efficient and cleaner agencies than animal power. In a short time they will be as much behind the age as stage coaches and town criers.

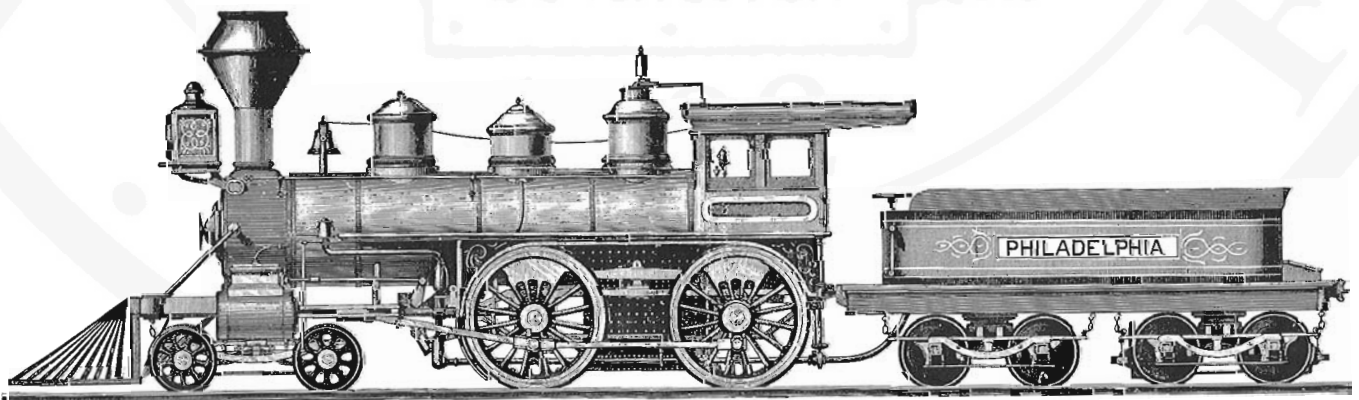
With these prophetic words we leave the eventful year of 1886. As 1887 began, electrical traction had been proved to be practical. There were more details to iron out, but within five years electric systems were springing up all over the world. Mechanical traction had indeed come to stay, and the stage was set for the Twentieth Century.

ENGLISH AND AMERICAN LOCOMOTIVES IN 1886

In the 1880's the railways of North America were expanding at an unprecedented rate. The subject of locomotive design was very much a topic for discussion as greatly-increased traffic made earlier types of motive power obsolete. This was a period of transition from the old standard designs of the nineteenth century to newer more powerful locomotives which would be the forerunners of the giants of the twentieth century. Canada's first regular transcontinental train had run less than five months before, when, on the

evening of Friday November 12 1886, just 100 years ago, Mr. F.L. Wanklyn addressed the students of the faculty of Applied Science of McGill University, on the subject of the comparison between English and American locomotives.

Frederick L. Wanklyn was eminently qualified to speak on this subject. The son of a British civil engineer working in Argentina, he was born in Buenos Aires in 1860. Studying engineering himself in Manchester England, he became a resident engineer of the company building the



A standard American passenger locomotive in service in 1886. While this particular one was built as early as 1871, others were built well into the 1880's and many would see service in the twentieth century.

street railway system in Milan Italy, later becoming General Manager and engineer of the Milan system. Coming to Canada, he became Assistant Mechanical Superintendent of the Grand Trunk Railway, and was subsequently appointed Manager of the Pointe St. Charles shops in Montreal, and Master Mechanic in charge. Later, in 1897, he was General Manager of the Toronto Railway, the predecessor of the T.T.C., and, from 1897 to 1903 was Manager and Chief Engineer of the Montreal Street Railway, a company with which he had been associated during its days of conversion to electric power in the early 1890's. His great experience with locomotive engineering on both sides of the ocean made him very familiar with the pros and cons of both designs. He is commemorated by a steet, named Wanklyn, in Ville LaSalle near Montreal. He was also, by the way, a great-uncle of your editor.

The report of Mr. Wanklyn's speech at Mc Gill is printed here exactly as it appeared in the Gazette on November 15 1886; no changes have been made to spelling or punctuation. The illustrations are from a book entitled "Recent Locomotives", also published in 1886, and undoubtedly familiar to Mr. Wanklyn at that time. In reading this account we can see how much the British and American locomotive designs had diverged in fifty years, a divergence that was to continue in the

years ahead right up to the end of steam as motive power on both sides of the Atlantic.

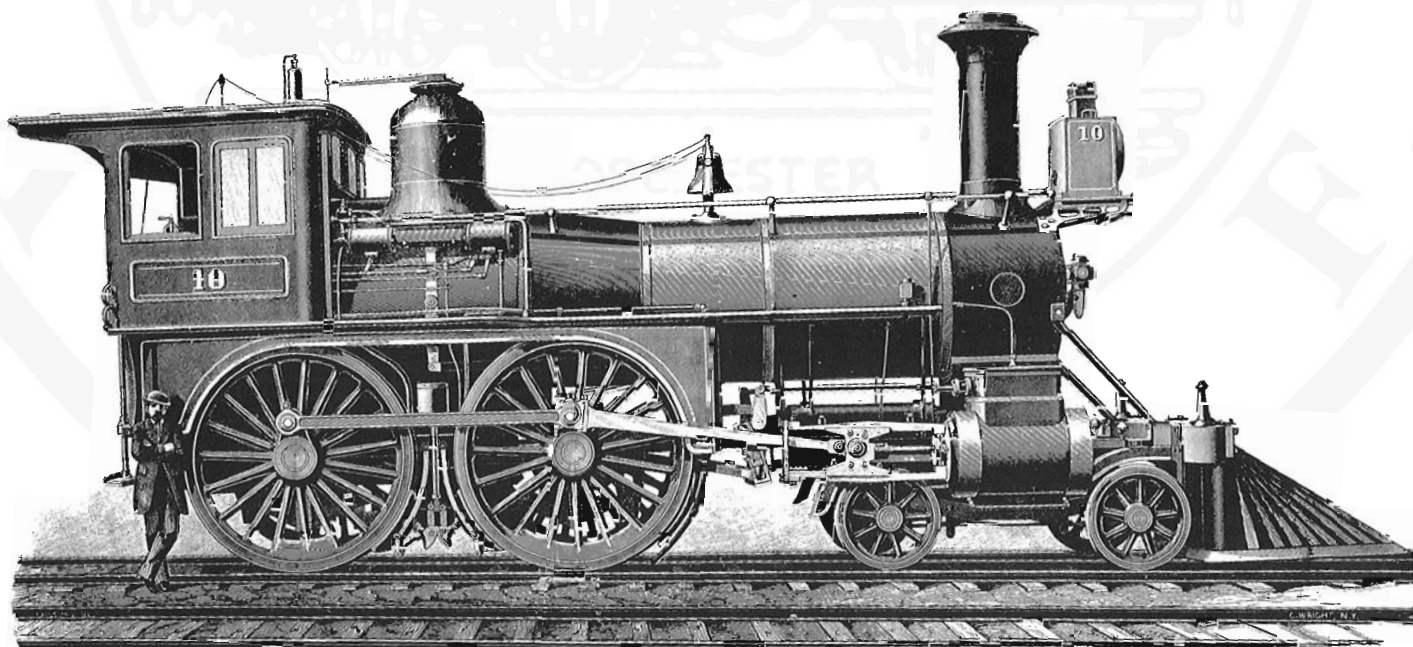
A Talk About Locomotives

(The Gazette, Montreal, November 15th, 1886)

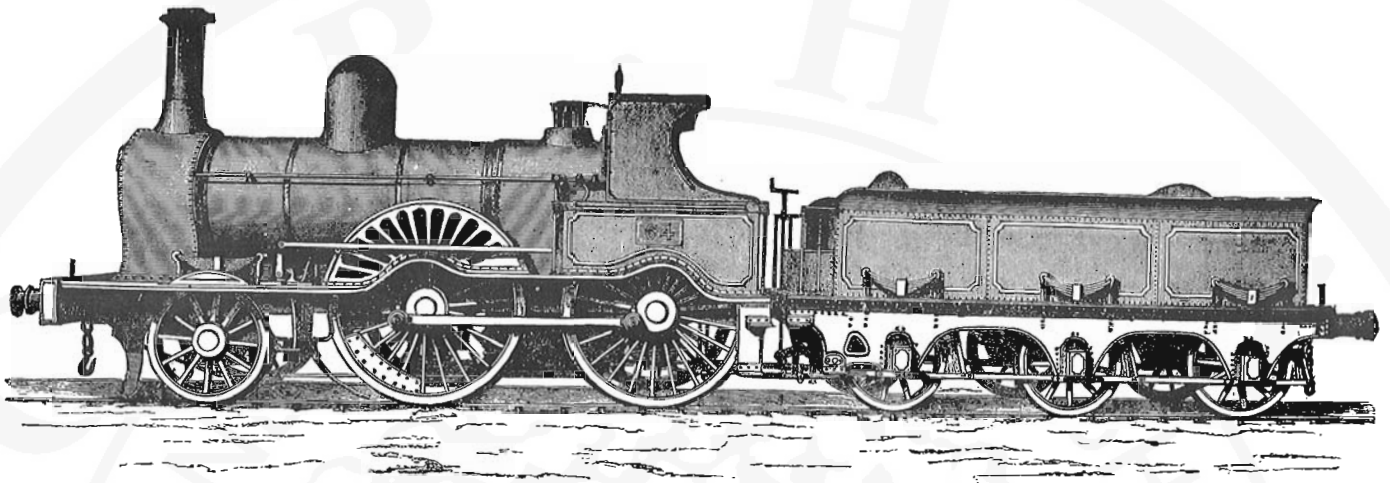
Comparison between the English and American Makes.

Mr. F.L. Wanklyn's interesting lecture before the Engineering Classes in McGill University.

THE FOLLOWING IS A SUMMARY OF MR. WANKLYN'S lecture to the students of the Faculty of Applied Science of McGill University on Friday night. The subject was the differences in design and construction between British and American locomotive engines. The lecturer said he would, after carefully examining the points of each, endeavour to select such of them as would, when combined, result in the production of a machine of moderate first cost, easily accessible for repairs, and inspection, and efficient during operation. One of the most striking peculiarities in the majority of English engines was the rigid wheel base or absence of any truck or device to allow the engine to run around sharp curves with freedom. Up till eighteen years ago, it would have been as difficult to find in England an engine with a truck or pair of leading wheels working on a center pin or point as to have found one on this continent without such a device. The slowness in



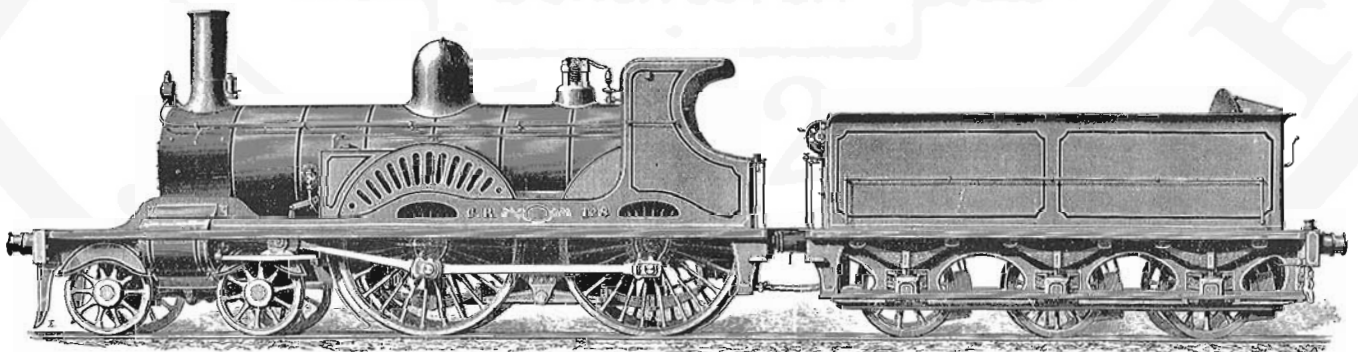
The latest type of North American passenger locomotive was exemplified by this high-speed 4-4-0 built for the Pennsylvania Railroad in 1882.



Typical of the British passenger locomotive of the 1880's is this inside-cylinder 2-4-0 with its non-swivel leading wheels.

adapting this device is due in a measure to the fact that the permanent way or track of English railways is constructed with fewer curves and with more solidarity than in America. The next important point is the preference shown by the majority of English locomotive designers for inside cylinders and crank axles. While in England, they have steadily dropped the outside cylinders; the American makers seem to have commenced on the other tack, as in the Baldwin engine of 1833. The cylinders are placed on the frames so as to work on to the driving wheels inside the frames: although not exactly on to a crank, as we now see it, but on to what then was known as the Baldwin "half-crank" device. It was kept in use on the broad gauge engines of the New York & Erie Railroad up to the year 1851, but has since given way to the outside cylinders, straight axle and crank pins. The reason for the preference for inside cylinders shown by English

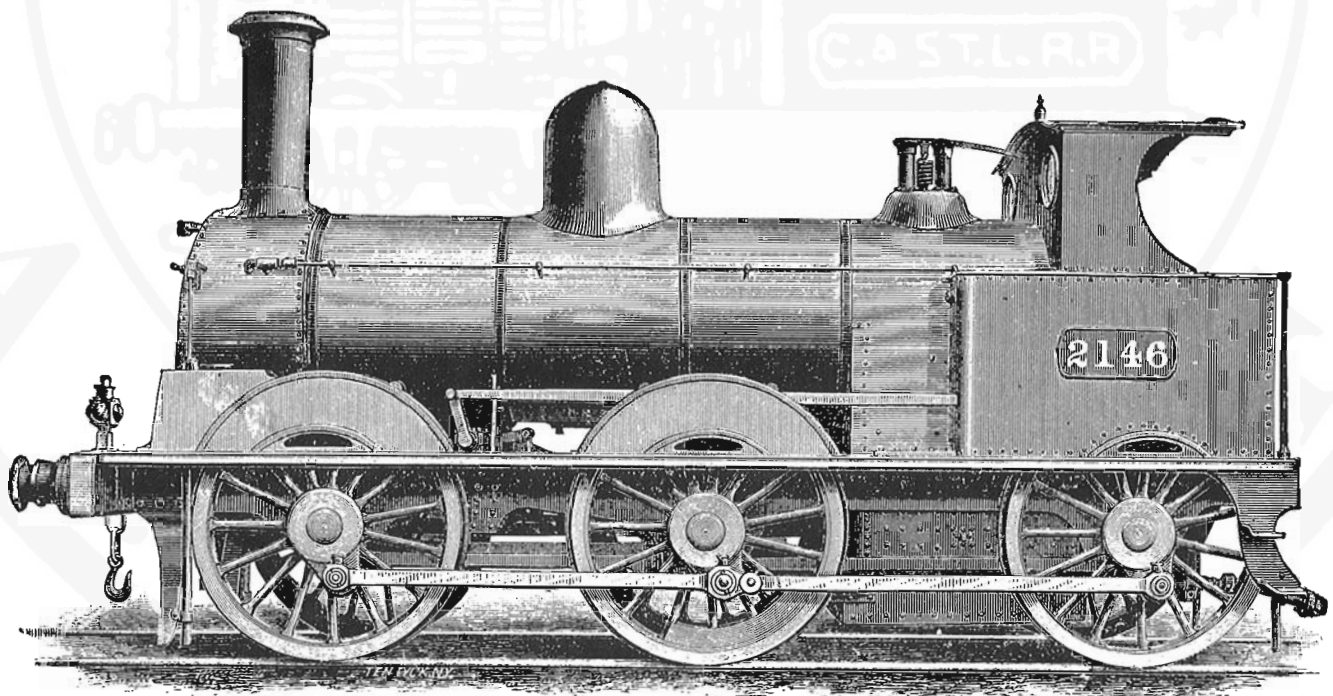
engineers, is partly accounted for by the fact that engines so constructed occupy less room sideways than those with outside cylinders. Consequently, tunnels, bridges and roadbed need not be so wide, an important consideration in a thickly populated country like Britain, where land is so exceedingly valuable and difficult to acquire; secondly, inside cylindered engines are more compact, and it is contended, oscillate less and run more smoothly at high speed than those with outside cylinders; thirdly, the cylinders, being under the smoke box, are kept warm and the loss of heat and consequent loss of power from condensation and radiation is much less than in engines having their cylinders exposed to the cold. To offset this, they have put up with crank axles, and unless the valve motion be complicated, it is practically to get in cylinders over 18" diameter between the frames without cramping the steam chest. The working parts of an inside cylinder,



By the 1880's the American 4-4-0 configuration was being used in British passenger locomotives. This Caledonian Railway engine, built in 1881, makes an interesting contrast to the American built ones.

engine being all within the frames, are less accessible for oiling and inspection. The lecturer then make a comparison between the English and American valve gear, etc., and said that the Englishmen racked their brains for all sorts of contrivances to remedy the defects of their own apparatus, rather than adopt the simpler American one. There seemed to be a prejudice against "Yankee notions". Turning to the spring gear, wheels and frames, he said the American engine was on the whole more flexible than its rival and better able to stand the rough jolting and jerking it is destined to receive on the cheaply constructed and frost hardened railways we have in this country and in the North-western states. In England, there also appeared to be a strong prejudice against the use of cast iron wheel centers, expensive wrought iron forged centers being invariably used, costing twelve times as much as the other. For this and other cold countries, cast iron wheel centers are preferable, for they are found to stand well and give but little trouble. In England, where wheels are eight and even nine feet in diameter, and trains have to run at excessive speeds, it would be more prudent to have the other on account of additional security. With regard to tyre-fastening, much more attention was paid to this point in England than here, and he doubted if the Board of Trade there would permit the practice so popular here of simply shrinking the tyres on without securing them with bolts or retaining

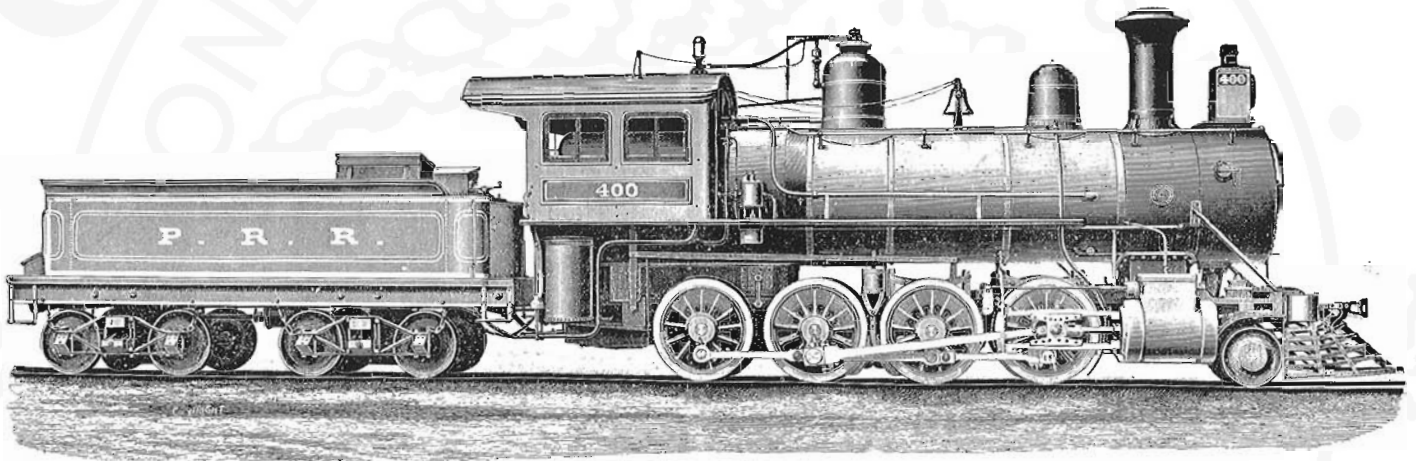
rings, any more than they would sanction the use of the truly American cast iron tyreless wheels in the leading truck of an express engine. The English engineers would consider this a tempting of Providence. More attention was paid on this continent to the equalization of springs, but with the better and more careful construction of English railways, this was not essential there. The chimney or smoke stack of an American engine is truly a fearful and wonderfully constructed affair: hideous to look at and cramped and crowded up with nettings, cones, etc., for the purpose of arresting sparks and crushing cinders, and I might also add, belching out dense volumes of foul smoke. The exhaust tips in an American locomotive are generally double and short, since the introduction of the extension box and straight stack of the high single tipped exhaust pipe has become more popular. It is not usual to find brick arches and baffle plates in the fire-boxes of American engines, little regard being paid on this continent to smoke consumption, but it is hoped this will follow up, as the straight stack becomes more generally introduced. The dry pipe is of wrought iron, and the steam pipes in the smoke box of cast iron. In general appearance and finish, the two engines differ considerably, the dome and sand box casings, the splashers, cab and running board arrangement being entirely different, also the nature of the lagging and clothing. Far greater attention is paid by English makers



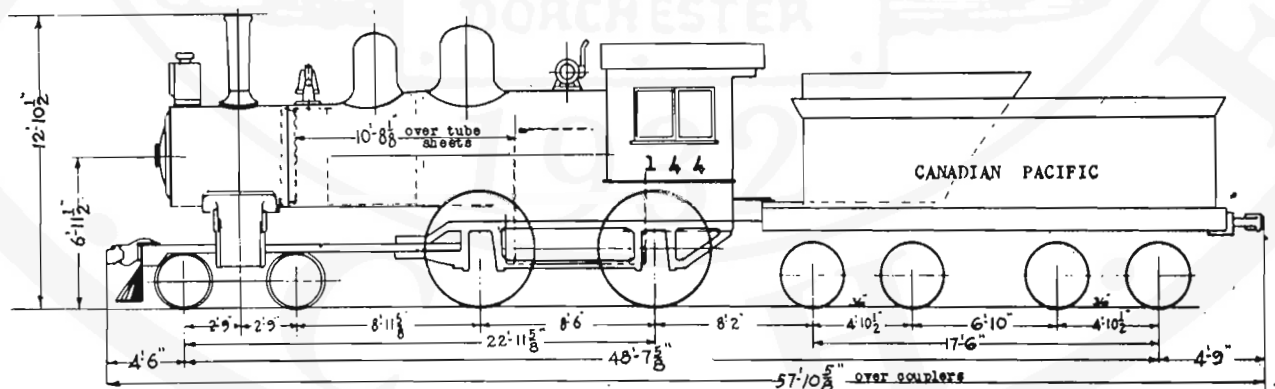
A British "goods" (freight) locomotive is this 0-6-0 of the London and Northwestern Railway. Number 2146 was built in 1881.

to the turning out of a neat, massive-looking machine. Graceful curves are introduced above the splashers and dome casings, all the tawdry brass and scroll work so popular on this continent being left out. The English engine obtains a look of power and solidity entirely wanting in the American one. The free use of wrought iron work on an English engine is as noticeable as the use of cast iron in the American. It cannot be denied that the workmanship about an English engine is far ahead of any ever seen about an American engine. It would be well for American builders to copy their English confreres in this respect and pay more attention to the putting together and finishing up of their boilers,

a point of vital importance and one too frequently neglected on this side of the water. Well-known builders, have a good reputation for other parts of the work. In conclusion, I would venture to say that as we have seen that both types of engine possess many points not in common to each other, it would be well for us here in Canada to drop any national prejudices and examine these closely. We should combine the best features in each, to produce what all locomotive designers strive to, a serviceable machine, of moderate cost, easily maintained, and capable of making long mileage between repairs, even on rough and cheaply constructed railways.



Pennsylvania Railway No. 400 was one of North America's largest and most modern locomotives a century ago. Built in 1886, this Consolidation, with its tender, weighed 86 tons and was almost 60 feet long.



One North American locomotive of 1886 that has survived is C.P.R. No. 144 (originally 351) shown here in a diagram of 1945. Although greatly rebuilt; some of the original survives, entitling it to the distinction of being the oldest Canadian-built locomotive in existence and the first one ever to reach the age of 100 years. It is on display at the Canadian Railway Museum.

CANADIAN PACIFIC AND CANADA ATLANTIC RAILWAY RIVALRY IMPROVED RUNNING TIMES BETWEEN MONTREAL AND OTTAWA

By Dave Jones

Ever since the introduction of passenger train service and the time-tables which accompany it, there has been fierce competition between rival lines, but perhaps none so intense as the battle between the Canada Atlantic Railway and the Canadian Pacific Railway in providing express passenger accommodation between Montreal and Ottawa.

As early as the winter of 1882, C.W. Spencer, assistant superintendent of the C.P.R. was in

correspondence with D.C. Linsley, manager of the Canada Atlantic to discuss what were felt to be foolishly-short scheduled times between the two cities.

Apparently no agreement was ever reached, for when the C.A.R. advertisements ran the next summer, they advertised "four lightning express trains daily", the fastest of which covered the approximate 111-mile (178-kilometre) distance from Montreal to Ottawa in three hours flat.



This remarkable action photo, taken on a sunny morning in 1899, shows the fast morning train from C.P.R.'s Windsor station in Montreal bound for Ottawa. The location is just west of the Glen Road overpass, about where Westmount station is today, and Atlantic-type compound locomotive 209 is working hard to get the train up the grade. The entire train was new, in fact No. 209 was only completed in July 1899 while the parlor car on the rear (either the "Temiskaming" or the "Lievre") was also built in the same year. In an era when most clear photographs were made with long exposures, the photographer's instantaneous shutter has managed to capture the swinging bell in mid-swing as well as "stopping" the motion in the classic "rods down" position, while still showing the billowing smoke and vapour as a result of the big pull. Notice the Westmount mountain in the background with few houses visible. This was before the residential area spread far up the mountain. Canadian Pacific Corporate Archives. Photo. No. 108.



Inside a C. P. R. first-class car used in the high-speed express runs between Montreal and Ottawa in 1899. Although the scheduled run was only 2½ hours, many luxuries were offered. The parlour cars "Lievre" and "Temiskaming" each contained 21 moveable chairs, 8 fixed seats, 5 sofa seats, 1 stateroom, 1 smoking room and a ladies' large dressing room! Canadian Pacific Corporate Archives. Photo No. 39.

Not to be outdone, Canadian Pacific announced their summer arrangement as "The old line — always ahead — Ottawa to Montreal in two hours and fifty-five minutes."

To further titillate the travelling public, it was pointed out that the C.P.R. operated the "finest equipped passenger trains in the world" and the "grandest drawing room cars in America."

Thus began a two-decade contest to provide the fastest and most luxurious service possible along this popular corridor which reached its apex at the turn of the century, after both lines had acquired brand new Atlantic-type steam locomotives.

Their cabs had attractive lines, rounded-off at the corners without rivet heads or bolts and lined on the interior with wood.

The tenders were newly-designed with an exceptionally large capacity of 4,500 gallons (20,457 litres) of water, sufficient for the Montreal to Ottawa run without a stop, and eight

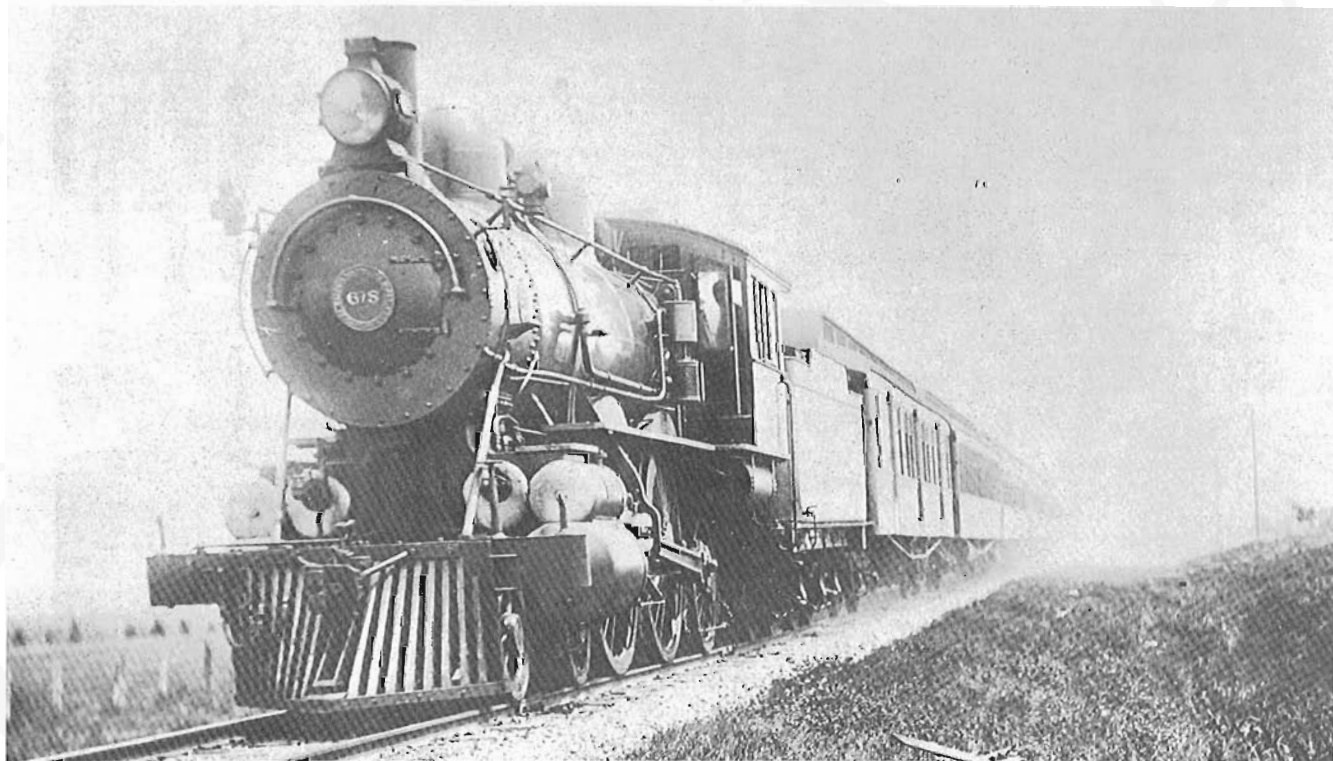
tons (7.2 metric tons) of coal, enough for the round trip.

The consists of Canadian Pacific's express trains included various combinations of baggage, smoking, second and first class cars and a parlor car.

All the coaches were lit by electric, the incandescent globes being on the walls in second and first class instead of near the ceiling, and their exteriors were finished in polished mahogany.

Passengers were surrounded by satin wood panels and columns, richly carved and ornamented; the observation windows were hung with damask silk and the chairs upholstered in terra cotta plush.

By 1904, although the schedule had been reduced to two hours and fifteen minutes, most engineers were only interested in putting distance between their marker lamps and the opposing railway's cow catcher, and times under



THE COMPETITION! A Canada Atlantic passenger train running at a good speed behind Vaucrain Compound 4-4-2 No. 618 very soon after the turn of the century. No. 618 was built in May 1901 for the specific purpose of attempting to "beat the C.P.R." on the Montreal-Ottawa run. It is amusing to note that 618's drivers were 84½ inches in diameter, thus exceeding those of C.P.'s 4-4-2's by half an inch! This was the last move in the "speed war" which had begun in April 1899 with the delivery of C.A.R.'s other two Atlantics, Nos. 619 and 620 which had 78" drivers. Curiously the rival locomotives were scrapped within two months of each other, No. 618 in April 1917, and C.P.R. 209 in June of the same year.

Public Archives of Canada.

two hours were not uncommon.

It was around this time that the C.P.R.'s president, Lord Shaughnessy, is said to have called one of the locomotive engineers to his office for a reprimand.

"They tell me that you've been racing with the Canada Atlantic," the president said gruffly.

"Yes, sir," gulped the engineer, his gaze fixed to the floor.

"Well I won't stand for it," Shaughnessy replied. "There'll be no speeding on this railway." And he dismissed the man with a wave of his hand.

"But," he called out as the engineer hurried from the room, "don't let the other guy win either."

Reprinted from CP Rail News

EPILOGUE 1986

CANADIAN PACIFIC RECEIVED PERMISSION TO abandon that portion of this Montreal and Ottawa Sub-division between Rigaud, Quebec, (mileage 16.8) and M&O Junction, Ontario, (mileage 82.5). In 1984, the line suffered an actual loss of \$828,434.

Once the principal line for CP's extensive passenger operations between Montreal, the Ottawa Valley, and western Canada, the line has seen no regular service since the famous Pepin passenger train cutbacks of 1981 when the "Canadian" was taken out of service. Since that time, traffic has been limited

to local freight operations on an as and when required basis. For the most part, however, this business has also dried up as CP was able to negotiate intermodal agreements with many of the on-line customers in order to ship by rail to either Ottawa or Hull and then by truck for the remainder of the distance. Indeed, traffic is so light that a proposal to transfer a portion of the line to CN at Vankleek Hill on the latter's Vankleek Spur linking Hawkesbury (Ontario) with the latter's Alexandria Subdivision was also dismissed.

When the notice of intent to abandon was originally filed, it had been expected that little or no opposition would be encountered. The M&O, however, did not die without a fight. Indeed, the abandonment became somewhat prolonged. Originally, CP was given permission to abandon the line, effective J. 26, 1986. In rendering this decision, the RTC also recommended that the Minister of Transport give consideration "to the preservation of the right of way... for the possible use as a high-speed corridor route and/or a Montreal-Ottawa route." This was seized upon by the Regional Municipality of Ottawa-Carleton who filed notice of intent to apply to the Governor-in-Council that the right-of-way be preserved. VIA Rail also entered the picture as it too desired to ensure that the right-of-way not be parcelled off.

All of this meant that the CTC issued a stay of execution on the abandonment for a period not to exceed sixty days. At the same time, VIA and CP started talking about possible disposition. Meanwhile, the petition of the regional government had yet to be heard.

Effective August 8, 1986, the CTC lifted its stay of execution, thereby authorizing the official abandonment of the M&O Subdivision. This was done after CP agreed not to

MONTREAL TO OTTAWA VIA SHORT LINE										
Mls	STATIONS.	33	35	31	37	25 39	29	Spl.		
	Lv	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
0	Montreal, Wln. St. 16	9.45			4.00	4.15	8.25	1.30		
2	Westmount				4.20	6.30	1.35			
5	Montreal Junc.	9.55			4.10	4.27	6.35	1.42		
10	Dorval				4.36	6.44	1.50			
12	Valois				4.41	6.49	1.56			
13	Lakeside				4.42	6.50	1.58			
14	Pointe Claire				4.45	6.52	2.00			
15	Beaconsfield				4.50	6.56	2.04			
17	Beaurepaire				4.53	7.00	2.07			
19	Bayview				4.57	7.04	2.09			
21	Ste. Anne de Bellevue				5.02	7.08	2.12			
24	Vaudreuil	10.23	10.40	4.38	5.12	7.16	2.20			
26	Little River		10.45		5.15	7.20	2.24			
28	Isle Cadieux		11.01		5.18	7.24	2.28			
31	Como		11.11		5.23	7.29	2.34			
33	Hudson		11.20		5.27	7.34	2.39			
33	Hudson Heights		11.25		5.29	7.36	2.42			
37	Lavigne		11.34		5.34	7.42	2.52			
41	Rigaud		11.48		5.43	7.48	3.04			
48	Point Fortune, Ar.				6.00	8.00	3.25			
49	St. Eugene		12.12		5.56					
54	Stardale		12.24		6.05					
58	Vankleek Hill		12.39	5.23	6.13					
61	McAlpins		12.47		6.17					
66	Caledonia Springs		1.03		6.27					
70	Alfred		1.19		6.35					
75	Plantaganet	7.35			6.44					
80	Pendleton		1.30		6.53					
86	The Brook	7.55			7.02					
89	Hammond	8.05			7.07					
95	Leonard	8.25			7.16					
99	Navan	8.55			7.23					
105	Blackburn	9.10			7.33					
112	Ottawa, Cen. Sta. Ar	9.30	12.15		7.30	7.45				

OTTAWA TO MONTREAL, VIA SHORT LINE										
Mls	STATIONS	28	36	40	32	38	34			
	Lv	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			
0	Ottawa, Cen. Sta. 10	8.30	8.35		4.15	5.00				
7	Blackburn		8.46			5.20				
13	Navan		8.55			5.38				
17	Leonard		9.01			6.06				
23	Hammond		9.10			6.20				
26	The Brook		9.16			6.30				
32	Pendleton		9.25			6.43				
37	Plantaganet		9.34	2.00		7.06				
42	Alfred		9.43	2.20						
46	Caledonia Springs		9.50	2.40						
61	McAlpins		9.58	2.55						
64	Vankleek Hill	9.38	10.04	3.10		5.23				
58	Stardale		10.10	3.21						
63	St. Eugene		10.20	3.37						
	Point Fortune	7.00								
71	Rigaud	7.14	10.34	4.05						
75	Lavigne	7.22	10.42	4.20						
79	Hudson Heights	7.30	10.48	4.33						
79	Hudson	7.38	10.52	4.51						
81	Como	7.38	10.56	4.57						
84	Isle Cadieux	7.43	11.01	5.18						
86	Little River	7.47	11.05	5.23						
88	Vaudreuil	7.55	11.20	5.30		6.06				
81	Ste. Anne de Bellevue	8.02	11.28							
93	Beaurepaire	8.05	11.32							
97	Beaconsfield	8.07	11.35							
98	Pointe Claire	8.12	11.40							
99	Lakeside	8.14	11.43							
100	Valois	8.16	11.45							
102	Dorval	8.23	11.52			6.27				
107	Montreal Junc.	8.33	12.00			6.35				
110	Westmount	8.40	12.05							
112	Montreal, Wln. St. 16	8.45	12.10	6.45						

MONTREAL— OTTAWA 1899. Fastest running time 2 hours 30 minutes. But they often did it faster, sometimes MUCH faster, if a "race" was on. And the Ottawa terminal was downtown!

dispose of the land until the Governor-in-Council had made a decision on the petition of the regional government.

At about the same time, CP and VIA also developed a memorandum of agreement to the effect that the passenger rail corporation would have the right of first refusal, subject to the concluding of a mutually satisfactory agreement, for the acquisition of the right-of-way, when and if CP disposes of it. Inside sources predict that the tracks will be removed fairly quickly, however, the right-of-way will remain intact pending a final decision on its disposition.

The M&O Subdivision dates to October 4, 1890 when the Montreal and Ottawa Railway Company, nee Vaudreuil and Prescott Railway Company Inc., opened a line from Vaudreuil to Rigaud and Pointe Fortune, Quebec. Canadian Pacific then leased the company in perpetuity two years later on November 2.

As of December 2, 1896, the line was extended from Rigaud to Alfred (Ontario) and by 1897 had been opened to Plantagenet. In 1898, the line reached Ottawa, or more specifically "Canada Atlantic Junction" on what was then the eastern edge of the city.

Effective October 1, 1941, the branch from Rigaud to Pointe Fortune was abandoned. (25-06-86, and subsequent information from the Canadian Transport Commission).

S. BRANCHLINE.

Editor's Comments

WHILE READING THIS ARTICLE ON THE TURN-of-the-century high-speed trains between Montreal and Ottawa, your editor compared the timetables of that era with those of today. One could imagine a traveller, perhaps on government business, leaving the Windsor hotel in Montreal at 9:35 A.M. on a summer's day in 1899. A quick stroll down the street to Windsor station, boarding train No. 35, taking a comfortable seat in the parlour car and off for Ottawa at 9:45. After a short but luxurious ride, our traveller would arrive in downtown Ottawa at 12:15 where a short walk, or ride in a horse-drawn cab, would take him to the Parliament buildings by 12:30 in time to be ready for his appointment, perhaps with Prime Minister Laurier, at 12:45, 3 hours and 10 minutes after starting out.

Having occasion to go to Ottawa recently, the thought occurred that it would be interesting to re-enact this journey in this year of 1986. Starting from outside the (now closed) Windsor hotel at 10:40 A.M. and allowing an extra five minutes for the slightly-longer walk to Central station, there was ample time to catch train 33, the fastest between the two cities. (There still is a train 35 but it is later in the day so was not used in this comparison). Departure was on time at 10:55 and a pleasant run on the L.R.C. train was made with arrival in Ottawa station at 12:54, precisely on time! Being somewhat short of time it was decided to take a taxi and, after bucking the mid-day Ottawa traffic, the Parliament Buildings were reached at 12:21. This would have been in good time for a meeting at 12:35, just 2 hours and 55 minutes after leaving the hotel in Montreal. So our traveller of 1986, using the latest equipment, saved 15 minutes over his counterpart of eighty-seven years ago!

The moral of this little fable is very simple. If intercity train service is to remain a viable alternative to other means of transportation it will have to achieve better than just a marginal

improvement over the times by which the trains ran when Queen Victoria ruled the British Empire, the Boer war had not yet been fought and dates were still written starting with "18". It is admitted that this is an extreme case and that other runs, notably that between Montreal and Toronto, show vast improvements over those of only a few years ago. Yet the nagging fact remains that, if the 1986 train had been a few minutes late (as it sometimes is) and if the 1899 train had been racing the Canada Atlantic and got in early (as it did do on quite a few occasions), our traveller of 1986 would have actually been slower than he of 1899.

Can improvements be made? The need is there. The technology is there. Perhaps even the money is there if there is a determined effort to allot high-speed rail its deserved budget. Recently the "M. & O. Subdivision" between Rigaud and Ottawa (the very line over which those fast turn-of-the-century trains ran) has been abandoned, but the roadbed remains intact. This should be acquired by VIA Rail and used to construct a modern high-speed railway between Montreal and the capital. The 1965 move of Ottawa's station away from downtown has certainly caused inconvenience; it is strange that government officials seem to like to get rid of rail lines while tolerating, and even welcoming, freeways that destroy so much more of the city. Downtown service has been restored to Quebec City and Saint John N.B. Maybe there is hope for Ottawa also. Speeds of 125 miles an hour are commonplace overseas and in the Northeast corridor of the United States. If such technology were applied here one might someday see downtown to downtown Montreal-Ottawa times reduced to as little as one hour, ensuring that passenger trains would be fully competitive; in fact would be the most efficient means of medium-range travel in the twenty-first century.

19. Montréal ■ Alexandria ■ Ottawa

		↓	↓	↓	↓	↓
Train Number/Numéro du train		31	33	35	37	39
Train Name / Nom du train		Ville-Marie			Laurier	
Frequency/Fréquence		Ex. Sun. Sauf dim. 1 7	Daily Quot. 1 6	Daily Quot. 1 1	Daily Quot. 1 6	Daily Quot. 1 1
Type of Service/Genre de service		□ II X6 □	□□	□□	□ II X6 □	□□
0	0	Montréal, Qué. ET / HE Δ Δ TL Dp (Central Stn. / Gare Centrale) Ar	07 10	10 55	14 45	17 40 21 30
19	12	Dorval (CN) 31 Δ Δ TL	07 30	11 13	15 07	17 68 21 52
63	38	Coteau, Qué. Δ		F 11 36		F 18 21 F 22 19
100	62	Alexandria, Ont. □	F 08 21		F 15 58	F 18 52 F 22 44
117	73	Maxville □	F 08 34		F 16 09	
140	87	Casselman □		F 12 23		
187	116	Ottawa, Ont. Δ Δ TL Ar	09 26	12 54	16 58	19 46 23 46

19 Ottawa ■ Alexandria ■ Montréal

		↓	↓	↓	↓	↓
Train Number/Numéro du train		30	32	34	36	38
Train Name / Nom du train		Ville-Marie			Laurier	
Frequency/Fréquence		Ex. Sun. Sauf dim. 1 5 7	Daily Quot. 1	Daily Quot. 1 6	Daily Quot. 1	Daily Quot. 1
Type of Service/Genre de service		□ II X6 □	□□	□□	□ II X6-7 □	□□
0	0	Ottawa, Ont. ET / HE Δ Δ TL Dp	07 00	09 50	13 30	17 00 19 50
47	29	Casselman □			F 14 00	F 20 21
69	43	Maxville □				F 17 41
87	54	Alexandria, Ont. □	F 07 49	F 10 46		F 17 54 F 20 45
124	77	Coteau, Qué. Δ		F 11 13	F 14 43	F 21 09
167	104	Dorval (CN) 31 Δ TL	08 46	11 41	16 09	18 48 21 37
187	116	Montréal, Qué. Δ Δ TL (Central Stn. / Gare Centrale) Ar	09 05	12 05	16 29	19 10 22 00

MONTREAL — OTTAWA 1986. Fastest running time 1 hour 59 minutes. On-time arrivals are quite regular but the speeds are not exceeded. The Ottawa terminus is now out in the suburbs, about negating the 31 minute shorter running time. Eighty-seven years of progress!

Does the Original Champlain and St. Lawrence Railway Station Still Exist?

Information from John Thompson.



No. 129 Jacques Cartier in 1974 when still in use by C.N.

DURING THIS SEQUICENTENNIAL YEAR THERE have been a number of events which commemorated the 150th anniversary of the opening of the first railway in Canada. Special displays were set up, including one at Vancouver's Expo-86, the C.R.H.A. had a three-day convention, and the city of Laprairie built a replica of their first station, and it was unveiled by the Governor General. But it is possible that overlooked in all the celebration, there still exists a most historic relic of those times; no less than the original C. & St. L. station at St. Jean-Sur-Richelieu (St. John's Lower Canada)!

When the Champlain and St. Lawrence Railway was being built, progress reports were made from time to time to the directors. Such as report, made by William R. Casey, the Chief Engineer, concerned the station houses at Laprairie and St. John's and was dated December 12, 1835:

"The frames of the station houses are raised but they are not yet covered in. The dimensions are 100 feet by forty feet. They are substantially built and are intended to be finished without unnecessary expense".



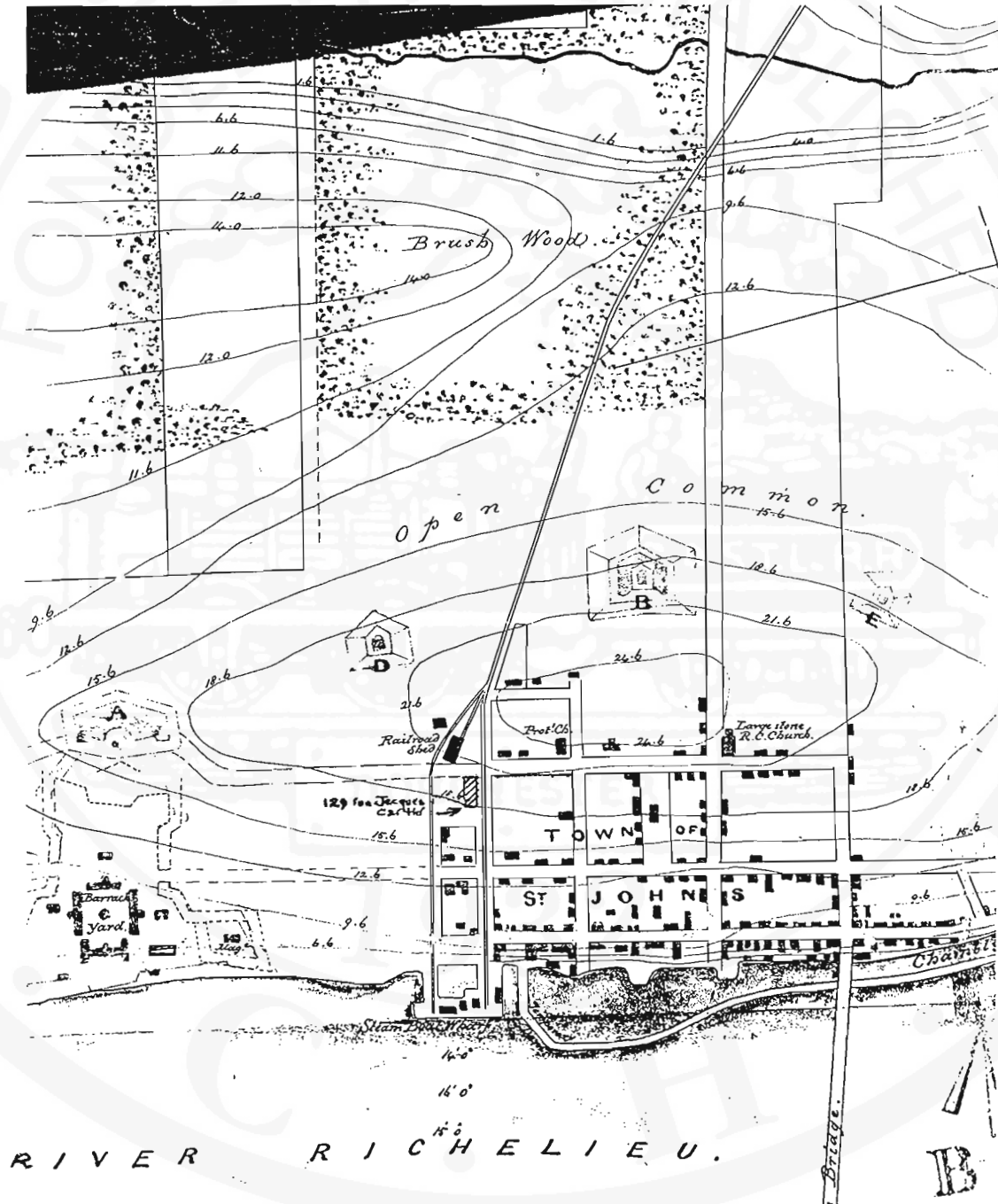
A report of Hon. Peter McGill, the Chairman of the C. & St. L. said on May 9, 1836 :

"... work also on the station house at St. Johns is now rapidly progressing"

Finally, a newspaper account of the opening day, July 21, 1836, said:

"... arrived in St. Johns for a cold collation in the Rail Station House, which was pleasantly cool and decorated with green branches."

A plan, dated August 12, 1841, made by Lt. Col. Oldfield, shows the town of St. John's in considerable detail, and also shows quite clearly the size and exact location of the station. Today, almost directly across the street from that location stands a building bearing number 129 Rue Jacques Cartier. From the type of construction, such as the interior beams, it is obvious that this building is very old, quite possibly 150 years. However the most interesting fact is the measurement of length and breadth: exactly 100 by forty feet, just as described by





Inside the attic of the building, showing the roof bracing typical of the construction used in the first half of the 19th century.

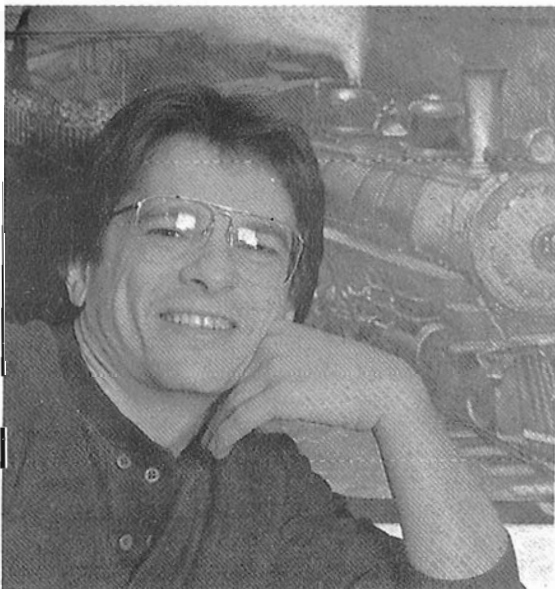


William Casey in December 1835! Although not on the exact site of the original terminal, it is within 150 feet, and it is entirely possible that it was moved across the street at some time in the past, after it ceased to be used as a station.

The building at 129 Rue Jacques Cartier was used by C.N. for many years but is now used for other purposes. Is it the original station? Circumstantial evidence would say that it is; perhaps a search of the registry office would provide a clue, but as deeds do not often describe buildings, such a move might well not have been recorded. The building is well built and solid, it

certainly would have been well worth moving to a new location after finishing its duty as a station, and, since it was a frame building, this could easily have been done, even with the technology of a century ago. If, as seems quite likely, this is the original station, the fact should be documented and, above all, the building should be preserved as one of the few remaining relics of the start of the railway era in Canada. What could be a better project with which to end the year of the railway sesquicentennial?

The Railroad Series by Paul Grignon



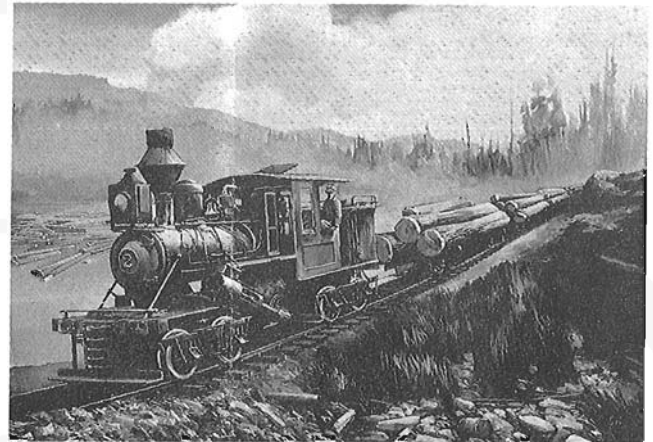
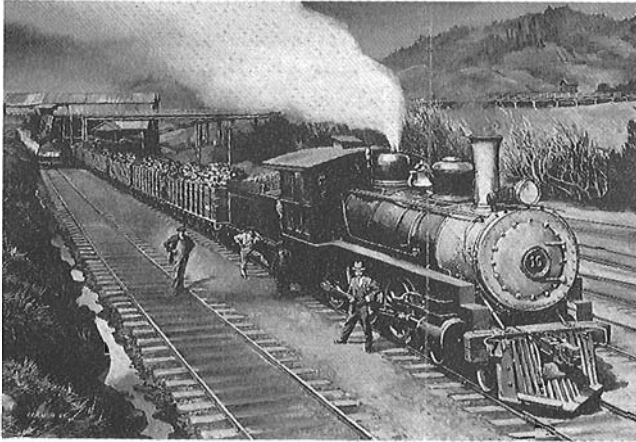
PAUL GRIGNON WAS BORN IN TORONTO IN 1948.

He has been painting and selling his work for nearly 25 years. Initially a Chemistry Major, he realized his true direction in 1969 when he attended the New School of Art in Toronto, at that time a hotbed of Abstract Expressionism.

He has been involved in theatre, has created diorama exhibits for museums and has several murals to his credit in addition to a large and varied body of work ranging from advertising graphics to impressionism, cosmic fantasy to gritty super-realism.

Although far too young to remember, he has somehow communed with the spirit of early railroading and has faithfully portrayed it for your enjoyment in this series of fine quality prints.

Paul's first railroad painting was a huge, bright mural in Nanaimo completed in 1984. The subject is not new however, as one of Paul's abiding passions as a teenager was his model railroad, an artistically ambitious accurate turn-of-the-century western layout incorporating in miniature many scenes very similar to those depicted in these paintings.



This series of images came about almost by accident, as many good things do, while I was researching the Nanaimo Archives, to do a series on Nanaimo history. The scene of No. 2 at Nanaimo Station called out to be done first, and as soon as I began to work my old fascination with this period of railroading was passionately rekindled.

Three more photos from the Nanaimo Archives served as sources for the subsequent paintings. The Climax is cruising

down to the log pond near Shawnigan Lake; the huge-boilered No. 10 is poised with its awesome load of coal at the Extension Mine; and lastly No. 2 in its pre-1900 look rolls a mixed train across one of the many magnificent wooden trestles on the Malahat section north of Victoria. The history of Vancouver Island railroads is full of colour and spectacle and I look forward to reliving more of these scenes in paint.

Prints available from
Paul Grignon
R.R. 2 Site 24
Gabriola B.C. V0R 1X0

ESQUIMALT and NANAIMO

by IAN RAIRD

On August 13th 1986, the City of Victoria and Vancouver Island celebrated one hundred years of rail service by the Esquimalt and Nanaimo Railway. The first Victoria area terminus was Russell's station in Victoria West. In March 1888, the line was continued to the site of the recently constructed station on Wharf Street at the foot of Pandora. The original building met its demise in 1972.

Events leading up to the construction of the railway were coloured by procrastination, and indeed even threats of British Columbia's secession from the fledging Dominion of Canada.

Vancouver Island received its railway as part of the conditions for British Columbia's entry into Confederation in 1871, but no action was taken on the line until July 1873, at which time Prime Minister John A. Macdonald felt "he must take some action to demonstrate minimal progress on the railroad."

Thus he decided to start the railway at Esquimalt near Victoria. Accordingly, a brief sod-turning ceremony was held at

E & N



Esquimalt on July 18, 1873, to herald the commencement of the Esquimalt and Nanaimo Railway. The railway was to continue north, crossing to the mainland at Seymour Narrows. However, this link was not used: the Canadian Pacific Railway opted for the Fraser Canyon-Vancouver route.

From 1873 until 1883, Vancouver Island reeled under a severe depression. A major reason for this was the following decision by the British Columbia government to allocate a grant to the Federal Government to help finance construction of the railway putting a reserve on all unsettled lands for twenty miles on either side of the proposed line. The population north of Victoria felt isolated, as the only contact with the capital was by steamer. Prospective settlers were unable to purchase land along the railway belt due to the federal grant, and this resulted in economic stagnation. To further worsen matters, the provincial government in Victoria would not move to help



finance a road from Victoria north as it maintained that the road would be redundant once the railway was completed.

A further delay to the railway was caused by the defeat of the Dominion Macdonald government in 1873. The Liberals succeeded to office under Alexander Mackenzie. They possessed no coherent railway policy and discussions floundered. Premier Walkem of British Columbia decided to approach the Imperial Government, "for settlement of extra-provincial questions was still strong in all the provincial capitals, for the Dominion was less than seven years old."

Lord Carnarvon, then Colonial Secretary, readily offered his services as an arbitrator. After deliberation, Lord Carnarvon agreed a line should be built. Lord Dufferin, Governor General, observed the dispute with concern and it was suggested he visit British Columbia in an attempt to resolve the issue. Lord Dufferin visited Victoria in August of 1876. He supported the Carnarvon terms of 1874 for building the railway but would have no talk of secession if the plans did not materialize.

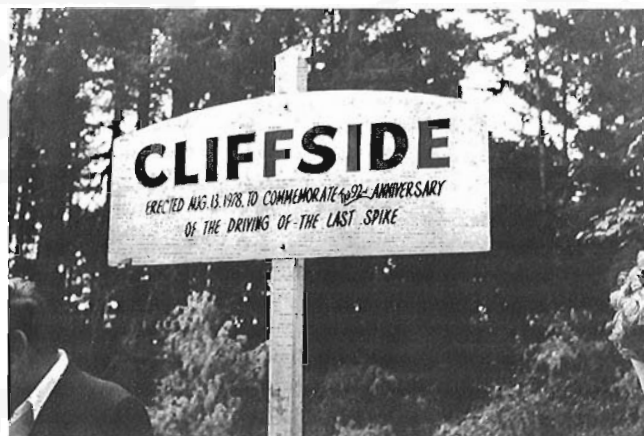
In the general election of 1878, the Mackenzie government was defeated. However, as the Conservative leader Macdonald was defeated in his Kingston, Ontario riding, he accepted the offer to serve as Victoria's Member of Parliament where he was handily elected in a by-election. The Tories moved at once on the railway issue by promising to build 100 miles of railway in



British Columbia in 1879. No firm decision had been reached with regard to the Vancouver Island section, and Premier Walkem at one stage again threatened secession.

Negotiations dragged on until "... in 1883, William Smithe, Cowichan's Member of the Legislative Assembly, became Premier of the Province of British Columbia, at which time he quickly cleared the way for construction of the Esquimalt and Nanaimo Railway. His peace party pushed through the Settlement Act of 1883, which the previous administration led by Premier Walkem had obstructed." Smithe was very interested in the railway owing to the fact that his riding was on Vancouver Island. The former premier represented Cariboo in the Legislature, so many on mainland British Columbia now felt Vancouver Island was singled out for special treatment. Indeed, Smithe did much to initiate construction through the Settlement Act of 1883 by which the restriction on the grant was lifted and the land was made available for settlement at a rate of one dollar per acre for a four-year period.

Politically reinforced, Prime Minister Macdonald at once commenced a search for a party to construct the line. The C.P.R. expressed no interest in the Island section, thus the Prime Minister approached the coal magnate, Robert Dunsmuir, who after consulting with business colleagues involved in the Central Pacific Railroad in California, agreed to undertake the task. Accordingly, the contract was awarded to Robert



Dunsmuir, James Dunsmuir and John Bryden, all of Nanaimo, and Charles Crocker, Charles F. Crocker and Leland Stanford, all of San Francisco. At a meeting on April 28, 1884, at the Company's office in Victoria, Robert Dunsmuir was elected President.

Possessed of those Scottish virtues of thoroughness and tenacity, Robert Dunsmuir exemplified his compatriot's successes on this continent. He was born in the town of Hurlford, Ayrshire, Scotland in the year 1825. Descended from a coal mining family, he was a simple man yet very shrewd. After a brief married life in Scotland, Dunsmuir and his new bride left the shores of Scotland on December 10, 1851, on the Hudson's Bay Company ship, the Pekin. They were destined for the coal fields around Fort Rupert on Vancouver Island. It was here the coal mining career of Dunsmuir began and the subsequent Dunsmuir legacy. The Dunsmuirs moved to Nanaimo in 1853 where a son, Alexander Dunsmuir, was born on July 17, 1853. He was the first white child born in Nanaimo. Robert Dunsmuir now began to build his empire of coal. Space does not permit the relating of the extent of Dunsmuir's accomplishments but one biographer said it best: "What Lord Strathcona did for Canada on a large scale, Robert Dunsmuir accomplished for British Columbia."

Not being a man to procrastinate, Dunsmuir had hired his chief engineer, Joseph Hunter, and on April 30, 1884 dispatched the now historic instructions: "As engineer in chief, you will at once proceed with the location of the line between Esquimalt and Nanaimo . . . with the view to the least expenditure in construction, consistent with good work, and to carry on the work to completion without delay . . ." "For construction of the railway, the Dunsmuir Syndicate received 2,100,000 acres of land and a \$750,000 grant from the Federal Government. Construction of the E-N proceeded relatively smoothly and was completed over a three year period. The last spike was driven by the Prime Minister at Cliffside near Shawnigan Lake on August 13, 1886. At 7:25 that morning with engineer Poole at the controls with Conductor Weldon, the first E-N train steamed towards Nanaimo, the northern terminus. The site of the last spike was reached shortly before 9:00 o'clock and here the party disembarked and "Sir John Macdonald, having been provided with a golden spike and silver sledge by Chief Engineer Hunter, drove the spike home with a few well delivered blows." Many dignitaries and well known political figures of the day were on hand for this auspicious occasion. Judge (now Sir M.B.) Begbie, Premier Smithe, Mr. F. White, Comptroller of the Mounted Police, and Mr. Johnson, Correspondent of the Toronto Globe and The Mail were prominent in attendance, astute politician that he was. Sir John proposed three cheers for Mr. Dunsmuir and the Island Railway. Triumphantly the journey progressed up-Island and at Quamichan the local natives presented Lady Macdonald with a bouquet of flowers to signify their loyalty and appreciation.

Their arrival in Nanaimo at 12:30 was marked by crowds headed by Mayor Bate who enthusiastically welcomed the Prime Minister and his party. Sir John replied in kind and gently reminded those in the audience of other than conservative

Esquimalt & Nanaimo Railway.

R. DUNSMUIR,
President.

JOSEPH HUNTER,
Superintendent.

GOING NORTH READ DOWN.		STATIONS.	GOING SOUTH READ UP.		
No. 2 PASSENGER.			No. 1 PASSENGER.		
De.	8.20	A. M.	Russell's, Victoria West	Ar.	4.40
"	8.30	"	Esquimalt	"	4.30
"	8.55	"	Goldstream	"	4.05
"	9.50	"	Shawnigan Lake	"	3.10
"	10.00	"	Cobble Hill	"	3.00
"	10.15	"	McPherson's	"	2.45
"	10.25	"	Kokailah	"	2.35
"	10.30	"	Duncan's	"	2.30
"	10.40	"	Someno's	"	2.20
"	11.02	"	Chemainus	"	1.58
Ar.	12.00	"	Nanaimo	De.	1.00

Shortest, Best and Quickest Route to Nanaimo!

Passing through the Finest and Richest Portion of Vancouver Island.

Magnificent Scenery, Rich Agricultural Valleys and finest Mineral Lands in British Columbia.

THE SPORTSMAN & TOURIST'S PARADISE.

New and Elegant Coaches are run on all Passenger Trains. Time to Nanaimo, 3 hours and 40 minutes.

persuasion that it was the conservative party who "had to fight for the construction of that line, inch by inch, and mile by mile, in the face of the most persistent and determined opposition." After this stirring address the future of the Conservative party seemed secure in Nanaimo!

Up until now Mrs. Dunsmuir and Lady Macdonald had managed to keep their respected husbands from imbibing, a pleasure both men savoured. By now the throats of the two gentlemen were somewhat parched for which condition Robert Dunsmuir had concocted a remedy. He suggested to Sir John that he might care to see the famous mine shaft in Nanaimo and after much display of the overalls that they would have to wear to avoid the grime, invited the wives to accompany them. Foreseeing they would decline, the coal baron had cached a case of Scotch whiskey at the bottom of the mine shaft in order for the Prime Minister and himself to have a proper "christening ceremony." Their reception by the wives, when they emerged some time later, was not recorded!

Somewhat regretfully, as Sir John and Robert Dunsmuir were close friends, the Prime Minister's party left Nanaimo by

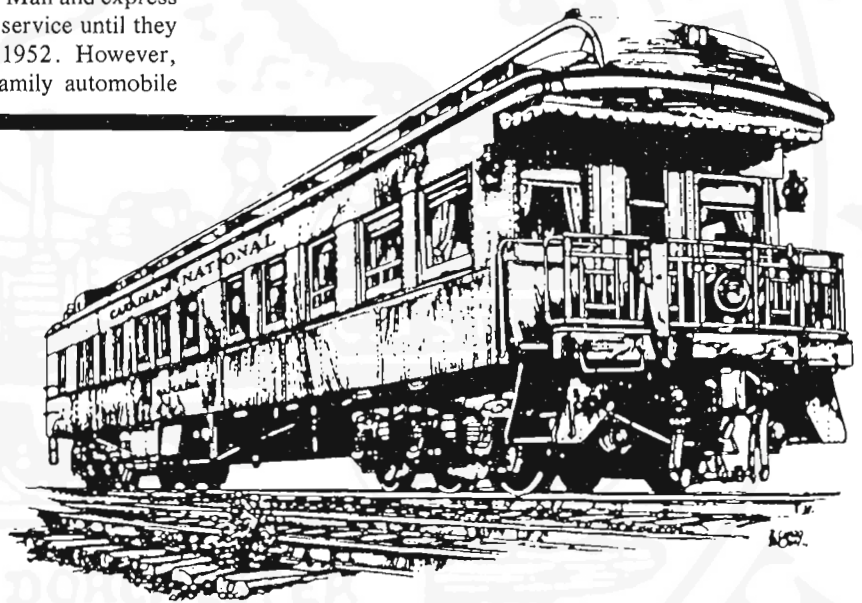
steamer for New Westminster and thence by train to the east. From now onwards, Robert Dunsmuir keenly took an interest in the railway and increasingly left the management of the coal mines in the hands of his son James.

This stalwart Scot passed away in 1889 and the funeral took place from St. Andrew's Presbyterian Church in Victoria. In the left windows of the nave, there is a set of memorial windows dedicated to the memory of this early pioneer whose vision contributed so much to the prosperity of Vancouver Island.

The citizens of Vancouver Island responded well to the new railway and Dunsmuir in turn increased service. On March 29, 1888 the first passenger train crossed the Inner Harbour to the newly constructed station at Victoria. Summer commuter service commenced between Victoria and the resort centre of Shawnigan Lake on June 1, 1903. In 1905 the E-N was sold to the C.P.R. Branch lines were extended to Port Alberni and Cowichan Lake in 1910 and 1913 respectively. By 1914 the E-N had reached Courtenay which still remains the northern terminus. In 1925 a spur was extended to serve Great Centre Sawmills Limited at the lake of the same name. This was the last major extension of the railway.

Until the 1950's, the railway was a vital social and economic link for the communities of Vancouver Island. Mail and express were carried from the commencement of the service until they were finally withdrawn on September 30, 1952. However, improved highways and the advent of the family automobile

resulted in a decrease in passenger service. Although, in 1949, the venerable steam engines were replaced by diesels, which afforded a better economy of operation, passenger service still declined. The C.P.R. sought to reverse this trend by the introduction of the "Budd Car," a self-propelled unit which had a passenger capacity of about eighty persons. As this service did not produce the expected results, the C.P.R. filed an application for abandonment in 1969. The Port Alberni passenger service had been terminated in 1957. In 1978 the Province of British Columbia entered the struggle to save the E-N. Prominent locally elected officials, notably former mayor Peter Pollen and former alderman John Cooper of Victoria led the fight. The interest thus stimulated by their efforts resulted in a surge of patronage. The Canadian Transport Commission ruled that the service must continue and the E-N is enjoying increasing support. A third Budd car is now available for the Island run thus the seating problem occasioned by overflow crowds is now by and large avoided. A ride on the E-N provides a beautiful trip through some of Vancouver Island's finest scenery and in this centennial year of service, is a fitting memorial to the dogged determination of our early settlers who spearheaded the E-N.



The business car

FORMER VIA RAIL CANADA INC. PRESIDENT Pierre Franche wants the federal Government to look again at construction of a \$2-billion high-speed electric rail system to move passengers between Montreal, Ottawa and Toronto.

Calling for Ottawa to adopt a "chunnel mentality" — a reference to the proposed Anglo-French tunnel under the English Channel — Mr. Franche noted that a feasibility study by Canadian and international experts concluded that electric

trains, moving at 300 kilometres an hour on dedicated tracks, could repay the capital investment and be profitable.

"Further investigation is necessary, for, if the project were really to prove profitable, it could begin to offset Via's losses on other routes, such as the transcontinental trains, the regions and the remotes. It could also provide 14 trains a day each way at remarkably improved transit times and so win passengers."

Speaking at a meeting of the Chartered



July 1986 marked the celebration of the sesquicentennial of Canada's railways. On July 19 the Governor General inaugurated a replica of the first station at Laprairie. Here we see Mme. Sauve, the Governor General, just after the ceremony. The station appears in the back ground.

Photo by Fred Angus.

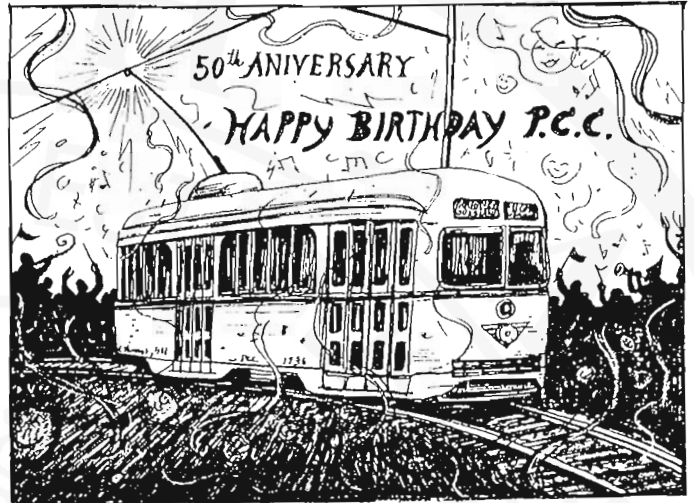


On the actual 150th anniversary day, July 21 1986, Amtrak train 68, the "Adirondack" heads south through Castle Gardens. Soon it will run over the original Champlain and St. Lawrence roadbed so using it as a link in the Montreal-New York service which it was intended to be exactly 150 years before.

Photo by Fred Angus.

APOLOGY

The article "Railway School Cars and Education in Northern Ontario" which appeared in the September-October issue was written by Mr. Glenn T. Wright, Archivist in the Federal Archives Division of the Public Archives of Canada. The article appeared in "The Archivist", Vol. 12, No. 3, May-June 1985, published by the Public Archives of Canada. Inadvertantly this information was omitted when the article was reproduced. The editor apologizes to the author, to the Public Archives of Canada, and to the copyright holder (The Minister of Supply and Services, Canada) for any offense caused by this omission.



50TH ANNIVERSARY OF THE P.C.C. CAR

Fifty years ago, October 1 1936, the world's first P.C.C. street car went into service in Brooklyn N.Y. That first car, No. 1001, has been preserved and is now at the Shore Line Trolley Museum in East Haven Connecticut. The P.C.C., sometimes called "the car that fought back", revolutionized the street car industry and undoubtedly prolonged the life of many lines, some up to the present time. Most of Canada's P.C.C.'s ran in Toronto, although there were a few in Montreal and Vancouver. It is fitting that this year Toronto is rebuilding at least two of its P.C.C.'s for use on the proposed Harbourfront street car line. Cars 4505 and 4512 will be renumbered 4600 and 4601. The above Fiftieth Birthday Greeting to the P.C.C. was drawn by Charles Ramsey and is reprinted from the Shore Line Tripper, the publication of the museum that owns the first P.C.C.

WHAT'S IN A NAME?

It has been many years since North American locomotives have had names, although in Britain the practice continued throughout the steam era and is still used with some diesels. Our own museum has a famous example of a named locomotive, British Railways No. 60010 "DOMINION OF CANADA". The locomotive with the next lowest number, No. 60009, has also been preserved, in England, and thereby comes the story of one of the more interesting reasons for cancelling a steam trip. It seems that a trip was scheduled for July 30 1986, using 60009, in connection with the Commonwealth games. These games suffered from a boycott by many nations over the issue of sanctions on South Africa. What did this have to do with the steam trip? Well the name of 60009, prominently displayed on brass nameplates, is "UNION OF SOUTH AFRICA"! The authorities realized the inappropriateness of using a locomotive with this name on such an occasion, so the trip was quickly cancelled for "political reasons".

FROM BRITISH COLUMBIA THE NEW COQUIHALLA

Highway opened officially on May 16. The highway follows much of the route of CP's Coquihalla Sub, except where it diverges and follows Boston Bar Creek rather than the Coquihalla River. This section is extremely prone to snowslides, and a large snowshed covers a portion of the highway. The railway route is again picked up at the summit of the pass, where the toll plaza is located. Most motorists will zip through the valley without ever knowing that a railway was here first; there are no physical reminders visible from the highway. The Ladner Creek trestle can just be seen north of the highway bridge, but only if one slows down and knows where to look. There is an exit at Portia, where the old roadbed can be followed again between Iago, Romeo and the summit. As of June 18 there were no highway signs marking this or any other exit on the new highway. The Coquihalla is a beautiful valley, and the highway is a marvel of engineering, but there is no question that snow and rain will cause headaches for Highways Department just as they did for the CPR. Ironically, abandonment hearings were held 25 years ago, on June 19 and 20, in Penticton concerning the Coquihalla Sub. The abandonment order was okayed on July 18, 1961. (SA) The Grand Forks to Midway section of what remains of CP's "Second Mainline" is undergoing a tie renewal program. (FS) CP Rail would like to see the abandonment process sped up at the regulatory level. According to CP Rail president R. S. Allison there is a need to abandon 3200 to 4800 km of track immediately and a long term need to pare over 11,000 km from its 24,139 km system. Get your pictures soon! (TP) The east end of the Mount Macdonald tunnel has been completed in the Selkirks. It took nearly 18 months for the tunnel-boring machine to work through 8,353 metres of rock. (TS) British Columbia's coal industry is having a hard time finding new markets and retaining old ones. However, long-term contracts have meant that coal traffic over CP Rail to Roberts Bank has been running at 6-8 trains daily, with five SD40-2's per train, including the very latest in the 6060-69 series. Many of the mid-train robot cars have been withdrawn and are now rarely seen. Most trains have three units on the head end, then 40-48 coal cars, then two units (with locotrol in the nose compartment of one), then another 60-66 cars, followed by a caboose (so far). (MG) Ex-CPR Pacific #1201 came out of storage at Woodward's New Westminster Braid St. warehouse in mid-May for SteamExpo. After that event she remained here to handle Port Moody-Mission excursions over the long July weekend. She has been in storage since arriving here last November from participation in the Last Spike ceremonies at Craigellachie. #1201 will return to the National Museum of Science and Technology in Ottawa.

S. THE SANDHOUSE, PACIFIC COAST DIVISION.

SOME SPECTACULAR NEWS COMES FROM THE

Valley RR in Essex, CT. Two officials, plus master steam mechanic, David Conrad, travelled to China (at the expense of the Chinese Government) to inspect steam locomotive factories for the purpose of purchasing a brand new steam locomotive. After visiting several facilities, it was decided that

the Class SY 2-8-2 Mikado, was the most suitable. If approved, this locomotive can be obtained and brought over to run at the Valley RR. This means some time in the future we here in the US will have a brand new 1986 steam locomotive running. Can it be possible? The Essex Valley RR says it can.
S. THE 470.



IT WAS AN EXPERIENCE THAT LEFT LOCOMOTIVE

engineer Walter Kot, a 42-year veteran with CP Rail, "tingling" with excitement.

Mr. Kot and Norm Tedesco of the Calgary Division were selected to get behind the controls of steam locomotive 1201 as it chugged under its own power between Field and Calgary in early July.

The well-travelled unit, returning from its most recent appearances in Port Moody and Vancouver, provided memories and excitement for the scores of tourists and rail buffs who scrambled for vantage points along the scenic route.

"It's like I've never been away from these controls," said Mr. Kot, prior to departure. "Memories, I could give you memories.

"I have that same tingling feeling, just like I was going on my first trip."

The interest shown in No. 1201 was nothing new to John Corby, curator of industrial technology for the National Museums of Canada in Ottawa.

He was with the train during its appearances in British Columbia, and certainly did not suffer from loneliness while on board.

"The reaction has been slightly less than fantastic," said Mr. Corby. "We had 150 people each hour pass through during SteamExpo in Vancouver earlier this summer."

Ironically, No. 1201 never worked west of Sault Ste. Marie in more than 20 years of service with Canadian Pacific. It was the last steam locomotive constructed at Angus Shops, and is now back in Ottawa.

S. CP RAIL NEWS



VERSIDE PARK WAS THE SCENE OF AN HISTORICAL event, when two diesel electric locomotives were presented to the city by C.P. Rail.

Lyle Flynn was master of ceremonies with Karen Green assisting. There were performances by square dancers and a Scottish pipe band, plus refreshments.

Art Congdon, native of Medicine Hat and C.P. Rail mechanical department representative, came from Vancouver for the occasion.

Originally numbered 4060 and 4068, refurbished for passenger service which involved gearing to 89 mph speeds, and re-numbered 1424 and 1418, each engine travelled seven million miles in services across our majestic land.

Bob Porter, MP, mentioned the paramount importance of the railway to his pioneering grandparents and other settlers. Mayor Ted Grimm Lauded C.P. Rail for its fine corporate citizenship, its absolutely essential service to our communities, industries and surrounding areas. Mention was also made that rather fortuitously C.P. Rail first discovered natural gas when drilling for water in 1883 and how this presaged the development and well-being of our community.

Rather interestingly one long freight train from the West and two big freights going West, passed sonorously during the ceremonies; attesting to the continued importance and vitality of railway service to our area and our country.

Jess Nowicki, who is an ardent railway buff, mentioned the 1424 Club and how the present day brought to reality a personal dream. As Len Clark, superintendent, mentioned, the two retired engines will be in a beautiful little park with its war memorial and reminiscences; and adjacent to the trackage on

which they performed much public service.

I was probably the oldest retired railroader present; I saw more than the war monuments, the little children at play, the new city hall standing proudly across the avenue, the walkway from the library to Strathcona Park, the murmuring river along which there is an impressive parkland reserve. Standing in my memory as the official plaque was unveiled were hundreds of friends and acquaintances who had been co-workers within a block of the presentation site. Maintenance men who kept the yard trackage in repair, crossing watchmen in their small tower at the Second Street level crossing, train and engine crews by the hundreds highballing out of town with hissing steam power. Then there were the individuals in the yard office, in the dispatcher's office recording names, engine numbers, consist and tonnage on train sheets and registers. Even the first surge of memory brought dozens of their faces to mind. We should occasionally arrest time and wander back along the memory trail to explore the realities of the past. Standing in an ultra-modern kitchen bring to mind the coal stove, ashes, the hot water reservoir at the end of the stove, a pail of water from the outside well on the sink and perhaps an icebox which provided refrigeration.

Remembering the grim reality of the past usually increases appreciation of present living circumstances.

We have come a long way since those diesel engines went into service in the 1950 s; the great co-operation it required to get them to that site also deserves appreciation.

S. MEDICINE HAT
NEWS VIA LON MARSH.
PHOTO BY LON MARSH.

CN COULD FACE A DEFICIT OF \$30 MILLION dollars in 1986. "We don't have the option of doing nothing," LeClair, the railway's chief executive officer as well as its chairman, said in an interview. "If we didn't make the changes, we would be facing a serious crisis."

With revenues last year of about \$5 billion, CN's transportation arm includes: CN Rail; Terra Transport, its Newfoundland rail subsidiary; and Grand Trunk Corp., a U.S. rail subsidiary.

CN Route, a money-losing trucking subsidiary, was sold to Route Canada Holding Inc. of Toronto last spring. Employees of CN's Newfoundland dockyard are being transferred to Marine Atlantic, a Crown corporation formed from CN Marine, which used to be a CN subsidiary.

LeClair would not pinpoint CN's anticipated loss for this year, except to say the red ink could climb as high as \$30 million, compared with a \$70-million *profit* originally forecast for 1986.

CN's balance sheet also has been hit by a loss of \$14 million to \$16 million in revenue as a result of the month-long grain handlers' dispute at Thunder Bay, Ont.

But CN's overall financial woes come as the result of a combination of factors related to a changing marketplace — factors that also affect its major competitor, CP Rail, a unit of Canadian Pacific Ltd. of Montreal.

"It's been a shock for all of us," said LeClair. "The shock is not that it is happening — but that it is all happening together."

The railways have seen a shift in freight-traffic volumes from east to west, requiring more capital expansion, such as double tracking, in western Canada. Sixty-five per cent of CN's traffic now is generated west of Thunder Bay.

They also face a decline in revenues because of increased foreign competition in such traditional Canadian export commodities as grain. And there is stiffer competition from U.S. railroads since the passage of the Staggers Rail Act in 1980, which freed the U.S. roads of heavy regulation.

On top of this, Ottawa is expected to reintroduce its new national transportation bill in Parliament this fall, a move to greater deregulation in the Canadian transportation industry.

For railways, the move would be somewhat similar to the Staggers Act. It would give them freedom to enter into confidential contracts with shippers and pit them against the trucking industry.

"But costs will not be deregulated (in Canada's bill) to the extent that revenues are going to be deregulated," LeClair said, referring to the fact that railways still will be hamstrung by regulatory procedures such as those governing the proposed abandonment of branch lines and will face obstacles to operating cabooseless trains.

"Americans beat the hell out of us because their railway system is much cheaper, much more efficient — because they have been allowed the freedom to compete and rationalize," LeClair said.

Unlike CP Rail, which faces many of the same problems, CN is saddled with "imposed public duties" that LeClair said are responsible for nearly \$2 billion of its \$3.5-billion debt.

Those duties are what CN calls uneconomic services, run in the public interest in return for little or no compensation from the federal government.

For example, LeClair said, CN must continue to operate TerraTransport despite a \$45-million yearly loss and must maintain tracks for Via Rail passenger service without being adequately compensated.

"The interest rates on this (debt load) is close to \$400 million a year," LeClair said. "That is what is crippling us now."

But CN, which has been forced to borrow in the commercial markets since it was recapitalized by Ottawa in 1978, recently began receiving signals that it must start putting its financial house in order.

In July, Standard & Poor's Corp., the New York-based credit-rating agency, lowered CN's rating to AA from the AAA it had held since 1980.

CN has "reached a limit to our debt where it is not prudent to go above," LeClair said. "We have decided that we will not borrow just to keep jobs open if there is no work."

But "the options are still open. There is no definitive, official decision as to how we are going to cope with the perceived future problem of Point St. Charles."

CANAC, CN's international marketing arm, is scouting for subcontract work in Canada and also in the U.S., where the discount on the Canadian dollar can help.

But the unions at Point St. Charles are pessimistic about getting American contracts, calling the plan a "pipe dream" because of the growing protectionist sentiment south of the border.

LeClair conceded he is unsure whether Point St. Charles can indeed land enough contract work. But he said: "It would be extremely imprudent to say that we can't do that just because of what happened five years ago. The dollar is not the same as it was five years ago."

Some jobs probably will be maintained through transfers to Via Rail, which is building a maintenance centre near the Point St. Charles shops, LeClair noted. The first phase of the centre is slated to open in 1987, but Via may lease CN's facilities until a planned second phase is completed.

5-year plan

A clearer image of the new CN will emerge in a new five-year plan that LeClair said will be discussed at a board meeting this month before being passed along to Ottawa. But the road the transportation giant ultimately will take remains unclear.

Federal Transport Minister John Crosbie said last month CN could be a candidate for privatization. He said the railway no longer serves a social function and noted it wasn't created to overcome the problems of regional disparity. (In fact, CN was created in 1923 to rescue some 200 bankrupt Canadian railways.)

LeClair said: "Privatization of CN is strictly a political decision." But privatization would "give us access to equity and would make it mandatory for us to be compensated for imposed public duty."

The alternative for alleviating CN's financial problems is more federal government funding — an approach Ottawa appears to want to avoid.

Meanwhile, he said, CN has marching orders from Ottawa "to do nothing that would impede the path of privatization."

S. THE MONTREAL GAZETTE.

CONTAINERS TO KILL BOXCARS/PRIVATE SIDINGS:

“ Instead of putting in sidings we now send over a box. A container can be designed to handle virtually anything although the preponderance of traffic we are handling is merchandise goods”, commented Ralph Teoli, Assistant Vice-President, Intermodal Services, CP Rail. “ There is nothing really you can't handle in a highway system container. ”

Telling words, yet an accurate statement of things to come as Canada's railways examine new and more efficient ways and means of staying in business and capturing a greater share of the transportation market.

Indeed, containerization has become the fastest growing segment of the railway industry. Its success, moreover, will mean an end to the status long enjoyed by the box car, the traditional yeoman in the railways' freight car fleet.

Using containers, the railways can provide a one stop transportation service with an intermodal system that sees a box trucked from a customer to a container facility, loaded onto a flat car and handled in a special train to its destination, where it is off-loaded onto another truck for final delivery.

The impact on savings is monumental. No longer is it necessary to be bothered with a spate of private sidings and the maintenance they entail. Rail yard switching is confined to the terminal, thereby dispensing with the peddler or way freight which is a slow, costly, and delay prone means of servicing customers. The removal of on-line switching moreover will enhance both speed and safety as through trains will no longer be stabbed by the lowly local and the elimination of unnecessary turnouts will reduce the potential for incidents of accidentally or deliberately mis-aligned points.

By 1990, containers will account for about 20% of rail freight volume in Canada. And, indeed, the industry is gearing for this challenge by developing new types of container involving double stack design and articulated flatcars. New terminals are also being built to respond to the demand and both national railways now have dedicated high speed container trains.

An evolution in the length of container is also on the horizon. The railways' domestic operations have been designed for the 44-foot, 3-inch container but the “ trend in the North American trucking industry is to the 48-foot trailer, which, with two, would be too long for the standard flatcar ”.

According to Ralph Teoli, this problem will be met head on by designing a flat car that can handle “ two-foot trailers or longer. ”

At the opposite end of the spectrum, moreover, is the 29-foot container, the favourite of the Canadian Retail Shippers Association which uses more than 30,000 containers and boxcars a year for shipping. According to David McCalden, association spokesman and national manager of merchandise distribution for Sears Canada, “ We use the smaller size, we can more fully utilize its cubic capacity to ship goods to our stores in the west and then load them on the coast with goods we have imported from the Far East for shipment to Central Canada. It gives us a balanced movement. ”

Balanced movement or not, it's time to record those boxcars before they go the way of the steam locomotive, telegraph, train

order semaphore, railway mail service, caboose.

S. BRANCHLINE.

RAILWAYMAN TOM PAYNE IS COUNTING DOWN the days until his big blue locomotive, No. 7438, unhitches from a CN Rail train in central Alberta and begins to move under its own power.

When it does, he will be at the controls, celebrating the birth of Canada's newest, and smallest, railway.

It will also be the celebration of the end of a long fight to bring the Central Western Railway into being.

The company will start with three locomotives, a handful of employees and about 175 kilometres of track, bridges and land in central Alberta.

Payne and his partners want to prove the CWR can do what Canadian National claims is uneconomical — run what is known as the Stettler branch line at a profit, carrying grain from small prairie elevators to the large CN and CP lines.

Fought for three years

Not everyone thinks they can do it. They fought for three years to win approval for their experiment.

The CWR grew out of the heated debate over the abandonment of railway branch lines — the short stretches of track that connect Western grain farmers to the main rail lines and provide them with the cheapest means of getting their crops to markets.

CN and CP said some of the lines would have to go, leaving farmers to contemplate the higher costs of trucking their grain to elevators on the main lines.

While farmers lobbied the government to force the railways to keep the branch lines open, Payne and his partners were sitting back, waiting for their chance to move.

The former CP locomotive engineer had watched similar fights in the United States. He knew that when lines were abandoned, it didn't work for farmers to truck their grain. So independent railways were created to run only small branch lines.

He studied the Stettler line — which runs between Camrose and Drumheller — and decided it was his chance to start a railway.

But there things had to happen. “ Grain (transportation) rates had to be revised upwards, the line had to become available, and the government had to give the right to own and operate a railway. ”

CN approved the sale of the line this summer. When the sale gets the approval of the federal cabinet — expected this month — the CWR can begin operation.

Payne and partner Ralph Garrett — there are two other silent partners in the venture — say they can make a go of a private railway because they have experience, modest costs, and guaranteed revenue.

When CN was arguing the line was too costly, it said it would cost \$32 million to improve the track.

Garrett, a construction engineer with the city of Calgary's light-rail transit system, says the CWR will restrict its loads so

it doesn't have to upgrade the existing track.

And he says the new railway's costs will be less than CN's because its employees won't be unionized and will do a variety of jobs.

But Garrett says the real reason for optimism is that the revenue is guaranteed. Because grain is hauled in government-owned rail cars, and because the cost of grain transportation is fixed by Ottawa, they know what their revenue will be.

"The bank said we're a better risk than the oil business," Garrett says.

In a normal year, the 600 farmers who use the line ship about 150,000 tonnes of grain. The CWR's break-even point is 120,000.

Still, farmers and grain companies in the area wonder whether the CWR will succeed, and if it does, whether it will make enough money for necessary upgrading.

The CWR will be monitored for three years. Then, if it is not operating satisfactorily, the assets will revert to CN and the purchase price will be refunded.

CWR has spent about \$3.5 million for its three locomotives and the CN assets and almost \$1 million on other costs. It expects to run on a budget of about \$2 million a year.

Not since the 1930s have there been small railways hauling grain in Western Canada.

'Out-and-out loony'

Payne, who quit his CP Rail job last year to work on CWR, says: "The rest of the world has considered me to be an absolute out-and-out loony."

He and Garrett say that if the CWR succeeds on the Stettler, they will expand on other small lines.

Payne says he's learning all the time about problems involved in going where only giants like CN and CP have gone before, but expects the real lesson to start the day his locomotive moves under its own power.

"You find out in a hurry if you're dumb; you find out in about six months if you're smart. But what we know already is this provides an alternative to (branch line) abandonment, and that's the point of the exercise."

S. MONTREAL GAZETTE.

THE FEDERAL GOVERNMENT WON'T BE RAIL-
roaded into allowing a wholesale abandonment of rail lines across the country, Transport Minister John Crosbie said recently.

Crosbie said in the House of Commons that Canadian National Railways and CP Rail will have to apply to the Canadian Transport Commission (CTC) for permission to abandon lines.

"Neither CN nor CP will receive any assistance from me or the government in abandoning any lines without passing the strictest surveillance of the CTC — of that you can be assured.

"They can scheme and plot and have a wish list in their head office or any office but we will see that they pay the strictest attention to the convenience and necessity of the Canadian public."

Lots of line

Crosbie told Ottawa Centre New Democrat MP Mike Cassidy that there was nothing new in a report in *La Presse* that the two railways want to abandon up to half their lines during the next 10 years.

Press reports last April said the two railways hope federal plans to deregulate the transportation industry will enable them to dispose of 20,000 kilometres of little-used rail lines.

CN wants to scrap 40 per cent of its 36,370 km of main and branch lines, at a rate of about 1,600 km a year.

Pledges "strictest surveillance"

CN officials said one-third of its lines carry 90 per cent of its business, the next third carries 9 per cent and the final third the remaining one per cent. CP Rail would like to shed one-third of its 24,000 km of track.

An internal memo leaked to *La Presse* indicated CN is considering abandoning more than 1,650 km of track in Quebec and eastern Ontario over the next 10 years.

But CN official Jean-Guy Brodeur said yesterday no final decision has been taken and the number comes from a working document.

The document lists areas where CN might want to abandon lines, including tracks used by the Montreal-Deux Montagnes commuter train, the Montreal-Ottawa Via Rail train and the Montreal-New York Amtrak train.

It also includes lines linking communities such as St. Jean to Rouses Point; Richmond-Victoriaville-Charny and Waterloo-Granby and Richelieu.

Debate requested

Guy Chartrand, president of Transport 2000 in Quebec, said his public-transport lobby group opposes CN's moves and wants a national debate on the future of railways in Canada.

Chartrand noted the lines being considered for abandonment are not small lines and that many industries were attracted to industrial parks in Quebec communities because of the railway access.

He said abandonment of certain lines will mean more business for the trucking industry and it is not clear how the province, which is responsible for highways, can cope with the new demands for improved roads.

Paul Raynor, an official of Via Rail, said the rail-passenger agency would be interested in buying lines currently used by Via that might be abandoned by CN. At present, Via has contracts with CN for the use of the rail lines.

S. MONTREAL GAZETTE.

IT'S NOT MUCH MORE THAN A SHELL OF ITS former self.

But the CP Rail Strathcona Station, just south of the side of the original — albeit more humble — station, stands as a reminder of the historic importance of the railway to the south side of Edmonton.

The station at 8103 103 rd St. is also a tombstone marking the demise of rail passenger service betwixt here and Calgary. The last VIA Rail Dayliner made its run last fall.

The 79-year-old two-storey station sports a traditional brick and tyndalstone facade, including tyndalstone quoins and sills. It has a bellcast hip roof, irregular roof lines, stone roof brackets, and an octagonal tower with a pyramidal roof, pilasters, and decorative stone trim.

Inside, the station has been remodelled and now serves as CP Rail's city freighting centre, with administration and yard offices gracing the once classic interior.

There are 45 employees, many laboring over telephones and computers, working in recently renovated offices on two floors. A former freight room at the south end of the station is now a modern lunch room and locker room for yard crews.

The waiting room is being converted into a storage area for

Once again the station is as busy as a beehive, but its incoming traffic is more likely manufactured parts and machinery, and the outgoing traffic is largely comprised of petro-chemicals. Last year, CP Rail shipped 18,000 carloads from the station, while 5,000 carloads came in, says station supervisor Ed Carpenter.

Will it ever again see passenger traffic?

Not likely, says Stokowski, pointing to the cars outside on 103 rd Street: "People love those things too much."

In an evaluation of the building, Alberta Culture describes it as representative of the vital role of the railway in the development of northern Alberta. It is architecturally unique and one of four remaining urban stations in the province — the others being in Lethbridge, Medicine Hat and Red Deer.

Despite a 1978 request from the Old Strathcona Foundation that the building be declared a provincial historic resource, the



files and stationery. New wood panelling, drywalling, linoleum flooring and carpeting are found everywhere save for the basement. Only transoms over outside doors remind one that this is not a modern building.

While no one knows for sure now, it is likely that hardwood flooring once graced the original waiting room, station agent's office, and living quarters, says office manager Ted Stokowski, himself a passenger and freight agent in the 1950s.

The second floor offices were built in the 1950s, usurping space that formerly served as a dance hall and bunkhouse. CP Rail's investigation department, yardmaster's offices, and a board room are found here.

The heating system was upgraded two years ago, and Stokowski says no further work is contemplated at the moment.

station remains undesignated. However, Alberta Culture spokesman Art Looye says there are ongoing negotiations with CP Rail to have it designated.

"There is no eminent threat to the station," Looye says. "If there was, we would be taking faster action. It's an important resource, and we would like to see it designated."

Built in 1907 at a cost of \$30,000, the station measures 134 by 38 feet, and was originally steam heated.

The main floor originally contained an express office, women's waiting room, general waiting room, agent's office with wickets, and ticket and telegraph offices opening to the east side platform. Other facilities included a conductor's room, gentlemen's smoking room, and lavatories on the main floor.

The second floor remained undeveloped until 1914 when the north half was made into yard offices, and the south half

allocated into bunks and supplies for dining cars. The latter area was later converted into living quarters for train crews.

CP Rail, then known as the Canadian Pacific Railway, moved into the building in 1908. At the time, the Edmonton Bulletin commented: "The artistic new building which has been erected is an attractive feature which cannot fail to impress newcomers."

The Calgary and Edmonton Railway had reached the site in 1891, but it wasn't until completion of the High Level Bridge in 1913 that CP Rail, which had taken over the CER, reached the north bank of the North Saskatchewan River. It proceeded to what today remains the railway's northern-most point in Alberta — 109th Street and 104th Avenue. A station was built near Jasper Avenue, but torn down in 1978, long after passenger trains had quit running to the downtown area.

S. EDMONTON JOURNAL
VIA LON MARSH.

THE QUEBEC NORTH SHORE AND LABRADOR
Railway will be allowed to operate its iron-ore trains with

state-of-the-art sensing devices rather than cabooses, the Canadian Transport Commission has announced.

The railways was the first to seek exemption from regulations that require trains to have cabooses and rear-end crews. However, The commission's railway-transport committee said the decision doesn't set a precedent for other applications that are still pending.

The railway is a regional carrier serving a limited market and operating through virtual wilderness, the committee said. And the decision to operate without cabooses applies only to iron ore trains and not to freight or passenger trains.

CN Rail and CP Rail have similar applications to get rid of cabooses and rear-end crews. Public hearings on those applications are scheduled for this fall.

Trains without cabooses use what some call end-of-train units or black boxes in place of cabooses. The devices monitor functions such as air brake pressure and transmit that information to the front-end crew in the cab of the locomotive. They also allow the crew to apply the emergency brakes that are located at the rear of the train.

S. MONTREAL GAZETTE.



C.R.H.A. communications

RIDEAU VALLEY DIVISION:

THE YEAR 1985-86 HAS BEEN AS IMPORTANT ONE for our organization. Last September 1985, in addition to the annual election of officers, the then Kingston Railfan Society had an excellent presentation of videocassettes by members Jim and Richard Hopkins. Also, Mr. Walter Bedbrook made a presentation on the CRHA and on the advantages of being a Division. On the 14 Sept. 85, we had our Fall field trip, consisting of a visit to Taschereau Yard (CN) in Montréal, followed by a tour of the Canadian Railway Museum, at Delson/St-Constant, Qué. Mr. Ronald Visockis took care of the October meeting, with a fascinating study of past and present Canadian Pacific diesel locomotive rosters. Mr. Paul Hunter showed the slides he took on a recent trip to Western Canada and United States, at our November meeting. The December meeting was a members' slides/movies night, where everyone is asked to show a little something on a casual basis.

The January evening was the affair of our Vice-President, Mr. John Mulkerns, who presented a videocassette of the classic movie "The General". I had the honour of doing the February show, presenting a "clinic" on diesel locomotive models spotting and identification. Mr. Jim and Mr. Richard Hopkins showed some of their videocassettes at the March evening, notably Mr. Reisser's second commercial cassettes on steam in Ontario. We had the honour of welcoming Dr. R. V. V. Nicholls in April, who entertained the groups on the history of the Canadian Railway Museum.

The 26 April field trip to Montreal was quite memorable, with a brief tour of CP's St-Luc yard, and a tour of CN's

Taschereau yard. In May, the evening was very busy, with a VIA Rail color scheme contest for the new F40PH's, and a railroaders auction ("flea market"). There was an extra meeting in May, to view an excellent 16 mm film on the rebirth of the Orient Express, thanks to the efforts of Mr. Peter MacDonald. Mr. Gordon Smithson did an excellent conference at the June meeting, on railroad telegraphy. He had assembled a superb collection of hardware such as telegraph keys, sounders, insulators, etc. Finally, the July and August meetings were again informal nights where members present their slides and movies/videos.

On the projects side, there was a great flurry of activities. First, we became the Kingston Division of CRHA, officially on 31 March 1986. This immediately resulted in a membership increase, with now about 35 members having paid their \$12 annual dues. The first task asked to us by CRHA (Dr. Nicholls) turned out successful it was to obtain accurate information on the colors of Canadian National #9000 (1st), world's first successful mainline diesel locomotive which will be depicted on a Canadian Postage Stamp to be issued this November. I would like to express here my thanks to the several persons who took the time to answer my call for help so graciously.

Then the events succeeded at a frantic pace. We found ourselves with less than a month to prepare a proposal for the purchase or lease of the old Kingston Grand Trunk Station. Unfortunately for us, another proposal was preferred by CN, but the bright side is that this 1856 historic building is assured preservation. Our group is busy now on the acquisition of CP Rail's Kingston & Pembroke Railway line from Kingston to Harrowsmith, which could be eventually used as a tourist

railroad. Another project clear to us is the cosmetic restoration of CPR D10 #1095 displayed in Confederation Park. We hope that this will occur this Fall. There are several other projects to be launched, such as the acquisition and preservation of some diesel locos and some publications such as "Kingston Rail", our monthly bulletin.

The future is brisk, and there is place for more people in the groups. In September, in addition to the election of an increased slate of officers, Mr. J. McNeil will present slides on Mexican railroads. We look forward to our next field trip, this time, in the Toronto area. This is scheduled this 20 September 1986. We meet every second Wednesday of the month, in Room S243 at St. Lawrence College, corner King Street and Portsmouth Avenue, at 2000 hours. Everyone is welcome to attend our meetings and join our Division.

Collection Committee

THE CRHA COLLECTION COMMITTEE MET ON

October 30th, 1986 under the chairmanship of Peter Murphy, members of the committee are Fred Angus, Dr. David Johnson, David Monaghan, and Charles De Jean. The mandate of the committee was defined as follows: To counsel the Board of Directors of the CRHA regarding the merits of acquisition of representative examples of our railway heritage. To further counsel the Board regarding the merits of retention, leasing, lending, transferring (to, from, or between divisions) and otherwise de-accessioning rolling stock and other artifacts that are presently preserved by the CRHA. For the purpose of this statement 'railway' is defined as including street railway and interurban artifacts.

The following recommendations will be made to the Board of Directors for immediate consideration:

- 1) To take immediate action to protect TTC Car 2300 which is in a state of deterioration in Toronto. The car must be made weatherproof for winter and if necessary moved to an alternate site from Harbourfront to get it under cover before winter.
- 2) To clean out OTC (Ottawa) car 696 and protect it from the elements before winter.

The Committee will focus on the following objectives in the up-coming months:

- 1) To produce a proper document form for registration and documentation of each exhibit.
- 2) To proceed with registration of the collection.
- 3) To produce an up-to-date roster.
- 4) To review the physical condition of the collection and recommend emergency repairs where necessary.
- 5) To prepare a list of locomotives, cars, and other artifacts worthy of preservation so action can be taken by the Board to request such items be donated to the CRHA for preservation.

Any member who has knowledge of artifacts, cars, or locomotives he feels should be preserved is invited to write to the Collection Committee at the CRHA St. Constant address for consideration by the committee.

Communications

NEWS FROM THE DIVISIONS

CALGARY & SOUTH-WESTERN DIVISION - THE fifth annual "Cranbrook Caper" became the "Vancouver Caper" as a small group of C & SW members journeyed to see the Trans Canada Limited equipment temporarily located at Expo 86. Attendance was small, apparently due to the fact that many of the previous participants had blown their travel budgets going to Steam Expo. However notice has already been given that Caper #6 will be held on 1987 (back at Cranbrook).

For the first meeting of the fall C & SW members were asked to bring their slides and movies of Steam Expo.

WINDSOR & ESSEX DIVISION - The Division is waiting for CN Rail's decision on the disposition of the Essex Station which members have worked hard on having preserved. There is a proposal that ownership be transferred to the town of Essex after which the Division would be responsible to raise funds and to manage disbursements. W & E would also provide advice on restoration and would supply the artifacts to fill the station.

For any CRHA members visiting the Windsor area, W & E meetings are held on the second Thursday of each month, September to June from 7:00 pm to 9:00 pm at the Budmir Library on Grand Marais Blvd.

BYTOWN RAILWAY SOCIETY - The CRHA's ex-Central Vermont crane was steamed up during the Labour Day weekend to the delight of the many visitors at the National Museum of Science and Technology. With 1201 not operating to Wakefield in 1986, this was the only railway steam operation in Ottawa during the year (however, just after writing this 1201 journeyed to Montreal in late October for a special charter, doing so under its own power).

Work was not all fun on the auxiliary equipment. During two weekends a group of members replaced all of the siding on the boomcar storage shed. With the damp weather during this past fall, there wasn't much time to get it done.

The October meeting was unique for the Society. A panel discussed the future of railways in Ottawa with an audience question period following. Members of the panel consisted of Colen Chucker, BRS; Dennis Apedaile, Director General, Industry Affairs for Canadian Pacific and Greg Gormack, President of Transport 2000. The amount of business and truckage in the Ottawa area have been steadily declining. Some members have even expressed concern that Ottawa may some day not have any railways. Before the evening was finished discussions expanded to include concerns for the future of the whole railway system in Canada.

BACK COVER.

In this year of the centennial of practical electrification in Canada we depict a locomotive that has been in service for 70% of the entire century of the electric era. C. N. No. 6710 was originally No. 600 of the Canadian Northern Ry. and was built seventy years ago. It has been in continuous regular passenger service since Montreal's Mount Royal tunnel was opened on October 21 1918. Here we see it at Val Royal on August 27 1986 still going strong!

Photo by David Morris.

Canadian Rail

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