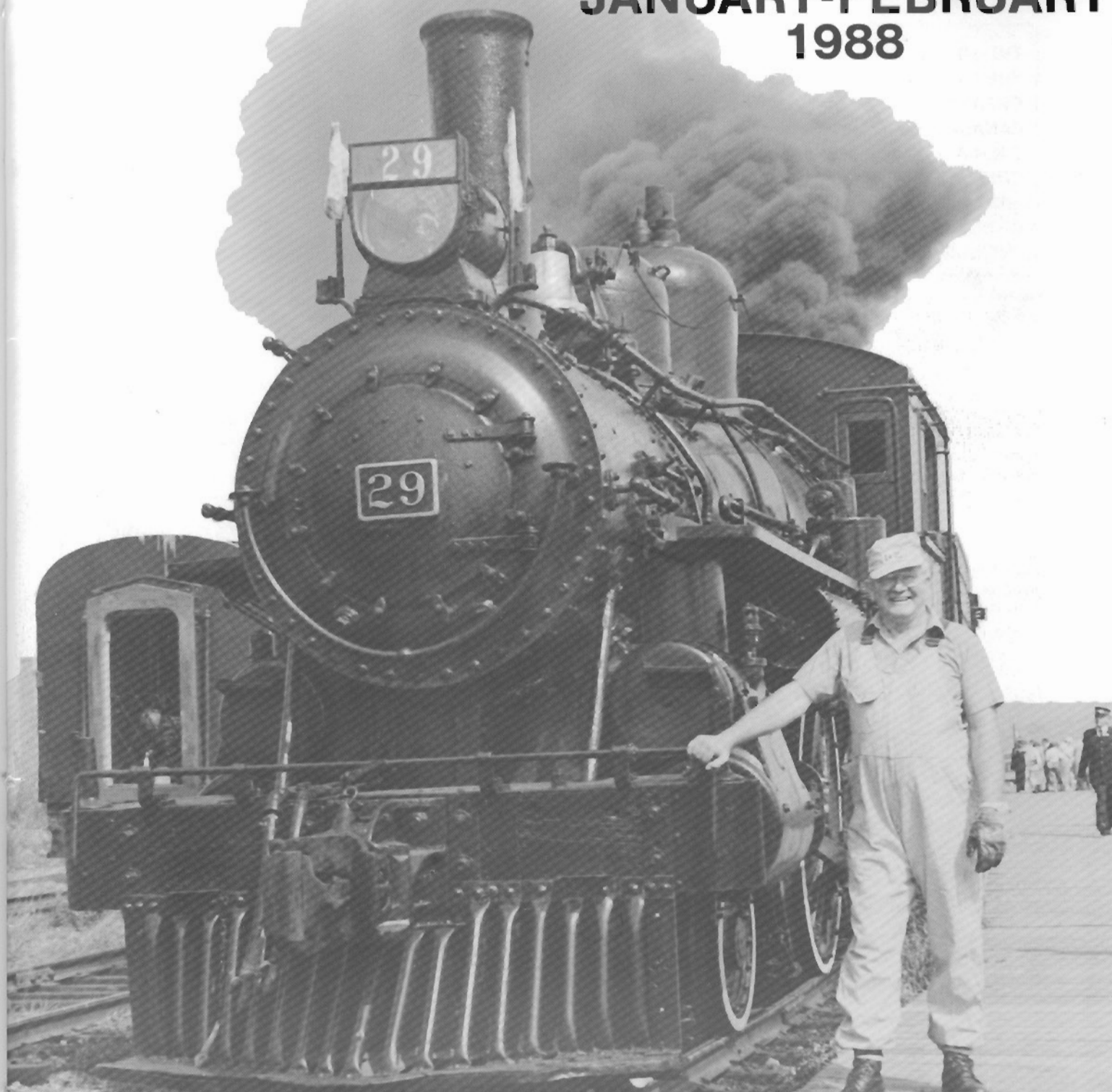


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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other reproducible material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember, "Knowledge is of little value unless it is shared with others".

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FRONT COVER:

On September 6 1987, former CPR locomotive 29 celebrated its 100th anniversary at the Salem & Hillsborough Railway operated by the New Brunswick Division of the CRHA. Here we see No. 29 in a classic pose on that eventful day.

Photo by James L. O'Donnell.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

The Edmonton Chamber of Commerce Friendship Train

by Lon Marsh

The week of September 26th, to October 3rd, 1948 would go down in history as the dawn of a new era of co-operation between Edmonton and the Peace River Country.

Lead by Mr. Don McKay, acting secretary of the Edmonton Chamber of Commerce, would be leaving a few days ahead of this special train to confer with the Boards of Trade and Chamber officials in other towns, on official tour plans.

The train was the idea of Edmonton Business Men to pay tribute to the builders of the great Peace River Country and also to those early development pioneers of the North.

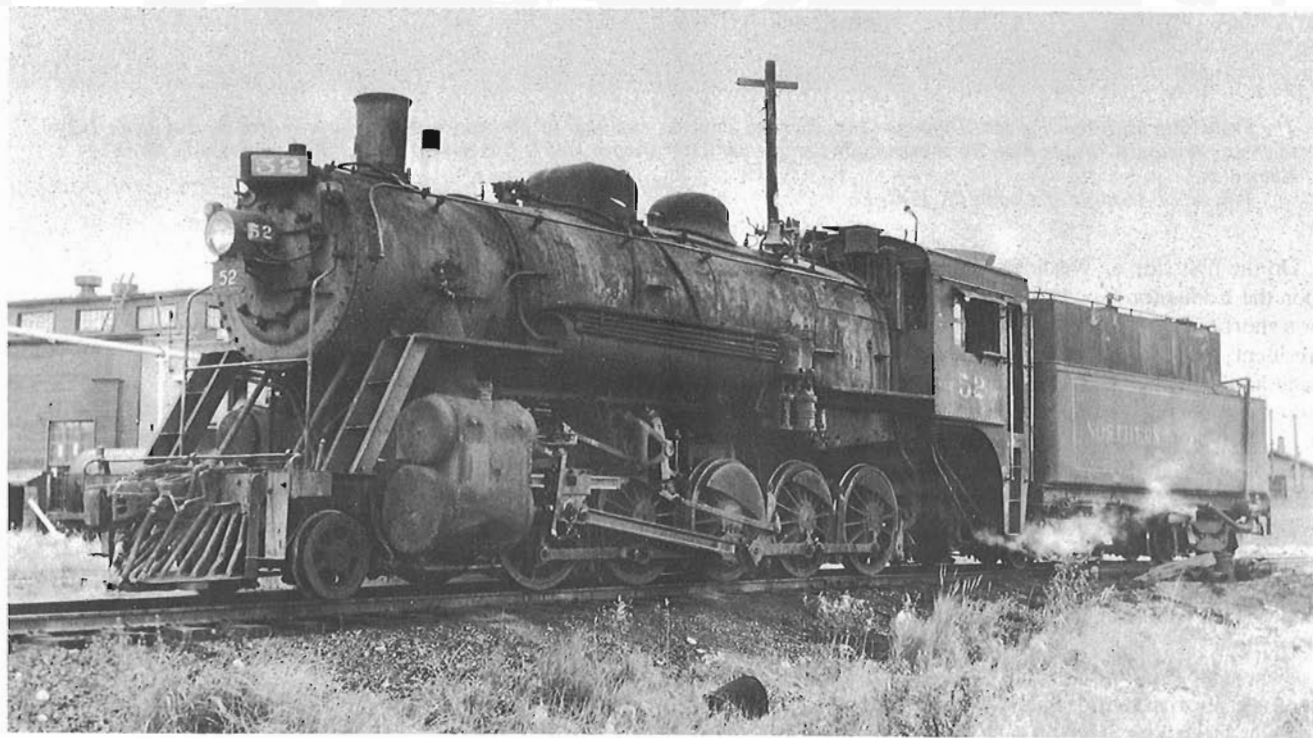
Some 80 or more businessmen would entrain at the downtown Edmonton C.N.R. station on Sunday, September 26th, on the first official "Friendship Train" into the North in 20 years. The trip was sponsored by the Edmonton Chamber of Commerce. There were many Eastern Representatives as well, making this trip. They had represented Eastern manufacturers, chartered banks, packing plants, and a host of other industries. (All N.A.R. passenger trains left from the C.N.R. downtown station until a new building was established at the N.A.R. Dunvegan yards in 1965).

For some of the delegates, this trip would remind them of events on another Friendship excursion made in 1928, when

100 Edmonton Businessmen braved a wilder and less inhabited Peace River Country.

Interest in this special train was so appealing to the residents of the northland, that elaborate preparations were made throughout the territory to welcome the Edmonton visitors. The welcome mat was out everywhere! Where it was not possible for the visitors to meet personally, residents would flock to the centres where they could participate in the "goodwill tour" themselves.

The following is a tour timetable used by the Chamber's "Friendship Train" which travelled over the N.A.R. line. The Train left Edmonton at 11.30 a.m. on Sunday, Sept. 26th, and arrived back at 8.00 a.m. on Sunday, Oct. 3rd. During this time, they visited a total of 18 towns and villages. Time spent at each place varied from one hour to as long as six hours. The towns and villages were: Westlock, Smith, Slave Lake, Hines Creek, Fairview, Berwyn, Grimshaw, Peace River, Belloy, Rycroft, Grande Prairie, Dawson Creek, B.C., Hythe, Beaverlodge, Grande Prairie, McLennan, High Prairie and Faust. As one could see, this was a very busy and hectic schedule, but the visitors enjoyed every minute of it!



This was the engine that handled the 1948 Friendship train. It was built by C.L.C. (serial number 1795) in 1927. This photograph was taken in 1960 soon after all main line steam had been retired.

Provincial Archives of Alberta 68.292-5B

From Dunvegan Yards, which was then on Edmonton's outskirts, through Campbell, Carbondale, Morinville, Mearns, Alcomdale, Bushy, and Picardville, it was the same beautiful country. There were miles of stooked or harvested crops of golden wheat and grain. A wonderful sight to behold! (As the writer remembers fondly while riding the 1980 Jubilee Express powered by steam loco 6060, it's a strange feeling to see the land and realize that you are riding behind actual vintage steam power on a warm August day. It's something you will always recall).

As the Friendship Train rolled along, one could see through the train window, the happy and smiling faces of both the young and old who waved buoyantly.

train rested for the first time after 36 hours of constant travel.

In Grande Prairie, a large banquet was held and a carefree evening was in order. The Mayors of Grande Prairie and Edmonton decided to trade places for the evening as a friendly gesture. Humorously, Edmonton's Mayor Harry Ainlay spoke on behalf of Grande Prairie and said, "We are glad to have the Friendship train for a very short stay . . . but I hope that every precaution is taken to insure that every member of the train will leave with it in the morning." He continued . . . "At other towns north of here, you have perhaps seen maps with a small fly speck at the bottom, Gentlemen, I just want to point out that you now are in that fly speck." This drew a big laughter from the Edmonton delegates for at each stop, they had been given maps



The Friendship train showing car "Dunvegan" on the rear. This car was built by Pullman in 1907, was acquired by N.A.R. in 1929, later was re-named "Peace River" and eventually became auxiliary sleeper 17107. It is now in the A.P.R.A. museum in North Edmonton.

Provincial Archives of Alberta PA 1742/1

On the first stop at Westlock, some 300 citizens swarmed upon the Edmonton Goodwill Ambassadors as they detrained for a short tour of the town. Mr. Francis Winspear, Chamber President, and other Train officials praised the ingenuity of these hardy people. After the train left Westlock, members gathered in the lounge car where a piano had been conveniently placed. A few began to sing old songs as Ralph "Tubby" Mumford played. Soon the car was full and everyone joined lustily in the singing.

Prior to bedding down for the night at Slave Lake, the party was met by a huge crowd who had gathered to meet them. This was not a planned welcome but a pleasant surprise. A spontaneous sing-along and dance was held on the station platform beside the train.

That same good old western hospitality greeted the Friendship train north of the 55th parallel as the Special took stops at Berwyn, Grimshaw, Hines Creek, and Fairview.

At Peace River, a royal reception was given to members of the train delegation by the Board of Trade, civic officials and townspeople. This was most enjoyable! It was here that the



The Friendship train waiting to depart from Edmonton. The old-style C.N. passenger coach on the left would have been a worthy candidate for a museum!

Glenbow Archives NA-2-1472C



*Left to right: R.J. Dinning, H.E. Pearson, G.A. Hart, F.G. Winspear, F.A. Matheson, T. Dickson just before departing on the Friendship train.
Glenbow Archives NA-2-1472A*



Westlock depot was the first stop on the tour. This is an early view of the old station.

Provincial Archives of Alberta B2850

which emphasized clearly the particular town they were in at the time. With hardly an exception, each map had a circle surrounding the town, showing that the point was the "centre" of the Peace River country.

And now on to the boom town of the North . . . Dawson Creek, B.C. Its expansion and progress was unparalleled by anything in the Peace River area at the time. During the peak of World War II, as many as 20,000 American servicemen were stationed here. Men and material arrived over the Northern Alberta Railway's line. The N.A.R. had a connection with the Pacific Great Eastern (now the British Columbia Railway) at Dawson Creek in 1958. From here, a short motor trip up the famous Alaska Highway to Fort St. John, B.C. was given them where they were greeted with speeches of welcome and appreciation, plus a film entitled "The Land Beyond the Peace" was shown.

This historic tour however, was rapidly reaching its conclusion. At McLennan, Mayor W.C. Kirkland and Dr. Harry Fisk, President of the Board of Trade, welcomed the touring businessmen at the little railroad town. After introductions were given, the visitors took car rides for a tour of the countryside. They were also informed by Mayor Kirkland, that this

NORTHERN ALBERTA RAILWAYS COMPANY
Passenger Traffic Department

Edmonton, Alberta
September 23, 1948
File: T-13612

Mr. W. Pattison
Depot Ticket Agent
Northern Alberta Railways
EDMONTON, Alberta

Mr. J. K. Hardie
Agent
FAIRVIEW, Alberta

Mr. H. Vinoy
Agent
PEACE RIVER, Alberta

Mr. J. W. G. Schward
Agent
MELLENBURN, Alberta

Effective Friday September 24th standard sleeper "Grande Prairie", ten sections, two drawing rooms, designated No. 2 will be taken off run Trains 1 and 5 Edmonton to Hines Creek Friday September 24th, Monday September 27th, Wednesday September 29th and Friday October 1st, and Trains 6 and 2 Hines Creek to Edmonton Saturday September 25th, Tuesday September 28th, Thursday September 30th and Saturday October 2nd, and will be replaced with standard twelve sections, one drawing room car (Westlock). Agent Fairview will hold sections 1 and 2, Agent Peace River sections 3, 4, 5, 6, 7, 8 and one drawing room, Agent Mellesburn sections 9, 10, 11 and 12.

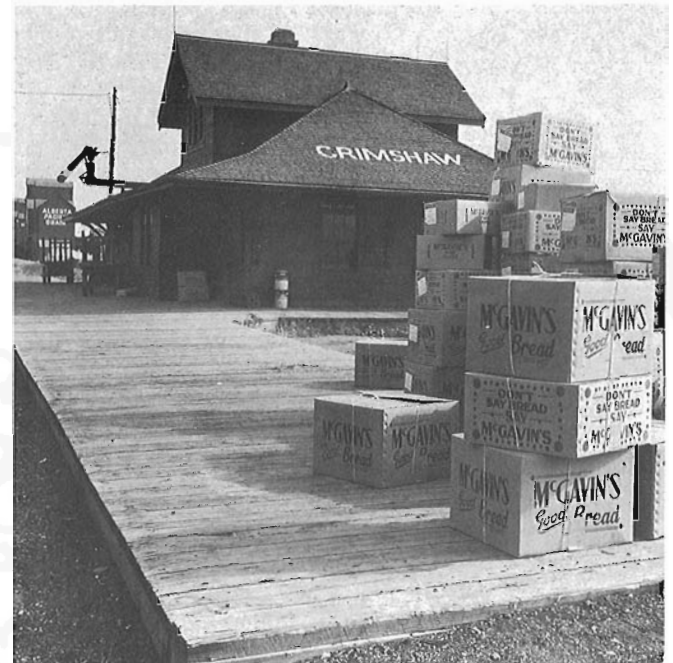
Arrange diagrams accordingly.

Issued by:-

cc: Mr. J. H. MacArthur
Mr. G. H. Linney
Mr. F. J. Kovenagh
Mr. J. E. Dackin
Mr. G. P. Thompson
Mr. A. Wotherspoon
Mr. J. H. Vollens
Mr. R. S. Bradburn

J. C. McVicar
TRAFFIC ASSISTANT

Mr. R. T. Martins
Mr. R. V. Storms
Mr. C. H. Connery
Mr. C. McElheron



Grimshaw station with a load of McGavin's bread on the platform.

Provincial Archives of Alberta PA 2926/2

Schedule of The Friendship Train

Sunday, September 26th

11:30 a.m.

Leave C.N.R. Station

DINNER WILL BE SERVED IN THE DINING CAR IF DESIRED.

2:20 p.m.

Arrive Westlock.

The Westlock Board of Trade will meet the train at the station at the appointed hour and will have automobiles available to show a group throughout the town and district. They are particularly interested in having our members see their extraction equipment, the combining of clover, seed houses and other local activities.

4:00 p.m.

Leave Westlock.

DINNER ON THE DINER.

6:30 p.m.

A short stop-over at Smith while the engine takes on water.

7:30 p.m.

Arrive Slave Lake.

In the short time at disposal, the business men of Slave Lake are most desirous of meeting our group. As they put it, "When your train stops here, you will think you are in Chicago".

8:30 p.m.

Leave Slave Lake and when you wake up in the morning you will find you are in Hines Creek.

Monday, September 27th

6:00 a.m.

Reveillie.

7:00 a.m.

Still Reveillie.

7:30 a.m.

You should be well up by this time - we have a busy day in front of us.

At 8:15, the officials of the Hines Creek Board of Trade and of the Fairview Board of Trade, will meet the train. They would like to have about 40 members



*On the station platform during one of the many stops.
Provincial Archives of Alberta PA 1742/2*



*Engine 54 rumbles past the station at Grande Prairie while the delegates wait for the tour of the town.
Provincial Archives of Alberta PA 1742/5*

visit the Worsley road project leaving approximately 8:30 by car. The group will return at approximately 12:00 noon and twelve to fifteen members will be entertained at luncheon by the Hines Creek Board of Trade. The remainder will proceed to Fairview. In the Meantime, those who did not go up to Worsley will depart by train at 8:30 to proceed to Fairview arriving at 9:15. Another group from the Fairview Board of Trade will entertain at that point during the remainder of the morning and play host to luncheon at noon.

1:00 p.m.

The entire party departs for Berwyn.

2:45 p.m.

Arrive Berwyn.

Forty members will be asked to disembark as guests of the Berwyn Men's Club and the train will proceed to Grimshaw with the remainder.

3:00 p.m.

Arrive Grimshaw.

The remainder of the party will then disembark as guests of the Grimshaw Chamber of Commerce who wish our members to see the Battle River Country.

5:45 p.m.

The original group from Berwyn will rejoin the train at this point which proceeds to Peace River.

6:45 p.m.

Arrive Peace River.

A buffet supper and meeting with the Peace River Chamber of Commerce will be convened.

The group from Grimshaw rejoins the party at this point.

Following the meeting ???

How about a little golf in the morning ?

Tuesday, September 28th

6:30 a.m.

Reveillie.

7:30 a.m.

Not up yet ?

Well, perhaps a little snooze will come in handy. You have the entire morning to do as you wish. Don't forget, the train leaves promptly at 11:00 a.m.

Incidentally, if you have seen the town site and met the business people you can play golf this morning. The Peace River Country Club has a lovely none-hole course that you might try to crack par on.

11:00 a.m.

Depart for Belloy.

LUNCHEON ON THE DINER

4:15 p.m.

Arrive Belloy.

The train will be met by the Rycroft, Spirit River and Wanham Boards of Trade. Fifteen members are invited as guests of the Wanham Board of Trade to see the land clearing project and have dinner. The remainder of the party will be split as guests of the Rycroft and Spirit River Boards of Trade proceeding to the respective points by car. Dinner is being served at the respective points and the entire party will reconvene for a meeting at Rycroft in the evening.

Wednesday, September 29th

6:20 a.m.

Did the train motion wake you? We are just leaving Rycroft.

BREAKFAST ON THE DINER.

8:30 a.m.

Arrive Grande Prairie.

You can do as you wish here too, until noon. At that time a buffet luncheon will be served at the Richmond Golf Course as guests of the Grande Prairie Chamber of Commerce. A small group of ten will be asked to go to Debolt for luncheon and during the afternoon, Sexsmith Board of Trade would like to entertain a group of about 25. During the afternoon, those who wish to, may play golf and for a limited number an afternoon's shooting has been arranged. Dinner will be convened at 7:30 and all members where will be expected to pay for their own meal. Following dinner, a meeting of the *Grande Prairie Chamber of Commerce is arranged.*

Let's have a good turn-out !

Thursday, September 30th

4:00 a.m.

Sorry to jolt you, we are on our way again.

8:30 a.m.

Arrive Dawson Creek.

10:00 a.m.

Cars will be available to tour the town and surrounding area, Rolla and Pouce Coupe.

12:00 noon

Buffet luncheon will be served with the Dawson Creek Chamber of Commerce followed by a short meeting and business session.

2:00 p.m.

The cars will leave for the Alaska Highway or the Hart Highway, according to choice.

A dinner has been arranged with Fort St. John Chamber of Commerce at 6:00 p.m. and the party will return to the train during the evening.

Friday, October 1st

6:30 a.m.

Leave Dawson Creek.

9:00 a.m.

Hythe point officials of the Hythe and Valhalla Boards of Trade will meet the train and two groups of twenty each will be entertained by each Board of Trade and at luncheon at noon.

In the meantime, the train will move on to Beaverlodge Board of Trade. In the afternoon, the group from Hythe and Valhalla will rejoin the party to visit the Dominion Experimental Farm at 3:00 p.m. The train will depart for Grande Prairie at 7:30 p.m.

In Grande Prairie, an informal meeting will be held at the request of the Boards of the district. In attendance will be Grande Prairie, Sexsmith, Beaverlodge, Valhalla, Hythe, Wembley and Debolt Boards of Trade who wish to hold a general discussion with all members of the train.

No official functions are planned and the train will, at

11:30 p.m.

leave Grande Prairie.



The train crew and some N.A.R. officials on their arrival at Dawson Creek. From left to right we see J.E. Deakin, J. McVicar, George Kopf, W.S. Wintermute, R.D.C. Comrie, T. Lycan, Jack Griffiths, Claus Turninga (conductor), J.M. MacArthur (General Manager).

Collection of Mr. Clarence Comrie.

Saturday, October 2nd

7:20 a.m.

Arrive McLennan.

BREAKFAST ON TRAIN.

Between 9:00 and 9:30, McLennan Chamber of Commerce will greet the train at the station and adjourn to the town hall for fellowship. All members will have the opportunity of visiting the town and surrounding district, if desired, as cars will be provided. A buffet luncheon will take place at noon followed by a short meeting.

2:00 p.m.

Leave McLennan.

3:00 p.m.

Arrive High Prairie.

The High Prairie Board of Trade will be on hand to greet the train and show our members throughout the town and district. Unfortunately, no facilities are available for a dinner meeting so dinner will, at this point, be served on the train.

9:00 p.m.

Leave High Prairie.

10:00 p.m.

Arrive at Faust.

Due to the lateness of the hour, the businessmen of Faust will be invited aboard the community car. There is no Board of Trade at Faust and since they are anxious to have one established, it could be done at that time and the Board duly incorporated. Apart from this, no official functions are arranged and the train will depart from Faust approximately midnight for a non-stop trip through to Edmonton arriving approximately 8:00 in the morning.

IF DESIRED, BREAKFAST CAN BE OBTAINED ON THE DINER.

NOTE - These N.A.R. documents which appear in the text are from the collection of the PROVINCIAL ARCHIVES OF ALBERTA (Acc. #86.587 Box 111). The writer thought they would add some additional interest to the story.



Some of the delegates stand by the "Mile O" sign of the Alaska Highway at Dawson Creek. The N.A.R. played an important part in transporting troops and supplies for building the highway in 1942 and 1943.

Public Archives of Alberta PA 1742/6

Mr. Art Miller plays a few tunes on the bagpipes at Hythe station. Provincial Archives of Alberta PA 1742/3

COMMERCE CLIPPINGS

EDMONTON CHAMBER OF COMMERCE

No. 6

*ALL ABOARD the Friendship -
Train*



Within the next few days, plans will be finalized for the Friendship Train to the Peace River Country. A few reservations are still on hand, and all members of the Chamber are urged to give the matter their immediate consideration.

The Friendship Train is the subject of a great deal of comment these days, and our friends in the North Country are going to great lengths to provide for our stop-overs.

Outside points too, have become interested in the Edmonton Chamber of Commerce projects and reservation has been received from Mr. R. J. Dinning, President, Burns & Co. Limited, Calgary, and a tentative reservation from Mr. J. E. Brownlee K.C., Vice-President, United Grain Growers Limited. The Chamber is also holding reservations for Eastern Manufacturers, executives of Edmonton's banks, packing plants and other types of business, such as Clark Lumber Co., Motor Car Supply, Marshall Wells, John Deere Plow, Healy Motors, Sunland Industries to mention but a few.

On more than one occasion the business men of the Peace River area have remarked that Edmonton business men give little, if any, consideration to the problems and requirements of the citizens of that territory.

Let's show them that we have their business and community interests as well as their personal desires, at heart.

MAKE YOUR RESERVATIONS EARLY - DO IT NOW!

REMEMBER THE DATES

SEPTEMBER 26th -- OCTOBER 3rd



*Two views of the McLennan yards and enginehouse in 1956. The town was named after Dr. J.K. McLennan who was the Vice President of the Edmonton Dunvegan and British Columbia Railway.
Provincial Archives of Alberta PA 201/2 and PA 201/3*



The Friendship train arriving at High Prairie as the late afternoon sun casts its shadow on the people gathered on the station platform.

Provincial Archives of Alberta PA 1742/4



*There were other friendship trains later on to other parts of the province. This one was bound for Jasper on June 2 1964.
Provincial Archives of Alberta WS 647.*

The Saint John City Railway 1887-1987

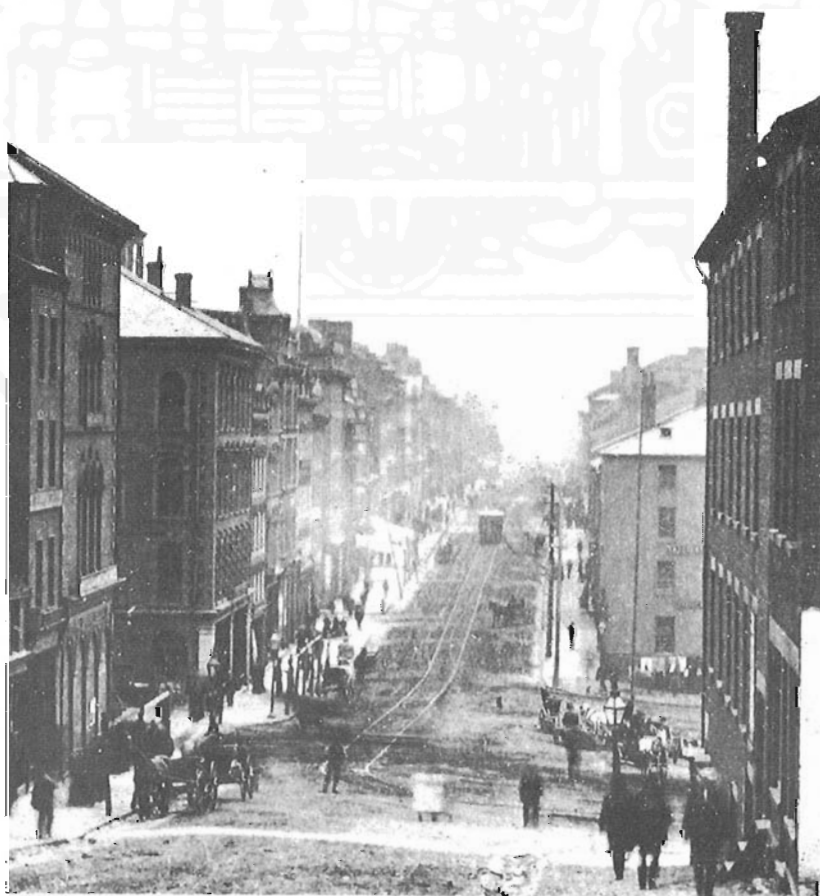
or: The Electric Railway That Almost Was.

by Fred F. Angus

October 17 1987 marked the one hundredth anniversary of the opening of the Saint John City Railway, the company which re-introduced public transit to the city of Saint John New Brunswick after a hiatus of eleven years. Several features are of interest in this, one of the last new horsecar systems to be built in Canada, and, together with newly-discovered information, make it appropriate to commemorate this centennial with a brief history of this company's operation.

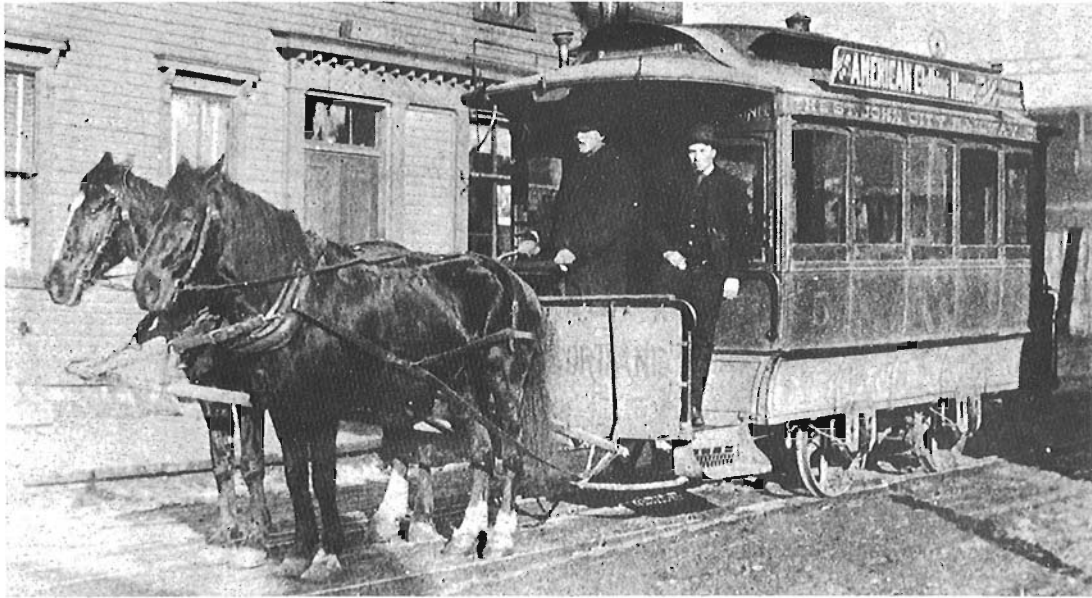
Public transportation had existed in Saint John well before 1887. As early as 1864 a proposal to build a street railway had been made by William K. Reynolds, the same person who had

promoted the construction of the suspension bridge over the Reversing Falls a decade before. Largely due to the efforts of Mr. Reynolds, an act of the New Brunswick legislature had been passed in 1866 incorporating the "People's Street Railway Company". In 1869 a 1.4 mile line had been built from Indiantown, on the Saint John river above the Reversing Falls, to Market Square in downtown Saint John, as well as an extension of slightly less than half a mile from Market Square south along Prince William street to Reed's point at the mouth of the harbour. At first the line had shown promise, but patronage gradually fell off and about 1872 the Reed's Point extension was abandoned. Then in the depression of the '70's

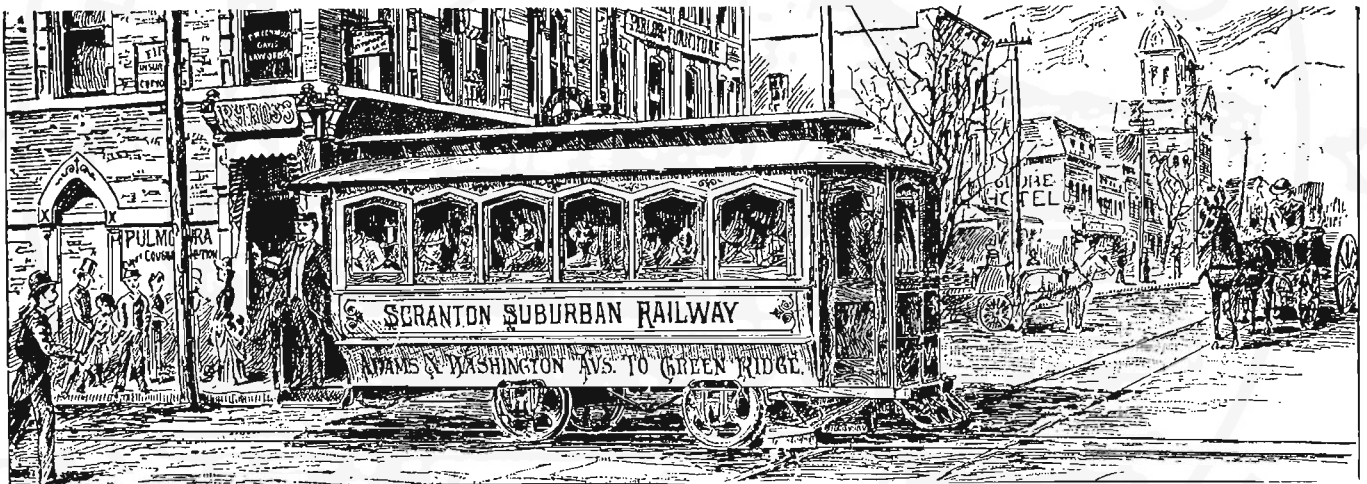


Looking south along Prince William street from Chipman Hill in 1871, we can see the track and one car of the Peoples Street Railway, the first street railway in New Brunswick. Within seven years nothing in this picture remained; the Prince William extension, shown here, was abandoned in 1872. The rest of the line was gone by the summer of 1876, and, finally, the fire of June 20 1877 wiped out every building seen in this photo. There was no trace left of this early system by the time the street railway was revived in 1887.

Notman Photographic Archives, McGill University. No. 48457-I.



*The driver and conductor of street car 5, one of the original Feigel cars of 1887, pose proudly for this photo at an unidentified location soon after the line opened.
Wilson Studio.*



*What might have been. An electric street car in Scranton Pennsylvania in 1886. Several U.S. electric lines were studied by the officers of the Saint John City Railway Co. before the decision was made to use horses for motive power.
The Electrical World. December 18, 1886.*

conditions worsened, and in 1876 the entire system was abandoned and the tracks were torn up. On June 20 1877 a disastrous fire destroyed well over half of downtown Saint John and very effectively killed any thoughts of revival of the street railway. By 1878, although the city was fast rebuilding, street cars were seemingly a dead issue in Saint John. To all intents and purposes it was as if they had never existed. Any future planning would have to begin completely a new.

Saint John in the mid-eighties was a very different place than it had been a decade before. So much of the old city had been swept away in the fire of 1877 that almost every building in the downtown area was less than ten years old. So well built were these new structures that the majority of them still stand today thus affording an almost unique example of major city planning of the mid-Victorian era. An inhabitant of 1887 returning today

would feel perfectly at home on block after block of many of Saint John's streets; except for the traffic they look almost the same! But more than the physical city had changed since the 1870's. The era of wooden ships, so long a part of New Brunswick life, was coming to an end, and the whole country was looking to the West. The C.P.R. had been completed to the Pacific coast, and there was much talk of a line through Maine from Montreal to Saint John; this would make it one of the major winter ports of Canada. It certainly looked as if Saint John would prosper again, and, as one of the symbols of civic prosperity was a street car line, perhaps it was time to think about street cars again. By 1886 the stage was set.

A New York syndicate, headed by John F. Zebley had taken over the defunct street railway in Halifax and by 1886 had got it going again. Of course Saint John did not want to be left behind,

especially since it was a Saint John firm that had made the rails for Halifax! So it is no wonder that the offer of the Zebbley syndicate to do the same in Saint John was eagerly received. It was discovered that the 40-year charter of the Peoples Street Railway Co. had never been surrendered and was still good until 1906. On August 5 1886 the proposal was accepted, the charter was acquired and soon a new company called "The Saint John City Railway Co." was formed to build and operate a street railway.

No physical trace remained of the old street car line. It was necessary to start completely from scratch. By 1886 it was pretty generally realized that electricity would very soon be the motive power of street railways throughout the world. Already several electric lines were in use, including one in Windsor Ontario, and many more were planned. The promoters of the Saint John City Railway hoped to build an electric line and they spent considerable time and money investigating the pros and cons of electricity. Experts, hired by the company, visited several different cities in the United States inspecting various electric railway installations. However this was still two years before Frank J. Sprague's epoch-making installation in Richmond Virginia, and none of the inventors consulted could guarantee the success of their electric systems in the New Brunswick climate, not to mention Saint John's steep hills.

At that time the ties between Saint John and Boston were quite strong, and the Boston street car system (Just then being consolidated as the West End Street Railway) had not yet

decided to electrify its vast horse-car system (then the largest under one management in the world). It is likely that the Boston officials advised the Saint John company to wait a few years before trying to electrify, and undoubtedly this advice had a strong influence on the eventual decision.

After much agonizing soul searching the promoters reluctantly came to the conclusion that the development of electric traction was not quite far enough advanced to take a chance on it, especially in view of the capital investment involved. Thus what might have been eastern Canada's first electric railway was not to be, just then. By 1886 everything about horse-cars was tried and true. The technology of horse-operated city railways had been developing for forty years and had reached the ultimate in perfection. There were few unknown factors here. The decision was made late in 1886. The same thing would be done as had been done in Halifax. The Saint John City Railway would be a horse-car system; one of the last, if not the last, such system built new in Canada.

On February 3 1887 a ground-breaking ceremony was held as the first sod was turned. February is not the best time to be building street car lines in Canada, and this was only intended to be symbolic. No real construction would be done on the track until the summer. However there was much else to do. After much difficulty a site for a depot and stables was obtained on Main Street in Portland, then a separate city which joined Saint John in 1889. Two large buildings were erected; a stable 65 by 165 feet with room for 100 horses, and a car barn 65 by 135 feet



One of the four cars built for the company in 1888 is seen heading north on Prince William street about 1890. It is a sunny morning, as can be seen from the direction of the shadows, and the car is just passing "Chubb's Corner" on its run to Indiantown. Note the horse-drawn "sloven" outside the columned head office of the Bank of New Brunswick. Other than the vehicles, the scene is little changed today after almost 100 years.

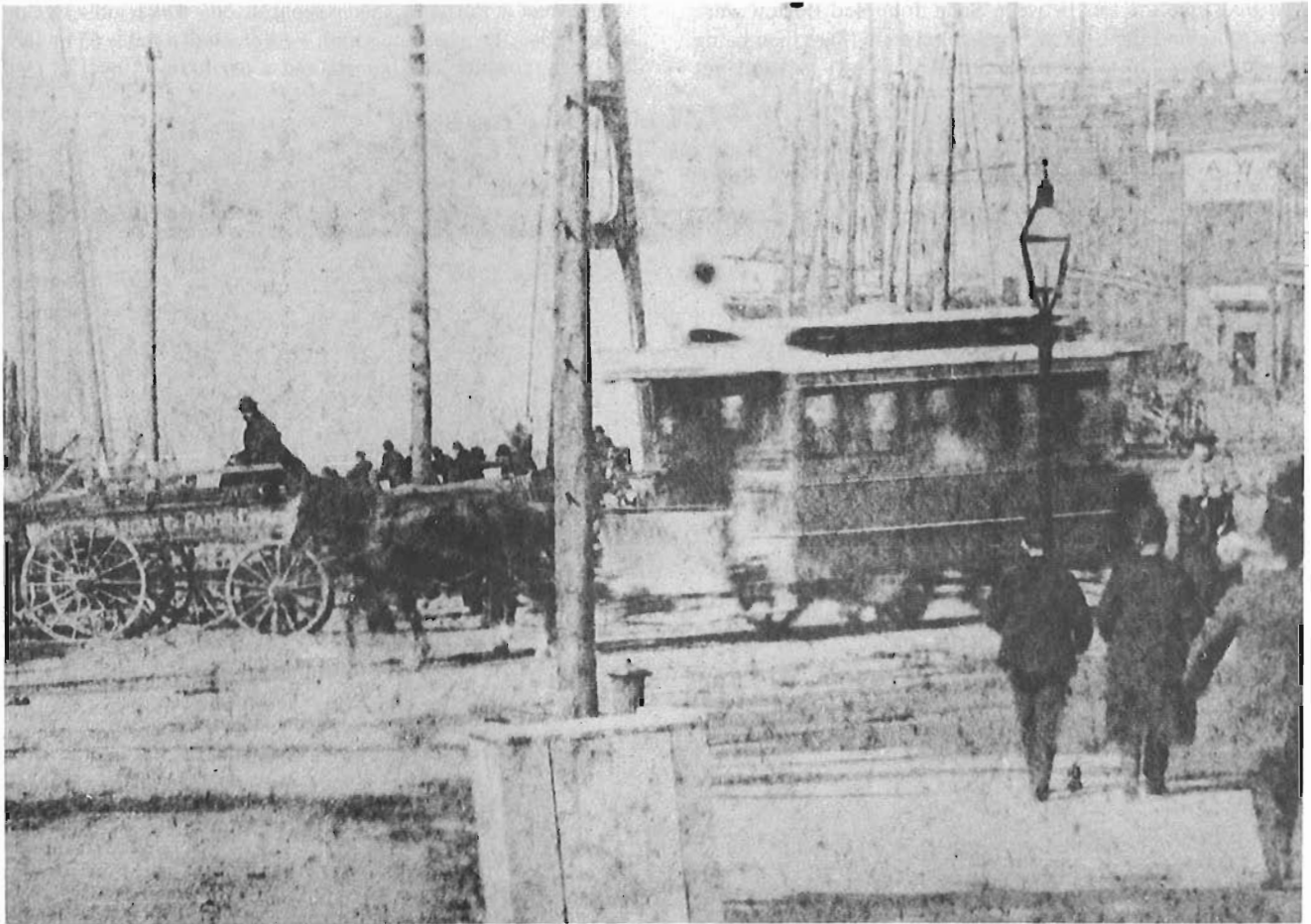
New Brunswick Museum. 00198-1.

which would hold 26 cars as well as the offices of the company. The contractor was Israel L. Lingley and the roofing was done by Messrs. Fisher and Sons. These buildings stood until 1925 but unfortunately no photograph has yet turned up showing them.

Meanwhile contracts were made with Messrs. W. H. & J. Rourke of St. Martins, George G. King of Chipman, and Freeze Bros. of Penobsquis all for the supply of timber for ties. The rails, of 45 and 60 lb. weight, and associated castings were manufactured by James Harris and Co. while the spikes were made by the Saint John Nut and Bolt Co. Last but not least an order was placed with the M. Feigel Car Co. of New Utrecht N. Y. for ten horse-cars of the latest design equal in every respect to those used in New York or Boston. Finally in June the actual work began on the track under the supervision of Mr. B. W. Ellis of Cambridge Mass. who remained in Saint John as superintendant and engineer once the line got operating. Track was laid over the entire length of the former line, as well as along St. James street from Reed's Point east to Carmarthen street. In addition a branch was built on Paradise Row, Wall, Winter, Stanley streets and City Road to Haymarket Square, a distance of about seven-eighths of a mile. On both lines there were sidings at quarter-mile intervals so cars could be run on a headway of five minutes if warranted by the traffic.

By September the track was complete, and the next two or three weeks were spent in the numerous details required in starting up any railway no matter how large or small. One important job was training the drivers and this began when the first cars arrived late in September. Finally the last four of the ten arrived by boat from New York in mid-October, and the whole system was opened with a gala, invitation-only, event on October 17 1887. The cars were well patronized from the start and this continued. Operation was seven days a week despite the protests of several churchmen who felt that Sunday street cars would corrupt the morals of the population. There were a few accidents, the most serious being when a youngster chasing after a car had his foot run over and some toes cut off. But, given the light weight and slow speed of horse-cars there were no disasters or anything approaching them. The street cars were a great success.

Although as up-to-date as a horse-car line could be, the City Railway was becoming obsolete by the 1890's. It had been intended from the start that eventually electricity would be used. By 1891 electric railway technology had progressed to the point where its superiority was no longer questioned. In 1892, following the reorganization of the company as the Consolidated Electric Co. the job of electrification was begun. Six electrified former horse-cars were acquired second-hand



The system expanded in 1888, but the time was still not ripe for the use of electric power. Accordingly four larger horse cars were bought from John Stephenson the car builders located in New York City. One of these appears in this busy scene at Market Square about 1890.

New Brunswick Museum.

from Boston, and the first electric car ran on Good Friday, March 31 1893. Later some of the 1887 horse-cars were electrified, and by mid-May horse operation had ceased. However the use of electrified horse-cars over horse-car track was not very successful and both track and cars suffered badly while the passengers were jolted and pitched around much more so than when horses were the motive power. By 1894 the company was bankrupt and the system was threatened with closure. However a group of capitalists from Montreal bought the entire assets of the street railway for \$92,000. at an auction on April 7 1894 and organized a new company called the Saint John Railway Co. The entire system was rebuilt with heavy rails and many new routes were added. New vestibuled cars were bought from the Ottawa car Co. and when the first of these arrived, and was towed to the barns by one of the old cars, one could really compare old and new and see how so much

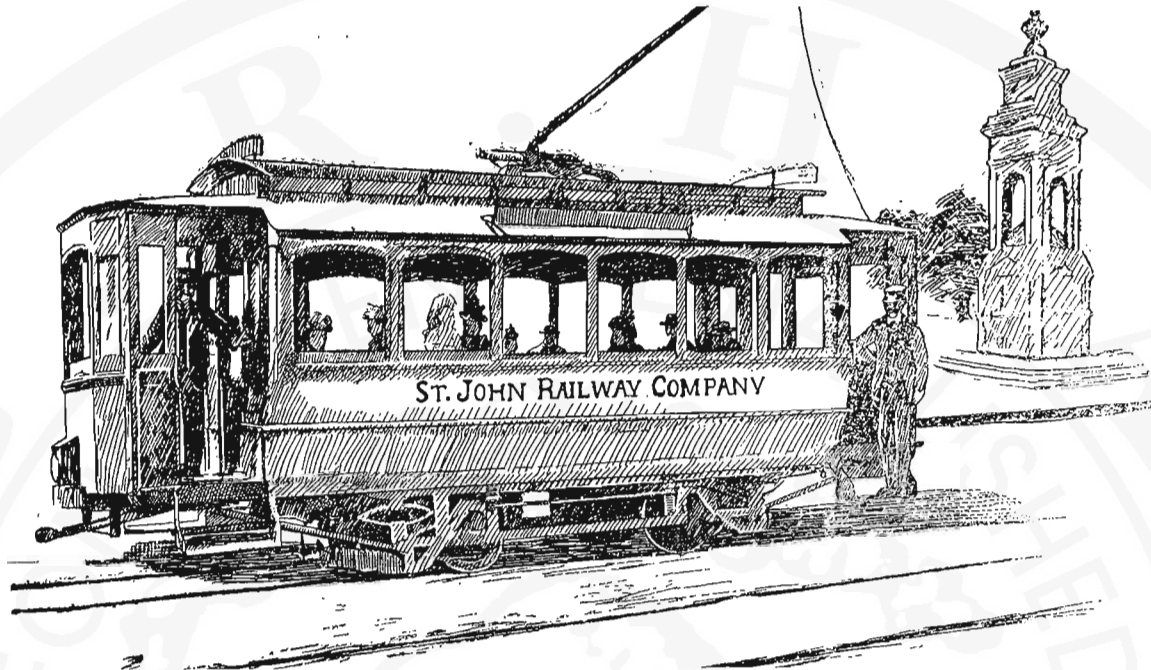
improvement had been made over what had seemed so good only seven years before. Electrification had finally arrived.

Electric cars ran in Saint John until 1948 and were then succeeded by a bus system which has continued to the present. It is interesting to speculate on what would have happened if the promoters of 1887 had taken the chance and electrified then. Probably they were right in waiting a few years; even in 1893 they had difficulties with the electrification, and the problems they would have encountered in 1887 might well have proved to be insurmountable. But these pioneers did have foresight and were looking in the right direction. When electrification did come it lasted for more than fifty-five years, longer than any other Canadian electric railway east of the St. Lawrence river. So "the electric railway that almost was" eventually was indeed, and outlasted many of the others.

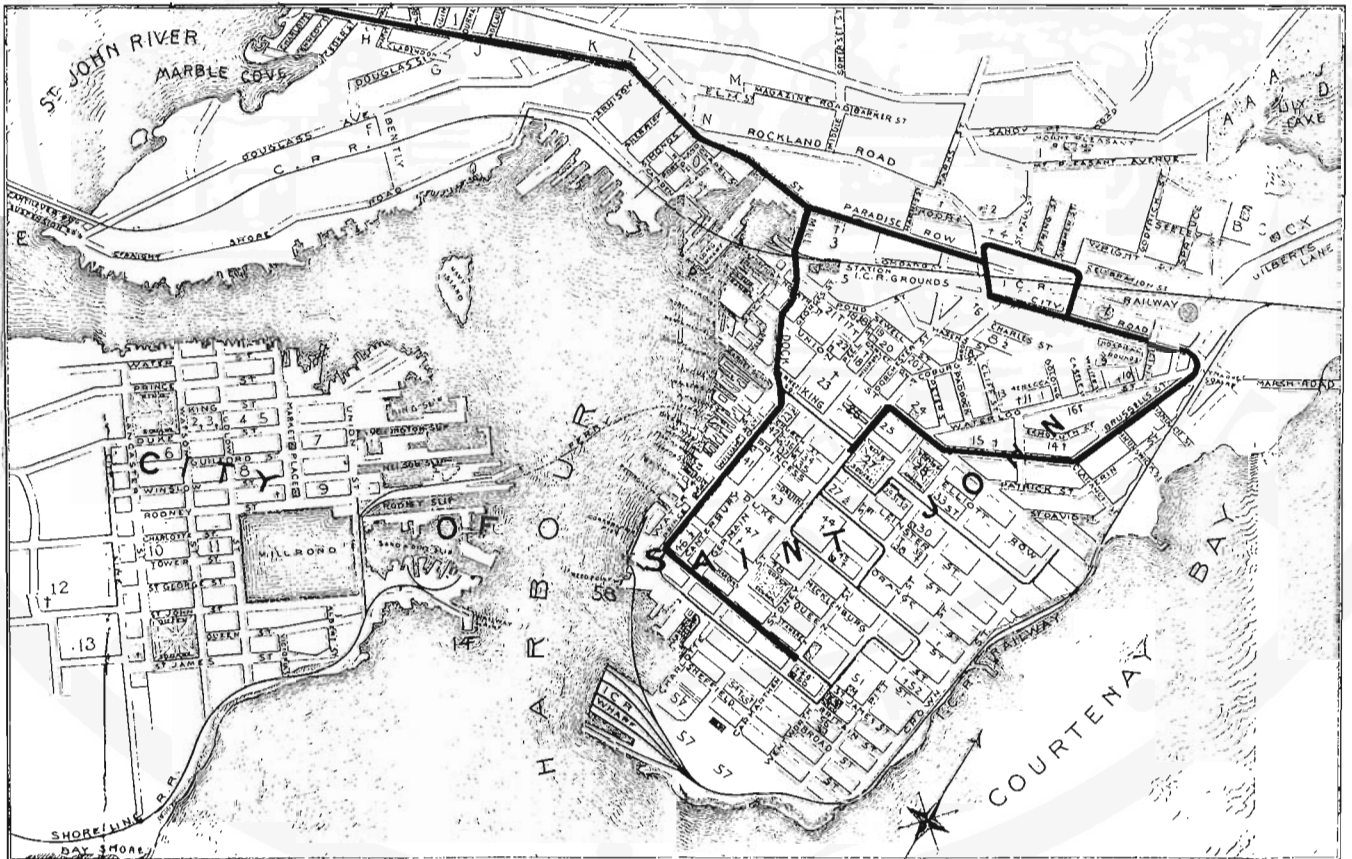


Electrification finally came in 1893 and the horses were gone by that summer. All these early electrics were, however, former horse cars, were not really suitable for electrification and did not last long. This view, taken early in 1894, shows one of the 1887 horse cars mounted on an electric truck and sporting a wooden trolley pole. Note that the car was equipped for single-ended left-handed operation.

New Brunswick Museum.



Following bankruptcy, auction sale and complete reorganization in the spring of 1894, a new company, the Saint John Railway Co., rebuilt the entire system. These fine new cars, built by Ahearn and Soper of Ottawa, were a far cry from the earlier experiments. Some of these cars lasted into the 1920's. Electric cars ran until 1948.
Daily Telegraph, September 26 1894. Public Archives of Canada L3271.



A map of Saint John in the 1890's showing the street car lines. The heavy line indicates the maximum extent of the horsecar system of the Saint John City Railway Co. The lighter lines show the extensions made by the new company in 1894 following the electrification of the system. Note the conspicuous gap on King Street which was too steep for safe operation of horsecars. This important link had been planned when the electric line was discussed in 1886 but was not built during the horse car era. The completion of the loop line had to wait for more than seven years.

Oxford Junction – Stellerton “Short Line”

by Tony MacKenzie

Norris Adams' account in *Canadian Rail No. 398* of operations on the Oxford subdivision of the C.N. in Nova Scotia, interesting and informative as it was, with splendid photographs, requires some amplification. The “Short Line” as it was commonly called, was originally conceived as part of a Montreal to Cape Breton line shorter than the Intercolonial; it was one of those visionary, underfinanced projects dear to the hearts of planners who dreamed of luring transatlantic passengers away from steamships and onto their rickety rail cars. American interests sought to tap the migrant trade with the Great American and European Short Line Railway Company. Rail lines would be built from St. John's across Newfoundland to Cape Ray, from Cape North to the Gut of Canso on Cape Breton island, from New Glasgow to Oxford or Amherst on the Nova Scotian mainland, and from there to Montreal through New Brunswick and Maine. It was hoped that running rights would be obtained on the Intercolonial's Eastern Extension from New Glasgow to the Gut of Canso.

Norvin Green of Western Union Telegraph and Cable, General Vasquez, A. L. B. Blackman, and Erastus Wiman, directors of the Short Line Company, saw their hopes founder in the bogs of Newfoundland. The original Short Line Company was bankrupt by 1884. But another company, the Montreal and European Short Line Railway Company won a charter from the Parliament of Canada for a line from Cape North to Montreal through Maine. They soon decided to build toward Sydney instead of Cape North, with a view toward using Louisbourg as a winter port. Financial aid was obtained from capitalists in France. But it came too late – the Canadian Pacific got there first. The “squeeze” put on the C.P.R. by Maritime politicians forced Van Horne and Stephen to choose Saint John as a winter port instead of Portland; between 1885 and 1890 the Canadian Pacific constructed, bought, or obtained running rights over a short line from Saint John to Montreal through Maine.

While the western section of the Short Line had been pre-empted by the CPR, the eastern section – or a portion of it – was constructed with Dominion assistance. The assets of the company were transferred to trustees in right of the province of Nova Scotia in 1885. The Dominion government authorized the Minister of Railways and Canals to acquire the Montreal and European Short Line Railway from the trustees, and empowered him, through the Intercolonial Railway, to complete the line from Oxford Junction to Brown's Point. This was opened in 1890. The ICR had completed a branch from Stellerton to Pictou in 1887. Thus in 1890 a connection was effected with the line from Oxford Junction to Brown's Point. The total length of the former M & ESL was 72.16 miles. Needless to say the Cape Breton extension was never constructed by the Short Line

company. On Cape Breton, the Dominion government financed construction, by the Intercolonial Railway, of the line from Point Tupper to Sydney. This line opened in 1891.

The Short Line's passenger service during its last years as a carrier of people consisted of oil and electric locos and trailers. This barking, snorting, vibrating, smoky combination was usually called a “jitney” along with many unprintable names. In 1960, the C.N. begged to be relieved from passenger service, giving as one reason the increasing breakdowns and repair costs for the oil-electrics.

Except for the Oxford Junction - Pugwash section, kept open mainly for the salt mines at Pugwash, no regular traffic now moves on the Short Line. Grass, weeds and bushes cover the tracks in many places; as a through route, the Nova Scotia section of the Montreal Short Line will soon have disappeared into history.

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- 1893 -

- 1904 -

OXFORD AND PICTOU BRANCH.

Acc.	Exs.	Mls	STATIONS.	Exs.	Acc.
†5 10	†13 55	0	lve..Oxford Junction..arr.	19 15	11 18
5 30	14 03	3	.....Oxford.....	19 05	11 10
6 04	14 27	11	.....Conn's Mills.....	18 20	10 47
6 20	14 43	15	arr..Pugwash Junc..lve.	18 05	10 35
6 35	14 55	21	arr....Pugwash...arr.	17 45	10 15
6 55	15 15	15	lve..Pugwash Junc..arr.	17 30	10 00
7 23	15 38	23	.....Wallace.....	17 00	9 40
8 12	16 15	35	.....Tatamagouche.....	16 15	9 08
8 50	16 35	42	.....Denmark.....	15 50	8 50
9 08	16 52	47	.....River John.....	15 30	8 35
9 36	17 17	55	.....Meadowville.....	15 00	8 13
9 54	17 32	60	.....Scotsburn.....	14 43	7 59
10 11	17 47	65	.....Scotch Hill.....	14 25	7 46
10 20	17 55	67	.....Brown's Point.....	14 16	7 40
10 25	18 00	69	arr....Pictou. lve.	†14 10	†7 30

- 1924 -

OXFORD JUNCTION AND PICTOU

34		290	Mls	TABLE No. 39 Atlantic Time		33	289
P.M.	A.M.		Lv.	Ar.	A.M.	P.M.	
† 3.35	5.25	0.0	Oxford Jct., N.S.	Ar.	11.27	6.20	
3.41	5.34	2.8	Oxford	⊖	11.15	6.10	
3.58	6.00	11.3	Conn. Mills		10.54	5.40	
4.08	6.16	15.6	Pugwash Jct.		10.46	5.17	
4.23	6.31	20.3	Ar.Pugwash	Lv.	10.30	4.51	
4.37	6.46	15.6	Pugwash Jct.		10.14	4.37	
f.	f.	18.9	Van Buskirk's		f.	f.	
f.	f.	19.0	Fountain Rd.		f.	f.	
4.47	6.58	20.3	Wallace Bridge		10.05	4.22	
4.56	7.05	23.2	Wallace Bridge		9.59	4.09	
5.05	7.18	27.5	Malagash	⊖	9.46	3.48	
f.	f.	30.4	McCallums		f.	f.	
5.25	7.35	35.1	Tatamagouche		9.27	3.20	
f.	f.	38.7	Fergusons		f.	f.	
5.41	7.50	41.8	Denmark		9.13	3.00	
f.	f.	43.5	Wilson		f.	f.	
5.56	8.05	47.2	River John		9.01	2.43	
f.	f.	52.2	Rogers		f.	f.	
f.	f.	53.5	MacDonalds		f.	f.	
6.15	8.43	55.3	Meadowville		8.43	2.16	
6.29	9.00	60.3	Scotsburn		8.30	2.03	
6.44	9.18	64.9	Lyon Brook		8.19	1.48	
7.05	9.35	67.4	Brown Point		8.10	1.40	
† 7.15	9.40	69.2	Ar.Pictou, N.S.	⊖	† 8.05	† 1.35	
P.M.	A.M.		Ar.	Lv.	A.M.	P.M.	

The Oxford Junction-Stellerton "Short Line" at three different periods in its history. First in 1893 when there was a mixed and an express in each direction. By 1904 there were two mixed trains and one express each way, and the time had been shortened by more than an hour. By 1924 the line was being operated by the C.N.R. and there were two trains a day each way with service slower than in 1904.

ATLANTIC STANDARD TIME

INTERCOLONIAL RAILWAY.

Pictou Landing Branch.

Miles.	STATIONS.	78 Mixed.	100 Mixed.	22 Mixed.	66 Exp.
0.	Pictou Land'g D		† 8.55	† 17.35	
2.0	Sutherland's Crossing.....				
7.0	Trenton.....	† 6.45	9.17	17.57	† 20.55
8.0	New Glasgow.....	6.48	10.3	18.00	21.00
10.1	Stellarton..... A	6.55	10.3	18.10	21.05
		79	21	101	65 Mxd
0.	Stellarton..... D	† 6.30	† 7.40	† 16.50	† 19.40
2.1	New Glasgow.....	6.38	8.05	16.55	20.45
3.1	Trenton..... A	6.42	8.08	16.59	A 20.50
	Sutherland's Crossing.....				
10.1	Pictou Land'g..... A		8.25	17.20	

Pictou Branch.

Miles.	STATIONS.	61 Exp.	27 Mixed.	141 Mixed.	139 Mixed.	65 Mixed.	89 Mixed.	87 Exp.	73 Mxd.
0.	Pictou..... D	† 6.45	† 10.00	† 8.10	† 14.50	† 18.40	† 5.00	† 8.20	† 13.10
1.7	Brown's Point.....	6.50	10.05	8.25	14.56	18.46	5.09	8.25	13.16
3.4	Lochbroom.....	f.6.56	f.10.10	f.8.32	f.15.02	f.18.52			
6.2	Sylvester.....	f.7.05	f.10.17	f.8.42	f.15.10	f.19.00			
10.8	Westville.....	7.20	10.31	9.15	15.25	19.20			
13.9	Stellarton.....	7.40	10.55	10.00	15.50	19.40			
16.0	New Glasgow..... A	7.50	11.05	A 10.05	15.55	19.45			
		62	28	142	140	66	74	88	90
0.	New Glasgow..... D	† 7.30	† 10.30	† 15.40		† 21.00			
2.1	Stellarton.....	7.45	11.00	16.05	† 16.35	21.15			
5.2	Westville.....	7.55	11.15	16.14	17.02	21.24			
9.8	Sylvester.....	f.8.10	f.11.25	f.16.27	f.17.20	f.21.37			
12.6	Lochbroom.....	f.8.19	f.11.31	f.16.35	f.17.31	f.21.45			
14.3	Brown's Point.....	8.25	11.40	6.40	17.38	21.50	† 9.30	† 17.30	† 20.32
16.0	Pictou..... A	8.30	11.45	16.45	17.45	21.55	9.35	17.35	20.40

Oxford Branch.

Miles.	STATIONS.	74 Mixed.	88 Exp.	90 Mixed.	84 Exp.
0.	Oxford Jct..... D	† 5.20	† 14.30	† 15.10	† 21.10
2.9	Oxford.....	5.28	14.35	15.35	21.16
11.4	Conn's Mills.....	5.56	14.51	16.05	21.35
15.7	Pugwash Jct.....	6.40	15.25	17.13	A 21.45
20.2	Wallace Bridge.....	f.6.55	f.15.33	17.31	
23.2	Wallace.....	7.06	15.40	17.44	
27.5	Malagash.....	f.7.20	f.15.51	18.00	
35.1	Tatamagouche.....	7.45	16.10	18.30	
41.8	Denmark.....	8.08	16.27	18.55	
47.2	River John.....	8.25	16.40	19.15	
55.2	Meadowville.....	8.53	17.00	19.45	
60.2	Scotsburn.....	9.08	17.12	20.05	
61.9	Lyon's Brook.....	9.22	17.24	20.23	
65.4	Brown's Point.....	9.37	17.30	20.32	
69.1	Pictou..... A	9.35	17.35	20.40	
		89	87	73	83
0.	Pictou..... D	† 5.00	† 8.20	† 13.10	
1.7	Brown's Point.....	5.09	8.25	13.16	
4.2	Lyon's Brook.....	5.20	8.31	13.25	
8.9	Scotsburn.....	5.42	8.42	13.40	
13.9	Meadowville.....	6.05	8.53	13.57	
21.9	River John.....	6.42	9.13	14.23	
27.3	Denmark.....	7.05	9.25	14.39	
34.0	Tatamagouche.....	7.45	9.40	15.02	
41.6	Malagash.....	8.11	f.9.58	f.15.27	
46.9	Wallace.....	8.25	10.08	15.40	
48.9	Wallace Bridge.....	8.37	f.10.17	f.15.48	
53.4	Pugwash Jct.....	9.35	10.50	16.30	† 6.10
57.7	Conn's Mills.....	9.52	11.00	16.43	6.19
68.2	Oxford.....	10.30	11.19	17.08	6.39
69.1	Oxford Jct..... Ar	10.45	11.25	17.15	6.45

Pugwash Branch.

Miles.	STATIONS.	89 Mixed.	87 Mixed.	73 Mixed.	90 Mixed.	84 Exp.	74 Mixed.	88 Exp.
0	Pugwash Jct..... D	† 8.50	† 10.25	† 16.00	† 16.30	† 21.25	† 6.10	† 15.00
4.7	Pugwash..... A	9.08	10.45	16.18	16.42	21.55	6.22	15.10
		74	88	90	80	83	87	73 Mxd
0.	Pugwash..... D	† 8.22	† 15.10	† 16.57	† 9.23	† 3.55	† 10.40	† 16.18
4.7	Pugwash Jct..... A	6.40	15.25	17.15	9.35	6.10	10.50	16.30

f—Trains stop only when signalled or when there are passengers to set down.



An Intercolonial Railway map of 1904 showing the Oxford branch.

Canada Transport Decisions

FINIS TO CHICOUTIMI

On November 27, 1987, CN received conditional approval to abandon the 5.3 miles of track between Chicoutimi and Ha Ha Bay Junction, Quebec. If CN accepts the RTC's conditions, this will mark the end of rail passenger service to Chicoutimi as well.

The Quebec and Lake St. John Railway opened its rail line from Quebec City to Chambord, on the shores of Lake St. John, in June 1883. Financially exhausted, further extensions into the Lake St. John region did not occur for a number of years. The first extension was the 12 mile long line from Chambord to Roberval which opened in December 1890. This line permitted the railway to make connections to the communities bordering the lake by steamboat. A little less than three years later, the line from Chambord to Chicoutimi opened to traffic on July 17,

1893. The McKenzie Mann Company bought a controlling interest in the capital stock of the Quebec and Lake St. John Railway during 1906 and 1907. This stock was turned over to the Canadian Northern in 1914 to be included with the securities pledged by the Canadian Northern to secure a government loan to enable the company to continue building its transcontinental rail line. With the collapse of the Canadian Northern, the properties became part of the initial grouping of lines folded into the Canadian National Railways.

In July 1985, CN shifted its team track operation from downtown Chicoutimi to an industrial park located south of Chicoutimi on the Roberval and Saguenay Railway. As a result of this step, only 33 carloads were handled over the rail line into Chicoutimi in 1986.

While there was no opposition to CN's application to abandon the line, the Chicoutimi Board of Trade felt that the



*When the Quebec & Lake St. John Railway reached Chicoutimi in 1893, this small wooden station was built to meet its requirements. The structure was subsequently replaced by a larger brick station.
Archives of Quebec (ANQ-Quebec)/Collection Initiale GH470-266.*

VIA station should be relocated to the industrial park. VIA, however, wants to terminate the service at Jonquiere, some 10 miles from Chicoutimi. VIA support of CN's application was conditional of CN making improvements to handle VIA's train at Jonquiere. These conditions are: (1) CN provide facilities for parking, turning, and maintaining the train, (2) CN cede to VIA an additional 250 square feet of space in the station, and (3) CN modify the station platform and install the necessary car battery recharging facilities. CN argued these costs should be borne by VIA, but the RTC has stated CN should be responsible for these expenses. Once CN has complied with these conditions, the line into downtown Chicoutimi can be abandoned.

CP TO LEAVE LINDSAY

On November 25, 1987, CP received permission to abandon most of the Bobcaygeon Subdivision. The line which currently stretches 20 miles from Dranoel to Lindsay, Ontario originally extended an additional 16.2 miles to Bobcaygeon on the shores of Sturgeon Lake.

Since 1932, the Bobcaygeon Subdivision has actually composed of segments of two different railway companies. The first of these lines to be built was the Lindsay, Bobcaygeon & Pontypool Railway (LB&P). While it was chartered in 1890, thirteen years elapsed before financing was secured to build the line. Following the agreement to lease the line to CP for 99 years in 1903, progress was such that the LB&P completed its line

from Burketon Junction, on the Ontario & Quebec Railway, to Bobcaygeon by the summer of 1904. The purpose of this line was to tap the growing industries at Bobcaygeon, which had no rail service, and at Lindsay, which up to that time were served exclusively by the Grand Trunk.

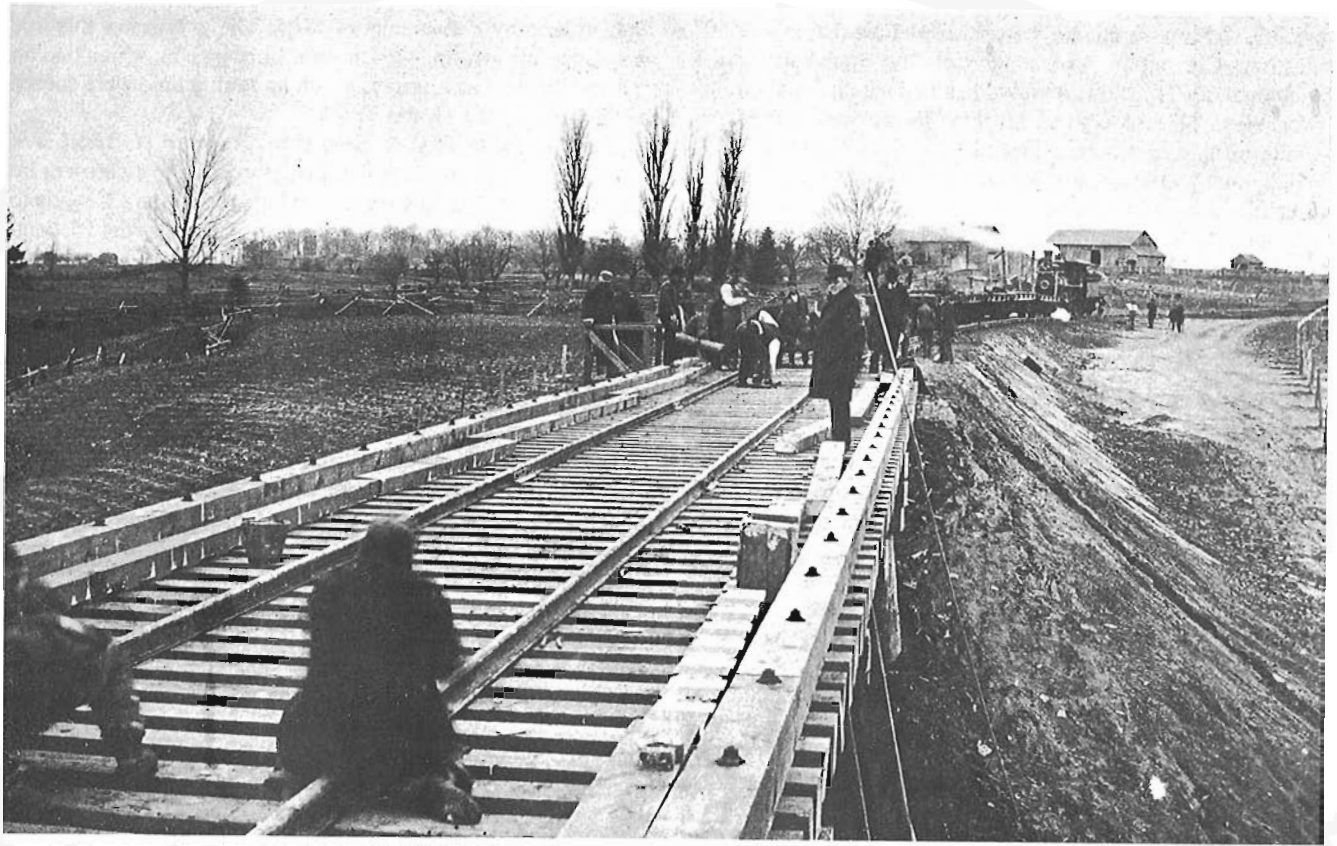
The Georgian Bay & Seaboard Railway (GB&S) was chartered in 1905 by Canadian Pacific in order to create a more direct route for grain shipments moving from western Canada to ocean ports. Due to congestion and the small size of the Welland locks, a significant portion of the western grain crops was transhipped from the large lake boats used on Lakes Superior and Huron to trains at Georgian Bay points for furtherance to Montreal and points east by rail. In 1907, CP commenced laying track on the first section of the GB&S between Coldwater Junction, on its Toronto-Sudbury main line, to Hog Island. This community at the terminus was named Port McNicoll after an official of the CPR. It was not until May 1912 that the line was completed through to a junction with the Ontario & Quebec Railway at a point called Bethany Junction located to the west of Cavan, Ontario.

The amount of grain flowing through Port McNicoll fell sharply during the depression. This was due to the combination of poor crops on the prairies and the shift to marine transport which was encouraged by the rebuilding of the Welland Canal locks to accommodate larger ships during the early 1930's. As the remaining grain traffic moving by rail from Port McNicoll could be routed via Toronto, most of the GB&S was redundant.

C. P. R. Depot, Lindsay, Ont., Canada



The location is the Lindsay, Ontario station of the CPR. The round-ended station plan was repeated in a number of communities in eastern North America. The 4-4-0 locomotive pulling what appears to be a freight train is unidentified. The large holiday crowd seems to be awaiting the arrival of their train in this 1906 view.
National Archives of Canada/C-25800



The first locomotive owned by the Tillsonburg Lake Erie & Pacific is pushing the train of five flat cars carrying construction materials in this November 1895 view. While the rails have been laid on the trestle over Otter Tail Creek, they have yet to be spiked. Within two months regular rail service will start from Port Burwell to the junction with the Grand Trunk south of Tillsonburg.

National Archives of Canada/PA 119701

With the reduction in grain traffic, CP no longer needed two routes between Lindsay and the Ontario & Quebec. Two factors influenced the decision to abandon of the LB&P line south of Lindsay. First, the GB&S was five miles shorter than the LB&P line. Second, the GB&S had been built to much higher standards than the LB&P. The Board of Railroad Transport Commissioners (the predecessor of the RTC) authorized CP to abandon trackage between Lindsay and Burketon Junction in December 1932. Bethany Junction was renamed Dranoel at approximately this date. Dranoel, which is Leonard spelled backwards, is named for a CP official. In September 1937, authorization was received to abandon the GB&S line from Lindsay to Orilla. In June 1961, the track from Lindsay to Bobcaygeon was abandoned. The only section left of the LB&P after this abandonment was the trackage in Lindsay.

In 1986, total traffic over the line amounted to 307 carloads. All this traffic originated or terminated in Lindsay. On December 19, 1986, CP concluded an agreement to sell 1.6 miles of trackage in Lindsay to CN. Many of those who opposed the abandonment of the CP line agreed that the future of the CN line to Lindsay appeared uncertain. The RTC decided that as no application is pending for the abandonment of the CN line, such arguments could have had little bearing on their decision.

TILLSONBURG TRUNCATIONS

Rail lines in the Tillsonburg, Ontario area were the subject of two RTC decisions. On November 25, 1987, permission was given for CP to abandon 15 miles of the Port Burwell Subdivision extending from Port Burwell to Tillsonburg and for CN to abandon 22.6 miles of the Burford Subdivision extending from Burford to Tillsonburg North.

The Port Burwell Subdivision was built by the Tillsonburg, Lake Erie and Pacific Railway Company (TLE&P). It was expected that the Grand Trunk would take an active hand in the company. Due to the recession of 1893, which buffeted its finances, the Grand Trunk decided not to become involved. Mr. John Teal, a resident of Vienna, a small community between Port Burwell and Tillsonburg, became the financier and contractor for the TLE&P. Construction started on July 1, 1895. Progress was swift. The mandatory inspection trip by the government inspector occurred on December 20, 1895. While the engine left the track when it crossed a soft embankment, the Dominion government inspector approved the opening of the line on January 2, 1896.

Initially, the line extended from Port Burwell to a junction with the Grand Trunk main line between Windsor and Fort Erie



The sign proclaiming "Canadian National Telegraph" dates this picture of the Burford, Ontario station as being taken after 1920. The express wagon is ready to receive the day's offering while the usual crowd of passengers and loafers bustle about.
National Archives of Canada/C-4722

south of Tillsonburg. Seeking an alternate connection, an extension through Tillsonburg to the Canada Southern Railway was completed two years later. On December 13, 1902, the TLE&P pushed northwards from Tillsonburg to Ingersoll where a connection was made with the Canadian Pacific. CP leased the company for 999 years in 1905. In 1958, the company was dissolved by an Act of Parliament and its assets were vested in CP.

One of the reasons CP interested itself in the TLE&P was the desire to improve its connections to the coal fields of Pennsylvania. CP and the Pennsylvania Railroad co-operated to form the Pennsylvania-Ontario Transportation Company which operated a railway car ferry from Ashtabula, Ohio to Port Burwell. The major commodity handled by the car ferry was Pennsylvania coal destined to feed CPR steam locomotive boilers across Ontario. Service was inaugurated in June 1906. The one and only ferry operated by the company was the "Ashtabula", which saw 51 years of service.

coal shipments declined with the onset of dieselization. The decision to terminate the service was simplified when the "Ashtabula" sank in Ashtabula harbour following a collision with another ship. The "Ashtabula" was refloated and towed to the scrapper thereby ending the railway car ferry era on Lake Erie. Traffic from Port Burwell declined precipitously after the

car ferry service was abandoned. In 1986, total freight traffic amounted to 10 carloads.

The Burford Subdivision was built by the Brantford, Norfolk & Port Burwell Railway Company (BN&PB). The line, which extended from the Great Western Railway in Brantford to the Grand Trunk's "Canada Air Line" south of Tillsonburg, opened to traffic in 1876. The Great Western leased the BN&PB in 1878. The Grand Trunk took over the lease when it acquired the Great Western in 1882. The BN&PB was amalgamated into Grand Trunk in 1893.

A previous abandonment claimed the 1.5 miles of line in downtown Tillsonburg in 1978. In order to maintain service a link to the CN Windsor-Fort Erie line, CN acquired running rights over the CP line which passes through Tillsonburg.

CN had requested permission to abandon 29.2 miles of this subdivision. The RTC found that substantial economic hardship would have been worked upon the shipper located at Burford and that CN's action in reducing freight service from once per week to once per month had unduly restricted traffic. The RTC Commissioner hearing the case concluded that, if more frequent service is provided to Burford, the increase in traffic could bring this section of line to cost recovery levels. CN has been ordered to maintain the line from Brantford to Burford and to increase its service to once per week when traffic is offered.

CRHA Communications

SALEM & HILLSBOROUGH-NEW BRUNSWICK DIVISION

On Sunday, September 06, 1987 the Salem & Hillsborough Railroad Inc., celebrated it's Annual Dedication Day. Ex CP #29 a 4-4-0 locomotive was chosen for the dedication day, as it was celebrating it's 100th Anniversary. As a result was refurbished and permission for that one special occasion, was finally received to steam the locomotive.

TRAIN ORDERS			
DATE: <u>Sep 06 1987</u>	SCHEDULED PASSENGER	<input checked="" type="checkbox"/>	
ORDER NO. <u>7-142</u>	PASSENGER EXTRA	<input type="checkbox"/>	
LOCOMOTIVE NO. <u>1009</u>	FREIGHT/WORK EXTRA	<input type="checkbox"/>	
LOCOMOTIVE No. <u>29</u>	SHUNTING	<input type="checkbox"/>	
TRAIN NO.	DEPARTURE:	FROM:	TO:
1	13:30	Hillsborough	Salem
2	14:05	Salem	Hillsborough
3	15:00	Hillsborough	Salem
4	15:35	Salem	Hillsborough
5	16:30	Hillsborough	Salem
6	17:05	Salem	Hillsborough
CREW MEMBERS:		ENGINEER: ABEL BASTRACHE #29	
CONDUCTOR: <u>Ed Bowes</u>		FIREMAN: LIONEL BISSONNETE #29	
TRAINMEN: <u>T.B.A.</u>		ENGINEER: <u>GREG CARLIN</u> #1009	
TRAINING: <u>#29 John Bastache</u>		FIREMAN: <u>JEFF IRVING</u> #1009	
		Flagman: <u>HAROLD FORSYTHE</u>	
		TRAINING: <u>MIKE MACDONALD #1009</u>	
SPECIAL INSTRUCTIONS: - Max Speed <u>15</u> m.p.h.			
* No VISITORS - No POWER/BRAKES ON FRESTLE			
IN CAB WHILE MOVING - ONLY WHEN STANDING - Caution At All Crossings & Switches			
No Smoking - PLEASE - Maintain Radio Contact With Flagman			
		DISPATCHER: <u>Robert W. Harvey</u>	
		Signature: <u>Robert W. Harvey</u>	
DEDICATION DAY			
DOUBLE-HEADED STEAM FROM GRAYS ISLAND ROAD - CP#29 TO BE MOVED INTO POSITION ONLY BY DIESEL #8208			
<u>Robert W. Vibeig</u> GENERAL MANAGER			

The locomotive was built at the C.P.R. Delormier Shops in Montreal, in September of 1887, serial number 1065, road number 390, class SA with 62" driving wheels. Rebuilt in 1893 and reclassified SC with 69" driving wheels. In 1908 the locomotive was reclassified to A-6-A and renumbered 217. In 1913 the locomotive was extensively rebuilt and modernized and renumbered to 29, reclassified A1E. The locomotive ran for

years on the Norton to Chipman line in New Brunswick, as this line had light bridges which prohibited the use of larger power. Three 4-4-0's, 29, 136, 144 served here until nearly the end of steam on the C.P.R.

The most famous day for CP #29 was the last steam run on C.P. out of Windsor Station in November 1960 to St. Lin, Quebec. This was to commemorate the 75th Anniversary of the driving of the last spike. In 1963 the engine was placed in the C.R.H.A. Museum at Delson, Quebec.

The New Brunswick Division of the Canadian Railroad Historical Association received #29 on Sunday November 13th 1983 in company of Ex Canadian National Steam Locomotive #1009 (Issue #394 Sept./Oct. 1986) and two passenger coaches.

The locomotive was stored for the winter under cover and was displayed on the upper yard track during the summer months at the Salem and Hillsborough Railroad.

During the winter of 1986 the division felt that with CP 29's 100th anniversary coming up in 1987 the famous engine should be repaired and used for double-heading with Ex CN #1009 if the necessary work could be completed and permission given from CRHA.

On Sunday September 6th 1987 over four hundred people attended the Railroads Annual Dedication Day when CP #29 was returned to service on a special return double-headed train excursion to Hillsborough.

As can be always expected a few minor problems developed—hot injectors, several leaks, and no air pump, however the special trip was pulled off in grand style to the delight of many people who came from all over to see the historic event.

As in the past representation from other divisions were on hand with one member from the "470" club. A large turnout from the New Brunswick Division of it's members was a pleasant surprise, and we invited a few special guests to round out the anniversary celebration.

The steaming of the locomotive began shortly after 9:00 a.m. when Abel Bastarache and Richard Vibeig jointly lighted the first match to start the fire. By 1:00 p.m. the engine was ready for it's debut and was pulled by #1009 to the station area. After the train left on it's regular 1:30 p.m. run, engine #29 was towed to Grays Island to be hooked onto engine #1009 for the double-headed run to Hillsborough. After it's arrival a short ceremony was held with the Honourable Malcolm MacLeod and Wylie McGinley cutting the special 100th Anniversary Cake, together after which, everyone in attendance had a piece. Then due to many requests a second double-headed run was made to the delight of everyone in attendance.

After the day concluded the steam locomotive was put into the repair shops at the railroad. A bent rod was sent to C.N. Moncton and repaired, injectors taken off and recleaned, one radial stay repaired, tender rewashed along with the boiler.

On Sunday September 27th 1987 Ex CP #29 made one complete round trip to Salem and back to Hillsborough as the lead engine on the 1:30 pm excursion train. Everything worked on this trip,

Two CP officials visited to view the magnificent sight of the train chugging up the hill into Hillsborough. Omer Lavallée recently retired corporate historian and archivist viewed the train and seemed pleased with the effort we have made in the restoration. He was in the company of R.S. Ritchie recently retired assistant to the president who took many pictures. For many of us it was a dream come true.

CROWNSNEST AND KETTLE VALLEY DIVISION

Planned as early as 1977 for the Cranbrook Railway Museum, this building has now been moved the 43 miles from Elko to Cranbrook and is being restored to become a station for the museum.

Built 1900-01, it is the only surviving "Crownsnest Style B" depot of the Canadian Pacific Railway, so the importance to this area is significant both historically and architecturally. Its distinguishing features from other styles is the extremely steeply-pitched roof with large front dormer and two back ones.

Sponsors of the project to date have been the Cranbrook Rotary Club (\$12,000), the Cranbrook Kinsmen Club (\$8,000), the B.C. Heritage Trust (\$12,500), Crestbrook Forest Industries Ltd. (site clearing at Elko), and Burns and Whyte Construction (\$950). The Provincial Job-Trac employment program has also contributed to this project which is part of a much larger project at the museum this winter amounting to nearly \$90,000 in Job-Trac Funds. The station portion of the Job-Trac is estimated to be about \$30,000 of the total amount allotted and is basically for labour with some amount for materials, etc. CP Rail donated the building for an income tax deduction receipt.

Already, many original items are being donated for the station restoration and more items are being sought - especially old photographs. If you have any items belonging to a station setting, or some old photos of the Elko Station, or know stories about the building and the many inhabitants, the Cranbrook Railway Museum would be pleased to hear of them (Phone 489-3918).

The building, scheduled for completion next March, will form the new entrance for the museum as well as providing administration, reception, archives and workshop facilities for the growing museum. From next March on, visitors will purchase their tour tickets in the station and proceed up the stairs of the railway cars through to a long viewing hallway built along the entire length between the 2 lines of cars. Visitors will be able to view the restored cars through windows for a "coach class" ticket, or take an interior tour for a "first class" ticket. The whole development will provide a much more real-life station situation for visitors.

ST. LAWRENCE VALLEY DIVISION

We are pleased to report the publication of the first issue of 'The Valley News' the quarterly bilingual newsletter of the Division. The first issue featured an article on the Jean Talon Station (CP) in Northern Montreal which has been converted from a Canadian Pacific passenger depot to a MUCTC Metro station.

The Division has done extensive research and subsequently proposed a preservation project of up to four CN heavyweight commuter cars which are ex-mainline coaches. Our report is presented under the Collection Committee heading.

- IN MEMORIAM -

KENNETH F. CHIVERS

Members of the C.R.H.A. will be saddened to hear of the sudden death, on November 25 1987, of Kenneth F. Chivers. Ken first joined the C.R.H.A. on November 8 1951, and had membership number 131. For more than a decade thereafter he was one of the most active members, being involved in most activities of the Association including the excursions and the weekly work sessions on car 274 at St. Denis, and later Cote St. Paul, car barns. This involvement in the C.R.H.A. reached its peak in 1959 when he was elected President of the Association, a presidency that was cut short by his moving to Ottawa later the same year.

Following his move to Ottawa, Ken continued to be active for a number of years, especially with the start of the museum project at Delson. In later years he continued active in railway enthusiast activities in the Ottawa area until his untimely passing at the comparatively young age of fifty-nine.

To his mother, his wife and his children the C.R.H.A. extends its deepest sympathy. The Association has lost a good friend who did much for it in those important days of the 1950's.

F.A. January 1988.

PHOTOS AND INFORMATION REQUESTED

Your editorial committee is doing research for future articles for *Canadian Rail*, and would like photos, timetables or other information about the following topics:

- 1) Quebec City streetcar system operated by the Quebec Railway Light & Power Co. and its predecessors.
- 2) Niagara Falls Great Gorge Line and the International Railway belt line around Niagara Falls. Also photos of the NS & T Tower Inn terminal in Niagara Falls.
- 3) Hull Electric Company.
- 4) Information on CN "NORTHERN" (4-8-4) locomotives in order to help complete a major feature on these popular engines.
- 5) CN diesels 9000-9001, particularly routes operated by these engines between 1929 and 1939.

CONGRATULATIONS TO MR. STUCKEY

Our member and good friend Mr. Lawrence Stuckey was, in January 1987, inducted into "The Order of the Buffalo Hunt". For his long time work to help preserve Western History. This is the highest honour that the province of Manitoba can bestow on one of its citizens, and the editorial committee of Canadian Rail offer sincere, if belated, congratulations to Mr. Stuckey on this honour.

RAILWAY BOOK SALE

Write for your free copy of Catalogue No. 671 "Canadian Railway Historical Material" from Heritage Books, 866 Palmerston Avenue, Toronto M6G 2S2

NOTICE OF CONVENTION

The 1988 CRHA convention will be hosted by the New Brunswick Division at the Salem and Hillsborough Railway, located near Moncton N.B. Tentative date is the weekend of July 1 through 3 1988.

Members are invited to prepare papers on historical railway subjects for presentation at the convention.

More details will appear in the next Canadian Rail. Please reserve the date now.

Collection Committee Report

by Peter Murphy

Your collection committee has been meeting regularly and reporting to the Board of Directors. We are pleased to bring you up to date on the committee's recommendations, all of which have been approved by the Board.

Former CN street car 15702, formerly used at the Neebing Yard in Fort William, has been leased by Fort Edmonton Park for a period of 12 years. The car is to be restored to operating condition to augment the two cars presently in service at the park. 15702 was shipped to Edmonton on its own wheels in a CN gondola and is presently under cover.

Your committee, with the approval of the Board of Directors, solicited and was granted a most generous donation from Terra Transport and Canadian National Railways. The CRHA has been given a complete Newfoundland 3'6" gauge mixed train consisting of diesel locomotive 805, outside-braced stock car 7035, bulkhead pulp car 14016 and a yet-to-be-determined coach. The first three units were shipped in December, the first being locomotive 805 which passed through Montreal on January 13. On January 30, all three were unloaded at the Museum and now stand on a 3'6" gauge track built during December. The coach will follow later this year. This display will complement the CN collection at the Museum and will be the only exhibit of Newfoundland equipment in mainland Canada other than the private car "Terra Nova" at the National Museum of Science and Technology in Ottawa. Our grateful thanks to Mr. Howard Easton of Terra Transport who, by the way, was instrumental in our acquisition of Maritime Railway locomotive 5 in 1961. The CRHA has contributed \$5000 towards the cost of transportation and we are actively seeking

donations to help defray this cost as well as that of unloading the equipment.

The CRHA has declined to transfer title of Northern Alberta locomotive 73 to the APRA; we are offering them a long term lease instead. We have also declined to transfer title of Toronto Transit Peter Witt car 2300 (which has been standard gauged) back to the TTC. These two pieces of equipment have been confirmed as forming part of our National Core Collection.



*Approaching Argentea Newfoundland on August 23 1982, locomotive 805 is the second unit hauling the mixed train. This unit is now a valued addition to the CRHA collection.
Photo by Fred Angus.*

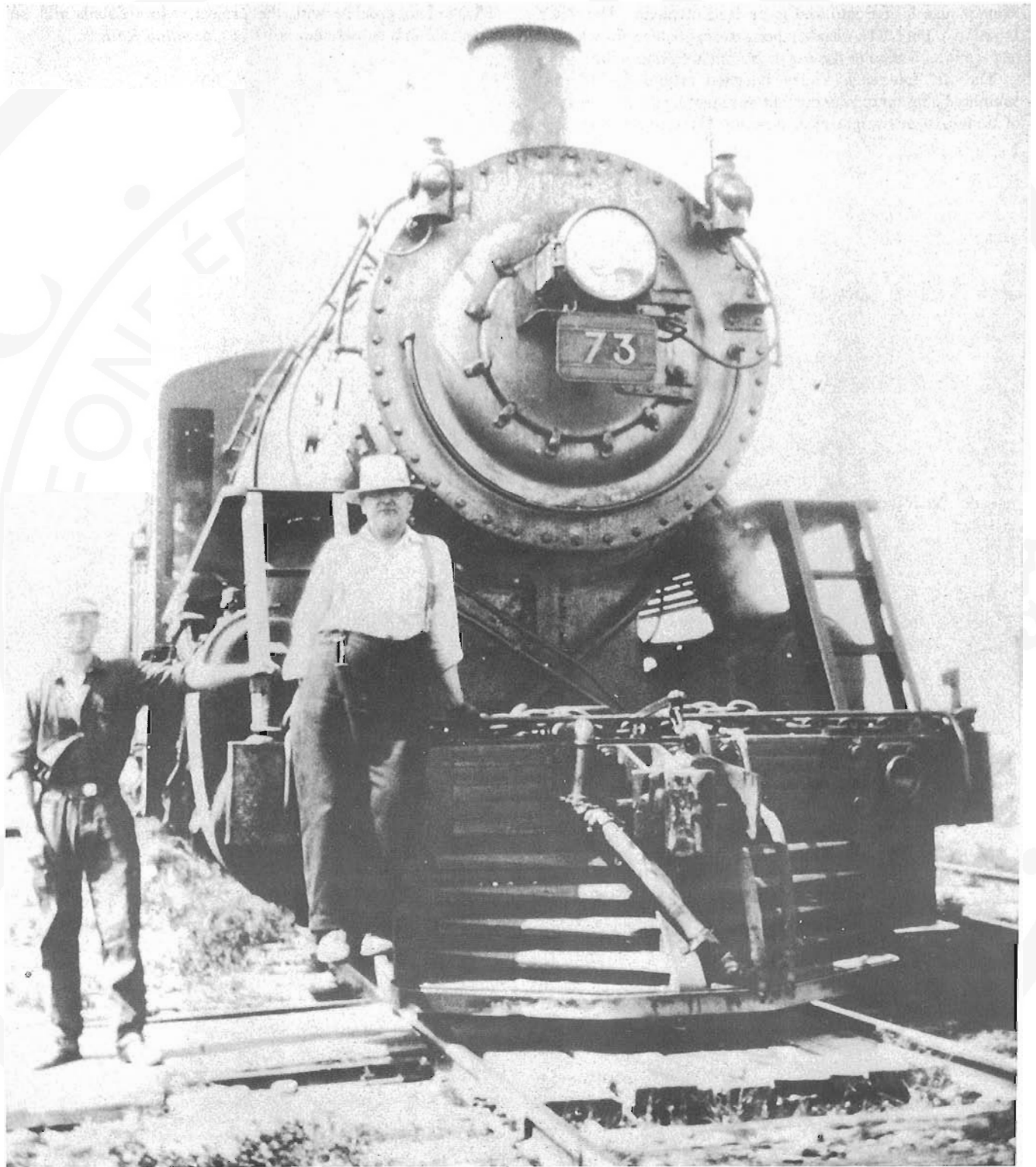
The TTC 2300 is presently stored indoors at CP's John Street Roundhouse in Toronto and is in need of repair. The T&Y Division of the CRHA is attempting to negotiate terms with CP to permit us access to the car to commence restoration.

The St. Lawrence Valley Division of the CRHA has submitted a report to your committee regarding the preservation of certain heavyweight steel coaches. This report has been

accepted in principle, and the CRHA board has authorized the Division to proceed with the project. More details will be available in a subsequent issue of *Canadian Rail*.



Toronto Transit Commission street car 2300, seen when new in 1921. It was given to the CRHA in 1963 by the TTC.
CRHA Archives. CanCar collection No. C1373



Former Northern Alberta Railways locomotive 73 at an unknown location during one of its many job assignments. This locomotive was acquired by the CRHA in the 1960's.

Photo from collection of Mr. Clarence Comrie, via Lon Marsh.

Annual Awards Program

An Annual Awards program has been authorized by the Board of Directors of the Association, to be known as the CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS. The first year for awards will be for 1987. An announcement of the program was made in the May/June 1987 issue of *Canadian Rail*.

The purpose of the awards program is to recognize and honour individuals whose endeavours have contributed during 1987 to the recording and/or preserving the artifacts of historical value of Canada's railways. One exception will be the ACHIEVEMENT AWARD which will be presented to a person for a significant contribution over a period of years.

The categories of the awards authorized for 1987 are as follows: –

1. ACHIEVEMENT AWARD: –
to a person for a significant contribution over a period of years.
2. ARTICLE AWARDS: –
 - a) for an article published in *Canadian Rail*, or a Division periodical, and
 - b) for an article published in any other periodical or magazine
3. BOOK AWARD: –
for a book published in the award year.
4. PRESERVATION AWARD: –
to a person or a group of people, for an outstanding preservation activity in the award year.

Recipients of awards will receive certificates bearing the Association's name, its corporate seal, the name of the recipient, and the signatures of the Association's President and the Chairman of the Awards Committee.

Nominations will be accepted from members and other persons interested in Canadian railway history. Submissions should bear the name of the nominee and the reasons for that persons nomination, with concise statements as to the accomplishments of the nominee, which will be helpful to the Panel of Judges in reaching their decisions. A copy of the nominated work should be submitted with the nomination. In the case of the Book Award, the book should be submitted, which will be returned to the sender, as it will be treated as a loan to the committee.

Nominations should be submitted as early in 1988 as possible, but not later than April 15. The names of the recipients of Awards will be announced as soon as the decisions of the Judges are known, and will be published in *Canadian Rail*. Awards will be presented to all recipients at an official function of the Association.

An outstanding PANEL OF JUDGES has been selected and all have graciously agreed to serve. The Members are as follows: –

Dr. Norman Bell: –
Curator of Research-National Museum of Science and Technology, Author and Historian; Ottawa, Ontario.

Mr. Ray Corley: –
Toronto Transit Commission Engineer. Author and well known railway equipment history authority. Toronto, Ontario.

Mr. Colin Hatcher: –
Education Consultant – Government of Alberta Author. Edmonton, Alberta.

Mr. Chris Andreae: –
Rail Consultant and author. London, Ontario.

Mr. Frederick Hazel: –
Editor-in-chief, Saint John Telegraph-Journal. Saint John, New Brunswick.

Mr. Gérard Fréchette, Educator, Montreal, Que.

Mr. James Brown – alternate judge: –
Government of Ontario Transit engineer, Past-president Ontario Rail Association and author. Toronto, Ontario.

Awards Committee: –
Mr. Walter J. Bedbrook – Chairman. Compartment 132, R.R. 2 Picton, Ontario, K0K 2T0. Tel. (613) 476-7678.

Dr. Robert V.V. Nicholls, Merrickville, Ontario.

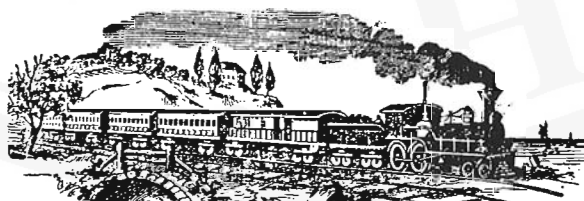
Mr. Michael Westren, Calgary, Alberta.

Mr. R. Dyson Thomas, Saint John, New Brunswick.

Members of the committee would welcome any enquires you may have, or any suggestions you may wish to make, regarding the awards.

Many excellent articles about Canadian railway have appeared in many publications in 1987. Several new books were published and new and interesting preservation activities were undertaken. The year was an exciting one for Canadian railway activity and one that the Canadian Railroad Historical Association, with the help of your nominations, wishes to acknowledge by the presentation of these Annual Awards.

Nominations should be submitted to Walter Bedbrook using the form on the next page or a copy or facsimile thereof.



To: CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS,

Compartment 132, R.R. 2, Picton, Ontario, K0K 2T0.

My nomination for the following award (s) is/are:

ACHIEVEMENT AWARD ()

The attached documents support
my nomination (s).

PRESERVATION AWARD ()

ARTICLE AWARD (a) _____ published in

Title of Article

_____ for _____ 1987.

Canadian Rail/Div. periodical

month

ARTICLE AWARD (b) _____ published in

Title of Article

_____ for _____ 1987.

Name of magazine

month

BOOK AWARD _____ published in 1987.

Title of Book

The attached documents support my nomination (s).

Submitted by: _____

Of Collections And Wills

by Fred Angus

On Saturday, November 21 1987 near Milton Ontario there occurred an auction of a major collection of material concerning street railways and interurbans of Canada. While some artifacts and tickets, as well as books on U.S. street cars, were sold, the most significant part of the collection was the set of about 4000 negatives. These negatives covered many street railway systems with special emphasis on those of the Toronto area. Coverage of other systems was also very substantial, for example the Montreal Tramways and Montreal & Southern Counties included all major types of rolling stock in service about 1950. Most of the older photos were copy negatives. But those taken since 1940 were originals and almost all were of high quality. From 10 A.M. until 9 P.M., with only two half-hour breaks, the sale went on as lot after lot was sold to the highest bidder.

Your editorial committee was present in its entirety at the sale in an attempt to acquire some significant items for the CRHA archives. As the sale went on, we bid fast and furiously, taking great care not to bid against each other! In the end, after straining our respective financial resources to the limit, we did succeed in purchasing many choice items which will be of great benefit to the archives as well as to the readers of *Canadian Rail* in the future. Notable among these purchases were many sharp negatives depicting electric cars from Montreal, Ottawa, Quebec City, Winnipeg, Hull, Fort William, Port Arthur and Sault Ste. Marie. Toronto was represented by most of the photos depicting cars built before 1895. In addition a few miscellaneous

views were acquired. Photographic prints included several early examples, including one significant Montreal photo never seen before by your editor.

While the archives of the Association are being enriched by the items bought at this sale, one cannot help but feel a sense of sorrow and even frustration at the items which it was not possible to acquire. It had been decided before to concentrate on some of the rarer and less-photographed systems and as a result much had to be left behind. Time and again we watched important negatives sold, often at "bargain basement" prices, yet our available funds did not permit us to bid. An example was 35 envelopes of negatives of Toronto Peter Witt cars which sold for \$1 each, or the similar prints that went for 50¢. A few hundred dollars more would have more than doubled our acquisitions, but a few hundred dollars more was not available.

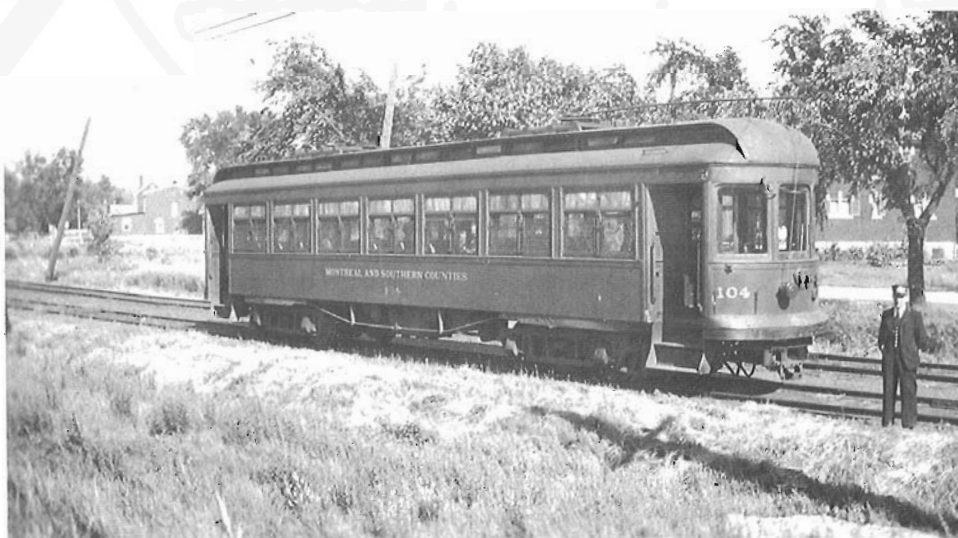
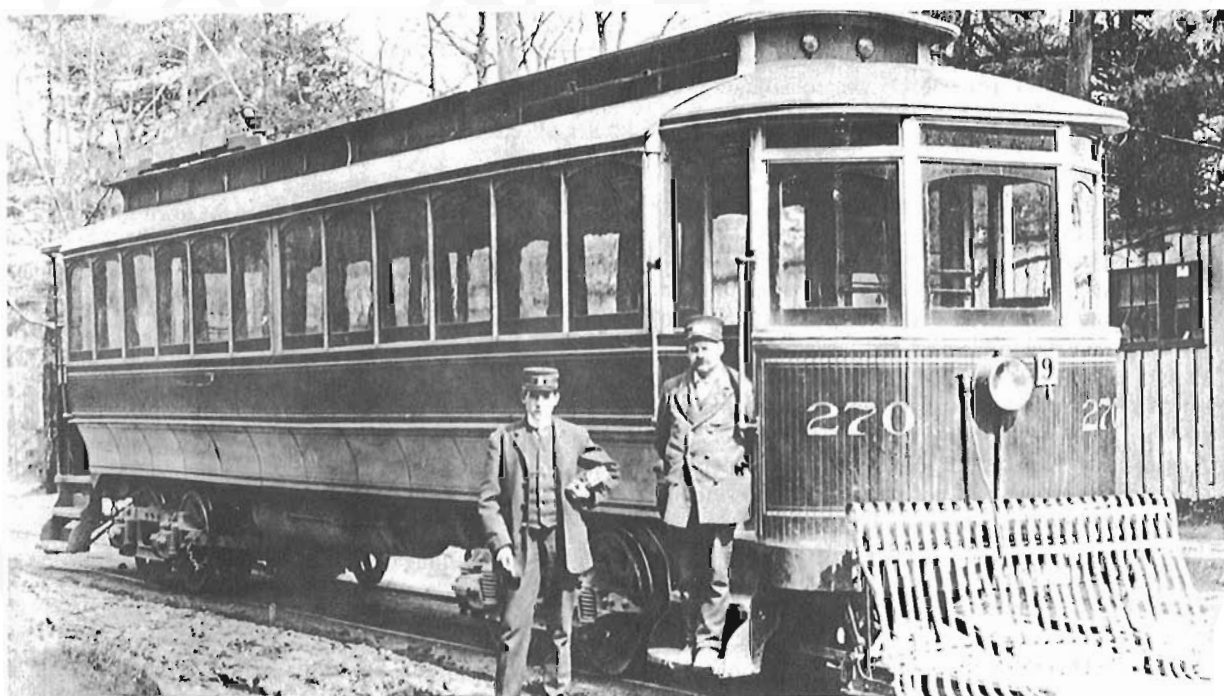
All this leads to some highly significant observations. Many of us have collections of photos and other items of railway interest. In time we must all pass on, for it has been truly said that there is nothing sure but death and taxes. While we cannot escape from them it is possible to mitigate their effects. Members should consider the benefits of leaving their collection of artifacts, photos, models or other railway items no matter how small to the Association. That way the Museum would benefit and it might save your collection from destruction, for our heirs may not share our interests. Often in the past the prized possessions of collectors have been lost because their next-of-

kin did not appreciate the significance of the items and consigned them to the garbage. Even in our lifetime we may have changed our interests and wish to dispose of some of our collection. Here we can mitigate the bad effects of that other inevitability – taxes. A donation, either in cash or in items, will qualify the donor for a tax receipt for the full value of the donation. A very welcome benefit as income tax time approaches.

Even those who do not have a collection can help by donating or bequeathing money to a fund for the purchase of archival material as it becomes available. Such a fund would have helped greatly at the recent auction permitting much more to be secured. While sales of the magnitude of that we have just seen

are rare, there are often choice books, photos or other railroadiana for sale, and often a decision to buy must be made quickly. An archives fund would make the difference between acquiring or missing out in the acquisition of such items.

The members of the Association can help to ensure that never again will your editor, co-editor and production manager watch in frustration as these prized acquisitions “get away”. Next time we hope we will have the wherewithall to purchase more of the collection, or, perhaps, the sale will not take place if the owner has chosen to will or donate it to the CRHA. With the help of our members we can make the CRHA collection the best in the country.



Two photographs from the November 21, 1987 auction: Toronto Railway "splice car" 270 (made from two old cars joined together) about 1903, and Montreal & Southern Counties car 104 at St. Lambert in August 1943.

The business car



MEMORY OF SNOW IN NEWFOUNDLAND

Now that the harsh Newfoundland winter is upon us once again, I have been reminded of times when the weather caused much more hardship than it has last winter. Despite what the good citizens of Fogo or Wabana might say, on the whole, winter does not cause the same disruption or isolation now as it did fifty years ago.

It would seem that we have finally learned how to handle the wonderful white stuff when it comes in generous quantities. While the Trans Canada may be closed for a few hours, or flights may be delayed, life does tend to continue as it had before, albeit a little more slowly.

At the turn of the century, a single blizzard could cause everything to grind to a halt. Transportation and communication could be, and often were, disrupted for weeks. The Newfoundland Railway was by no means exempt from the problems of Old Man Winter. Many of the tales about the Newfoundland Railway involve trains being blocked and buried by snow for weeks. Thanks to the work of H. M. Mosdell, author of the book **When Was That?**, I have the stories behind the famous tales.

The Topsails west of Grand Falls are the most notorious places where severe blizzards can occur almost without warning, and quite often, the Express would get caught in one of these vicious storms. A 24 hour trip could become what must have seemed an endless nightmare. Mr. Mosdell writes:

“Express train, with conductor Howlett and 100 passengers on board, blocked for 17 days, February 19 to March 10, 1903; snow 15 feet deep; people short of food; terrible blizzard most of the time; relief train derailed and relief parties frostbitten; great anxiety throughout the country over fate of crew and passengers of the Express.” Fortunately, all were rescued soon thereafter.

While a one way trip would normally take 24 hours, and a return trip could be made in 60 hours, the Express took a little longer in the winter of 1905. Again Mr. Mosdell writes:

“Express train reached St. John’s March 11, 1905, having been five weeks making the round trip to Port-Aux-Basques; drifts at times covered (the) train right in and (snow was) piled higher than telegraph poles; (rotary) snow plow kept operating by tearing up railway ties for fuel.”

The winter furry was not confined just to the mainline. The Carbonear branch also saw its share of harsh winter weather. In the last years of the passenger service on the line, a return trip to Carbonear would take approximately eight hours. Again, the winter of 1905 played havoc with the schedules;

“Train from Carbonear reached St. John’s on Monday, February 13, 1905, after two days trip from Carbonear; (the train was) completely buried in snowdrifts at times.”

It happened again in 1912:

“Carbonear train reached St. John’s, February 29, 1912, after having been 13 days getting ‘round the bay through heavy snow drifts.”

While none of these incidents were repeated last year, it does give you some idea of the hardships that winter caused at the turn of the century. It is also a graphic reminder of how even the worst of modern winters have been tamed.

Source: Newfoundland Transport Historical Society.

SHAWBRIDGE STATION REPRIEVED

The boarded-up Shawbridge train station won a temporary reprieve from the wrecker’s ball when the town council endorsed an effort to save it.

It was the first victory in what will be a long battle for the local historical society and businessmen’s association. They are fighting to save a building that was erected in 1898. The town was built around the station. They say it is their last link with a rail line that runs right to the heart of the region’s history.

Struggles identical to the one in Prévost — the old Shawbridge station and the town of Shawbridge became part of Prévost in 1974 — are taking place all along the CP Rail line from Montreal to Mont Laurier.

CP Rail, owner of 10 stations, is trying to get rid of the buildings by selling or leasing them.

No deadline

CP official Mike Spenard said the company has not set a deadline, but if it has not received a proposal for a station within the next two years, it probably will be torn down.

Local historical societies and other groups are organizing, with financial assistance from Quebec’s Cultural Affairs Department, to preserve the solid old buildings that were so central to the area’s past.

Passenger service along the line began in 1879 and was cancelled in November 1981. The stations were built between 1879 and 1906.

In the 1930s, up to 10 trains a day on weekends were running to Shawbridge from Montreal.

Elie Laroche, president of the Prévost Businessmen’s Association, said with the support of the village council, his group now will attempt to negotiate a lease with CP.

Tourist centre planned

If they reach an agreement, the group will launch a fund-raising campaign and begin restoring the station to its former glory.

Laroche said the station will be renovated and turned into a



tourist information centre, a gallery for historical and art works and offices for several local groups.

In Labelle and Ste. Agathe, committees are making plans to save their stations, too.

Spenard said CP is open to all proposals from local groups. A sale price of \$1 is not unusual, he said.

Denise Décarie of the Cultural Affairs Department said the department will finance up to 75 per cent of the cost of renovations and is expecting a number of proposals.

CP wants to dispose of stations at St. Martin in Laval, Ste. Thérèse, St. Jérôme, Prévost, Mont Rolland, Ste. Agathe, Lac Carré, Mont Tremblant, Labelle and Mont Laurier.

Source: The Gazette

C.N. HOTELS FOR SALE

More than 100 companies from around the world that are pondering the purchase of Canadian National's chain of hotels have requested detailed financial information about the properties, the company said.

Dave Todd, a CN spokesman, said he expects many of the companies to submit bids for all or part of the CN Hotel chain by the end of November.

"We'll sell them individually, as a chain or as a package within the chain," said Todd.

"Revenue maximization is the primary goal."

Todd said CN has established a confidential base price for the total revenues to be generated by selling the chain, which involves nine hotels in six provinces.

The requests for detailed information result from more than 500 introductory brochures about the chain that were distributed around the world in September.

The new kits give confidential information about each property's revenues, expenses and occupancy rates.

About 50 per cent of the requests come from Canada, 30 per cent from the U.S. and 20 per cent from Europe and Asia.

The only real conditions on the deal are that the properties must continue to be operate a hotel, he said.

CN still expects most of the hotels to be sold by the end of December, said Todd.

CN Hotels generated revenues of about \$70 million during 1986, but still lost about \$600,000. In 1985 the chain lost about \$3.4 million.

The CN Hotel properties and management contracts include the Chateau Laurier in Ottawa, Queen Elizabeth Hotel in Montreal, Hotel Macdonald in Edmonton and the Hotel Vancouver.

A 25 per cent interest in the Hotel Newfoundland, in St. John's, is also included in the package.

Management contracts for other hotels include L'Hotel, the Beausejour in Moncton, N.B., Jasper Park Lodge and the contract for the new Skydome Hotel that is included in the domed stadium now under construction in Toronto.

Source: Edmonton Journal via Lon Marsh.

NEW EXCURSION TRAIN

Edmonton (CP) — Via Rail's New Rockies by Daylight service will start next June and bring 17,000 new tourists to Banff and Jasper, a Via official said this week.

The new once-a-week service is expected to make a profit, unlike current money-losing transcontinental routes, and will be added to existing train runs, said Mike Williams, a Via public relations manager.

The daylight service, provided in response to long-standing complaints that the transcontinental routes largely pass through the mountains at night, will operate during the peak tourist season and end in early October 1988.

Either more frequent runs or a longer season are being considered for 1989, Williams said.

All trains will leave Vancouver every Sunday starting next June 5, with a one-night hotel stop in Kamloops provided as part of a tour package. From Kamloops the train will be split into two sections — one heading to Banff and the other to Jasper, depending upon the bookings made.

Bus tours that allow passengers to travel between Banff and Jasper can be arranged by travellers as part of a flexible tour package.

Heading westward, trains will leave both Banff and Jasper every Thursday, with another stop in Kamloops.

One-way fares, with a Kamloops hotel included in the price, will cost \$275; while a return trip will cost \$495.

Williams said the 17,000 additional passengers the service is expected to attract will boost Via's volume by 12 per cent during the tourist season. He described the new service as a "tourist train."

Source: The Gazette, Montreal, October 3, 1987.

BACK COVER

In 1948 the Northern Alberta Railway ran the "Friendship Train" north from Edmonton. In this view the train is about to leave while Mr. Art Miller plays a few Scottish tunes on the bagpipes.

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Canadian Rail

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