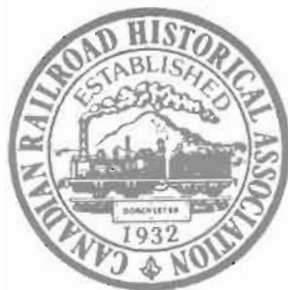


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TABLE OF CONTENTS

THE GRAND CONNECTION	ALLAN GRAHAM	155
COUNTRY DEPOTS IN SASKATCHEWAN	CHARLES W. BOHI AND LESLIE S. KOZMA	165
TRANSIT ADVERTISING	NORRIS ADAMS	171
RAIL CANADA DECISIONS	DOUGLAS N.W. SMITH	178
SALE OF THE BRITISH COLUMBIA HYDRO RAILWAY		184
BOOK REVIEW		185
CRHA COMMUNICATIONS		186

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:

Toronto Transportation Commission car 2512, a large Peter Witt built in 1921, is seen on Yonge Street in February 1928 displaying signs advertising two theatrical events. En route to the theatres, hundreds will see these cards and ride these neat and tidy streetcars.

Courtesy Toronto Transit Commission.

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 Grand Connection

by Allan Graham

It was inevitable that someone would eventually see the potential of a railway line connecting Cape Tormentine to the Intercolonial Railway at Sackville. According to an article in *CN Marine Echo* magazine in 1977, the "Capes" Route between Cape Traverse and Cape Tormentine, which is the shortest water route to the Island, had been used by the Micmacs for many centuries. The first regular ice-boat service at the "Capes" was in 1827. From 1828, this was the official winter mail route.

The first public promotion of the idea of a railway to Cape Tormentine was voiced in the local Sackville newspaper, "The Chignecto Post", in 1872. At this time, the Prince Edward Island Railway (PEIR) was being built the length of the island province and the Intercolonial was completing the rail line between Truro and Sackville. The line to Cape Tormentine would serve as a link between the two railways.

A group of Sackville businessmen organized the New Brunswick & Prince Edward Railway Company (NB&PE) to build such a line. Most of these men were involved in the lumber trade. The construction of a rail line would open up the wood lands lying to the north of Sackville. In April 1874, the New Brunswick government granted these men a charter and promised a subsidy of \$5,000 for each mile of line built. The Act of Incorporation stated that surveys were to be carried out within two years, construction started within four years, and the entire line completed by 1880. At a meeting after the incorporation of the company, the Board of Directors elected Senator Amos E. Botsford to be the line's first president.

The initial offering of stock subscriptions raised about one-fifth of the cost of building and equipping the line. This sum was insufficient to see the project completed. Like most railway builders, the NB&PE approached the Dominion government in the fall of 1876 for assistance. The promoters asked the government to supply the rails for the line.

At this time, the member representing Sackville in the House of Commons was Albert J. Smith, who was the Minister of Marine & Fisheries. Smith was sympathetic to their cause, but found his hands tied. Prince Edward Island had joined the Dominion on July 1, 1873. He was responsible for seeing that the condition of union which promised that Prince Edward Island a year-round link to the rest of the Dominion was fulfilled. In July 1876, the government had purchased an ice-breaking steamship, the "Northern Light". It would operate between the Intercolonial Railway terminal at Pictou, Nova Scotia and that of the PEIR at Georgetown, Prince Edward Island. Smith assured the delegates that if the "Northern Light" failed, the government would build the Sackville-Cape Tormentine line itself.

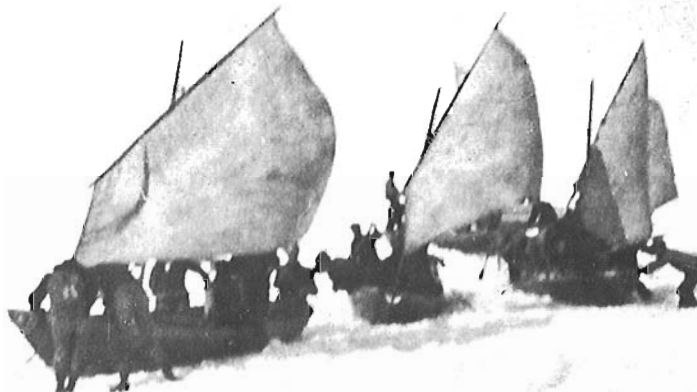
The "Northern Light" entered service on December 7, 1876. The steamer, which had been built for service in the St. Lawrence River, proved to be unsuited to the heavy ice in the Northumberland Strait. It was unable to fulfill its schedule and on more than one occasion was trapped in the ice for days. While the "Northern Light" limped along twelve years, poisoning federal-provincial relations, the Post Office reverted to using the Cape-to-Cape ice boats during the worse months of winter weather.

The "Chignecto Post" took delight in chronicling the dismal performance of the "Northern Light" and in reminding Smith of his promise to build the rail line if the steamship service proved unsatisfactory. Following the Dominion elections in 1878, the Liberal administration of Alexander Mackenzie was replaced by the conservatives under John A. Macdonald. Much to the chagrin of those along the NB&PE Railway, Smith, who was a Liberal, was returned. The adjacent riding, which contained the booming industrial town of Amherst, returned its Tory member, Charles Tupper.

Tupper was a senior member of the government and a close associate of the Prime Minister. If any railway was to be built to Cape Tormentine, Tupper would argue that it should start from Amherst so that the benefits of government largesse would be confined upon his Tory constituents.

As the newly appointed Minister of Public Works, he commissioned a special survey of the feasibility of operating a ferry service between Cape Tormentine and Cape Traverse which included the cost of providing railway communication to the two Capes. The report, which was published in 1879, stated that while the harbour facilities on both sides were good, the drifting ice would make it difficult for steamers to dock. Consequently, it was concluded that the service between the two Capes would continue to be operated by the iceboats. Recommendations were made to improve the efficiency and safety of this service. While two railway lines were surveyed from the Intercolonial to Cape Tormentine, both started from Amherst.

The Macdonald government ignored both the report and the growing complaints from the Prince Edward Island government about the unreliable winter ferry service being provided by the "Northern Light". The attentions of the Dominion government were focused upon a much larger transportation issues, including the construction of the Canadian Pacific Railway. Referring to the complaints of Prince Edward Island's premier, the Dominion government contrasted the differing scale of the two projects, "In one case it means the transport of nine passengers a day for an average period of forty-eight days a year in mid-winter [when the "Northern Light" failed to make its crossing], whilst in the other it is a great national work, providing



*Ice-boats on Northumberland Strait.
From the collection of the late Harold Moore.*

a highway in common for the eastern and western Provinces, and opening up of vast areas of the richest soil upon which many settlers from the older Provinces including Prince Edward Island are finding homes . . .”

During these years, the NB&PE was not completely forgotten. The NB government renewed the charter in 1878 and extended the completion date to 1884. Given that Tupper had yet to make a start on the Amherst-Cape Tormentine line after three years in office, the Sackville interests once more took up the cause of their railway. An 1881 report on the economic prospects of the railway showed that the area to the north of Sackville would yield large quantities of lumber and agricultural traffic. Based upon the rosy projections of increased economic activity the railway would bring, the NB&PE promoters held a meeting in Sackville on February 2, 1882 to see if the residents of the parishes of Sackville, Westmorland and Botsford would agree to be assessed an extra tax to help raise funds to build the railway.

The Chignecto Post of February 9, 1882 gives a full report of the meeting with the final motion being moved by Josiah Wood and seconded by Abner Smith:

That in the opinion of this meeting it is desirable to make to the Local Legislature Application for an “Act” to enable the Parishes of Sackville, Westmorland and Botsford or either of them, to raise money by assessment in aid of the construction of said line of Railway.

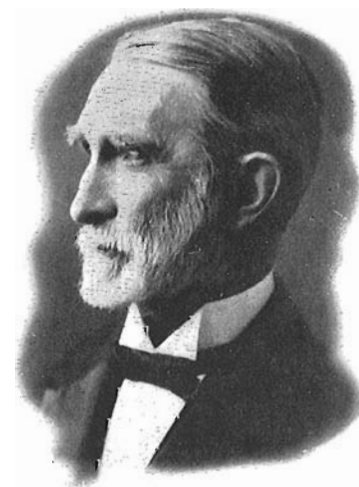
While the vote by the ratepayers was unfavourable, the meeting bolstered the request by the backers of the railway to the NB legislature for yet another extension for the completion date for the railway. In March 1882, the legislature complied but rolled back the level of provincial subsidy from \$5,000 to \$3,000 per mile.

The Chignecto Post editorial of April 20, 1882, summarizes the frustration of the people in the Sackville area at their inability to get the railway underway:

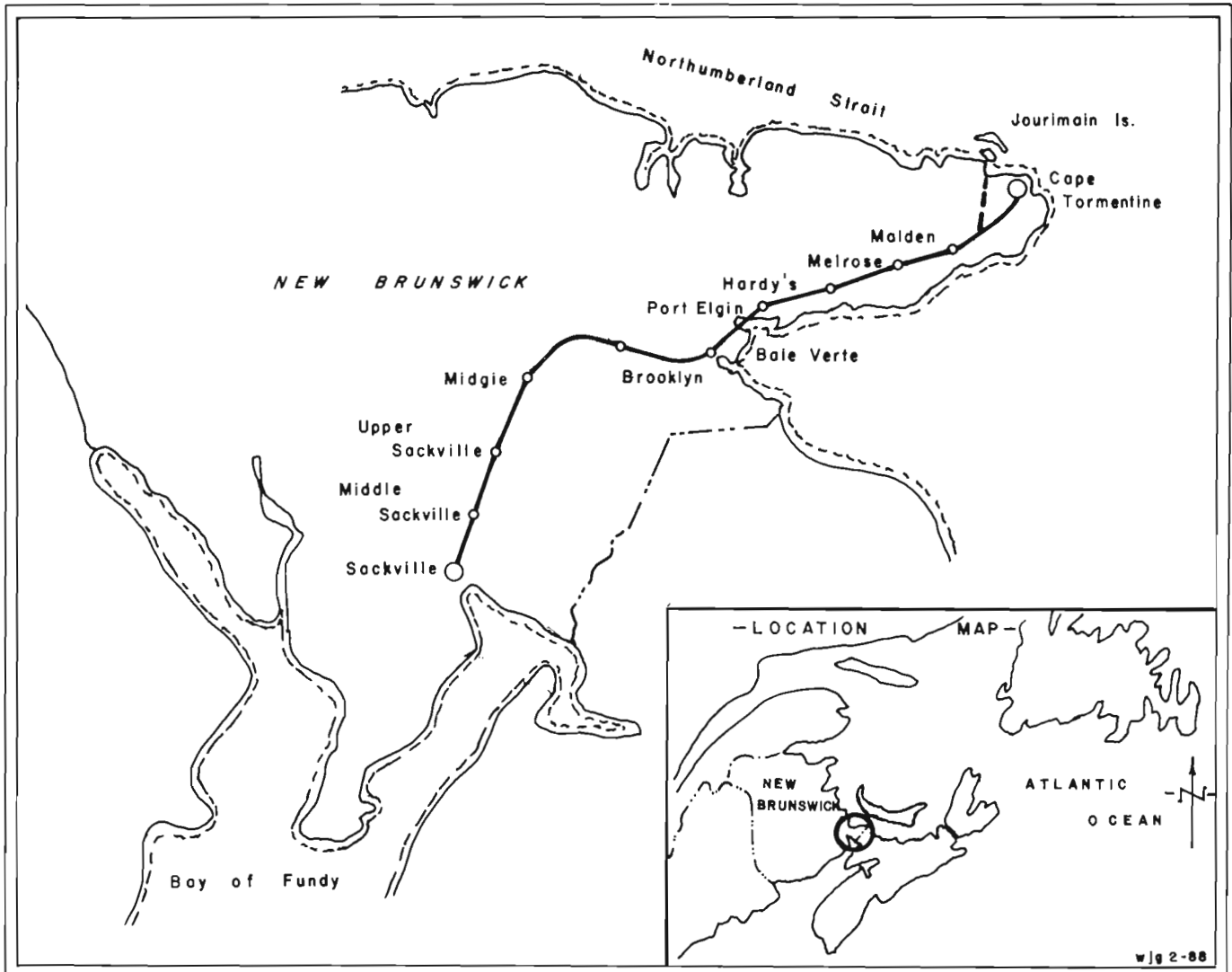
The Cape Railway possesses one distinction at least. If it has not a real existence, it enjoys a history. It has been

legislated for time and again, meetings held, speeches poured forth, editorials written almost by the hundred, weighty negotiations carried through, and still after the lapse of years, not a sod has been turned. The project has now entered upon a new phase. The people, disgusted by the futility of waiting for politicians to build the line, and stimulated by the dread of a rival line being started, have now resolved to do what they could better have undertaken years ago, viz. to build the road themselves.

In 1881, Tupper became a supporter of the Chignecto Marine Railway. The marine railway would carry ships across the Chignecto Isthmus thereby providing a link between the Gulf of St. Lawrence and the Bay of Fundy. This would reduce the



*Hon. Josiah Wood, major promoter of this Railway.
Photo courtesy of Westmorland County Archives.*



distance ships bound from the St. Lawrence to United States ports had to travel by hundreds of miles. Tupper's interest was aroused as the scheme would involve the expenditure of millions of dollars in his constituency and would enhance the industrial opportunities of the district. Tupper expanded the plans to include a conventional railway line beside the Marine Railway which would bring PEI trade to Amherst.

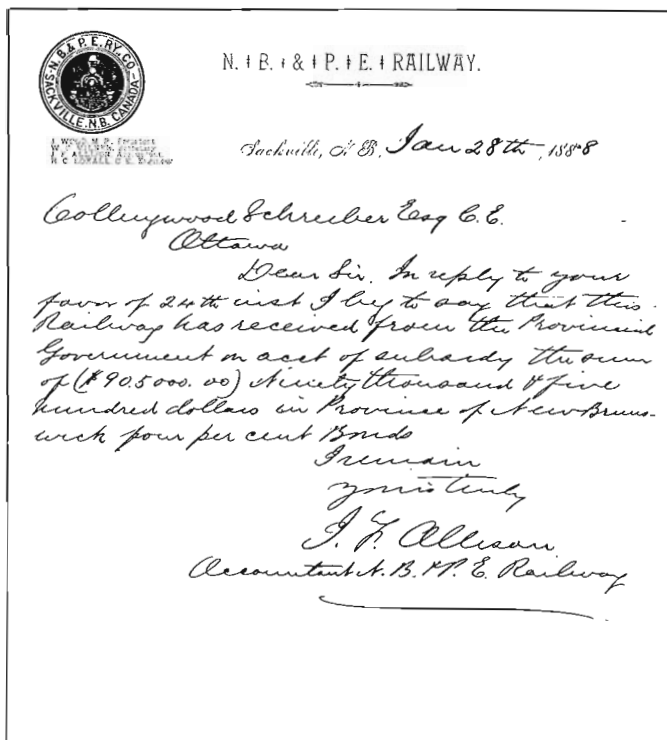
Realizing that he would not be able to influence Tupper in favour of the NB&PE, Senator Botsford, the railway's president, approached Samuel Tilley, the Minister of Finance, for assistance. Botsford noted that Tupper's plan to make Amherst the terminus of the Cape Tormentine railway would divert much of the trade of Westmorland County to Nova Scotia, which would have adverse impact upon Saint John and New Brunswick interests.

The implications of this upon the political fortunes of Tilley, who was the member for Saint John, were readily apparent. In 1878, he had retained his seat by the narrowest of margins. As

he planned to stand for re-election that year, he interceded directly with the Prime Minister to have the government block Tupper's plans to include a rail line from Amherst to Cape Tormentine as part of the marine railway project. As Tilley was the leading conservative in the maritimes, Macdonald agreed with the request.

In order to be seen to be making some movement on improving communication to Prince Edward Island, the government announced that \$190,000 was to be spent to extend the PEIR from County Line (later Emerald Junction) to Cape Traverse. This branch was opened on January 22, 1885, almost two full years before the NB&PE reached Cape Tormentine.

With regard to a connecting railway line on the mainland, Tupper stated in the House of Commons on May 12, 1882, "I may say that I would have been prepared to bring down an estimate for the construction [of a railway] between the Intercolonial and Cape Tormentine, but for the fact, that in the meantime that service has been provided for by the government



A letter, dated January 28 1888, from the accountant of the NB&PE Railway describing the current state of government subsidy payments. The company's letterhead is clearly shown in this example.

National Archives of Canada.

of New Brunswick, who have renewed the charter of a private company who propose to contract that work . . . Under the circumstances, we felt that we could not ask Parliament to provide for a service which was apparently provided for the by Local Government.”

Thus the NB&PE was given the first chance to build the line to Cape Tormentine. Tupper, however, remained obdurate. During the 1882 election campaign, he told his Amherst constituents that he did not expect that the Sackville interests would be able to complete the line. Following the failure of the NB&PE, he predicted that the line would be built with Amherst as the junction point with the ICR.

On June 8, 1882, *The Chignecto Post* published a report stating that the annual meeting of the Corporation had been held and the following officers appointed:

Josiah Wood, president
W. C. Milner, secretary
C. B. Trueman, treasurer

On August 8, 1882 a contract was signed between the Corporation and Gray and Wheaton, railway contractors, to build the first section of the N.B. and P.E.I. Railway between Sackville and Baie Verte. On August 23rd the first ground was broken in the 18 foot cut on the farm of Titus Hicks at Morris's (Morrice's) Mills. The new railway was to connect with the Intercolonial Railway west of the Sackville station.

The earliest progress report I have found on the NB&PE is a letter written to the Honourable P. A. Landry, the N.B. Provincial Secretary, on February 20, 1883. It was written by

an engineer from the N. B. Dept. of Public Works in Fredericton. He drove over a portion of the roadbed in company with R. G. Boxall, then wrote:

The whole length of road will be about 37½ miles, of which about 15 miles is now under contract, and I was informed that the Company have declined to ask for tenders for the remainder at once. Of the portion under contract, about 10½ miles is graded, commencing at the Sackville end. The stone for culverts and bridging is delivered along the whole line, the culverts are nearly all completed on the first 5 miles. About 6½ miles is chopped and cleared through the woods beyond the grading and the whole line is surveyed and set out with the exception of the terminus at or near Cape Tormentine.

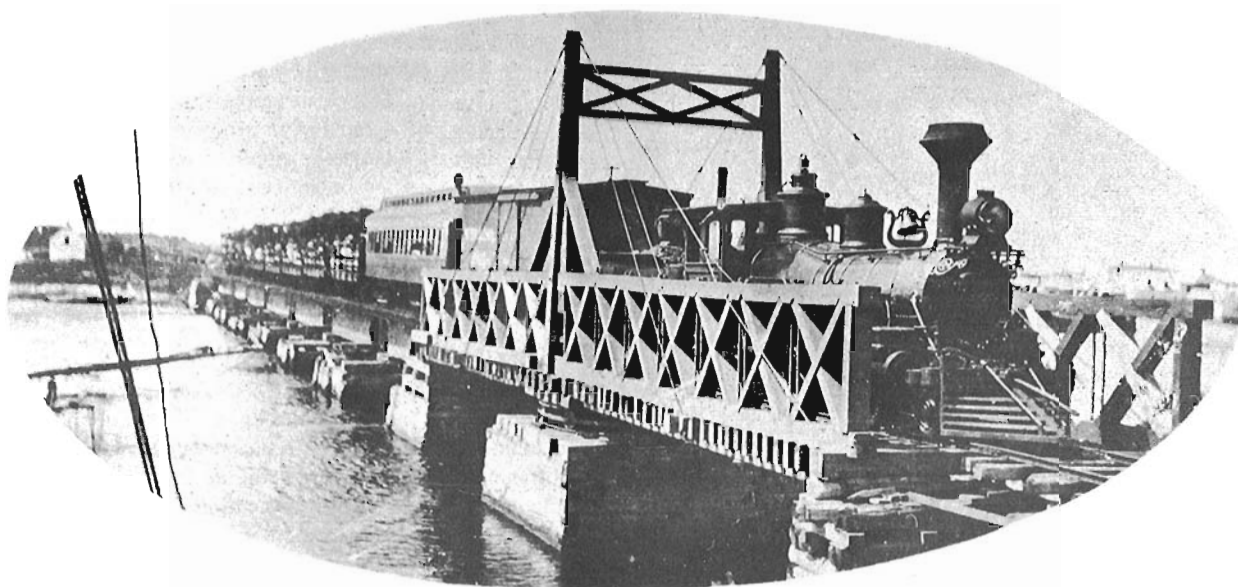
The above report alludes to the fact that the terminus on the Strait had not been decided yet. The ice-boats from Cape Traverse were landing on Jourmain Island so the original plans called for the NB&PE to go through Bayfield Corner and out on to Jourmain Island (almost the path followed by the uncompleted 1968 causeway track).

Construction practically ceased during 1883 as financing ran low. The only work completed that year was the extension of the grading from Baie Verte to Port Elgin.

Due to the enmity of Tupper, an appeal by the railway to the Dominion government for the loan of used iron rails from the Intercolonial was turned down. Barred from government assistance, the company attempted to sell bonds in England in order to raise the funds to purchase rails. This was unsuccessful as British investors had developed a lack of confidence in North American railway securities following the collapse of Northern Pacific Railway earlier that year. In 1884, Tupper blocked the granting of a financial subsidy to NB&PE. During this trying period, the only assistance Wood was able to secure from the Dominion government was a \$150,000 appropriation for a pier at Cape Tormentine.

On May 3, 1884, the fate smiled upon the NB&PE. On that date, Tupper resigned his portfolio as Minister of Railways and Canals to accept the post of High Commissioner to Britain. With Tupper out of the way, Wood, who had been elected to Parliament in 1882, was finally able to secure support from the Dominion government for the railway: used track materials were made available from the Intercolonial in 1884 and the standard subsidy of \$3,200 per mile was included in the estimates for 1885. These two measures ensured that the line would be completed and demonstrate how political support could simplify the process of railway building.

Wood purchased the first lot of rail material from the Intercolonial in June 1884. This comprised sufficient used 56 pound iron rails, fishplates, and nuts and bolts to complete the line from Sackville to Baie Verte. The price was \$20 a ton for these track materials. As well, he bought a used locomotive from the ICR which was used for tracklaying and ballasting. This marked the beginning of a continuing relationship with the Intercolonial. Over time, enough used track material was purchased to complete the entire NB&PE. These materials proved to be durable. They were still in place four decades later when the government purchased the line.



*Excursion Special Train on NB&PEI Railway at Port Elgin, N.B.
(Pierre Babineau Collection).*

This deal with the Intercolonial was notable on two accounts. First, it saved the company some \$100,000 over the price of purchasing new rails. Second, the Intercolonial did not require any downpayment on either the rails or the locomotive.

On August 8, 1884, the Intercolonial delivered the first lot of rails to the NB&PE. Five days later, the tracklaying started from the ICR's station in Sackville. On October 17th of that year, the first freight, a load of deals, was shipped over the line. By October 23rd, the rails had reach Midgic, some 7 miles from Sackville. This marked the beginning of irregular freight service.

Early in November 1884, the affairs of the company reached another crisis. The Intercolonial was pressing for payment for the materials it had provided and was holding back further shipments of track materials. Faced with the need to raise funds, the Board of Directors at their meeting on November 9th, increased their investment in the railway in proportion to their stockholdings. A partial payment of \$15,000 was sent to the Intercolonial by November 30th. A second payment of \$5,000 was made by January 31, 1885.

When the Provincial Engineer, Mr. Maxwell, inspected the line on December 17, 1884, the rails were near Baie Verte. The irregular freight service ceased when snow storms blockaded the line in late December. The unscheduled service resumed in April and in May was replaced by two regular freight trains per week operating between Sackville and Baie Verte.

On June 11th, the track was laid as far as the Post Road in Baie Verte. To mark the event, the company to operated its first passenger excursion on Dominion Day, July 1st. The funds raised were donated to the Building Fund for the Methodist Church in Baie Verte. The company, however, had been accommodating passengers on its work trains from a much earlier date. The December 4, 1884 issue of the "*Chignecto Post*" noted that the first commercial traveller had passed over

the line en route to Baie Verte and the April 30, 1885 issue commented that 34 fishermen en route from Chester and St. Margaret's Bay, Nova Scotia to Cape Tormentine and Prince Edward Island had passed over the line the previous Friday. The August 6, 1885 issue of the "*Chignecto Post*" announced that the railway was discontinuing the practice of handling travellers as it was beginning to interfere with regular work. The termination of passenger traffic was extremely shortlived as on August 10th, the company added a passenger car to its regular bi-weekly freight train. The train left Sackville for Baie Verte at 1200 and returned from Baie Verte at 1600 each Tuesday and Friday. The fare for the 17 mile trip was forty cents one way and double for the round trip.

In a letter to the editor of *The Moncton Times* copied in *The Charlottetown Daily Patriot*, on August 24, 1885, the following update is given on the Cape Railway:

... The sleepers and rails are laid as far as Baie Verte, and a freight train is running twice a week, carrying freight and passengers far beyond the most sanguine expectations of the stockholders. Baie Verte is about midway from Sackville station to Cape Tormentine, and it is the intention of the company to go on with the other half of the road as soon as another engine can be procured. Mr. Fred C. Harris, in the employ of the company, is now in Boston, and writes that he has got an engine and will be back with it in a few days. . . .

A second engine for the NB&PE arrived in Sackville on August 29th. The purchase of an American locomotive, rather than a Canadian one, brought the company in for criticism. *The "Chignecto Post"* commented, "It is strange what good free-traders some people are when their own pockets are concerned."

The progress during 1885 did not continue unimpeded. Trains were suspended for almost two weeks in early September while the workmen struggled to secure part of the foundation of a



*I.C.R. Station, Sackville, N.B.
From the collection of Pierre Babineau.*

bridge. While the rails were laid to Port Elgin by the end of September, the location of the station there became a major point of contention. The matter eventually was referred to the provincial government railway engineer for resolution. It was not until September 1886 that the provincial government passed an Order in Council fixing its location at the top of the grade on the southwestern side of the Gaspereaux River. A boxcar served as the freight and passenger facility until the station was completed late in November 1887.

During November 1885, the railway project became entangled in a further dispute over the terminal on the Strait. According to the thesis on Josiah Wood by Dean Jobb:

Two Westmorland County M.L.A.'s, Daniel Hanington and Amasa Killam, forwarded a petition to Minister of Railways Pope on November 7 demanding that the proposed route to Cape Tormentine be deflected slightly to the north. The Dominion government should not subsidize the line, the petitioners claimed, "unless the line of Railway is carried through or very near Bayfield Corner, and thence direct to and over Jourmain Island to the place where the Boats used for winter travel and mails usually land."

It would be October 1887 before the tender call appeared for the building of a government wharf at Cape Tormentine, thus settling the Bayfield Corner question.

Unlike its larger brethren, the NB&PE was small enough to be able to modify its service to suit the happenings in the communities it served. *The "Chignecto Post"* issue of October 15, 1885 carried the notice that the train on Tuesday would lay over at Baie Verte until 2200 to allow Sackville residents an opportunity to attend the Methodist Church supper.

The following quote from *The Chignecto Post* on November 12, 1885 illustrates yet another similarity between the 1880's and the 1980's. Notice the timely topic:

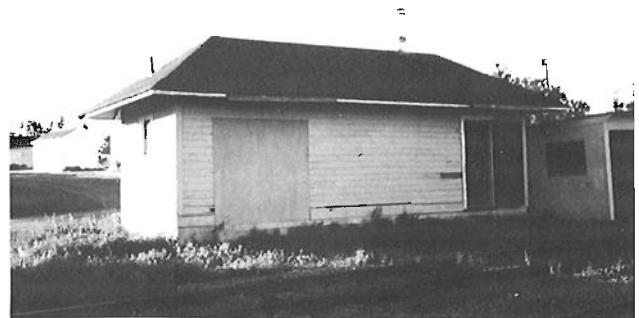
Some of the lady passengers on the NB&PE Railway complain of smoking being allowed in the passenger car. Gentlemen might surely forego their pipes and cigars, when ladies are present, during the time it takes to make the trip.

Shortly thereafter in the same paper, the November 26th issue, an update is given on the railway:

A freight shed is being erected at Baie Verte by E. C. Gooden, Esq. A turntable is to be put down at Lean's, Botsford – tracklaying is now completed to within three miles of Lean's, the proposed winter terminus. A very fine first-class passenger car has arrived from the works of J. Harris & Co. It has three compartments – the forward for luggage and mail, the second for smoking and the third for passengers. The car has all the modern appointments and fittings. Trains leave Sackville Tuesdays and Fridays, after arrival of Halifax express . . .

By mid December 1885, construction work had stopped for the season. The rails had reached Lean's, a point approximately three miles from the terminus on the Northumberland Strait. On December 17th, the first train operated to the end of the line bringing in a carload of general merchandise for a merchant at Bayfield and brought out two carloads of agricultural products.

Following the installation of a turntable at Port Elgin in mid December, the railway inaugurated daily except Sunday mixed train service between Sackville and Port Elgin. Under the new schedule, the train left Sackville at 1400 and returned from Port Elgin at 1600.



*Middle Sackville Station, now at Cape Tormentine, N.B.
Sept. 28/86.*

The surveys for various alignments between Lean's and Cape Tormentine were completed during the latter part of 1885. These were laid before the New Brunswick government. In its issue of January 21, 1886, the "*Chignecto Post*" announced that the direct line to Cape Tormentine had been chosen.

February 1886 proved to be an eventful month for the railway. On February 5th, the snowplow left the track and ran into an embankment. The locomotive followed a similar course and in the process demolished the plow. After a day's work, the locomotive and its train were brought back to Sackville. Service over the line did not resume until the 10th. On a more cheerful note, the Sackville-Baie Verte mail started to move by rail on February 18th. This provided the line with a welcome source of revenue.

Politicians were constantly coming up with additions and new ideas to keep the pot boiling. At one point a line was to be built to connect Amherst with the NB&PE R. at Baie Verte, then someone came up with the idea to connect this line with Shediac

as sarcastically portrayed in this *Chignecto Post* article of December 24, 1885:

Cape Tormentine – Everybody wants to build a railway to this important place. The Sackville people, early one morning while Amherst was asleep, took the start and commenced a Railway. Then the Islanders put forth their strength and got one built on the other side to connect with it. This was all insufficient to meet the aspirations and hopes of this famed locality, and Senator Howlan launched forth his scheme of a sub-way, so that people could go back and forth between the Cape and the Island dry shod, and trains meander through with loads of merchandize. This scheme seemed for the moment to be large enough to satisfy the highest vaults of ambition – but only for a moment. Next came a scheme to connect this great entrepot with Shediac, a survey was made, and a line evidently prepared by Nature herself was fortunately discovered . . .



Hardy's Station, now at Otis Trenholm's in Port Elgin, N.B. Sept. 28/86.

Thomas Rideout, the Dominion Government Railway Inspector, went over the NB&PE for the first time in June 1886. As twenty miles of line were under traffic, the line was eligible for a payment of up to \$64,000 of its subsidy. Rideout recommended that \$10,000 be held back in order to ensure that ballasting requirements called for in the NB&PE's subsidy agreement with the government was carried out. The Inter-colonial claimed \$53,245 of this sum as settlement for the amount still owing for the used track materials it had sold to the NB&PE.

On September 9, 1886, *The Chignecto Post* reported that "the track has been laid to Cape Tormentine. . . . A water tank has been constructed near the Cape, fed by gravity with a main 800 ft. long."

The September 9, 1886 *Chignecto Post* brought its readers an update on the railway:

The Company is negotiating for a powerful first-class new locomotive with all modern improvements for the express train.

A neat station building 36 x 20 is being erected at Baie Verte by Mr. M. O'Meara. It will contain two waiting rooms and a booking office. The platform will be protected by a pent house or covered way.



Melrose Station, now at Simon & Ruth Brownstone's, Timber River, N.B. Sept. 28/86.

The station buildings at the Cape are under way, in charge of Avard Dobson, Esq. The house itself will be 40 x 20 with a ladies' and a gentlemen's waiting room and a booking office. A freight shed 36 x 20 is being erected and also an engine house. A turntable has been placed there by Mr. C. Gayner.

On November 18, 1886, *The Chignecto Post* reported that a new quarry was built at John Lane's near Bayfield and that a short siding had been constructed into it, likely for ballasting the line.

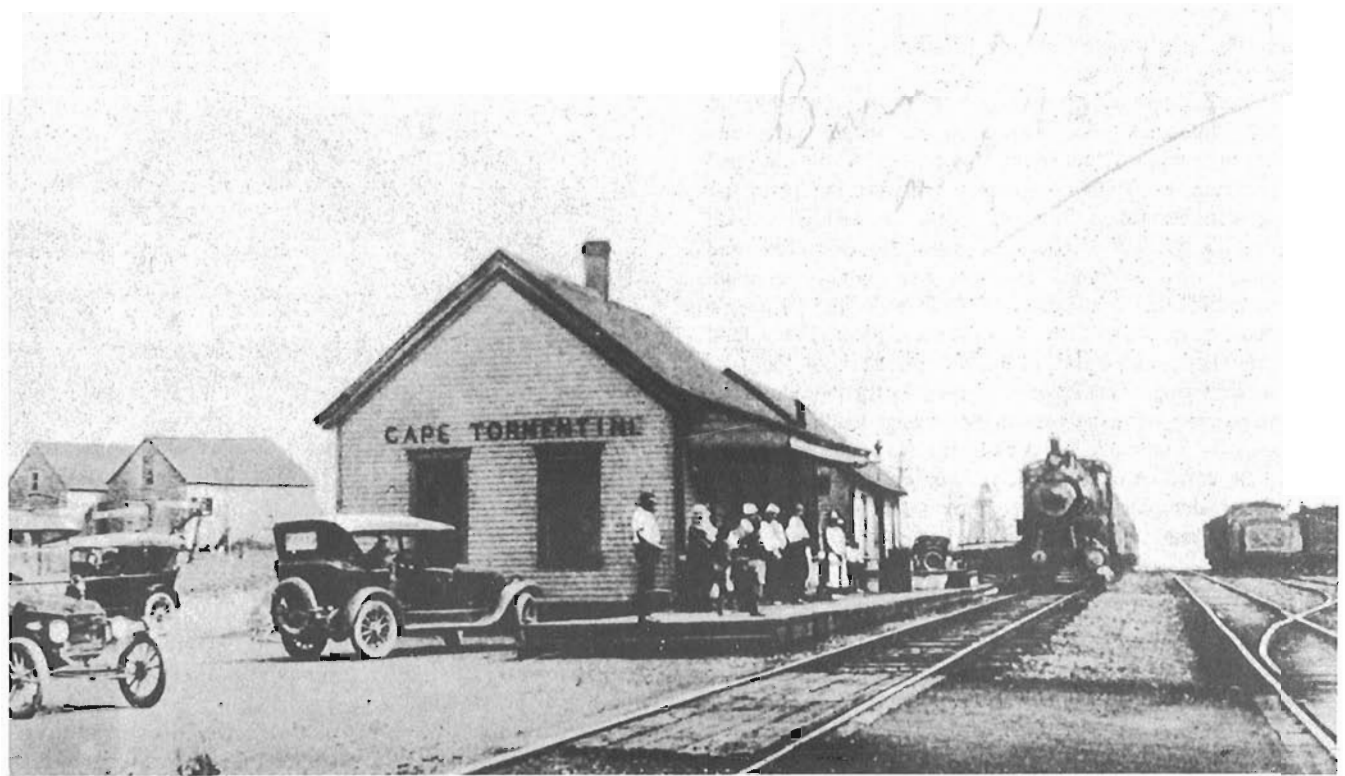
On November 25, 1886, *The Chignecto Post* reported that:

The outside of the station house (in Cape Tormentine) is all completed and the interior is now being plastered. Mr. Smith McGlashing is the contractor. The turntable has been put in working order.

A large number of persons assembled at the station (in Cape Tormentine) Monday evening (November 21) to witness the arrival of the first regular through train from Sackville, and the cry of "Hark, Sir?" which greeted the passengers had quite a cityfied sound.

So the line was finally finished and open to the public. The Grand Connection was made, although the ice-boats were still landing three miles away at Jourimain Island where the government boat house was. Ice-boat passengers wishing to take the train from Cape Tormentine would have to pay a fee to be taken to the station.

On February 3, 1887, the first mail destined to Prince Edward Island was forwarded by the NB&PE. Up to this time it had been routed via Amherst. Shortly after this date, winter storms wreaked havoc with the train service. The train from Sackville on February 12th got bogged down in snow near Port Elgin. It did not arrive in Cape Tormentine until the next afternoon. This was but a prelude to the big storm which occurred less than two weeks later. This one shut the line down for twenty days. The most spectacular accident in the history of the company occurred while operations were underway to open the line. The regular train had been snowed in at Cape Tormentine on February 24th. On the 26th, Superintendent Harris departed Sackville with locomotive Number 2 and a



*First Railway Station, Cape Tormentine, N.B., as it looked in 1928.
(Pierre Babineau Collection).*

snow plow. While making a run at a large drift three miles east of Port Elgin, the plow left the track and reared up. After shearing off the locomotive's headlight, smokestack, cab and all its outside gear, the plow came to rest on the tender. It was not until March 15th that service was restored.

Based upon the experience of the two winters, the company let a contract to have 1,100 rods of snow fences erected along the line on March 31, 1885. In order to claim the last of the subsidies from the Dominion government, the railway had a gang of men working the summer adding extra ballast from Baie Verte to Cape Tormentine, widening the cuttings and improving the ditching.

In the summer of 1887 way stations were built at all necessary points, thus giving the following list of stations:

(W.S. = Way Station)
 Sackville
 Middle Sackville (W.S.)
 Upper Sackville
 Midgic (W.S.)
 Brooklyn (W.S.)
 Baie Verte
 Port Elgin
 Hardy's (W.S.)
 Melrose (W.S.)
 Malden (W.S.)
 Cape Tormentine

Unlike the P.E.I. Railway which was a government-built and owned railway, the NB&PE Railway was a private company with shareholders and stayed this way until it was purchased by the Federal Government on August 1, 1914.

On December 15, 1887, G. Brown submitted a final examination report to the Hon. D. McLellan, N. B. Provincial Secretary re the N. B. & P. E. Railway Co. His job was to see if the work had been completed according to the terms of the contract. I will quote several sections of this report:

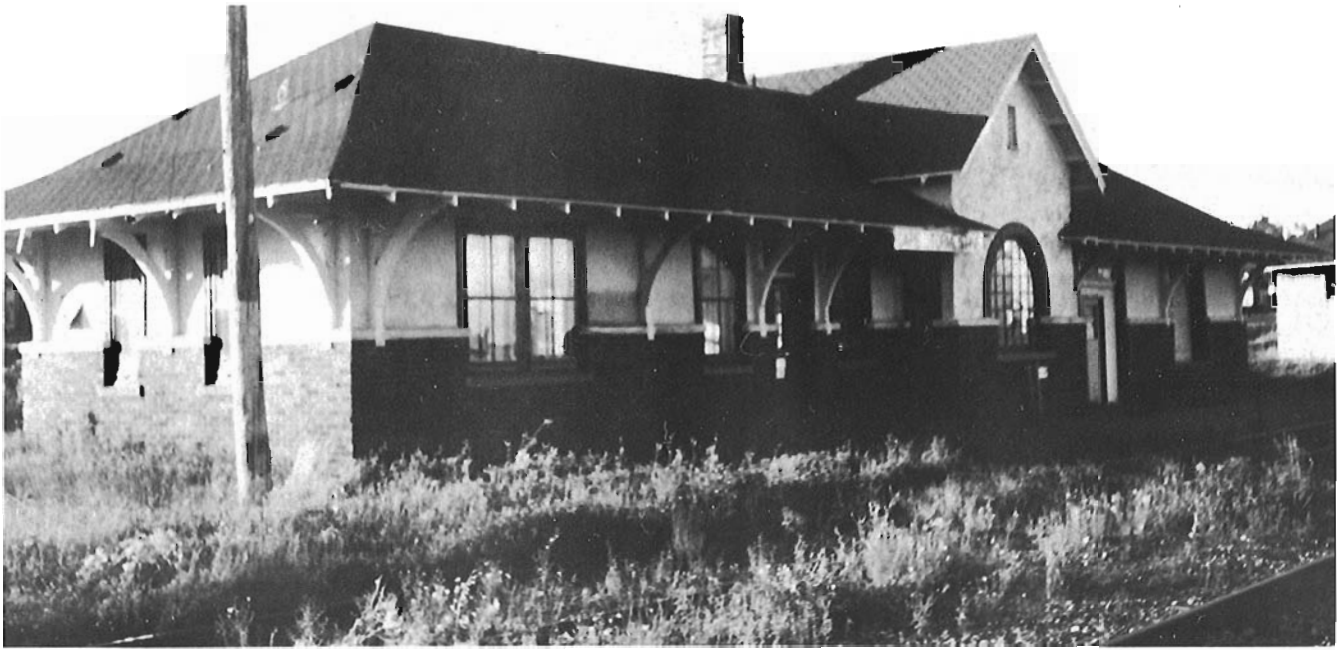
I started from Sackville and walked the entire length of the railway. The location of the line is good, there being no gradients exceeding the limit allowed by the contract, viz. (60) sixty feet per mile and no curve with a less radius than (1000) one thousand feet which is the limit of curvature called for in the contract . . .

There are (5) five booking stations and (6) six flag stations on the line of railway all of which are in good repair. At all these stations are sidings which seem to be of sufficient number and length to accommodate the traffic.

At Sackville there are an engine-house and water-tank and a turntable. There is a tank near the end of the 33rd. mile and an engine-house and turntable at Cape Tormentine all of which buildings are in good repair.

The railway is equipped with a rolling stock consisting of (1) one comparatively new locomotive, (2) two second-hand locomotives, (1) one first-class passenger car, (1) one combination car having accommodations for 1st class, 2nd, class and baggage, (3) three box cars, (20) twenty flats, and (1) one snowplough . . .

The eastern terminus of the railway is at Cape Tormentine where the track will run out on the new pier now being built there by the Dominion Government. At the Sackville end the railway has a water terminus which is reached by running over a spur line of the Intercolonial



Cape Tormentine second station. Sept. 28/86.

Railway that runs down to the tide-water in the river near Sackville . . .

There is one train each day except Sunday, a mixed passenger and freight train that leaves Sackville about 2:30 p.m. and runs to Cape Tormentine, returning the same day, arriving in Sackville about 7 p.m.

The entire length of the road is 35.49 miles or very nearly 35½ miles.

How's that for a complete report? I put only part of it in, too!!

One of the locomotives mentioned was called "The Flying Josiah" in honor of the railway's greatest promoter, Josiah Wood.

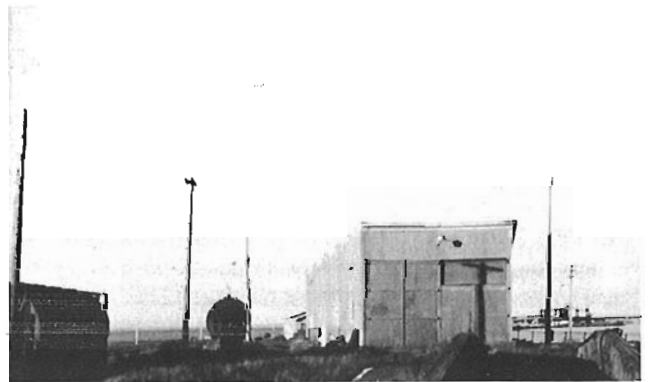
On January 17, 1888, *The Charlottetown Daily Examiner* reported that "the mail boats now land at the new hotel at Cape Tormentine near the railway depot." This, we assume, was J. W. Tucker's Seaside Hotel. Thus ended one of the biggest problems with the Grand Connection. The ice-boats continued in use until 1909.

A letter to the editor of *The Charlottetown Daily Patriot* on January 27, 1888 complained about the residents of Pictou jealously clinging to the hope that the Pictou to Georgetown route would win out against the Cape's Route as *the* winter one of preference. The letter states, in part:

There are people in Pictou, too, who seek to make matters worse – with an eye to the dollar, no doubt – by trying to impress travellers with the idea that at Cape Tormentine we may expect to meet a lot of heathen or semi-barbarians, and we were most lovingly warned to "look out for ourselves, if we venture to take that route".

The following day the *Daily Examiner* carried a story which underlined the dangers and frustrations inherent in ice-boat travel:

Yesterday afternoon the boats from Cape Traverse got within a mile of Cape Tormentine, but were obliged to return owing to the southwest gale prevailing and the water . . .



Turntable and engine house with ferry dock in background, Cape Tormentine, N.B. Sept. 28/86.

All through the 1880's and up to the present, a great deal of talk has been heard about building a tunnel between the Capes, sometimes called the "sub-way" in early articles. One gentleman named Robert Linkletter spent part of 1888 travelling around the area discussing the fact that he "received orders in a vision to construct the subway, also to dry up the waters of the Atlantic Ocean". The *Daily Patriot* of July 29, 1885 stated that:

Mr. Howlan's subway at the Capes, they say, will cost at least \$30,000,000. This at 5 per cent interest will be \$1,500,000 or about \$13.65 for every man, woman and child on the Island. Making the distance 10 miles across, at 3¢ per mile, we would be compelled to take our men, women and children and cross forty-six times every year, to pay the interest, or each head of a family would have to cross nearly every day.

In March 1889, the company changed its name to the more expected New Brunswick & Prince Edward Island Railway. Why the original name of the company did not include "Island" in its title is as yet unsolved mystery.

The first attempt made by Josiah Wood to sell his railway was in April 1903. An agreement to sell the NB&PEI to Halifax financier Benjamin F. Pearson was drafted, but the deal fell through.

In 1908 the Province of New Brunswick published a report on the condition of the branch railways in that province. It contained a detailed report on the financial and operational characteristics of the line. Up to June 30, 1906, the NB&PEI had received \$113,440 in aid from the Federal Government and \$99,709 from the N.B. Government. The total cost of building this railway is listed as \$307,744, (including rolling stock). This makes a cost per mile of \$8,548, a very cheaply-built railway, indeed. In both 1901 and 1906 this railway had a surplus. The net earnings for the railway in 1906 were \$6,988. The report complains that there are only about 2000 ties per mile, whereas there should be 3000 because of the scarcity of ballast.

According to this report, there were only eight bridges on this line: (with lengths)

Morris Creek (about 50 ft.)
 Floating Canal (400 ft.)
 Midgic Marsh Road (150 ft.)
 Baie Verte (60 ft.)
 Port Elgin (five Howe truss spans and one swing span)
 Mahoney's (75 ft.)
 Timber River (75 ft.)
 Brooklyn (25 ft.)

In 1906 each of the five station houses had a ticket office, waiting room and freight room (or an additional building for freight). According to this report the railway still had only three locomotives as in 1887 but had one additional snowplough, one more box car and 21 extra flat cars. In 1906 there was one train each way daily, between Sackville and Cape Tormentine.

Baie Verte originated most of the traffic along the line in 1906 with large quantities of hay, fat cattle, grain and lumber being carried. 19,221 passengers were carried over the line, an increase of 28 per cent from 1901.

The Sackville Tribune of March, 1911 gave details of the sale of the NB&PEI to a syndicate composed of M. H. G. Siddall of Port Elgin, and Charles Fawcett and Charles Pickard of Sackville. "The new owners," the *Tribune* said, "are to provide an electric car service between Sackville and Cape Tormentine, and steamship communications in summer between Cape Tormentine and Summerside as well as Charlottetown, with a steamer and ice-boat service in winter at the Capes."

Josiah Wood now began to promote the idea that this railway should be operated by the Federal Government for he was getting old and "realized the importance of his line to communication with P.E.I.". Rumors of impending changes were everywhere as discussed in *The Sackville Tribune* (quoted in *The Summerside Journal* of April 5, 1911):

Simultaneously with this announcement (of the sale of the railway to a syndicate) comes another to the effect that the Canadian Pacific has an option on the road . . . It may be that the securing of the road by the syndicate is only a preliminary to its absorption by the Canadian Pacific or



Cape Tormentine Yard looking toward dock, showing Railway Station on left and engine house on right. Sept. 28/86.

some of the other great railway companies. It may be sooner or later it will be purchased by the government and form part of the Intercolonial . . . It may be that the Cape Tormentine Branch will be bought from the local syndicate by the government. The government has developed the habit of buying from middlemen rather than the original owner, especially when the original owner happens to be opposed to them politically.

As predicted by *The Sackville Tribune* in 1911, the NB&PEI was purchased by the Federal Government on August 1, 1914 for \$270,000, thus bringing to a close the books of one of the best privately-owned branch railways in Canada.

The Summerside Journal of August 30, 1915 reports:

The last crib has been set in connection with the Cape Tormentine terminal of the car ferry and the work is nearing completion. There are two dredges at work in the harbor, night and day, dredging out the approach to the landing, and a big stone breakwater is in course of construction.

Thus began a new and exciting era in the history of Cape Tormentine, but that's another whole story which we'll leave to another storyteller.

Acknowledgements

Special thanks to the Provincial Archives of New Brunswick, Fredericton, the Robertson Library, U.P.E.I., the Westmorland County Archives (for quotes from Dean Wendell Jobb's thesis entitled "Josiah Wood (1843-1927) - A Cultured and Honoured Gentleman of the Old School"), and the Ralph Pickard Bell Library, Mt. Allison University for the information, plus interviews with Otis Trenholm, Port Elgin, Vincent Goodwin, Baie Verte, Elmer Hicks, Sackville, and Simon & Ruth Brownstone, Timber River. Special thanks to Jim Shields, Pierre Babineau and the late Harold Moore for the photos and information, as well as my good wife Mary for accompanying me on the research trips and typing and editing the completed article.

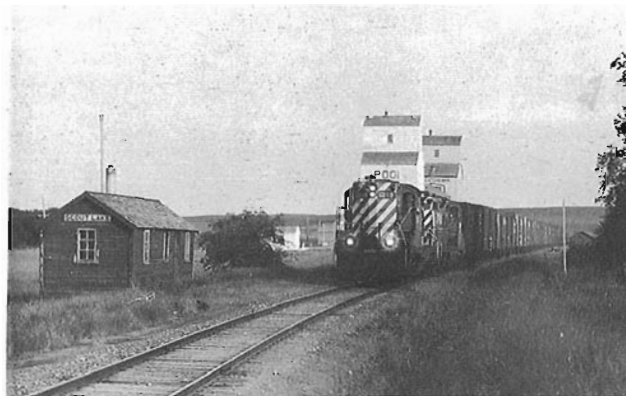
Country Depots in Saskatchewan

Important contributions to Canada's architectural heritage.

By Charles W. Bohi and Leslie S. Kozma

Like a modern franchise operation railway, needed numerous local "outlets" to serve patrons spread over a vast area. Nowhere were these local offices — depots — more important than in Saskatchewan. Built to serve customers dependent on horse drawn transport, there was a time when almost everything and everyone that came and went from a community passed through the railway station at the head of main street.¹

It was to the depot that a proud father came to send a telegram to relatives announcing the birth of a child. It was at the station that the bicycle ordered to brighten a birthday was unloaded from a local freight. In the depot's waiting room, town residents waited for friends coming to visit. It was from the station that the community's young went off to fight in two world wars and help make a place in history for their nation. In these buildings thousands of men and women lived and worked, and countless children grew to maturity. Given their prominence it is not surprising that depots were important community centres, and that station agents were often counted among the leading citizens of the town.



CP depot, Scout Lake Sask. June 1982. This is a "portable" station designed to be easy to move.

Photo by Charles W. Bohi.

Nevertheless, in many Saskatchewan towns the first depots were simple portable stations designed to be easily moved from place to place. As traffic grew at a given point, these simple portables would be replaced by more substantial permanent buildings. More than 805 permanent stations were built by the



Jansen Sask. a CP "Standard Number Five" station built in 1909 and photographed in 1971. A total of 84 similar stations were located on CP lines in Saskatchewan.

Photo by Charles W. Bohi.

railways in Saskatchewan. Because most of these depots were built in two relatively short time spans by only four companies, Saskatchewan — indeed much of the Prairie West — had the most standardized group of rural stations of any large region of North America.

As a result 612 (about 76%) of the permanent depots in Saskatchewan were built to just eight basic designs. Five of these designs were widely used between 1900 and 1914 during the first western railway "boom," and three were used during the second period of large-scale railway construction in the 1920s and '30s. Functional and attractive, the stations in Saskatchewan and the Prairie West are an interesting example of the effective use of standardized architectural plans.²

These eight designs, while differing in exterior appearance, were all "combination" stations. That is, they included space for freight storage, passenger waiting rooms, and an office all under one roof. Since few Saskatchewan towns grew enough to warrant separate buildings for freight and passenger service, erecting a "combination" building serving both purposes saved the railways considerable money. Also, because housing was hard to find in developing villages along the newly-built railways, all eight designs had space for an agent's apartment. This made it easier to attract the married employees thought by the railways to be more responsible company representatives.

¹At its peak, Saskatchewan's railway network had more than 9000 miles of track. Among Canada's provinces, only Ontario had more.

²There were, of course, local variations in the depots built from each of these eight designs. However, the stations in each group share enough characteristics to be classified together. For more detailed information on CN depots in western Canada see Charles W. Bohi, **Canadian National's Western Depots: The Country Stations in Western Canada** (West Hill, Ont.: Railfare Enterprises Ltd., 1977). Data on CP depots in Saskatchewan based on research done by the authors for **Canadian Pacific's Western Depots** forthcoming from Railfare. For good accounts of the development of the western railway network see G.R. Stevens, **History of the Canadian National Railways** (New York: Macmillan and Company, 1977) and W. Kaye Lamb, **History of the Canadian Pacific Railway** (New York: Macmillan Publishing Company, 1977).



Another CP "Standard Number Five", this time at Unity Saskatchewan in the summer of 1981.
Photo by Charles W. Bohi.

DIVERSE GROUP

Since the Canadian Pacific (CPR) was the first railway in Saskatchewan, it built stations over a longer period of time than its competitors. Thus, it had the most diverse group of rural depots in the province. Even so, during the first "boom" that company relied on only two standard plans for most of its prairie stations.

One very common design used by the CPR is typified by the station at Jansen, Sask. As was the case with several of the company's standard designs, depots built to the same basic plan as the one at Jansen came in two sizes. The smaller version was designated as the "Standard Number Five Station" by the CPR while the larger was referred to as a "Standard Number Ten." Similar in appearance these buildings had a second floor covered by a low pyramid shaped roof broken by a hip dormer. The balance of the depot had a hip roof that flowed down to the front of the structure to form a shingled awning that covered a rectangular bay window. Of the 145 structures erected to these designs on the Prairies, Saskatchewan had 84.

A second CPR depot design even more widely used in the Prairie West is represented by the station at Strongfield, Sask.



Strongfield station, one of 118 similar.
Photo by Charles W. Bohi.

These buildings had a second storey covered by a gable roof broken on the front by a gable dormer. While these depots had few decorative features and were less attractive than many other standard station designs used in Saskatchewan, they were far more striking than most of the rural two storey depots built by U.S. carriers in the prairie and plains states. In all, more than 193 of these stations were erected in the Prairie Provinces. Saskatchewan had more than 118. Designated as a "western lines station" by the CPR, construction of this design was limited to lines west of Kenora.

Also hard at work building new lines in the Prairie West between 1900 and 1914 was the Canadian Northern (CNoR), the Canadian National's most important predecessor in the region. A western based railway when it was getting started in the late 1890s, the CNoR won enough popular support in the Prairie Provinces to gain the financing required to build most of what is now the Canadian National in western Canada. Under the direction of architect R. B. Pratt, the CNoR built one of the most interesting groups of depots in North America.³



CP station at Frontier Sask. built in 1917 and photographed by Charles W. Bohi in 1970.

Hired by the Canadian Pacific as a draftsman in 1885 at the age of 23, Pratt rose quickly. A company architect by 1898, Pratt developed two striking rural station plans for the Canadian Pacific before leaving that carrier to join the Canadian Northern in 1901.⁴

Judging from his rural depot designs Pratt liked to create interesting rooflines that could be used on buildings of different sizes as an architectural trademark. Perhaps it was the opportunity to carry out this concept with a young company that induced Pratt to leave the Canadian Pacific for the Canadian Northern.

WIDELY USED

For his new employer Pratt created a pyramid shaped roof broken front and back — and in some cases on the ends — by prominent gable dormers. This roof design was so flexible that it was used on stations on Canadian Northern properties from

³Rural depot designs were usually the product of anonymous company draftsmen. However, many of Pratt's plans for the Canadian Northern were signed.

⁴Who's Who and Why 1912 (Toronto: International Press, 1912).



Designed by R.B. Pratt, the CP depot at Carievale Sask. was of a type flexible enough to be used on two sizes of stations as well as section houses. Only two of these were in Saskatchewan, with twenty others in other western provinces.

Photo by Charles W. Bohi, 1969.

Nova Scotia to British Columbia. As well as being used on more than 153 "Third Class" depots in Saskatchewan, it also adorned the "Second Class" stations built at more important communities like Kindersley and North Battleford. Indeed, Pratt's roofline was so versatile that it was used on large stations built in Dauphin, Man., Saskatoon, and Edmonton. The authors know of no other designer who had such an impact on the architectural landscape of Prairie Canada. Certainly no other railway in Saskatchewan, indeed, in North America, marked so many of its stations with such an attractive architectural trademark.

Not all Canadian Northern depots included the dramatic roof that marked the numerous "Third Class" buildings. At smaller communities, a much more spartan "Fourth Class" station was often built. Typified by the depot at Debden, Sask., these one storey structures were covered by a very plain gable roof unadorned by dormers. Nevertheless, the design was large enough to include a small apartment for the agent, and was used at more than 40 communities in Saskatchewan.

The second major predecessor of the Canadian National in the West was the Grand Trunk Pacific (GTP). A subsidiary of



Another design by R.B. Pratt, the depot at Theodore Sask., photographed in 1971, was represented by 23 stations in the prairie provinces, only five of which were in Saskatchewan.

Photo by Charles W. Bohi.

⁵The Grand Trunk Pacific designated depots like the one at Ruthilda as "Design A Stations". It appears that the GTP classification system was based on the size of the building. Thus, "Design A" applied to the smallest depots while "Design D" applied to larger structures built at divisional points.



The Pratt roofline was so versatile that even large stations like this one at Dauphin Man. had them. A similar station once existed at Saskatoon Sask.

Photo by Charles W. Bohi, 1983.

the Grand Trunk, a British-controlled company with an extensive system of railways in central Canada as well as important connections to the United States, the GTP was the western section of a transcontinental railway that ran from Moncton, N.B. to Prince Rupert, B.C. This company erected the most standardized group of depots in Saskatchewan.

Between 1907 and 1920 the GTP built over 154 depots in Saskatchewan. Of these, 108 were built to a design that was a less-decorated version of a station that parent Grand Trunk had developed as early as 1898 and built in large numbers in Ontario. Typified by the depot at Ruthilda, Sask., these buildings are easily identified by their unusual bellcast hip roof and a rounded bay window that continues through the roof overhang to become a dormer that lights the second floor living quarters.⁵



Built in 1918, the Canadian Northern depot at Debden Sask. represents a "Fourth Class" station. It was still in service when photographed by Charles W. Bohi in 1973.

To give their depots in the prairies a southern exposure, and to protect patrons from the prevailing winter winds, the GTP located most of their mainline stations on the north side of the track with the waiting rooms pointing east. Since main streets began at the rear of these depots, the towns also were on the



*Ruthilda Sask. is typical of the 108 depots built in Saskatchewan between 1910 and 1914 by the Grand Trunk Pacific. Originally wooden sided, this station had stucco added by Canadian National.
Photo by Charles W. Bohi, 1972.*



*Canadian Northern built larger "Second Class" stations at Divisional points like Kindersley Sask. This station, photographed in 1913, had gone by 1972.
Saskatchewan Archives Board. Photo R-A9376 (1).*



*The Canadian Northern station at Hardy Sask. is a "Fourth Class" depot built in 1918 at a time when Canadian Northern's grand visions had been destroyed by its financial difficulties.
Photo by Charles W. Bohi, 1970.*



CN depot at Mantario Sask. as photographed by Charles W. Bohi in 1971. A Canadian Northern "Third Class" type, this station was built by Canadian National in 1920, and, unlike many, never had stucco applied.

north side of the track. Consequently, many of the communities along the GTP had a basic similarity that was enhanced by the railway's practice of naming communities alphabetically as it built west.

Of all the rural Saskatchewan stations described in this article, depots like the one at Ruthilda, Sask., were most widely used in other provinces. British Columbia, for example, had more than 103 of these structures while Alberta had 89. Many others were found in Ontario and Quebec along the National Transcontinental Railway, the government financed company that built the eastern portion of this transcontinental railway from Moncton to Winnipeg.

NEW PLANS

For a variety of reasons, by 1920 both the Canadian Northern and the Grand Trunk Pacific were bankrupt. Out of the financial wreckage of these and other lines emerged the Canadian National (CNR). During the 1920s and early 1930s,



Former Canadian Northern station at Turtleford Sask. as photographed by Charles W. Bohi in March 1971.

this newly-created company and the Canadian Pacific engaged in a competitive struggle that saw more thousands of miles of branch lines built in the Prairie Provinces. To provide stations along these new lines, both companies developed new standard station plans.

The CP designated its most impressive post-World War I depot design the "A3" station. Similar in basic design to depots like those built at Strongfield, the "A3" buildings were dominated by a massive gable dormer that gave them a very striking appearance. Erected at towns created along new lines, and used in communities where older stations needed replacement, the CPR constructed more than 35 "A3" depots in Saskatchewan. Some 36 others were built in the other western provinces.



The CP depot at Naicam Sask. built in 1922, is typical of the more than 35 type "A3" stations built by CP in Saskatchewan between 1919 and 1929.

Photo by Charles W. Bohi.



CP class "A3" station at Nipawin Sask., photographed by Charles W. Bohi in 1983, is one of only two such stations still in service in the 1980's. Others have, however, been preserved as museums.



Shamrock Sask. station is a typical CP "14A" structure. More than 33 of these were built in Saskatchewan between 1922 and 1932.

Photo by Charles W. Bohi, 1972.

A second CPR station design widely used in Saskatchewan during the 1920s and 30s was classified as a "14A" building by the company. Represented by the station at Shamrock, Sask., these were essentially one storey buildings covered by a hip roof broken by a "cross gable" dormer that contained two bedrooms on the second level. Smaller and less imposing than the A3 buildings, the 14A plan was adopted primarily in response to the changing transportation environment emerging by the mid-1920s. By that time autos and trucks were beginning to appear in significant numbers on the rudimentary road system of the province. Moreover, by 1925 it was clear that the pre-World War I boom was not going to return. In such a setting building smaller, less costly depots no doubt made good sense to CPR management. So satisfactory was the 14A design that 33 of these structures were erected in Saskatchewan alone. Alberta and Manitoba had 39 more.

In turn, during the 1920s and '30s about 40 Canadian National "Third Class" depots like the one at Paradise Hill, Sask. were built in the province. Very "squarish" in appearance,



The Canadian National "Third Class" station at Paradise Hill Sask., was duplicated at as many as forty other locations in that province. By 1973, when the photo was taken, most merchandise came to the depot by truck.

Photo by Charles W. Bohi.



By 1928, when this CP "14A" station at Coronach Sask., was built, autos and trucks were cutting into railway traffic. Photographed in 1970, this station, like most of its type, was gone by 1980.

Photo by Charles W. Bohi.

these buildings had a second storey covered by a hip roof. In addition, most of these structures had high concrete foundation walls that come up to the ground floor window sills. The CNR's "Third Class" plan was used along new lines and at locations where an older depot needed to be replaced. In addition to those built in Saskatchewan, Alberta had 12 of these buildings while a small number were also erected in Manitoba and British Columbia.⁶

Because they were so unique the rural stations of the Prairie Provinces — most numerous in Saskatchewan — are one of that region's most important contributions to Canada's architectural heritage. While some depots in the province can still be found on their original sites they are usually in disrepair. Unfortunately, this once ubiquitous part of the rural provincial landscape has nearly disappeared. Although some communities have preserved their depots as museums or in historical parks, more remains to be done if a significant number of stations are to survive to recall this important part of Saskatchewan's history. The authors are gratified that a good beginning has been made.



The CN "Third Class" station at Rabbit Lake Sask., was on the same side of the track as the grain elevators. This was a new layout, designed for safety reasons around 1910. This station never had stucco applied.

Photo by Charles W. Bohi.

⁶After the Canadian National was formed it continued to use depot designs built by its predecessors as late as 1923.

Transit Advertising

By Norris Adams.

*The zest of visual persuasion *** an enchanting bonus for your transit trips.*

Shakespeare, in his play, "As You like it" — gave us these encouraging lines:

"All the world's a stage,
And all the men and women merely players,
They have their exits and their entrances
And one man in his time plays many parts."

Our stage, I suggest, will be the vehicle, or in advertising parlance, the "means". The proud role of the players is to present the message. The profession knows this as the "medium". In your transit travels, quite likely, you have often glanced above the windows and feasted on the stream of those colourful advertising messages, always neat and uniform in their space racks. Many of these products and services are literal "household words" known and respected from as far back as the era of the first four wheel streetcars. See, how many of these you can recall along with a familiar associated vehicle. Names likely Wrigley's and Coca Cola, have been respected for many decades. The ads are lessons in contemporary social history. They speak of desirable consumer goods; to classify a few we note: foods, fashions, entertainment, medications, travel, employment and deployment — the list goes on and on. The ads always seemed a complement to the vehicles chosen for their presentation. The writer in the Toronto Globe and Mail in an article datelined, in January 1981, made a good comparison and may well have had in mind, "exits and entrances" as mentioned above; "Toronto has seen many forms of street cars over the decades: wooden cars in the teens, steel "Red Rocket Witts" in the twenties, streamlined PCC's in the 30's, and now the sophisticated "Canadian Light Rail" vehicle".

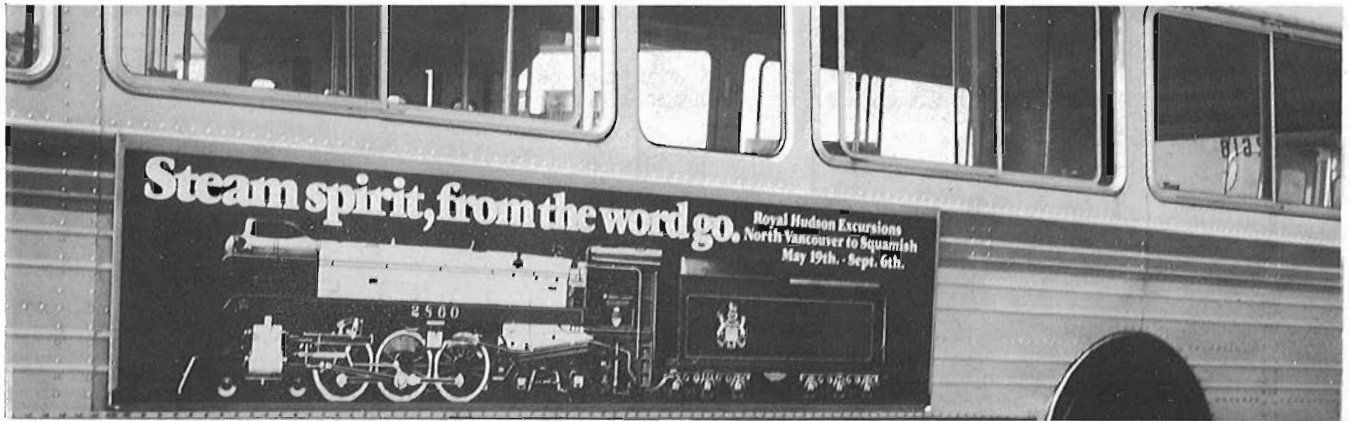
Many properties have built their own cars — in fact, as traffic increased and world conditions warranted, some have rebuilt and modernized some really old equipment. World War II in itself was a stage that seemed set as a challenge to the resourcefulness and ingenuity of our major street railways. Everywhere they looked something was grievously worn, be it roadbeds, tracks, switches, catenary, and by no means least, the groaning, weary rolling stock. All of this can be coupled with the trauma of manpower shortages, wartime regulations and material shortages. When peace finally came, there was need to address, not only postponed repairs and replacements, but accumulated technological updates necessarily held in limbo. The automobile was gaining some liberation. It was regarded with family pride, revered for its comfort, privacy, speed and flexibility — nevertheless, more and more it became a partner to its own undoing.

The roads and streets, the arteries to and from the chosen suburban living, now became webs of strangulation and mass frustration. It seemed that the "portal to portal" aspect was being downgraded by a host of irksome cost factors.

These included expensive parking, fuel, license and upkeep, insurance and stresses — sometimes jointly referred to as, "the rat race". Public transit was in need of a "shakeup". There had to be new guidelines, new inter connections, faster and more relaxing rolling stock. The master had certainly to retain his car, that speedy, weatherproof accessory linking him to and from his home. Yet, he must safely "tether" it each day in a handy "kiss & park" compound. From this junction, he would relax in unimpeded state-of-the-art, either heavy or light rail trains. This grandeur would possess both easy access and egress, be well-lighted, climate-controlled, and there would be adequate back lighting too, for the advertising and company transit messages. Required transfers would be easily and quickly made to and from programmed connections with street cars, trolley coaches and motor buses.



Let's put those two advertising terms into perspective. In our first picture, the means are either a B.C. Transit Skytrain and/or a trolley coach. Each is shown crossing the Burlington Northern Cut. The "medium" is the on-board car card which devotes itself to the subject of oranges plus, a healthful derivative "Vitamin C". The versatility of the means are shown in the pictures on the next page.





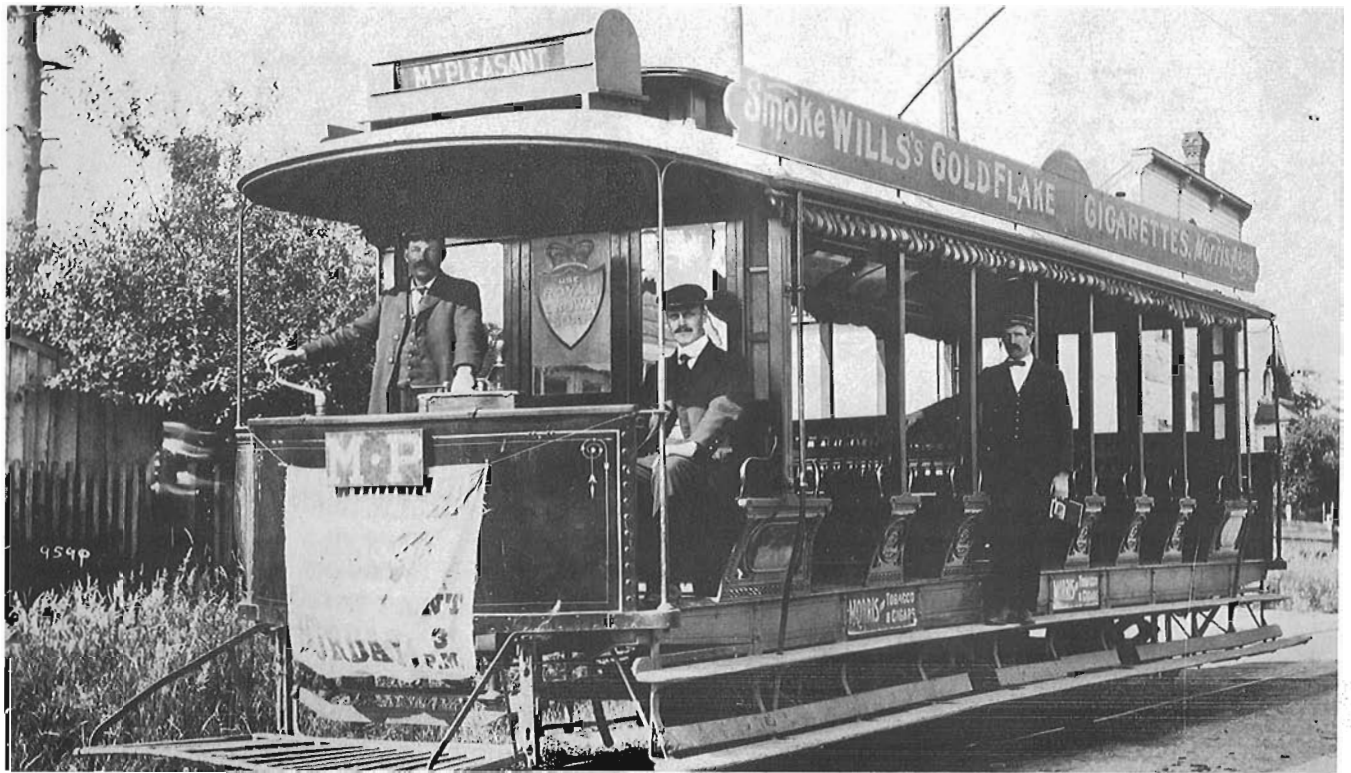
In retrospect, Transit Advertising history has been colourful. As the twentieth century advanced, well-known brand names were making their debut. The composite picture shows: Heinz, Fitch Dandruff Remover, Wrigley's Gum and Paris Garters — "No Sox Appeal".



There was a resurgence for Transit Advertising, as new forms of motive power emerged. The larger faster cars offered larger audiences. Equally important, their more attractive interiors better lighting and advertising racks made the ads more inviting and easier to read. In 1979 the Canadian Light Rail Vehicle was placed in service in Toronto. Although, the horse car's clanging has faded into the past, and sleek modern vehicles and high-speed transit systems have replaced the early conveyances, transit advertising and metropolitan transit have enjoyed an enduring relationship. Advertising creates and sustains markets — just like the oranges previously mentioned. Organization, however is needed to "make ends meet". "Fruit Juice on our freight line" is the rather enticing title to an article published in the B.C. Electric Employees Magazine in January 1927. At that time, the Vancouver-California fruit train was expedited by the team-work of four major railroads. Iced refrigerator consists were sped north with their perishable cargoes with "high ball" efficiency. The crews selected were a proud and dedicated lot. Their constant dependability seems to be eulogized in this pungent couplet;

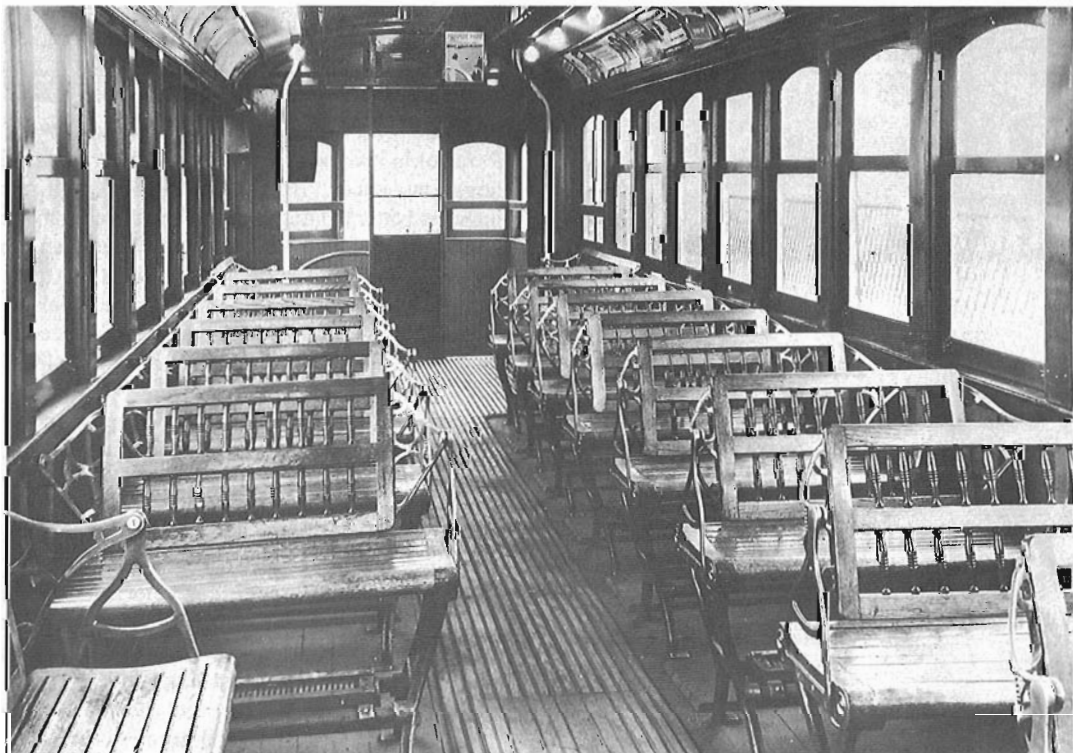
"For men must work, and fruit we must eat,
Be it lemons sour, or oranges sweet."





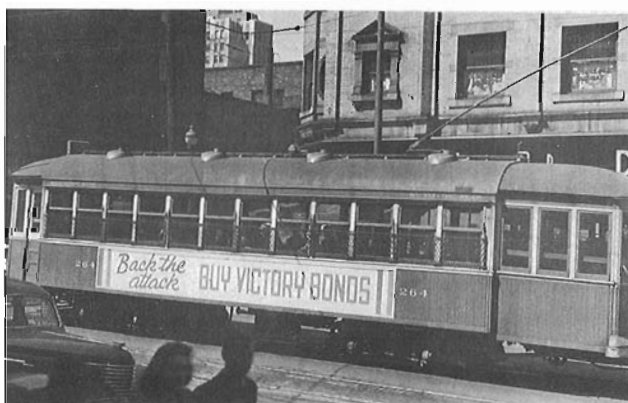
A Vancouver open, single truck street car, circa 1904 — near the advent of electric cars on Vancouver streets. The rather manly exterior ads of soap and cigarettes are prominent. The fare box is the conductor's portable coffee pot. BCER built over 100 of these rugged spartan Narragansett type cars with

double trucks, wood slanted sides and monitor roofs, starting in the first decade of the century. They were not beautiful nor comfortable as they trundled, swayed, weaved and waddled, but with modifications they moved World War II's heavy traffic stoically, and endured well into the post-war period.

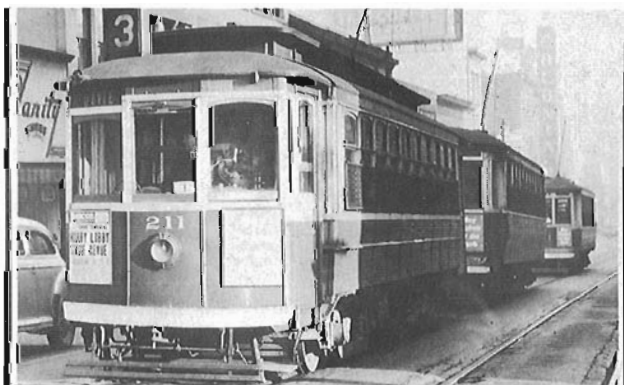




One of the Narragansett type cars is shown in service after emerging from the company's beauty parlour. No longer do we see protruding "cowcatcher" it has been replaced by a fender under the front platform, now an arch roof, chrome-tubed leather seats replace the spindle-back wood seats. The ad on the outside front dash invites participation in the RCAF.



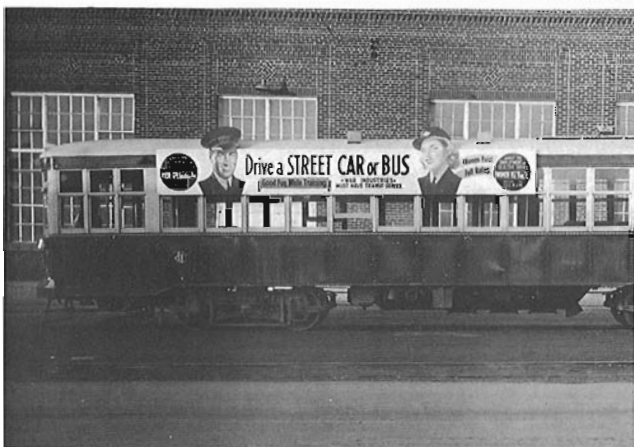
BCER 264, one of 15 "Fairview" type — steel bottom and side frames that were imported from England about 1912 and wood-sheated by the company. The exterior wartime display was the antecedent of today's King-Size Trans Ad bus poster.



BCER 211, one of 30 Brill semi-convertible cars, built by American Car Co of St. Louis in 1911. The front dash Ad speaks for a theatre stage revue.



This is likely how 211 or any of its series would look inside — during World War II. The light bulbs are blackened as a precaution. Familiar ads of long duration displayed are: Rogers Golden Syrup, Wrigley's Gum. Note the crew communication cord. Interior BCER 501 Built by Brill 1913, shows some more wartime ads.



The means and the medium combine effectively in this outside message on TTC Peter Witt 2358. The Witts were always immaculately groomed and maintained and did "Herculean" service over many years in Toronto.



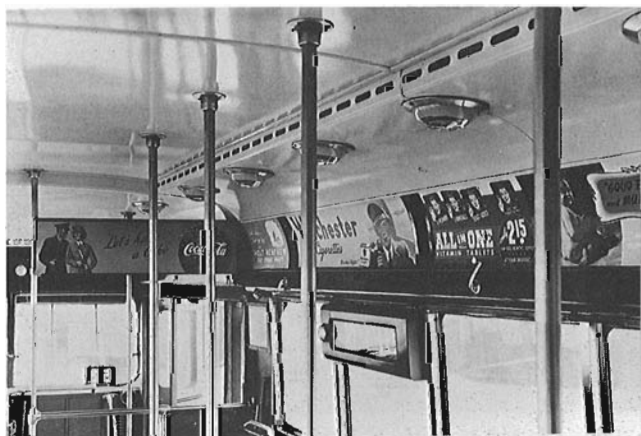
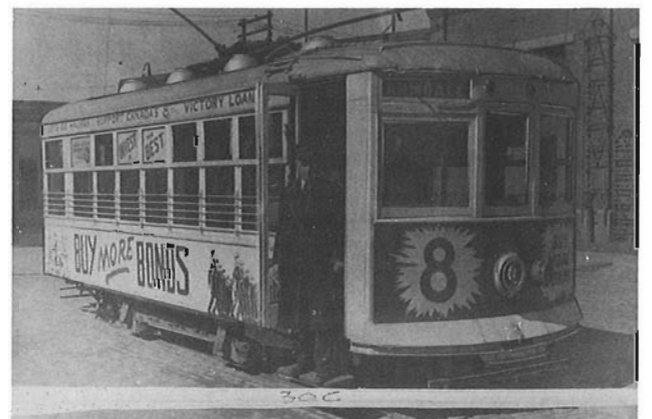
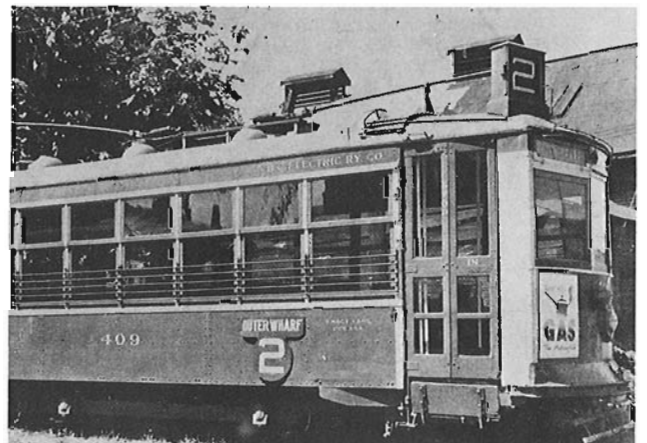
BCER 361 Built by Can-Car in 1926. Two man, single end, arch roof. Interior Ads: "Tea-Bisk" "Don't Say Bread-Say McGavin's". Note the hard wearing interior furnishings.



Halton County Radial Railway Museum Car 55 built in 1915, for the Toronto Civic Railways, single truck Brill, straight wood sides, arched roof, acquired by the TTC in 1921. Interior shows coal heat, rattan seats, enamel standee hand-holds. The ads proclaim the virtues of Heinz Ketchup, Wrigley's Spearmint Gum, etc.



BCER PCC 400 Vancouver's first. 35 units were to follow — all of them loved and respected by Vancouverites and mourned at their demise. The fine young lady (who became Mrs. A.) and I, often spent pleasant Sunday afternoons aboard 400, on her Stanley Park, Joyce Road circuit. The close of production of PCC's in 1952 accounted for a total of 5000 PCC's built worldwide.

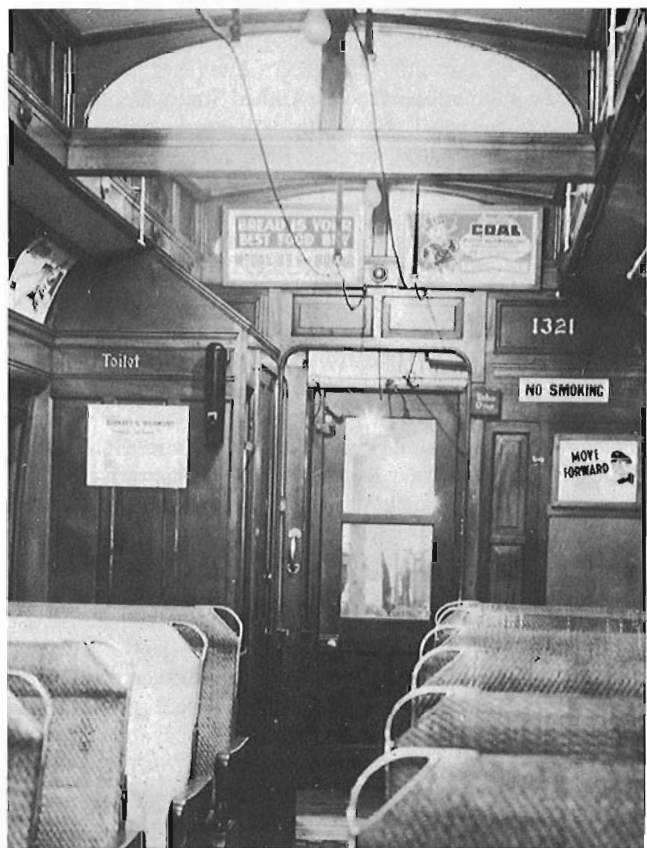


Toronto PCC 4199 is enhanced with 1940's period ads. Some of the convenience, comfort and safety features of the revolutionary "new street car thinking" are evident.

The Birney Street car era was roughly from 1921 through 1948. Three Canadian strong-holds were Halifax, Toronto and Victoria. BCER 409 in Victoria displays a front dash ad for the company's product "GAS". In Halifax a car on the Armdale route carries an exterior display totally dedicated to advertising Victory Bonds.



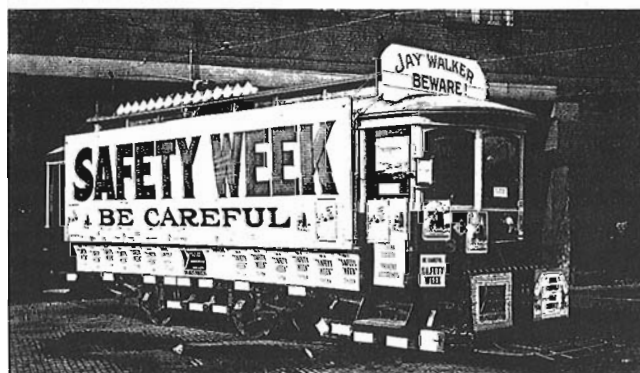
1301 is characteristic of the heavy steam coach type used on the B.C. Electric, Canada's longest interurban. This car weighed 81,000 lbs. and was built by Ottawa Car in 1910.



BCER 1321 built in 1910 as a combine by A.C. & F., was rebuilt by the company in 1942. Note the washroom and the double set of communication cords. Timely ads vouch for: McGavin's Bread, B.C. Home Heating Coal and Marchand's Hair Treatment. The crush load admonition reads "Move Forward". The last Fraser Valley passenger run was made September 30, 1950. The author went along, invited as one of the few "mourners".



Expo '86 was indeed a "stage" that gave us a world-wide preview of to-day's available rail transit vehicles. Speaking of "entrances" take note of the 2-car Bre-Leyland Diesel Rail Bus (RB. 100). As the Fraser Valley home-seekers continue to grow, these units may well serve their commuting needs. An inter-connection with the Skytrain could conceivably be made at the new Surrey terminus. Doubtless, these rail buses will be the "means" to display to-morrow's good advertising messages, or if you like "the medium".



**** FOOT NOTE ****

As a young boy in Toronto, I became interested in both the variety of Toronto's street cars, along with the timely interior and exterior advertising car cards. The association that the "messages" seemed to have with the "messengers" became a very interesting combination. To quote: just one example. The message was: "It's the steady rain that soaks". This was likely written to extol the benefits of advertising messages that are constantly repeated.

This ad hung midway and transversely from the ceiling of TTC Peter Witt street cars.

My appreciation must, most sincerely, go to both Eric J.D. Smith, a consultant with Trans Ad in Vancouver, and Richard Griffin, Manager Operations, Trans Ad, Toronto.

These two gentlemen have really encouraged me, with photos, car cards, letters and background information.

The friendly, generous gift of their experience, time and talent, kept me-"on track". — Norris Adams.



Rail Canada Decisions

By Douglas N. W. Smith

LAST LINE TO BARRINGTON GONE

In December 1987, Canadian National received permission to abandon two segments of its Valleyfield Subdivision in southern Quebec. At one time, these were part of Canada Atlantic Railway (CAR). The CAR was largest railway in Canada ever owned by a single individual.

In many ways it seems almost inevitable that John Rudolphus Booth would enter the railway business. Known as the Lumber King of Canada, he was a self-made man. Born on a small farm near Waterloo in 1827, he went to the United States hoping to find greener pastures. While there he spent three years as a labourer building bridges along the Vermont Central Railroad. In 1852, Booth moved to Bytown, which was later renamed Ottawa. The signing of a reciprocity agreement with the United States in 1854 removed the duties on Canadian timber and made its price competitive in the American market. The large population growth of the Atlantic states fueled a tremendous demand for sawn lumber which caused the Ottawa Valley lumber industry to boom. This demand, coupled with strong business acumen, enabled Booth to parlay a leased small lumber mill on Le Breton flats into one of Canada largest lumber operations. By 1900, Booth controlled over 4,000 square miles of land, most situated to the northwest of Ottawa.

During the 1870's, Booth expanded his operations into the northeastern United States then established a wood yard at Rouse's Point, New York and a sawmill at Burlington, Vermont. These events would lead to Booth's interest in the CAR.

The CAR was formed when the charters of two companies were amalgamated in May 1879. The Montreal and City of Ottawa Junction Railway had been chartered in May 1871 to build a line from Ottawa to Coteau Landing via Alexandria, Ontario. Using the Grand Trunk line from Coteau to Montreal, the CAR would have the shortest route between Ottawa and Montreal. A complementary project, the Coteau & Province Line Railway was chartered in June 1872 to build a line from Coteau to the United States boundary. In conjunction with the Montreal and City of Ottawa Junction, the two lines would form the shortest rail line from Ottawa to the border. Included in the charter was the right to build a bridge over the St. Lawrence River which would permit freight shipments to bypass the congested Montreal freight yards.

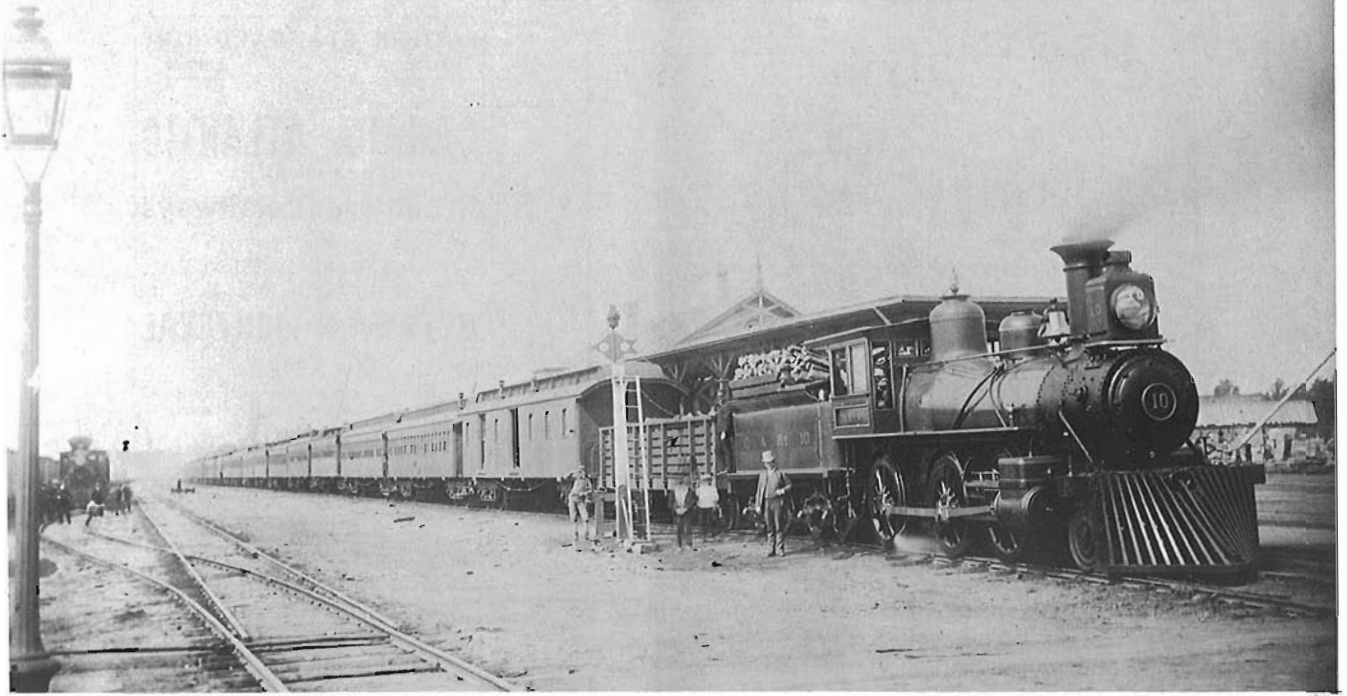
The funding for the line failed with the onslaught of a major economic recession which began in 1873. Lacking substantial

financial backing, the two projects remained dormant for most of the decade.

By the end of the 1870's, Booth's mills were producing over 40 million board feet of timber. With the tremendous growth in his business, better transport facilities to the U.S. became of paramount importance. Connections to the American railway system from Ottawa were circuitous and time consuming as was the water route down the Ottawa, St. Lawrence and Richelieu Rivers. To improve access to the United States, Booth and two partners, Governor J. G. Smith of Vermont, who was also President of the Central Vermont Railroad, and G. H. Perley, another Ottawa Valley lumber magnate, formed a syndicate and took over the dormant CAR project. Construction of the line from Coteau Landing to Ottawa began in the spring of 1881. It was completed in October 1882.

Work started on the line from Clark's Island, across the St. Lawrence River from Coteau Landing, to LaColle in 1883. Trains started to operate over the line in February 1885. Initially, the CAR used running rights over the Grand Trunk from LaColle to Rouse's Point where connections could be made with the Central Vermont Railway and Delaware & Hudson Railroad. Later Booth would build his own line from LaColle to Alburg Junction, Vermont. The million dollar cost of building the bridge over the St. Lawrence caused even J. R. Booth to pause. A rail car ferry linked the two segments of the CAR until 1890. This structure required more than one mile of bridging and was the third railway bridge to span the St. Lawrence.

In the 1890's, Booth extended the line westwards from Ottawa to Georgian Bay to improve the accessibility of his timber holdings. As the other two members of syndicate did not support the extension and in order to qualify for government subsidies, Booth incorporated the extension as the Ottawa, Amprior & Parry Sound Sound Railway (OA&PS). Construction started in May 1893 and reached the terminal at Depot Harbour on the shores of Georgian Bay in December 1896. In order to stimulate traffic over his rail line, Booth constructed grain elevators at Depot Harbour and Coteau Landing and formed his own steamship line to operate to Chicago, Milwaukee, Duluth and Fort William [now Thunder Bay] to bring grain shipments destined to his railway. In 1899, after Booth had purchased the interests of the other two members of the syndicate, he amalgamated the OA&PS into the CAR.



A fifteen-car passenger train on the Canada Atlantic, photographed in November 1886, displays a great assortment of passenger cars from the 1860's to the 1880's.
National Archives of Canada photo C-25967.

MEALS SERVED IN PARLOR CARS.

TRAINS RUN ON STANDARD TIME

Canada Atlantic RAILWAY.

The New Route BETWEEN OTTAWA and NEW YORK AND BOSTON

IMPROVED TIME TABLE COMMENCING MARCH, 1890.

The Canada Atlantic timetable of March 1890 shows all trains as well as very impressive artwork.
Collection of Fred Angus.

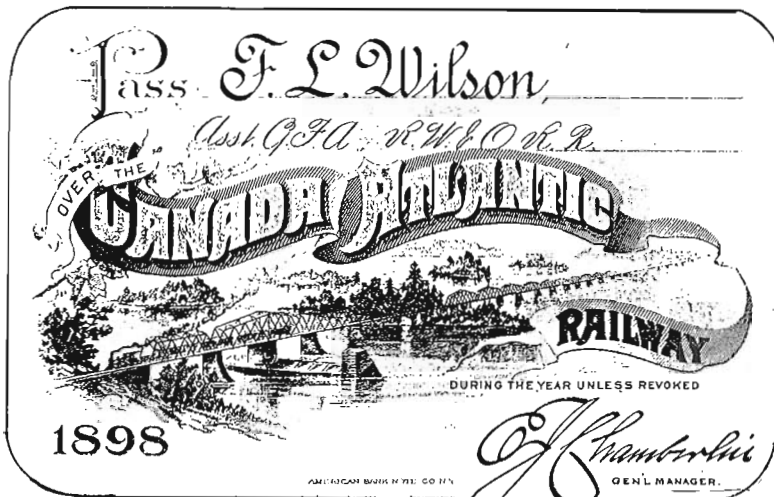
TRAINS RUN ON EASTERN STANDARD TIME. CANADA ATLANTIC RAILWAY.

Time Card March 3rd, 1890.

GOING EAST.					GOING WEST.							
No. 5.	No. 9 Mixed.	No. 9 Express.	No. 3 Express.	No. 1 Express.	Distance from Station to Station.	STATIONS.	Distance from Ottawa.	No. 2 Express.	No. 4 Express.	No. 10 Express.	No. 8 Mixed.	No. 6.
A.M.	P.M.	P.M.	A.M.	A.M.				P.M.	P.M.	A.M.	P.M.	
6:15	1:35	5:00	9:00	.....		Lv. Ottawa Elgin St. Ar.	.....	12:05	8:05	11:40	9:45	.....
6:45	1:50	.....	.....	11:0		" Eastman's	11:1	.....	.....	11:18	9:19	.....
7:01	2:07	.....	.....	6:1		" Bearbrook	17:1	.....	.....	11:05	9:04	.....
7:16	2:17	.....	.....	4:9		" South Indian	29:1	.....	.....	10:50	8:52	.....
7:36	2:31	5:40	9:49	7:5		" Casselman	29:6	11:16	7:16	10:41	8:32	.....
8:00	2:47	.....	.....	8:1		" Moose Creek	37:2	.....	.....	10:25	8:10	.....
8:16	2:59	.....	.....	5:9		" Maxwell	43:6	.....	.....	10:13	7:56	.....
8:38	3:08	.....	.....	4:7		" Greenfield	48:3	.....	.....	10:04	7:44	.....
8:47	3:20	6:32	10:32	6:7		" Alexandria	55:0	10:39	6:39	9:58	7:56	.....
9:05	3:35	.....	.....	7:5		" Glen Robertson	62:5	.....	.....	9:37	7:05	.....
9:18	3:43	.....	.....	6:4		" Ste. Justine	69:1	.....	.....	9:28	6:53	.....
9:45	3:52	.....	.....	4:8		" St. Polycarpe Junc.	74:9	.....	.....	9:18	6:25	.....
9:50	3:55	.....	.....	2:3		" St. Polycarpe	74:2	.....	.....	9:14	6:20	.....
10:15	4:05	7:10	11:10	3:8		" Coteau Junction	75:0	9:55	5:55	9:06	6:10	.....
.....	.....	8:20	12:15	37:5		Ar. Montreal, G. T. R. Lv.	116:5	8:50	4:50	.....	.....	.....
.....	.....	P.M.	P.M.	.....		.....	.....	A.M.	P.M.	P.M.	P.M.	.....
11:35	7:35	10:48	.....	.....		Ar. Cornwall, " "	.....	6:30	4:35	.....	.....	.....
P.M.	P.M.	A.M.	.....	.....		" Prescott, " "	.....	4:13	2:50	.....	.....	.....
1:58	.....	12:24	.....	.....		" Brockville, " "	.....	3:50	2:25	.....	.....	.....
2:30	.....	12:50	.....	.....		" Kingston, " Lv.	.....	1:45	12:15	.....	.....	.....
4:20	.....	2:40	.....	.....		.....	.....	A.M.	P.M.	.....	.....	.....
.....	P.M.	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
4:05	.....	.....	.....	.....		Lv. Coteau Junction Ar.	78:0	.....	.....	9:06	.....	.....
4:24	.....	.....	.....	.....		" Clark's Isl. rd. " "	82:0	.....	.....	8:51	.....	.....
4:40	.....	.....	.....	.....		" Valleyfield " "	83:9	.....	.....	8:47	.....	.....
4:50	.....	.....	.....	.....		" St. Louis " "	92:5	.....	.....	8:31	.....	.....
4:59	.....	.....	.....	.....		" Howick " "	98:3	.....	.....	8:20	.....	.....
5:16	.....	.....	.....	.....		" Aubrey " "	109:5	.....	.....	8:09	.....	.....
5:26	.....	.....	.....	.....		" Johnson's " "	113:8	.....	.....	7:50	.....	.....
5:45	.....	.....	.....	.....		" Henrysburgh " "	120:2	.....	.....	7:37	.....	.....
5:55	.....	.....	.....	.....		" Laocoe " "	.....	.....	.....	7:30	.....	.....
6:05	.....	.....	.....	.....		" Lacolle Junction " "	125:1	.....	.....	7:23	.....	.....
6:15	.....	.....	.....	.....		" Rouse's Point " "	131:8	.....	.....	7:15	.....	.....
6:48	.....	23:9	.....	.....		" St. Alban's " "	155:7	.....	.....	6:25	.....	.....
.....	.....	.....	.....	.....		" Troy, N.Y. " "	.....	.....	.....	11:50	.....	.....
.....	.....	.....	.....	.....		" Albany " "	.....	.....	.....	11:15	.....	.....
.....	.....	.....	.....	.....		" New York " "	.....	.....	.....	6:30	P.M.	.....
.....	.....	.....	.....	.....		Ar. Boston Lv.	.....	.....	.....	7:00	P.M.	.....

1. At Ottawa for points on Canadian Pacific Railway.
 2. At St. Polycarpe Junction with trains for West Winchester, Chesterville, Smith's Falls, Peterboro' and Toronto via C. P. R.
 3. At Coteau with Grand Trunk Railway for points East and West.
 4. M. and L. C. Railway for points west of Howick.
 5. At Rouse's Point with Central Vermont, Delaware and Hudson and O. & L. C. Railway trains to and from the East, South and West.
 *Trains do not stop. †Train leaves Fitchburg depot daily except Sunday; leave Lowell depot Montreal Express Trains run through without change.

E. J. CHAMBERLIN, General Manager. C. J. SMITH, Gen'l. Pass. Agent.



By 1903, it was an open secret that Booth was ready to sell the CAR. As a relatively small railway, it stood to lose much of its grain traffic when plans to increase the number of trans-continental railways from one to three systems were realised. As well, the property was only marginally profitable yielding profits of less than 2% on its total capital cost. The Grand Trunk Railway completed negotiations to take over the line in September 1904 which they officially absorbed on October 1, 1905. The CAR corporate shell was preserved as the Grand Trunk had guaranteed the interest on a special \$16 million CAR bond issue which was used to buy out Booth and fund the upgrading of the property. In May 1914, the CAR was amalgamated into the Grand Trunk. In 1923, the Grand Trunk was added to the lines making up the Canadian National Railway.

overflow route for the Grand Trunk and CN traffic destined to the United States from Ontario. Traffic handled over the line started to fall in the 1930's as lumber shipments from the Ottawa Valley declined. With the upgrading of freight yards in Montreal in the 1960's, the line lost much of its value as a bypass route. The section of the line between Barrington and Ayrness was abandoned in June 1986.

On December 23, 1987, the Railway Transport Committee (RTC) gave CN permission to abandon the line from Ayrness to Cecile (a point just south of Valleyfield), a distance of 9 miles. No traffic had been handled between these points since 1981. This section of the line was isolated when a slip hit the CN bridge over the St. Lawrence Seaway near Cecile. No opposition to the application was made.

On December 29, 1987, permission was granted to abandon the line from Mile 1.69, just west of Cantic to Barrington, a distance of 10.23 miles. Twenty three carloads had been handled over this section of the line. The loss on the two sections of the line total approximately \$300,000. CN has been saved the expense of demolishing the damaged bridge over the Seaway as Quebec Hydro agreed to purchase the it from CN. The end of railway service over this section of rail line is of more than passing interest to members of the Association. During the early 1960's, the CRHA sponsored a farewell to steam trip behind CN locomotives 5107 and 6153. Additionally, the Barrington station is on exhibit at Canadian Railway Museum.

ONLY ROAD IN CANADA running TRAINS HEATED BY STEAM.

EASTERN STANDARD TIME
1890. 1890.

THE
CANADA ATLANTIC
—AND—
Grand Trunk Railways

MAKE THE
SHORT, FAST PASSENGER
ROUTE BETWEEN
OTTAWA & MONTREAL
Via Coteau,

Connecting at Bonaventure Station with all
trains to and from the East. Luxuri-
ous Parlour Cars on
all Trains.

DIRECT--ROUTE
BETWEEN
OTTAWA
AND
**Rouse's Point, St. Albans, Troy,
Albany, Saratoga,
Boston,
New York and Philadelphia,**
via
COTEAU AND NEW STEEL BRIDGE!

Wagner Sleepers run between Ottawa and
Boston, and Ottawa and New York.
Baggage Checked to all Points.

TICKETS to be had at all Ticket
Offices.

**THIS IS THE SHORT ROUTE
TO THE
EAST AND SOUTH.**

The Canada Atlantic pass proudly displays the steel bridge at Coteau. The back indicates that the pass was also good on the OA & PS.

Collection of Fred Angus.

ABANDONMENT OF AN EARLY QUEBEC RAIL LINE

The Stanstead, Shefford & Chambly (SS&C) was chartered to in 1853 to bring rail service to the area of the Quebec's Eastern Townships lying along the American border. The line was to extend from St. Lambert to a point on the border near Rock Island, Quebec. There a connection was to be made with the Connecticut & Passumpsic Railroad which was building its line towards the Canadian border. Once connected, these two lines would become a competitor to the Vermont Central Railroad (VCR) which had almost a complete monopoly on international traffic. The VCR's only competitor for the traffic between the Province of Canada and the Atlantic seaboard was the Grand Trunk (GTR). The GTR, however, was handicapped in competing with the VCR for two reasons. First, most trans-Atlantic shipping lines bypassed the GTR's seaboard terminus at Portland, Maine in the favour of the more developed harbour at Boston. Second, any Boston traffic shipped over the GTR had to be trans-shipped at Portland from broad to narrow gauge freight cars. The future of the SS&C was to be determined by the competition between these two companies.

ISSUED BY GRAND TRUNK RAILWAY.		Newport & Return		Newport & Return		Newport & Return	
MONTREAL to NEWPORT & RETURN.		Newport & Return		Newport & Return		Newport & Return	
GOOD FOR		Newport & Return		Newport & Return		Newport & Return	
ONE FIRST CLASS PASSAGE,		Newport & Return		Newport & Return		Newport & Return	
Only on presentation of this Ticket, with		Newport & Return		Newport & Return		Newport & Return	
CHECKS ATTACHED		Newport & Return		Newport & Return		Newport & Return	
VALID ONLY UNTIL 31st OCTOBER, 186		Newport & Return		Newport & Return		Newport & Return	
FORM	X6	Issued by GRAND TRUNK R'y.	X6	Issued by GRAND TRUNK R'y.	X6	Issued by GRAND TRUNK R'y.	X6
		MONTREAL & CHAMPLAIN R. R.		S. S. & C. R. R.		STAGE.	
		ST. JOHNS		WATERLOO		OUTLET	
		TO		TO		TO	
		MONTREAL.		ST. JOHNS.		WATERLOO.	
		Not good if detached.		Not good if detached.		Not good if detached.	
		FIRST CLASS.		FIRST CLASS.		FIRST CLASS.	
101		101		101		101	

This ticket was issued by the Grand Trunk Railway in Montreal on August 21 1865 for a return trip to Newport. One of the coupons covers a stage journey from Outlet to Waterloo, while the following one is for the SS&C from Waterloo to St. John's. The Montreal & Champlain had been leased to the Grand Trunk the year before but the name still appeared on the ticket.

Construction of the SS&C commenced in 1854. The contractors, however, ran into financial difficulties and by March 1855 they had discontinued work on the section of line between St. Lambert and Chambly. During April 1855, work between Waterloo and Frost Village was wound up. As the area between Farnham and St. Lambert had resisted the blandishments of the promoters to take stock or bonds in the company, the Board of Directors decided to build a branch between Adamsville and St. John's, Quebec where a link could be effected with the Champlain & St. Lawrence Rail Road.

In 1857, a new contractor was found to take over the construction of the line. In June of that year, the Board of Directors resolved to start construction from St. Lambert as soon as possible. Given the shaky financial position of the SS&C, it is most likely that this motion was used as a bargaining chip in the discussions between the SS&C and the Montreal & Champlain Railway (M&C). At issue was the construction of a branch line from the SS&C main line to the MC at St. John's.

Both parties stood to profit by an agreement. The SS&C would be spared the expense of building to the St. Lawrence. The M&C, which generated the bulk of its revenues from the international traffic it handled for the VCR, would control the Canadian outlet of the SS&C traffic. If the SS&C developed its own line from the St. Lawrence to the Connecticut & Passumpsic, it would cut into the M&C traffic. This would have a very adverse effect on the M&C's precarious financial position. The M&C agreed to assist the SS&C on liberal terms. These included accepting SS&C bonds in lieu of cash for freight construction materials, loaning rolling stock to the SS&C for use on construction trains at nominal rates, and offering favourable terms to either work the lines in common or to carry the SS&C traffic over its lines to St. Lambert.

In October 1857, the SS&C accepted the M&C aid proposal. As a reflection of the close relationship between the two railways, the SS&C made Waterloo rather than Adamsville the eastern terminus of the branch. The SS&C completed the first portion of its line from Saint Jean to West Farnham in

December 1858. Continuing eastwards, the line was opened to Granby in January 1860. The company again experienced financial troubles in 1861. The contractor gave up his contract and in July the line was leased to A. B. Foster. He had served as the managing director, a position akin to general manager, of the SS&C since 1855. Waterloo was reached in November 1861. The next year a two mile extension was built from Waterloo to Frost Village.

During the years the SS&C was under construction, the VCR and GTR both started negotiations to lease the M&C. The overtures of the VCR were refused in 1860 as the lease offer was deemed insufficient. Spurned, the VCR started to construct its own line, the Montreal & Vermont Junction Railway, along the east side of the Richelieu River in 1863. The SS&C was brought into the VCR's sphere at this time in order to spare the VCR from having to bridge this river. As early as 1863 A. B. Foster was a member of the Board of Directors of the Montreal & Vermont Junction. In 1866, he had his lease of the SS&C transferred to this company.

Faced with the actions of the VCR, the M&C accepted overtures from the GTR. In 1861, in order to secure a downtown station in Montreal, the GTR acquired running rights over the M&C and use of M&C's Bonaventure station. The M&C's financial condition deteriorated substantially following the commencement of the American Civil War. At the same time, heavy expenditures for the renewal of track and equipment was required. The incursion of the VCR into Canada was a source of alarm as the loss of this traffic could cause its revenues to fall by up to 50%. For these reasons, the M&C became willing to accept the offer of the GTR to whom it was leased in 1864.

During the 1870's and early 1880's, the long planned extension of the SS&C eastwards from Frost Village began. Rather than being built by the SS&C, most of this line was built by the Waterloo & Magog Railway (W&M). In 1877, it reached Magog and in 1884 Sherbrooke. The company was backed by the Central Vermont Railroad (CVR), which was managing the VCR. By 1884, however, the CVR viewed both the SS&C and W&M as expendible. One reason for this was

WATERLOO, GRANBY AND MONTREAL									
Read Down					Read Up				
303	346	301	Table 1		302	304	350		
Pass	Mixed	Pass	Mis		Pass	Pass	Mixed		
PM	AM	AM			AM	PM	PM		
↑ 3.00		↑ 7.00	0	Lv. Waterloo, C. V.	Ar	↑ 11.40	↑ 7.30		
↑ 3.15		↑ 7.15	6	West Shefford		↑ 11.22	↑ 7.07		
↑ 3.35		↑ 7.35	13	Granby		↑ 11.07	↑ 6.50		
↑ 3.61		↑ 7.53	21	Angeline		↑ 10.50	↑ 6.32		
4.10		8.10	28	Farnham	Lv	10.35	6.15		
	↑ 6.40		0	Lv. Frelighsburg	Ar		↑ 7.30		
	↑ 7.00		6	Stanbridge East			↑ 7.07		
	↑ 7.05		7	Riceburg			↑ 6.59		
	↑ 7.17		10	Stone			↑ 6.53		
	↑ 7.30		12	Durocher	Lv		↑ 6.47		
	8.00		18	Farnham	Ar		6.30		
4.10	8.10	8.10	28	Farnham	Lv	10.30	6.15	6.15	
4.23	8.23	8.23	35	St. Brigide		↑ 10.16	↑ 5.53	↑ 5.5	
4.37	8.32	8.32	38	St. Angele		10.06	5.49	5.4	
4.43	8.42	8.42	42	Marieville	Lv	9.56	5.39	5.39	
4.43	8.42	8.42	42	Marieville	Ar	9.56	5.39	5.39	
4.61	8.51	8.51	46	Richelieu		9.48	5.29	5.29	
4.66	8.55	8.55	47	Chambly Canton		9.44	5.24	5.24	
6.00	9.00	9.00	48	Chambly		9.40	6.19	6.19	
6.26	9.30	9.30	60	St. Lambert		9.07	4.50	4.50	
6.46	9.50	9.50	67	Montreal G.T.Ry.	Lv	↑ 8.45	4.25	4.25	
				(Bonaventure Stat...)					

By 1919 the SS&C was still controlled by the CV as we see from a timetable issued by CV on May 4 of that year.

that the two railways proved to be marginal financial investments. More importantly, during the early 1880's, co-operation between the Grand Trunk and the CVR increased to counter the expansion of the CPR into eastern Canada and New England. As the GTR had lines to most of the important points served by the CVR-controlled lines in southern Quebec and these GTR lines had superior alignments and traffic levels, the CVR lines were unnecessary.

The logical purchaser for these lines was the Canadian Pacific whose subsidiary, the Atlantic & Northwestern, held a charter to build a line from Montreal to Saint John, New Brunswick. As the W&M track occupied a strategic mountain pass necessary for CP to secure the most direct line between Farnham and Sherbrooke, CP purchased the line in 1888. Most of the W&M was abandoned in 1889, when CP completed a new line on a more favourable alignment between Farnham and Sherbrooke. During the initial discussions with CP in 1884, the CVR had tried to include the SS&C in the deal. CP refused to purchase this line. When CP started to build its own line between St. John's and Farnham, the CVR capitulated and agreed to sell only the W&M.

Thereafter the SS&C became an unremarkable branch line. It remained part of the CVR until November 14, 1923. At a meeting of the SS&C Board of Directors held in the private car "Mansfield" at Bonaventure Station that day, the lease of the line to CN was approved. On November 1, 1945, CN purchased the line. the SS&C's corporate existence came to an end in 1956 when it was amalgamated with CN.

During the depression, CN acquired trackage rights over the CP line between Iberville and Farnham. This permitted it to abandon the SS&C line between these points in 1936. On November 1, 1951, CN rerouted its twice daily Montreal-Waterloo service from the line via Saint Jean to the Montreal & Southern Counties line through Chambly. This step co-incided with the cessation of the Montreal & Southern Counties interurban service between Marieville and Granby. Almost a decade later, on May 1, 1961, passenger service was discontinued.

WATERLOO AND MAGOG RAILWAY.					
Mail		Mls	October 5, 1884.		Mls Mail
A. M.	LEAVE		ARRIVE	P. M.	
6 15	c			23	9 15
6 22	3			20	9 07
6 30	5			18	9 00
6 36	7			16	8 54
6 42	9			14	8 48
	11			12	
	13			10	
6 50	17			6	8 37
6 59	18			5	8 31
7 15	23			0	8 15
A. M.	ARRIVE		LEAVE		P. M.

Readers desiring to learn more about the SS&C and W&M should refer themselves to the excellent two set "Railways in Southern Quebec" by Derek Booth. They were published by Railfare and are still in print.

GOODBYE TO THE ACADIA VALLEY SUBDIVISION

On November 23, 1987, the RTC gave CN permission to abandon its line between Eyre Junction, Saskatchewan and Acadia Valley, Alberta, a distance of 23.7 miles. The line was built by CN under the Canadian Northern charter. Construction began in 1919. It was opened for traffic on September 15, 1926.

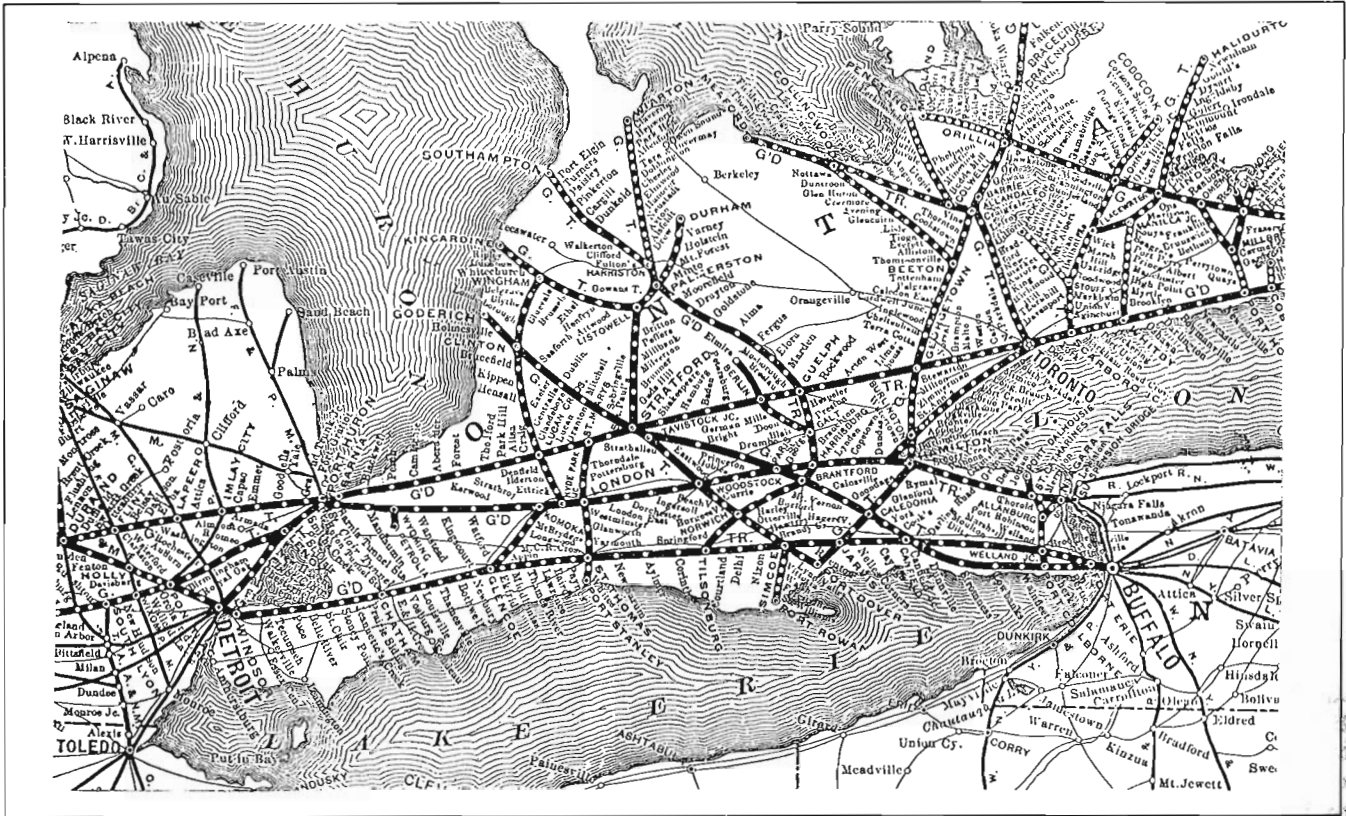
In 1986, the line carried 463 carloads and generated a loss of \$251,663. The approval of the abandonment was conditional upon the upgrading of grain loading facilities at Oyen, Alberta.

SOUTHERN ONTARIO ABANDONMENTS

The remaining three line abandonments approved by the RTC in December 1987 concern CN lines in southwestern Ontario. Two of these lines were built with the backing of the Great Western Railway during the 1870's. The Wellington, Grey & Bruce Railway (WG&B) was incorporated in 1864 to build from Guelph through to Lake Huron. No construction was undertaken until the Great Western Railway agreed to guarantee the bonds and took stock in the company in June 1869. On July 1, 1870, the first 13.5 miles of line were opened between Guelph and Elora. By December 1872, the line reached its terminus at Southampton, 102 miles from Guelph. In December 1874, a branch line from Palmerston to Kincardine was completed.

In August 1882, the Grand Trunk took over the Great Western. The lease of the WG&B was included in the transaction. In the general corporate overhaul of April 1, 1893, the WG&B was amalgamated into the Grand Trunk.

In September 1970, the passenger train service from Toronto to the Bruce Peninsula communities of Southampton and Owen Sound was discontinued. The first major abandonment of the former WG&B trackage occurred in August 1983 when the CTC granted CN permission to abandon the line between Fergus and Palmerston. Four years later, on December 3, 1987, the CTC determined that the Fergus-Guelph line was redundant. In 1986, the branch handled 45 carloads and incurred a loss of \$168,412.



GRAND TRUNK RAILWAY

WELLINGTON, GREY & BRUCE BRANCH.

6 Pass.	8 Pass.	16 Mix'd	14 Mix'd	STATIONS.		Miles	5 Pass.	15 Mix'd	7 Pass.	13 Mix'd
P.M.	P.M.	P.M.	A.M.	ARRIVE	LEAVE		A.M.	A.M.	P.M.	P.M.
12 20	5 38	5 35	9 05	Hamilton	▲ (pp. 38,41)		▲ 9 20	11 00	▲ 4 15	▲ 6 55
12 15	6 30	5 25	8 50	Brantford	(see p. 46) Lv		▲ 9 50		▲ 4 20	▲ 7 00
11 40	5 55	4 40	8 10	A. Harrisburg	▲ Lv	0	▲ 10 20	▲ 11 45	▲ 4 58	▲ 7 45
11 27	5 39	4 25	7 50	Branchton		6.08	10 34	12 03	5 12	8 02
11 12	5 29	4 11	7 30	lve	Galt	11.72		12 20		
				arr			10 50	1 00	5 25	8 20
11 01	5 07	3 55	7 10	Preston		15.79	11 01	1 30	5 39	8 35
10 54	4 57	3 47	7 01	Hespeler		19.14	11 09	2 15	5 47	8 45
	4 44			lve	Gourock	24.06	11 17			
10 40	4 35	3 28	6 40	lve	Guelph Jct.	26.76	11 29	2 45	6 07	9 05
				arr						
10 23	4 20	3 15	▲ 6 25	lve	Guelph	27.88	11 45		6 20	9 15
		2 40		arr					6 38	
10 08	4 06	2 20		arr	Guelph Jct.	26.76	12 00	3 20	6 48	
9 56	3 53				Morden	30.96		3 53	6 59	
9 39	3 28	1 40			Elora	40.29	12 28	4 40	7 15	
9 33	3 18	1 30			Fergus	42.91	12 40	5 10	7 22	
9 17	2 58	12 10			Alma	49.00	12 55	5 35	7 36	
9 03	2 42	11 52			Goldstone	54.66	1 10	5 55	7 45	
8 56	2 32	11 40			Drayton	68.16	1 20	6 20	7 55	
8 45	2 19	11 25			Moorefield	62.28	1 30	6 37	8 05	
▲ 8 30	2 00	▲ 11 00						1 45	8 20	
▲ 8 05	1 05				Palmerston	69.33	2 05		▲ 8 41	▲ 8 45
7 50	12 50				arr					
7 50	12 50				Harriston	74.97			9 00	9 30
7 41					arr					
7 35	12 25				Fultons	79.19	2 19			9 43
7 15	11 55				Clifford	81.65	2 34		9 14	10 05
7 02	11 36				Mildmay	90.46	2 52		9 35	10 55
6 49	11 13				Walkerton	96.27	3 05		9 51	11 50
6 43	11 05				Dunkeld	101.16	3 15			12 10
6 40	11 01				Cargill	103.71	3 20		10 05	12 30
6 26	10 45				Prinkerton	106.01	3 23		10 09	12 40
6 08	10 16				Faisley	111.35	3 40		10 25	1 00
5 57	10 00				Turners	118.67	4 02			
5 50	9 35				Port Elgin	124.24	4 22		10 57	
▲ 5 50	▲ 9 35				Southampton	128.26	4 35		▲ 11 05	
▲ 5 50	▲ 9 35				LEAVE					
▲ 5 50	▲ 9 35				ARRIVE					

▲ Nos. 6 and 7 run on Tuesdays, Thursdays and Saturdays only, between Southampton and Palmerston.

The Grand Trunk timetable of July 2 1894 shows the WG&B and LH&B lines as well as a map of the company's routes in southern Ontario.

Collection of Fred Angus.

GREAT INTERNATIONAL ROUTE

LONDON, HURON & BRUCE BRANCH.

52 Pass.	64 Pass.	STATIONS.		Miles	51 Pass.	53 Pass.
A.M.	P.M.	ARRIVE	LEAVE		A.M.	P.M.
18 00	8 25	London 76 A.	4 17	8 25	4 40	4 30
18 50	8 15	Hylo Park Crossing	5 05		7 46	7 46
9 42	6 04	Patrick	7 09	8 25	6 58	6 58
9 35	5 45	Ilderton	11 24	8 44	5 40	5 40
9 25	5 47	Dundas	15 50	8 54	5 10	5 10
9 15	5 38	Lucan Crossing	18 71	9 01	5 29	5 29
9 06	5 25	Clanleycoy	20 42	9 06	5 35	5 35
8 52	5 23	Centralia	26 32	9 17	5 47	5 47
8 40	5 17	Exeter	31 14	9 29	5 50	5 50
8 22	4 58	Hensall	35 35	9 29	5 15	5 15
8 13	4 53	Rippon	39 27	9 47	5 20	5 20
8 05	4 46	Brudenell	43 27	9 53	5 28	5 28
7 50	4 33	Clinton Jct.	49 54	10 07	6 41	6 41
7 45	4 28	lve	50 04	10 12	6 47	6 47
7 30	4 28	arr	50 04	10 12	6 55	6 55
7 25	4 23	Clinton Jct.	49 54	10 15	7 00	7 00
7 10	4 08	Loudsbrough	66 80	10 29	7 14	7 14
7 03	4 01	Dyfln	60 88	10 28	7 33	7 33
6 50	3 47	Wingham	67 31	10 52	7 37	7 37
6 38	3 35	arr	73 01	11 07	7 50	7 50
6 25	3 25	lve	74 33	11 10	8 00	8 00

▲ During July and August No. 53 will run through to Kincaid on Saturday nights.

The London, Huron & Bruce Railway was incorporated in February 1871. The Great Western leased the property in 1873. Construction began from Hyde Park, 4 miles west of London on the Great Western's Toronto-Sarnia line, early in 1875. The 69 mile line from Hyde Park to Wingham Junction was opened in January 1876. Trackage rights were acquired over WG&B so that the LH&B trains could operate into Wingham.

Passenger service over the line came to an end on April 27, 1940. In 1941, the section of the line between Clinton Junction, a point on CN's line between Stratford and Goderich, and Wingham Junction was abandoned. On December 24, 1987, the RTC gave CN permission to abandon the 14 miles of line from Ilderton to Centralia. No traffic had been shipped over this portion of the line since 1982 and losses in 1986 totalled \$139,583.

The third line to be abandoned in southern Ontario was the Tavistock Spur extending from Sarnia to Tavistock, a distance of 7 miles. This line was projected as part of the Brantford & Buffalo Joint Stock Rail Road Company which was chartered in August 1850. The scheme was expanded to form a direct rail line from Lake Huron to the head of the Erie Canal at Buffalo. Reflecting the new aspirations, the company was renamed the Buffalo, Brantford and Goderich Railway in November 1852. The company ran out of funds after completing the line from Fort Erie to Paris. It lacked the resources to complete the Paris-Goderich portion of the line. Under an agreement with the shareholders of the Buffalo, Brantford and Goderich Railway dated February 1856, the Buffalo & Lake Huron Railway assumed control of the line. The line reached Stratford on December 8, 1856. The section to Goderich was opened to traffic on June 28, 1858. The company was leased to the Grand Trunk effective July 1, 1864.

Interestingly, two railways once operated between Tavistock and Stratford. On January 1, 1876, the Port Dover & Lake Huron Railway completed its line between Port Dover and Stratford. This line was subsequently incorporated into the Grand Trunk, Georgian Bay & Lake Erie Railway in March 1881 as part of a line from Port Dover to Wiarton. Following the amalgamation of the company into the Grand Trunk in 1893, the former Port Dover & Lake Huron trackage between Tavistock and Stratford was abandoned.

CN received permission to abandon the line between Paris Junction and Tavistock in the early 1980's. In 1986, the Tavistock-Stratford line handled 14 cars and lost \$38,868. The RTC gave CN permission to abandon the line on November 20, 1987.

SASKATCHEWAN LINE ORDERED RETAINED

On December 8, 1987, the RTC ordered CP to continue operation between Rocanville and Esterhazy, Saskatchewan, a distance of 28.5 miles. These points lie in the middle of the Neudorf Subdivision which stretches 126 miles from Virden, Manitoba to Neudorf, Saskatchewan. The line was built as the

Pheasant Hills Branch by CP. The portion under consideration was opened to traffic in 1904.

Between 1982 and 1986, this section of the branch line handled more than 150 carloads per year. In 1986, the loss on operations was \$410,239.

The Neudorf Subdivision was part of the Basic Rail Network of grain lines. The railways are prohibited from abandoning lines included within this network. On September 10, 1987, the section between Rocanville and Esterhazy was removed from this category.

Initially the Saskatchewan Wheat Pool had decided to close down its grain elevator at Tantallon in 1987. This was the only elevator on the section of line between Rocanville and Esterhazy. Following a review of the impact of line abandonments, it was decided to forward a recommendation to the Minister of Transport that farmers be compensated for increased trucking costs caused by the closure of a branch line. While the matter is under consideration, the Saskatchewan Pool decided to keep the Tantallon elevator open. The RTC ordered the line be retained for a one year period.

The Commissioners hearing the case noted that this abandonment case raised an important issue concerning the statutory freight rates for the movement of grain. The rates for grain movements are fixed as part of the Western Grain Transportation Act. As these rates are based upon distance, an abandonment which makes shipments more circuitous will increase the amount the farmer must pay for transportation. The Commissioners noted that farmers to the west of Esterhazy could pay upwards of \$229,000 more to move their grain to Thunder Bay. At the same time, the portion of the freight rates subsidized by the government could increase by \$609,000. While the rates are fixed by statute, the Act does allow the railways to enter into contracts for lower freight rates subject to appeal by any person who believes the public interest would be prejudiced. The Commissioners stated they expect CP to make a submission concerning how such impacts could be mitigated when the case is reconsidered.

Sale of the British Columbia Hydro Railway

As of October 1, 1988, the British Columbia Hydro Railway will have a new owner. The 75 mile long railway, which stretches from Vancouver to Chilliwack, is the former interurban portion of the British Columbia Electric Railway. Itel Corporation of Chicago acquired the line from the British Columbia government as part of the government's privatization efforts. Included in the \$32 million deal are 500 freight cars and 19 locomotives. The railway, which serves 300 customers, generated a net income of \$2.2 million on revenues of \$21.5 million.

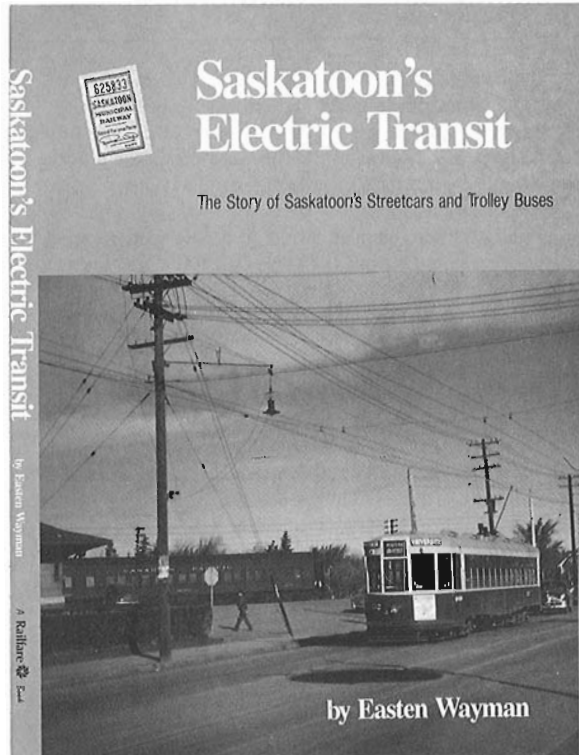
Itel was one of four companies short-listed by the government in May. The others were Canadian firms which included Essex

Mortern Holdings Limited (owners of the Essex Terminal Railway in Windsor, Ontario), Northern Rail Contractors Corporation of Langley, British Columbia, Seanix Technology Corporation, a Vancouver-based venture capital company. Itel is a United States conglomerate. Part of its operations includes rail car leasing arm which manages a fleet of 75,000 cars.

In order to maintain the neutrality of the company, the British Columbia government did not consider the bids by CN and CP. CP Rail, however, paid \$6.3 million for the seven miles of BC Hydro line its trains use to access the Roberts Bank coal port. Itel will be able to operate its trains free of charge over this trackage.



Book Review



Saskatoon's Electric Transit

by Easten Wayman

96 Pages

8½ x 12 inches

21.6 x 30 cm.

Published by: Railfare Enterprises
P.O. Box 97
Hawkesbury, Ontario
K6A 2R4

Price: \$25.00

In recent years there have been published histories of the various street car systems in Canada, especially those in the West. This series has continued with the publication, early in 1988, of "Saskatoon's Electric Transit". Electric railway enthusiasts have been looking forward to each of these as they appear, and the latest continues the high standard that was set by the earlier works.

The city of Saskatoon, founded in 1882, had a street railway system from 1913 to 1950, and trolleybuses from 1948 to 1974. Both eras are well covered by Easten Wayman who begins the story with the founding of Saskatoon in 1882, follows through the organization of the street railway in 1911, the start of operation on New Year's day 1913, and thence, in an interesting, easy-to-read style, down the years. Altogether eight types of street cars ran in Saskatoon, and we are introduced to each of these in turn. Although only numbering forty-eight units, and never more than 35 at any one time, they were a varied lot comprising single-truck "turtle-back" cars, second-hand trams from Charlotte North Carolina, Preston-built single and double-truckers, modern steel lightweights, third-hand Peter Witts (ex. London Ont., previously Cleveland Ohio, originally built for Rochester N. Y.) and even one early Ottawa car dating from 1892!

As if this is not enough to whet the appetite of the traction fan, the routes of the system are covered in detail including five maps showing the system at various periods in its existence. There is a detailed equipment roster which lists acquisition date of each car together with notes on the disposition of same; if there is doubt the reasons for any assumptions are explained. Interestingly a surprisingly large number of cars are still in existence in various conditions including one at a museum in California. In the trolleybus era some were sold to Vancouver in 1974 but these too have now been retired.

There are about 120 black-and-white photos covering all eras from the construction days to the last trolleybuses. It is interesting to observe the progression of the paint scheme over the years. The original scheme was a dark colour with delicate striping and bearing proudly the name "SASKATOON MUNICIPAL RAILWAY". Gradually the scheme becomes simpler while the word "Railway" gets smaller and then vanishes leaving the rather curious-appearing name "Saskatoon Municipal" (Municipal what? one might ask). Eventually the name disappears completely and the cars are seen in a very pleasing livery of olive green and cream. This brings us to another feature of this book; colour photographs. Many of the histories of smaller systems do not have pictures in colour for the simple reason that the lines were abandoned before the general use of colour photography. Here, however, colour is used and we are thus able to see in greater detail how the cars looked in their last years. Although colour photos appear 28 times in the book, there are not actually that many pictures represented for, curiously, several are repeated, in fact some appear three times!

The book also tells stories which help to enliven the bare facts. In one case, a passenger involved in a serious wreck in 1922, in which car 4 was totally demolished, did not ride a street car again for three years despite being relatively uninjured in the wreck.

"Saskatoon's Electric Transit" is a very fine work which shows, once again that the history of a smaller system can be just as interesting as that of one of its bigger brothers.

F.A.

August 1988.

CRHA Communications



– IN MEMORIAM –

JAMES J. PATTERSON
1908 – 1988

Members of the CRHA will be sorry to hear of the death, on June 17 1988, of Jim Patterson. For the last ten years Jim has been membership secretary, in which he not only maintained all records relating to membership, but also answered numerous questions, on a vast variety of subjects, asked by members. He thus became almost a personal friend and source of information to railway enthusiasts continent-wide, most of whom he never met.

Jim Patterson was born in Montreal in 1908 and was educated at St. Patrick's Academy and the Montreal Technical School. After a career in Northern Electric he joined the Montreal Locomotive Works, later becoming Assistant Personnel Supervisor. During World War II he was employed in the Tank Arsenal of MLW during which period the company produced tanks and heavy armament for war service. At the same time he was in charge of voluntary civil protection with the company.

His later career with MLW involved a variety of activities including salesman for the company, before his retirement in the 1970's. His other activities also included community activities in St. Eustache, where he was a founder of the local proprietors association, and even included ownership of a movie theatre in nearby Pointe Calumet.

It was after his retirement that Jim's interest in railways and in the CRHA really came to the fore, and in 1978 he became membership secretary. It was soon realized that the Association had not only acquired a person to maintain the files, but

also a genuine friend of the members who was willing to communicate with them in many matters. Those questions which he was not able to answer he referred to other authorities who could help. His address in St. Eustache became a place where an inquiring member, or potential member, could be sure of getting a speedy reply.

For eight years Jim handled all the membership processing including addressing the copies of Canadian Rail (monthly until the start of 1983) on the old addressograph machine fondly called the "Iron Monster". In 1986 his load was somewhat lightened by the introduction of a computer system, but Jim still opened and processed all mail and, of course, answered all inquiries. Failing health caused Jim to think about retirement, and he had made plans to give up, reluctantly, the membership job in November 1988. However, soon after his 80th birthday, he entered hospital where he passed away on the morning of June 17. He had been active to the end and had processed some memberships only a few days before.

The members of the Association, both individually and collectively, have lost a good and loyal friend. To his widow and family we extend deepest sympathy.

F.A. August 1988.

Theft and Vandalism at The Canadian Railway Museum

A CROWN from Canadian Pacific's Royal Hudson Locomotive 2850 – STOLEN.

A Set of vintage Street Car advertising posters, STOLEN from Montreal Tramways car No. 200.

And many other items – STOLEN from our Museum. If anyone hears anything about these items, or sees them offered for sale, please immediately advise the Director, David Monaghan (Phone 514-632-2410).

These items were cleverly removed during museum hours; or by some knowledgeable person or persons who may have stayed after closing hour with theft in mind. The thief(s) most likely were aware of the market value of such artifacts. We like to think that none of our members has so little regard for the real purpose of this Museum that they would commit theft to obtain them. So we ask each member to keep a sharp eye out for these artifacts, and perform your duty by reporting all available knowledge.

As to VANDALISM – those of us who have built and cared for our Museum have become accustomed to smashed doors on vintage railway cars, broken windows – yes, even broken $\frac{3}{8}$ " Lexan replacement plastic windows; and so many other items that we've forgotten them. Wrecking for fun appears to be an occupation entered into by our neighbours frequently in every one of our twenty-seven years at this location. Yes, much of the area is fenced; yes, we have a watchman; yes, numerous lights function all night; but no, we cannot afford to guard all of the property all of the time.

Insurance – prohibitively expensive, if obtainable; and first dollar coverage would be an impossibility.

Do we understand the mentality of people who steal and smash our property? Definitely not; but it goes on and on. All we can do is appeal to all who have any connection with our Museum to respect it, and to pass on to the Director or the Committee any information that might help to recover the stolen goods, or stop the vandalism.

Stephen Walbridge, July 25, 1988.



INFORMATION REQUESTED

Stephen Otto, former head of the Ontario government's heritage conservation programs and now a consulting historian, is writing a book on Ontario's buildings and architecture to 1914. To be published by the University of Toronto Press in 1991, it will be extensively illustrated using only first-class archival photographs, engravings, paintings and architectural plans. The project is supported by the Canada Council, the Ontario Arts Council and the Ontario Heritage Foundation.

Visits by the author to more than 160 museums, libraries and archives to date have turned up a wealth of materials, including this splendid but unidentified view in the collections of the Stratford-Perth Archives.

If you can identify the station shown or even just the line on which it was located, please write Stephen Otto at 23 Rosedale Rd., Toronto, M4W 2P1. The lack of signboards may show that the building was newly-built. The topography and style of house in the background may also provide confirming evidence.

BACK COVER

This photo, taken by Charles W. Bohi at Estlin Saskatchewan in the summer of 1970, is emblematic of much of what was once typical of prairie railroading. The grain elevators, the boxcars, the mainline, passing siding and depot are all typical. By 1970 this former Grand Trunk Pacific station was boarded up and abandoned. Today it is gone.

Canadian Rail

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