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FRONT COVER:

On a fine winter's day in January 1952, CPR locomotive 125B and train of wooden cars was pictured at Ste. Agathe, Que. This scenic line in the Laurentians is now scheduled to be abandoned.

CRHA Archives, Toohy Collection, 52-002.

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.

Embankment

or the tale of
Buried Treasure and a Lost Locomotive

by David Llewelyn Davies

Definition of "Embankment" – Mound constructed so as to carry a level road or railway over a low lying place.

This is the story of an embankment. Embankments, being uninteresting piles of dirt, rarely hit the headlines, but this particular one is associated with buried treasure and a buried locomotive and so has managed to get itself recorded as a particle of history.

Between the western flank of the Rockies at Valemout and the city of Kamloops, within British Columbia, a part of the CN's transcontinental main line uses a 200 mile long corridor of the south flowing North Thompson River. The subject of this article is situated in this corridor at a place close to Cottonwood Flats, a station point at Mile 18.8 on the Clearwater Sub-Division of CN's Mountain Region. This is 75 rail miles south of Valemout and 120 rail miles north of Kamloops.

The LYON EMBANKMENT, for that is the name of the side valley and creek that it crosses, is situated in rugged mountain country and is difficult of access by motor vehicle or on foot. Even the correctness of the name is in dispute; CN drawings for 123/25 show it as Lyons and Lyon, whilst a B.C. Provincial survey of 1974 makes it Lion. I am inclined to accept Lyon, and future historians may show he was the trestle contractor or the CN engineer superintending its erection.

To this day the only neighbours of the Embankment are beaver that have built dams and lodges on either side of it. As for humans, the nearest are at Avola, a village of 150 population some 7 miles to the south. It is true there is a hint of civilisation close by in the shape of the Yellowhead Highway that connects Edmonton with Vancouver; but it lies inaccessible across the wide and swiftly flowing North Thompson River.

If you were to walk along the track or ride a train, this curving embankment would excite no comment. It is about ¼-mile long and over 100 feet high. But between the natural vegetation cladding its sides and the large natural features hereabout that entirely dwarf it, it assumes an insignificance which this article hopes to show is unwarranted.

The story of Lyon Embankment would have remained untold, shrouded in its obscurity and inaccessibility, but for the public spirited efforts of one anonymous British Columbian citizen.

Back in 1971 the Province of British Columbia celebrated its centenary as a partner of Canadian Confederation. One man, believed to be a retired prospector, added to the celebrations by organising a treasure hunt in rugged country, which with the hindsight of 15 years appears to lie in an area 10 miles long and 5 miles wide, and within it is Lyon Embankment. In this area he hid 382 lbs of coins (1971 value of \$2,000) and each year, for

the next 12 years, he released three clues in the newspaper "Kamloops News" at New Year's. By January 1983 all 36 clues had been released but no one had apparently found the treasure and the time limit for discovery was extended to 1 June 1987.

Even by this date no one had claimed to have found any of the several caches and the custodian (the originator appears to have died) announced he was retrieving the buried treasure. However he would not permit a newspaperman to accompany him and there is now a civil law suit pending, alleging misrepresentation.

Interest in this treasure was high in Kamloops (pop: 63,000) over the years and in 1984 an enterprising person published a panoramic map with all 36 clues listed, and showing the location of ten proven ones. Eleven of the clues contain references to railway matters and three of them are known to relate to the area about Lyon Embankment.

Clue #17. Old railway ties are prevalent in the general area.

Clue #18. More than a 1000 railway spikes are scattered within one mile of the treasure.

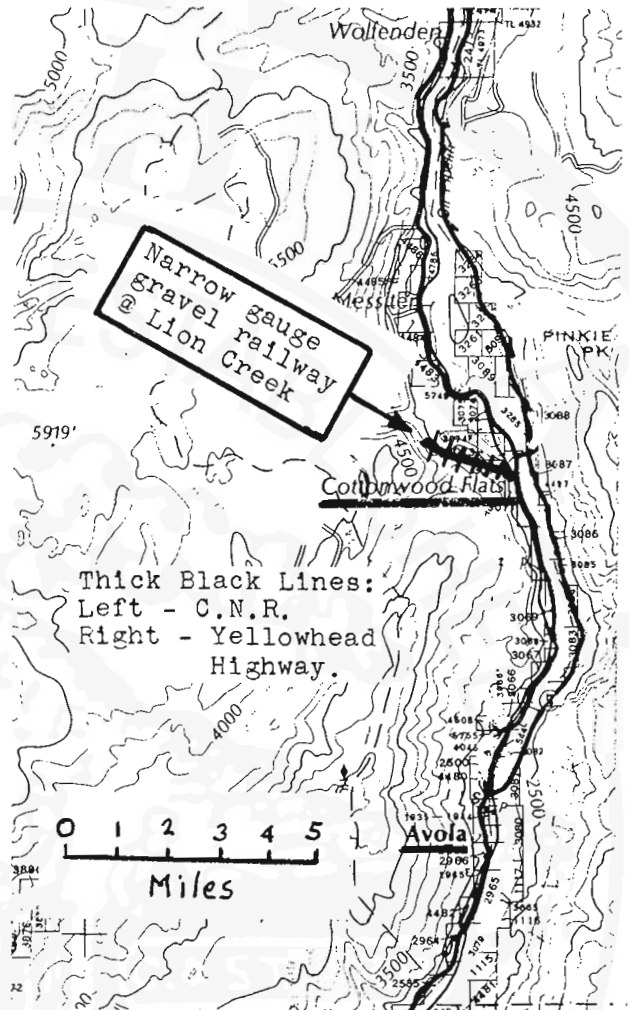
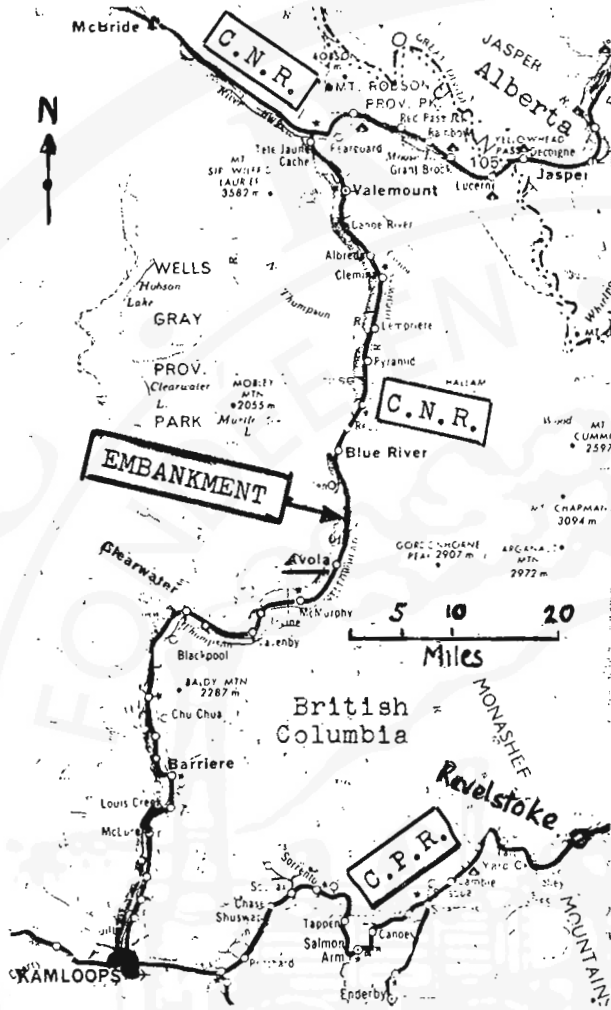
Clue #19. Go uphill from end of old abandoned railway spur.

My wife and I were attending a banquet in early 1980 when the topic of the 'Treasure Hunt' inevitably bubbled to the surface. Very soon two of our table neighbours volunteered information, not about the treasure, but about a 'lost' locomotive. The first man said his father had worked for CNR between the two World Wars and had told him about a wrecked loco left on site somewhere around Avola, but the son had no details. The second man was a little more specific saying that his information had also come from a CNR pensioner. It was to the effect that there was a wrecked loco back in the woods opposite about Mile 16 or 17 (this places it between 2 & 3 miles north of Cottonwood Flats). There was an assumption it was a logging loco and had run away on a grade or broken through a trestle and could not be reached to be salvaged or was so badly damaged that it was not worth the effort to retrieve it.

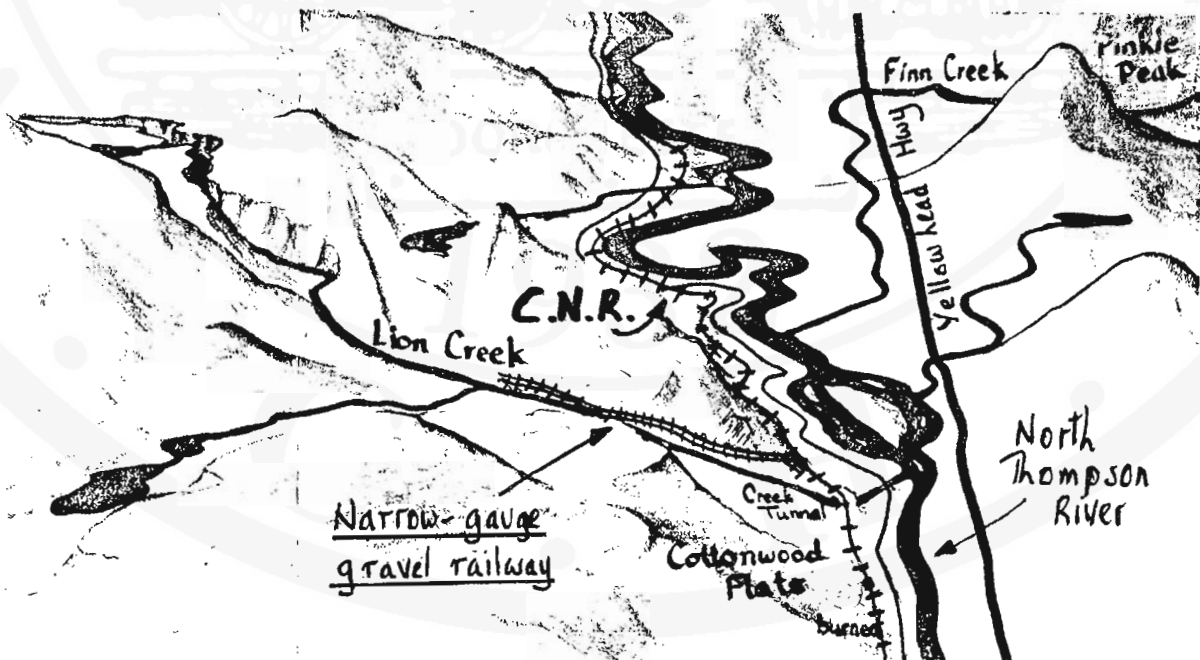
This information jibed with some third-hand information I had previously gleaned that a narrow gauge locomotive employed to haul fill at Cottonwood Flats had toppled over an embankment and either had been salvaged or buried where it lay.

No dates were attributed to these memories but it was felt by all three of us that the most probable period was 1920 to 1935, and for some reason we tended to favour round about 1925.

I was quite shaken that three people, randomly sitting down to a meal and all unconnected with active railway work, should



Panoramic view, looking north, showing site of existing embankment and temporary narrow gauge gravel railway. Taken from part of Treasure Map prepared by L. Maki and Joe Jensen, Kamloops.



possess this kind of rare and related information, and so made notes about it within a week. I decided to investigate the area but it was not until the summers of 1982 and 1983 that this took place.

In the meantime I examined the standard history (text) book of the CNR, "Canadian National Railways" by G.R. Stevens (published by Clarke Irwin & Co. Ltd., 2 vols in 1962) and was rewarded by a possible clue on page 96 of Volume II. Here the author sets out a table of construction progress on the Canadian Northern Railway between Port Mann and the BC/Alberta border. The contractors for the 245 miles between Kamloops and Yellowhead were Northern Construction Company (subsidiary of Foley, Welch & Stewart Ltd. - (R.F. Welch (BC) Ltd. still maintains an office in Kamloops as railway maintenance-of-way caterers and lodging contractors) and Cowan Construction Company.

Stevens quotes progress as follows: -

"July 1910 - Work begun.

Dec. 1913 - Roadbed completed from Port Mann to Kamloops North. (240 m) and well advanced over remaining section to Lucerne (250 m). Steel laid from Port Mann to Cisco Bridge (126 m) and from Kamloops to *Cottonwood Flats* (123 m).

Aug. 1914. - Steel continuous south to Gosnell (81 m.) and almost continuous north from Port Mann to *Messiter* (383 m.)"

Now it is curious in the whole of the approximately 510 miles between Port Mann and Lucerne that the two obscure names of Cottonwood Flats and Messiter should crop up. Messiter is the next station point to the north of Cottonwood Flats and is at Mile 13.6. If you asked 500 people in Kamloops today to identify these place names, it is likely that 499 of them would never have heard of either of them.

So one asks "was there some large civil engineering problem in the locality that was holding up the joining of the two advancing ribbons of steel". If there was, Stevens makes no mention of it and by 23 January 1915 the line was continuous and complete.

In June 1982 I made an initial reconnaissance. Stopping for gas at Avola, I hit pay dirt! One man said he had heard about a buried locomotive whilst a second man was very specific. He said there were two locos; one was a standard gauge CNR loco which fell off an unstable part of the passing line at Avola about ½ mile north of the (former) depot on the east side on a curve, and the second was a narrow gauge loco at Lyon Creek at about Mile 16 "where the trestle had been filled in" but he did not know if this small loco was buried by a slide or if it had fallen off the trestle.

This was comforting confirmation of the earlier rumour and now I had a precise location to seek out. Lyon Creek is a side valley that drains part of the 6,000 ft. mountain behind it to the west. The lateral distance from the mountain summit to the joining of Lyon Creek with the Thompson River is 9 miles and the vertical fall is 3,500 feet, which will indicate the nature of the terrain.

It is only possible to approach the embankment that crosses Lyon Creek by walking beside the railway track from either direction for at least a mile because in this vicinity the flats

between the railway and the Thompson River and marshy and permanently waterlogged.

Eventually I reached Lyon Creek and the embankment and it proved anti-climatic. The embankment bridged the creek for a distance of ¼ mile running from one shoulder of the side-valley to the other. It was built on a curve and had a grade of 0.3% falling towards Kamloops. At its southern end the embankment meets a rocky mass upon which a ledge has been cut and which is protected by a tumbling rock detector fence of 1150 ft. length which runs between Mile 17.50 and Mile 17.72. Below this precarious ledge are a few remains of some lumber cars that were wrecked in a slide in February 1981. At the north end of the Embankment the valley sides come down less precipitously than those on the opposite side but still fairly steeply. There is a freight speed restriction of 25 mph between Mile 12.0 and Mile 22.8 because of track curvature and gradient.

Standing on the Embankment and looking west up Lyon Creek, I saw a small narrow valley which seemed to open out about a mile upstream and was fairly level, but beyond it seemed to stop abruptly in steep mountain sides. Looking east towards the North Thompson River was flat waterlogged land with the river about a third of a mile away.

As to the Embankment itself, it appeared very ordinary except for its steeply sloping sides. Having no experience of judging the height of such structures, all I could think was it was about 75-100 ft. high. It was possible to examine the Embankment, from its top, for about 20 to 30 ft. down the slopes on either side, but beyond this and at the bases of the fill there was a tangle of trees and heavy undergrowth - and this for its whole length of just over a quarter mile. It was obviously a physical impossibility to search the whole surface of the two slopes and no part of a locomotive could be seen on the visible crown of the Embankment.

I left much dissatisfied, knowing the hope of ever finding a 'buried' loco was very slim.

On returning to Avola, I made further enquiries and was eventually directed to one of the older residents who knew the local history well. I knocked at the door of a house beside the railway and was met by a Mr. Gerald Gibson, who courteously invited me inside once I had explained my business. Mr. Gibson was born in 1900 and has lived in or about Avola since 1925.

Without hesitation, he told me the whole story of the Lyon Creek Embankment and it is worth noting, amongst many details, he quoted the precise height of the embankment from memory, though he had never worked on the project himself or worked for CNR. This is his story.

The railway was surveyed in this area in detail in 1911. There were problems with crossing Lyon Creek because of its soft bottom. Round local poles were used as pilings and were sunk by local labour but the trestle itself was built by a professional trestle gang; they used squared timbers which were imported, as no local sawmill existed. It was completed in 1914. About ten years later the railway authorities decided to fill in the trestle and the job was won by a contractor called McGoughin. (This name 'McGoughin was later to give me a bum steer. Mr. Gibson pronounced the name correctly and I wrote it

down phonetically, giving it a misleading Scottish flavour.)

McGoughin found a suitable source of gravel in a cliff about two or three miles up the valley of Lyon Creek and he built a narrow gauge railway to connect his gravel pit with the trestle that had been built by the Canadian Northern Railway. A steam shovel worked at this pit.

Though not precise about dates, Mr. Gibson thought the work was done in the snow-free months of 1926 and 1927 and was fully complete by 1928.

The narrow gauge railway was of 3 ft. gauge and had a total trackage of perhaps 2½ miles. The headquarters of the outfit were sited about a mile or so from the trestle and about halfway along the line of the narrow gauge track, and adjacent to it was a camp with accommodation for a hundred men. There was even a temporary post office. The CNR put in a spur at the north-west end of the trestle which could hold 2 or 3 cars. The contractor's narrow gauge line ran up to this spur so that transshipment of camp supplies, coal, and equipment could take place. Even straw was delivered to stop gravel sticking to the bottom of the small dump cars.

There were three "dinkie locies", each pulling trains of 7 to 10 dump cars. The contractor built temporary trestles on each side of, and parallel to, the CNR trestle to be filled in and then laid his narrow gauge track on top of them. Access to these dumping lines was at the north end of the CN trestle and in the case of the eastern dumping line the narrow gauge trackage passed between the bents of the main trestle. Each of these side dumping lines spread the gravel at its base for 40 or 50 ft. so that eventually the embankment had a base width of about 100 feet. After two years work the gravel fill was up to within 25 ft. of the top of the CN trestle. At this point the contractor stopped filling and standard gauge cars dumped gravel from the main-line track to centre the whole of the embankment and bring it to its crest. Upon completion it stood 114 ft. high. Mr. Gibson also mentioned that there was a man working a winch at the infilling site but it was unclear as to its purpose.

This was the testimony of Mr. Gerald Gibson of Avola and we must be grateful to him for his explicit detail which makes the reconstruction of the whole operation that much clearer. We had heard the story of the "dinkie" falling off the trestle and being buried, but had no details. Armed with this information and now familiar with the immediate area, I decided to make a search for the narrow gauge railway but this was delayed until August 1983. Accompanied by my son and a friend, we commenced our search at the north end of Lyon Embankment.

There was no visible sign of the CNR temporary spur but there was a small flat area where it could have been located. Lower down the slope the natural lie of the land had been disturbed in recent years by a bulldozer finding fill to make a dyke on the upstream side of the Embankment; to protect it from base erosion. This work had obviously destroyed the right-of-way of the narrow gauge railway in the vicinity of the former trestle. However by walking into Lyon Creek and along its

northern face, we soon came across the trackbed of the abandoned narrow gauge line without any difficulty.

It lay in a stand of conifers and there was nothing temporary about its alignment or construction. It ran fairly straight and with easy curves, most of it on the level but with a slight upgrade as it got to within a ¼ mile of the former trestle. The road bed had a minimum of 8 ft. width at its crown and in places extended to 12 ft. or more and anyone could be forgiven for thinking it carried a standard gauge railway. There were no concessions to the terrain, any rocky outcrops being blasted and all gullies filled, the whole being made into a firm and compact roadbed. We were surprised to find such quality of work for a temporary construction project. Later reflection suggested to me a rough and ready track had been made to reach the gravel pit, possibly using horse traction. Later a 'proper' line had been made beside it once an adequate supply of fill had been obtained, building it from pit to trestle; this would explain the generous right-of-way in many places.

It was evident that most of the ties had been removed at abandonment, and had been laid at 24 inch centres. We saw not one spike, as mentioned in Clue #18 of the Treasure Hunt, presumably they could have been collected by the many seekers who had already scoured the area.

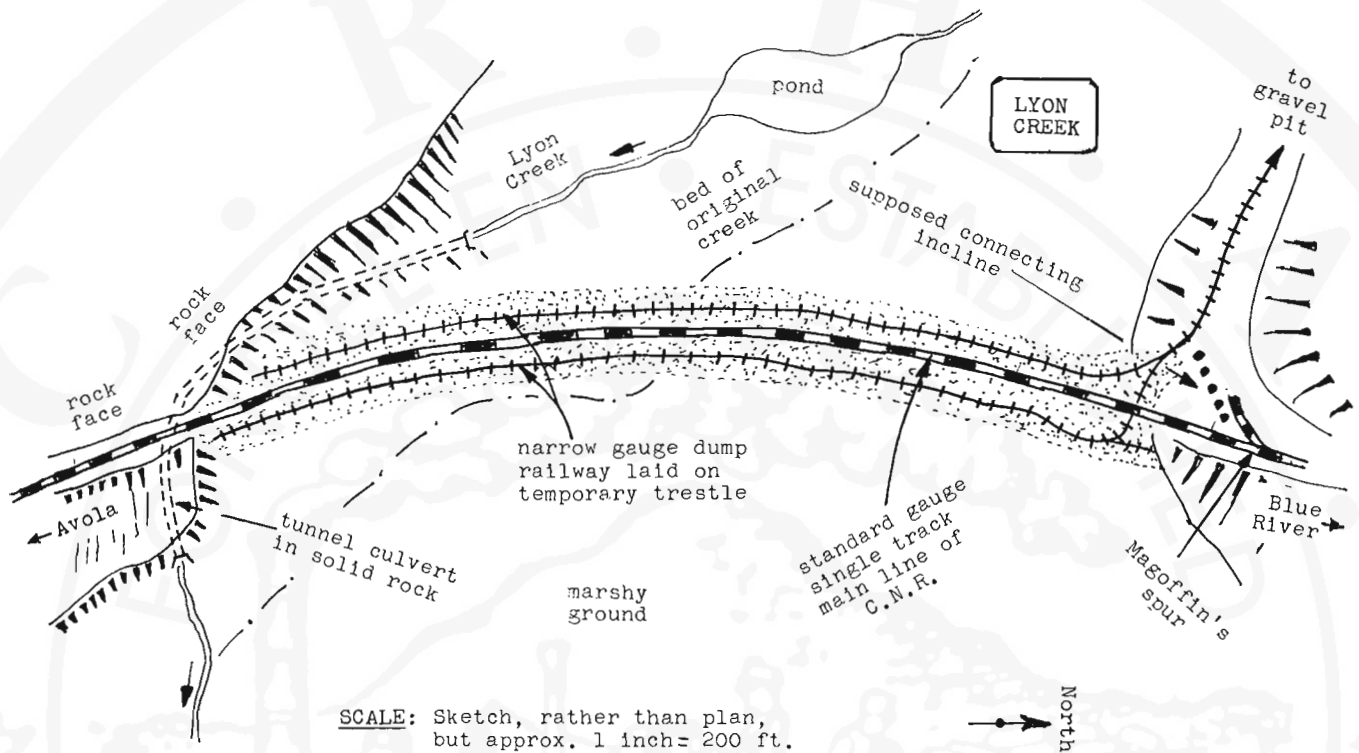
After a short while we came across what looked like a short passing loop, and then after about a mile or more from the CNR track we came to the railway 'yard', as expected. There was a passing loop and what may have been one or two spurs. There was evidence of a homemade water tank with a rotting hose – complete with tank filling nozzle – discarded on the forest floor, but there was no sign of a locomotive shed, as such.

It was not difficult to find railway artifacts left by the contractor 60 years ago. There were three or four lengths of bent rail of 40 lb weight, a firebox clinker picker, and a whole clump of metal debris, most of which was not more than 18 inches long. A chance find of a small cast iron cover, marked 'Canadian Blower & Forge Co. Ltd., Kitchener, Ontario', showed it to be the site of the camp's blacksmith shop.

There was even evidence of the type of rolling stock used on the 3 ft. gauge line in the shape of two discarded and slightly twisted underframes of dump cars, presumably battered in some mishap. They were 10 ft. long and 52 inches wide and in parts were made from ¾" thick plate. There were no wheels or axles to be found anywhere but the bearing fittings on the underframes showed them to have had a 50 inch wheelbase. At least ten spring-loaded car buffers, forged trumpet-looking devices, 15" long, were strewn about and all of them and another unidentifiable assembly were forged by Western Wheelco Scraper Co., Aurora, Illinois, suggestive of the manufacturer of the dump cars. Remnants of three wooden dump boxes with metal fittings showed them to have the following length, width and depth dimensions: –

- (a) 8 ft. X 43" X 24" – 2.1 cubic yards.
- (b) 7 ft. 3" X 36" X 42" – 2.8 cubic yards.
- (c) 9 ft. X 48" X 40" – 4.4 cubic yards.

Photos I have seen of contractors' narrow gauge dump cars show them to be somewhat crudely built with the boxes sitting high up and supported by a tipping mechanism. This makes their centre of gravity somewhat high for their heavy load and as a

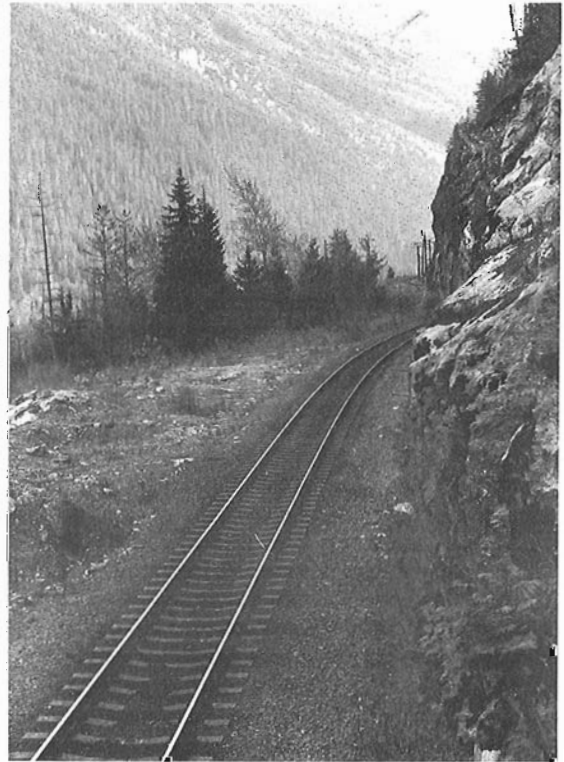


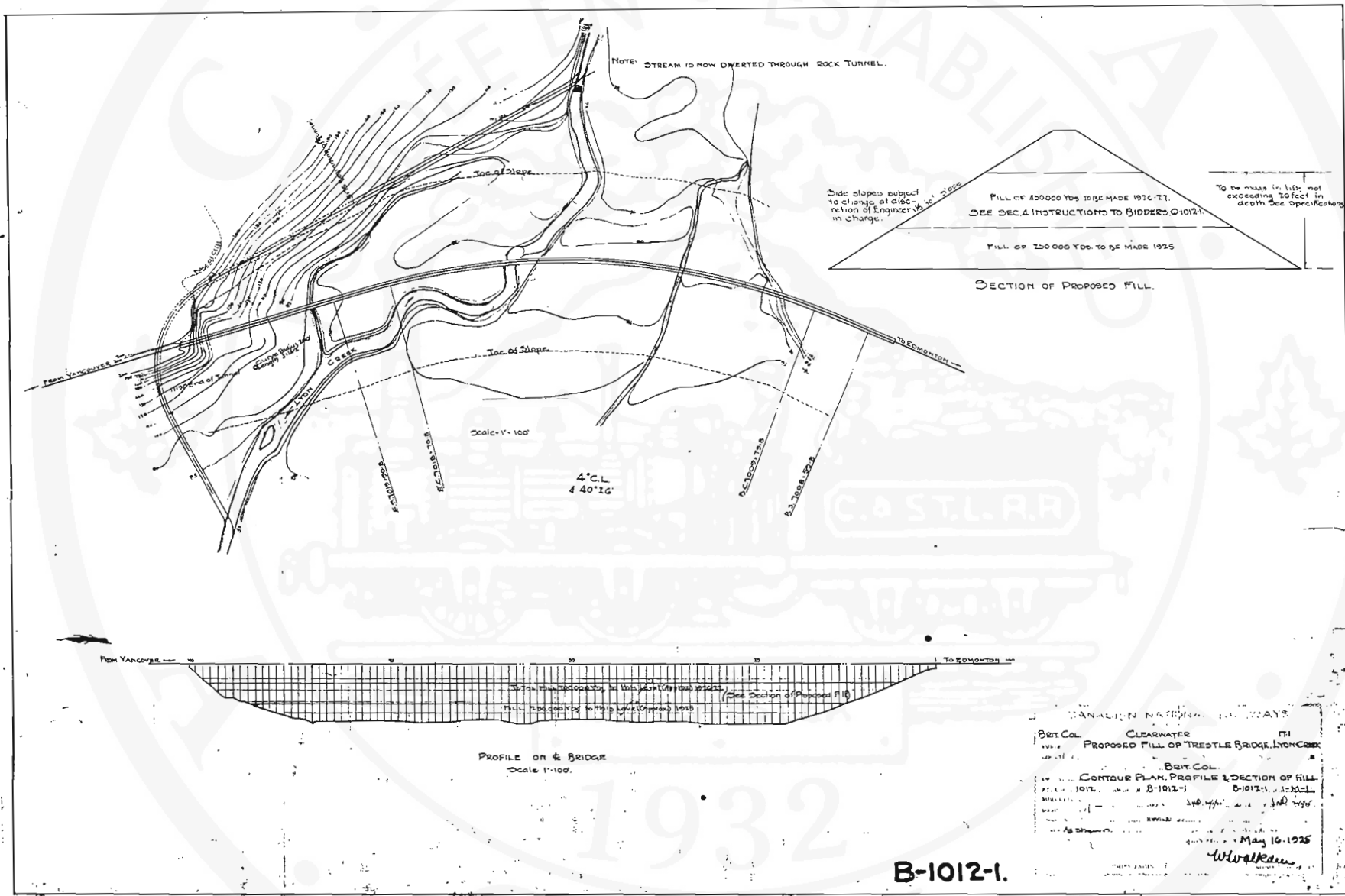
consequence their side boards were not high – perhaps 2 ft. maximum. I am therefore inclined to think that box (a) above was a typical dump car, whilst (b) and (c) were the boxes for the equivalent of gondola cars and carried such items as coal, supplies, food, and men. If this line of reasoning is accepted, then each train was capable of carrying between 15 (7 cars) and 21 (10 cars) cubic yards of gravel, or between 40 and 57 tons.

After this search of the camp we carried on along the track bed but soon came out of the conifers and onto the valley floor and then came to a stop at the edge of a shallow lake caused by beavers damming the valley at this point. In front of us and a mile away across the flat bed of this side-valley was a long cliff of gravel which formed the base of the mountain that loomed over us. There was no time for speculation as the mosquitos and horse-flies were biting us savagely, so we turned and fled the way we had come in.

Disappointed at the unlikelihood of ever finding the 'lost' locie but excited at having found the abandoned narrow-gauge line, I started to think of the type of engines that would have worked it.

View of the North Thompson valley looking south. It is taken from the very southern end of Lyon Embankment and looks down the valley. Part of the rock detector fence can be seen in the distance.
Photo by the author.







Time Table No. 10 — June 8th, 1980

| Miles from Blue River | Yard Limits | Switching Zones | CLEARWATER SUBDIVISION | | Siding Capacity in Feet |
|-----------------------|-------------|-----------------|--------------------------|----------------|-------------------------|
| | | | STATIONS | Office Signals | |
| 0.0 | | ↓ 2.3 | BLUE RIVER .. CKWY | BR | 7760 |
| 4.4 | | | ANGUS HORNE .. | | |
| 8.2 | | | WOLFENDEN .. | | 6650 |
| 13.6 | | | MESSITER .. | | |

LYON EMBANKMENT: Approx Mile 17

| | | | | | |
|------|-------|-----|---------------------------|--|------|
| 18.8 | | | COTTONWOOD FLA'S .. | | |
| 24.8 | | | AVOLA .. WY | | |
| 29.8 | | | WIRE CACHE .. | | |
| 34.5 | | | McMURPHY .. | | 6620 |
| 41.2 | | | WABRON .. | | 6060 |
| 47.1 | | | IRVINE .. | | 5850 |
| 53.0 | | | VAVENBY .. | | 6280 |
| 61.6 | | | BIRCH ISLAND .. WY | | 6100 |
| 67.7 | | CTC | CLEARWATER .. | | |

Two views of the Lyon Embankment taken by the author.

There must have been a concentration of contractors' locomotives in British Columbia within the years 1908-1921, a situation not experienced before or since. This was due to a surge of railway construction which in the decade 1912-1921 added nearly 2,400 route miles within the Province, or about half the total route miles that eventually existed. Much of the work was done concurrently, rather than consecutively.

The principal pieces of construction were: -

- (a) Grand Trunk Pacific Rly: Edmonton to Prince Rupert, 1908-1914, 705 miles (in B.C.).
- (b) Esquimalt & Nanaimo Rly (CPR): northward extensions, 1908-1914, 105 miles.
- (c) Canadian Northern Rly: Edmonton to Vancouver, of which the trestle of this story was a part, 1910-1915, 495 miles (in B.C.).
- (d) Kootenay Central Rly (CPR): Cranbrook to Golden, 1912-1915, 165 miles.
- (e) Kettle Valley Rly (CPR): Midway to Hope, 1910-1916, 295 miles.
- (f) Pacific Great Eastern Rly (now B.C. Rly): Squamish to Quesnel, 1912-1921, 470 miles.
- (g) Canadian National Rlys: Vancouver Island, Victoria to Lake Cowichan, 1916-1921, 90 miles.

All the contractors who built these lines had the advantage of steam operated equipment in the shape of locomotives, steam shovels, and steam powered rock drills. Rough and ready 'tramroads' were laid down quickly and just as quickly moved elsewhere to help create the permanent bed of the new railway. Sometimes even horse-drawn sleds and sternwheelers were used to bring the narrow gauge equipment to a new site. The two narrow gauges in use were 24 inch and 36 inch, with the former favoured by the contractors because of its flexibility.

Three locomotive manufacturers specialised in the supply of narrow gauge locies, all in the USA, as the market was too small and too specialised for a Canadian company to compete. These three companies in descending order of favour in British Columbia were: -

- H.K. Porter Co., Pittsburgh, Pennsylvania; 1866-1941
- Davenport Locomotive Works, Davenport, Iowa; 1906-1933
- Vulcan Iron Works, Wilkes Barre, Pennsylvania; 1848-1941.

The locomotives they built for contractors were inevitably 0-4-0 tank engines; three axles would not permit sharp curves to be taken, whilst a tender was a liability.

The characteristics of a typical 'dinkie' locomotive are set out in tabular form below.

| Aspects | 24" gauge loco | 36" gauge loco |
|--------------------------|----------------|----------------|
| Weight of rail/yard | 20 lb | 40 lb |
| Radius of sharpest curve | 25 ft. | 40 ft. |
| Loco wheelbase | 48 ins | 54 ins |
| Loco length over buffers | 14½ ft. | 18 ft. |
| Loco width | 5½ ft. | 8 ft. |
| Loco weight when working | 9 tons | 16 tons |
| Loco boiler pressure | 140 lbs psi | 140 lbs psi |
| Haulage capacity | | |
| dead level | 300 tons | 900 tons |
| 1% grade | 80 tons | 200 tons |
| 2% grade | 40 tons | 100 tons |

From a contractor's point of view, perhaps the last entry in the table is the most telling. Most of the temporary lines these 'dinkies' worked on went up and down with the ground contours and the elevations needed by the work in hand, resulting frequently in short stretches of 2% grade. This meant that a contractor's work train was quite limited in the tonnage it could haul. In the specific case of the work at Lyon Embankment, it would seem that the maximum weight of the train, both tare and gravel, could not exceed 100 tons.

These details tended to reinforce in my mind the image of the 'lost' dinkie that I was looking for. It would have two domes – one for steam and one for sand – atop the boiler and disproportionately large to the rest of the machine, and also a wooden cab and this too disproportionately large. Presumably the cab would have rotted, or would have been crushed or separated in the accident that allegedly happened. I also presumed contractor McGoughin would have had no difficulty in picking up used narrow gauge locomotives in the Province in the 1920s considering the concentration of them in the preceding decade.

My next step was to contact Canadian National Railways and in due course the Bridges and Structures Department of the Engineering Division at Edmonton responded in a most helpful way. A search of their records provided no written material as such but did yield three relevant drawings, copies of which were kindly supplied.

Suddenly this passing interest of mine, which to this time was of a subjective nature, now took objective form. It was possible to regard Lyon Embankment in a precise manner.

The plans showed the profile of the original trestle, it being 1524 ft. long on a curve, and built with 104 bents (Bents: closely spaced vertical frames that carry bridge deck). About 75 of the bents were of about equal height, the maximum being about 115 ft.; it is interesting to note this confirmed the testimony of Mr. Gibson of Avola. This trestle survives to this day, sight unseen, for it is buried within the present gravel embankment.

The earliest drawing is dated February 1923, issued at Vancouver by the fledgling Canadian National Railways, and is headed "Water Tunnel, Contour Plan". It shows the intent to

divert the natural water course of Lyon Creek into a curving tunnel carved out of the granite rock at the southern edge of the trestle. This rock is a solid slab of mountainside and, as explained earlier, the railway traverses it on ledge blasted out by the original railway construction gangs.

This drawing tells us CNR was dissatisfied with the 8 year old trestle and intended to replace it with a dirt-fill embankment within the next couple of years or so, for the plan carried the words 'Toe of slope of proposed fill'. The thing we do not know was the cause of the dissatisfaction; perhaps the trestle was built of timber not pressure creosoted – as an economy measure – and was intended from the start to be replaced by fill at an early date. Alternatively, the trestle could have started to settle in places due to the green piles, which supported the bents, sinking or rotting in the marshy floor of Lyon Creek.

The solution to the culvert problem was truly ingenious, because normal techniques could not have grappled with the soft yielding foundation and the great mass of embankment weight pressing down. Today's weathered and moss-covered entrance to the water tunnel looks so natural, that I never gave it a thought as being man-made. It takes the form of an elbowed 'L' and is 3,115 ft. long and about 5 ft. diameter. Presumably it was bored in 1923 or 1924.

The other two drawings are both dated 16 May 1925 and were issued by the Office of Bridge Engineer, Winnipeg; they are headed 'Proposed Fill of Trestle Bridge, Lyon Creek, Mile 17.1, Clearwater Subdivision, B. C. District'. What is interesting is a subsidiary sketch showing how it was proposed to make the fill; this has been reproduced for this article.

A fill of ¼ million cubic yards was to be made in 1925 to a height of 40 ft., then nearly ½ million cubic yards in 1926 and 1927 to an 80 ft. level, all to be done by the successful bidder to the contract. There is no notation concerning the final 35 ft. but the presumption is this was to be undertaken by CNR itself by side and bottom dumping from standard gauge ballast cars standing on the trestle itself.

The sides of the embankment-to-be are shown as having a 1½ to 1 slope, but the site engineer was permitted latitude and this he must have exercised for they are very steep at about 45 degrees or 1 to 1.

We know where the fill came from to build the lower two-thirds of the Embankment, but where did CNR get its fill to complete the structure? There are no known pits of any sort for many, many, miles on either side of the project and it has been suggested the most likely site was at Lucerne, just over the border into Alberta, and some 130 miles distant. Federal railways do not consider such distances excessive when hauling ballast, rip-rap, or gravel for their own use. The pit at Lucerne has been abandoned for many years but back in 1940 it was a busy place using three CNR steam shovels. It has been estimated it would have taken 200 standard gauge trains, each of 20 ballast cars (30 cub. yds per car) carrying 600 cubic yards of gravel weighing 1,300 tons, to complete the fill to crest.

From this date it is now possible to compute that Lyon Embankment has a base width of 270 ft., a crest width of 35 feet, a height of about 115 feet, length of 510 yards, and contains over ¾ million cubic yards of gravel.

Having got this far in my searches and researches, the project languished for many reasons, the pivotal one being that life was

too busy and other matters had a higher priority. But suddenly in the spring of 1986 a major clue appeared and away went the project again in high gear.

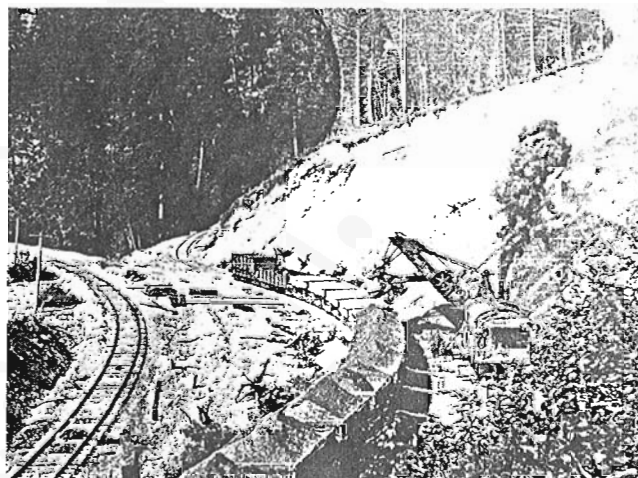
At that time a 100 page booklet entitled 'British Columbia Industrial Locomotives' (*) was published by the author, Mervyn T. Green. This was an exhaustive listing of all standard and narrow gauge locomotives, past and present, in the Province and worked by steam, electricity, internal combustion, or compressed air. The entries were grouped by type of industries and by name of owner. The booklet contained a wealth of detailed information and must be regarded as *the* reference source in this specialised field for many a year to come.

In browsing through the booklet in search of narrow gauge contractors and their locomotives, I suddenly spotted the name MAGOFFIN. I knew immediately my phonetic 'McGoughin' was in error and must be discarded forthwith. Things quickly fell into place with the booklet's data, and the assistance of the public library of North Vancouver District and the B.C. Provincial Museum in Victoria.

S. S. Magoffin was an earthmoving firm created by a Sam Magoffin by about 1920. Heresay has it Magoffin was a sub-contractor in the building of the Canadian Northern Railway through the Fraser Canyon in lower B.C. In the records of the Railway Department of the Provincial Government he is listed in 1920, with a head office in Prince George, possessing 4 locomotives but no equipment or track, and working for the Grand Trunk Pacific Railway. Identical entries continue to 1924 but by this time the number of locomotives had dropped to two. Foley, Welch & Stewart Construction Ltd. built the GTPR between Prince George and Prince Rupert and used about 15 narrow gauge dinkies, sharing its favours equally between the loco manufacturers Davenport and Porter; all but two of them appear to be of 24 inch gauge. It is thought Magoffin purchased four of the 24 inch gauge dinkies on site and used them to do clean-up, fill-in and stabilisation work for GTPR, later to be Canadian National Railways; these he numbered 21 through 24.

Magoffin is also known to have levelled and filled in the North Vancouver harbour frontage in about 1925-26 using shoe-string equipment. There is the suggestion he was adept at getting the best out of antiquated equipment and keeping his overhead to the minimum, but this is at variance with what was found at Lyon Creek where no corners were cut and all was of the highest standard.

Magoffin's work on the former GTPR must have petered out by 1925 for a 1927 and 1933 directory lists his work depot as being on the waterfront in North Vancouver. The last and final listing appeared in 1958 at 1227 East 3rd, North Vancouver, when presumably Magoffin folded the business or died; his widow lived in West Vancouver until her death in 1977. It is known for certain in 1955 that his yard held a 3 ft. gauge loco #25 (more about this presently), a Baldwin loco, about half a dozen Davenport dinkies, many narrow gauge side dumping



Two views of construction on the Canadian Northern about 1914. The first view is at Stout on the Yale subdivision, while the second is "100 miles east of Port Mann". Kamloops Museum, 2790 and 2791.

cars and tons of 40 lb rail – the same weight as that found at Lyon Creek. It is believed all this material, with the notable exception of Loco #25, was scraped soon after this date.

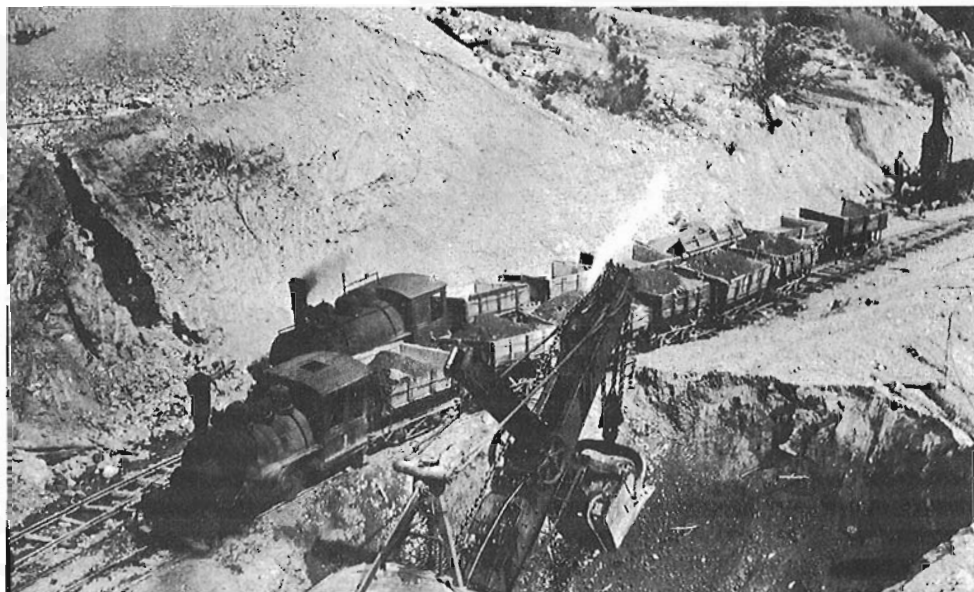
The entry for Magoffin Construction in the booklet 'B.C. Industrial Locomotives' had an intriguing piece of detail. It showed Magoffin owned a 3 ft. gauge loco, built by Vulcan Locomotive Works, which he had purchased in 1920 from a USA railway contractor called Grant Small of Spokane, Washington. This contractor had purchased the loco new in 1910 and had assigned it the number 25, which Magoffin did not alter. The date span of 1910-20 covers the period of intense railway construction in B.C. and it is thought Small & Co. may have been a major sub-contractor to Foley Welch & Stewart, who were responsible for building both the Great Northern, and Grand Trunk Pacific Railway; so it looks as if Magoffin acquired #25 on site somewhere in B.C. The published detail in the booklet then produced a small miracle – the locomotive was still in existence and was owned by the B.C. Forest Museum at Duncan on Vancouver Island.

A letter to the Forest Museum produced a most informative response from their archivist, Mr. Patrick Hind. Loco #25 was purchased from Magoffin in 1955 by a public spirited logging contractor on Vancouver Island, who at that stage was slowly

(*) *Booklet*: 100 pp, Jan 1986. Produced & published by M.T. Green, C.R.H.A. Member, & Chairman of Pacific Coast Division, 1976-78. Price: \$16.00 plus \$3.50 mailing from M.T. Green, #35-7740 Abercrombie Drive, Richmond, B.C., V6Y 3G6.

No attempt has been made to trace any photographs of the contractor's railway or the filling in of the trestle. This view, taken at Lillooet on the PGE in 1927, provides a good example of how things were done as well as the equipment provided.

Collection of Vancouver Public Library.



collecting all manner of logging exhibits with an eye to creating a forestry museum at some later date. In 1955 the loco had been in storage for a quarter century half in and half out of a building and was covered in rust and moss, though a test showed the boiler to be in reasonable shape.

The loco was immediately removed to Vancouver Island and was run for the first time in early 1956.

In 1965 the Cowichan Valley Forest Museum was opened privately as a non-profit-making venture and a decade later was purchased by the B.C. Provincial Government but is still operated by the original governing society. From its earliest days the Museum has worked a 3 ft. gauge steam passenger railway during the summer months, with trackage at first a mile-long oval but now of 1½ mile configuration. Since the railway's inception, '#25' has been the regular locomotive and continues so to this day, which says much for her ease of working and economy. She is no longer a tank engine, having had a tender added to increase water and fuel capacities and provide better riding. So anyone visiting the Forest Museum at Duncan can see one of Magoffin's locos still at work, and can even ride behind it.

Mr. Hind supplied a wealth of detail about the loco, the essentials being as follows: –

Vulcan, 0-4-0 saddle tank, builder's # 1549, 1910, 18 tons, wheelbase 60", length overall 20'8", width 7'10", height 9'8", tractive force 7580 lbs, horsepower 110, speed 6 to 10 mph, cylinders 10" x 16", wheel dia 30", water 700 gals, tubes 84.

This makes her a powerful example of her class as a contractor's loco, and she hardly fits the term 'dinkie'.

The next obvious question is, "Did she work at Lyon Creek?". The answer appears to be 'yes' because in the middle of 1926 '#25' was sent to the Vancouver Machinery Depot Ltd. to be overhauled and to have her lap-seam boiler converted to butt strap. After a pressure test a working pressure of 150 lbs

was authorised, whereas previously it had been 140 lbs. This work was completed by 30 June 1926. This date is significant as Magoffin did not possess many locomotives of 36" gauge and he was embarking on a major contract. It is almost a certainty that '#25' was hoisted onto a CNR flatcar in Vancouver and shipped direct to Lyon Creek, or to be more precise Magoffin Spur. An examination of Post Office records shows a 'Magoffin Spur Post Office' was registered between 15 Oct. 1925 and 9 Sept. 1928, sited in splendid isolation and only accessible by rail – first by standard and then by narrow gauge. From these dates it would appear Magoffin built his contractor's line and camp in 1925, and hauled fill for the working months of 1926 through 1928, leaving CNR to complete its portion in 1929.

There remains one aspect of the gravel-fill operation that has remained a closed book but has to be mentally explored. How exactly did Mr. Magoffin get the job done? I have spent some time trying to determine his system of working but have failed to find a satisfying practical solution, so now present it as a challenge to the reader. The task was to move 700,000 cubic yards of gravel from A to B, using the components 'x' (steam shovel), 'y' (train size & frequency) and 'z' (time available). It reminds one of school days in being set one of those contrived maths questions. Lyon Embankment stands today as Magoffin's triumph so there has to be a correct answer.

Starting with the steam shovel at the pit, we do not know if there was one shovel or two, but any references I have heard have been in the singular so we shall presume there was only one. A 1909 publication says "... a steam shovel with a dipper holding 1½ to 2 cubic yards can load 800 to 1200 cubic yards per day, depending upon the prompt handling of the cars when loaded".

A contractor's narrow gauge dump-car of the type already discussed earlier will hold close to 3 cubic yards with a heaped load, which suggests a steam shovel could load it in two 'bites'.



*VULCAN 0-4-0, construction number 1549 at the B. C. Forest Museum, Duncan B. C. on September 27, 1987. The occasion was the last run of the 1987 museum season as well as engineer Walter Pafford's last run before his retirement.
Photo by Patrick O. Hind.*

The productivity just quoted in the passage above makes for a 'bite' every minute, or less, and on this basis 30 dump-cars (each of 3 cub. yds) could be filled in one hour by the steam shovel. This could only be attained by having the train loco smartly position each car in turn at the shovel's reach.

Turning next to the number of trains at work at any given moment, their number and length in cars will be determined by the time taken to make a round trip, the output of the shovel, and the capacity of a single line railway with a mid passing loop. The line was 2½ to 3 miles long and a contractor's train travelling at 10 mph would take 15 to 18 minutes to traverse it. Tipping the cars at the trestles would take little time, and so I have assumed a one-way trip would take 20 minutes. From the point of view of balanced workings, and of safety, it seems feasible to permit only two trains to be on the line with an inflexible meet at the mid loop. This module of 20 minutes means the steam shovel could fill 10 dump cars in that period and so fixes the train length at 10 cars. I am inclined to the view there were three trains at work, one departing from the gravel pit every twenty minutes; this being partly based on Mr. Gibson's recollections of three dinkies and trains of 7 to 10 cars. At any given moment, Train # 1 would be departing from the pit loaded, Train # 2 would be departing the trestle empty, whilst Train # 3 would just have arrived at the pit and was beginning to pull its cars past the bucket radius of the steam shovel. It is most probable Magoffin had a fourth locomotive at the site as a spare to provide coverage for periodic maintenance and failures of the other engines. Each 'trip' dinkie would have travelled close to 35,000 miles by the time the 3 year contract was completed.

The third and final component was time available. The elevation at Lyon Creek is just shy of 2000 ft. above sea level and as a consequence only 6 months of the year are available for working, these being May through October. In April the land is

still partly snow covered and wet with run-off, whilst in November freeze-up has occurred and first snows have appeared. I have assumed Magoffin would use all the daylight hours available and might even have introduced double shift working at the height of the summer, working from 5.00 am to 10 pm. On average for the six months there would have been a 12 hour work day, and since the work camp lay in splendid isolation without a single human distraction, long hours would not have been intolerable providing the pay was good. I am also assuming a 6-day week, which was not an abnormality in those days since 5½ days was the norm, leaving Sunday for 'make and mend' for both men and machines.

Putting all this together in mathematical terms we get: -

Hourly capacity of steam shovel = 30 dump cars = 90 cub/yds

Daily output = 12 hours X 90 cub/yds = 1080 cub/yds

Weekly output = 6 days X 1080 cub/yds = 6480 cub/yds

Annual output = 26 weeks (6 months) X 6480 cub/yds = 168,480 cub/yds

Three Year (1926-8) output = 3 X 168,480 c/y = 505,440 cub/yds.

Unfortunately for this theoretical calculation, 700,000 cubic yards were required of the contractor to bring the fill to the 80 ft. level, and I have been able to produce only a half million cubic yards. The only possible solution I can offer to make up for the short-fall is that CNR helped with the in-filling of the Embankment at the beginning of the project, as well as at the end. At the very start of the infilling the embankment-to-be had a wide base and it would not be illogical for CNR to bottom dump from its permanent trestle with Magoffin dumping from his two temporary wing trestles. By this means the missing 200,000 cubic yards could have been placed in the low centre of the emerging embankment.

The spoil dumped from the cars running on the trestles above could not remain as gravity had dictated and had to be evenly spread, lightly compressed and packed around the timbers of the trestle bents. Much of this would be done manually and the majority of the labour force was to be found here; it has been estimated for one shift only 20 men were needed to run shovel and trains, do mechanical maintenance, and manage the catering and bunkhouse facilities. Mr. Gibson made mention of a "man working on a winch at the in-filling site" and literature of the period talks about spreading with scrapers, so it is entirely possible Magoffin had mechanised the gross movement of dumped gravel. This he would have done with a steam winch pulling a scraper with a wire rope on a shuttle system, leaving smaller amounts to be spread with greater precision by the day labourers. The CNR drawing of May 1925 stated the fill was "To be made in lifts not exceeding 20 feet in depth; see specifications" but it is likely this was translated into the winter settlements of 1926/27, 1927/28 and 1928/29.

Before my enquiries came to an end, I had to satisfy myself on one further point. Before having had the advantage of looking at the CNR plans, I had assumed the contractor was responsible for filling the whole embankment to its crest and I had not too closely examined the way in which the narrow gauge line had made a side-by-side connection with the standard gauge spur. Now knowing the contractor's fill reached only to the 80 ft. level, I had to find out how the connection had been made and so in the summer of 1987, accompanied by my wife, I revisited the site.

It became obvious the connecting earthworks of the narrow gauge line ran to the 80 ft. level and no higher; with certainty there was no additional spur at a higher level on the northern slopes of Lyon Creek. This meant there was no adhesion steam-worked connection between the standard and narrow gauge railways. However there was a 15-20 ft. wide and fairly evenly graded slope running down from the former CNR spur to the former narrow gauge trackage below (35 vertical feet). The passage of bulldozers in recent years and nature's debris over time had blunted any obvious signs, but I believe this was the site of a two-track narrow gauge (3 ft.) incline. It would have been worked on the counterbalance system with a steam driven capstan fitted with a brake; gravel-filled dump cars would have acted as the counterweights. The only other way to make the connection was for Magoffin to have built a subsidiary trestle on a 5% grade for 250 yards and then connect it with his west wing trestle. This does not seem very realistic and so I conclude the connector was a short power-assisted gravity incline.

The end of this story is inconclusive for at this date neither the 'buried' locomotive nor the buried treasure have been found. After all these investigations, I have been asked on several occasions if I believe a 'dinkie' locomotive still lies buried in or near Lyon Embankment. My reply has to be this.

The persistence of the story about an accident that befell a narrow gauge loco, linked with the known building of an embankment, makes the story entirely plausible and probable. All the remembrances of this locomotive describe some kind of accident and not an abandonment, so I think we can safely dismiss the notion of a 'dinkie' standing forgotten and resting in the woods.



This is a frame of one of the narrow-gauge dump cars found at the headquarters camp in the woods about a mile and a half from the CN main line at Lyon Embankment.

Photo by author.

It seems the earliest references to the loco came from CNR pensioners and this holds a special significance for me. If this 'dinkie' fell off one of the two temporary trestles and was deemed not worth recovering, it would have been covered in gravel within weeks and would soon have been forgotten – 'out of sight, out of mind'. But no, it was not forgotten and this strongly suggests it fell at the edge of the rising embankment and lay either with its front end or its cab poking out of the gravel somewhere on the lower two-thirds of either slope, for the good reason the 'dinkie' never worked above that height. Thus it would have been seen by any observant train crew or track gang, and so the 'burial' became a piece of railway lore for those men who worked the Clearwater Sub-division of CNR. Ten or fifteen years later vegetation took a hold of the sterile slopes of the embankment and slowly but surely the 'dinkie' disappeared under a blanket of weed, scrub, tree saplings, old ballast and rotten ties. Time also was at work with those CNR employees who knew of the incident at first hand, perhaps 'first sight' would be more apt; and so by 1960 the loco had disappeared in the minds of men and on the slope of an embankment. If this supposition is correct, then may she rest where she fell those 60 years ago.

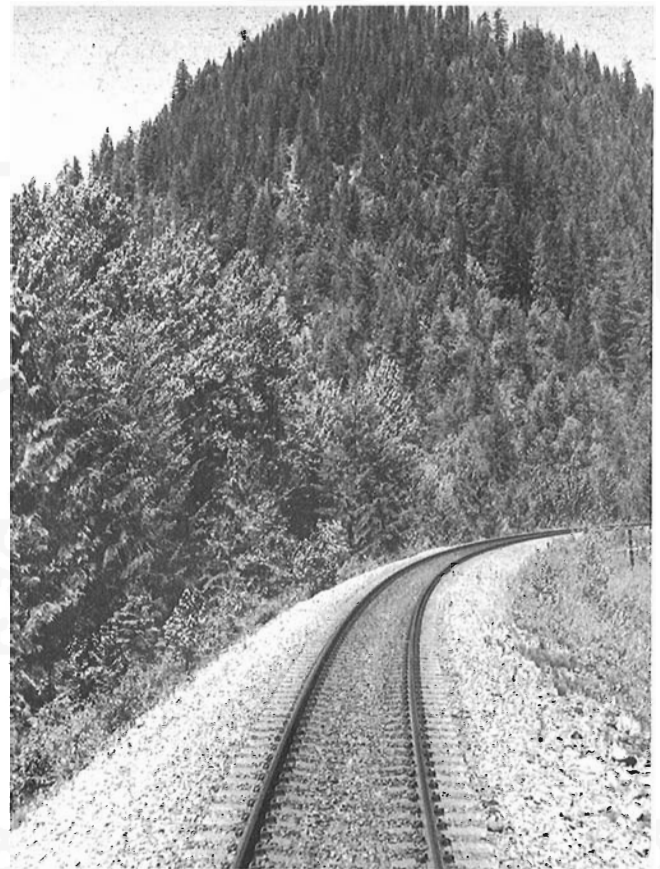
No apologies are needed for not finding the lost locomotive and the buried treasure, for the story of Lyon Embankment has been revealing. It has given us an excellent example of what was once an important, but transitory, civil engineering activity on all the railways in Canada – the infilling, stabilisation and improvement of track beds built to 'pioneer' standards.

Acknowledgements: Mr. G. Gibson, Avola, B.C.; 'Kamloops Daily News', Kamloops; Canadian National Railways-Kamloops & Edmonton; Mr. M. Green, Richmond, B.C.; North Vancouver District Public Library; Mr. P.O. Hind, Duncan, B.C.; B.C. Forest Museum, Vancouver Island; B.C. Provincial Museum, Victoria.

Reference: Booklet: "British Columbia Industrial Locomotives" ... Book "Canadian National Railways" as described in text.



Two views of the Embankment, taken by the author in June 1989. Above we look south and downgrade, while the view on the right looks in the opposite direction.



Appendix A

TRESTLE FILLING Relevant article from textbook, Vol II of "Cyclopedia of Civil Engineering" dealing with Plotting, Topography, Railroad Engineering. Published by American School of Correspondence, Chicago, 1909. Extract appears on pages 277-79 under a sub-heading 'Track Maintenance'.

157. Trestle Filling. *This has become a very common form of work for the work train. When the construction of a railroad is once definitely decided and work is begun, any measure which will hasten the opening of the road for traffic has a very high money value. Therefore trestles have been built where embankments are a better form of permanent construction. The preliminary construction of trestles is further justified by the fact that the immediate construction of an embankment would often involve very expensive hauling with teams from borrow pits in the neighborhood, while a future fill may be made by the train load, as described below, at a much less cost. Incidentally, time is allowed to determine the maximum water flow through the hollow crossed by the line, and the size of the culvert required may be more accurately determined. The cost of the culvert, which may be very considerable, is also deferred to a time when the road can better afford it. At the time that many existing trestles were built the cost of timber in their localities was so small that the trestle may have been actually cheaper.*

Many roads are now confronted by the necessity of either replacing the trestle or filling in with earth. While the relative cost is very variable, depending on the local price of timber, the proximity of a sufficient supply of available filling and the methods to be employed, yet as an approximate figure it may be said that fills as high as 25 feet may be filled with earth as cheaply as a trestle can be reconstructed. But when it is considered in addition that the average amount of timber required annually for repairs of trestles is about one-eighth of the volume, also that the labor involved in maintenance is very great while it is almost insignificant on an embankment, also that the danger of accident on a trestle and the disastrous results of a derailment which may occur on a trestle is so much greater than on an embankment, the height at which it becomes economical to fill with earth instead of reconstructing the trestle increases until it may reach 50 feet. But the filling in of high trestles involves several special constructive features. The hollow may have at the bottom a very soft soil which cannot sustain a heavy embankment without considerable settlement. Such a settlement will prove destructive to almost any culvert unless a solid foundation may be made for it. Under such conditions a pile or concrete foundation for the culvert may become a necessity.

The dumping of earth and particularly of boulders, stumps and clods of frozen earth may do serious injury to the trestle unless means are taken to guard against it. This may be done by placing an "apron" on each side which will deflect the earth

so that it falls outside the trestle. As the piles grow on each side the intermediate space will be filled up. The longitudinal braces which are most apt to suffer are sometimes strengthened by heavy timbers, which may be old stringers, etc. The filling should be done regularly along the length so that the bents will not be forced out of place by an unsupported pressure of earth on one side. If the bank is formed merely by dropping earth loosely from above, its slopes will be steeper than can be retained permanently. The result is frequently a disastrous slip. This feature justifies the spreading of the earth by scrapers as the filling proceeds. This method has the additional merit of packing the earth so that there is almost no settlement and the stringers may be pulled and the ballasted roadbed may be constructed very soon after the filling is complete. Otherwise the settlement is so great that six months or a year must elapse before track laying is permissible. During this time the embankment may settle 10 per cent. This earth-spreading may be done for two or three cents per cubic yard.

The choice of filling material is an important matter. A sandy or gravelly soil is the best. Clay is apt to be very trouble-some, for, no matter how hard it may be in dry weather, it will slip and run when it becomes wet. This is especially true when the base of a fill is on a steep side slope. In this case the whole fill may slide down the hill. One means of preventing this is to dig trenches along the slope. Even plowing the surface in contour furrows may be sufficient to prevent such a slip. The material for such a fill will usually come as the spoil from a widened cut, loaded perhaps with a steam shovel into dump cars or on to flats from which it is scraped by a plow, as previously described.

The practice of immediately planting tufts of Bermuda grass and even tree slips which will take root and grow and thus bind the embankment together as well as cover it with a surface of sod which will protect it from rain-wash is a measure of true economy which always pays. The total cost of such a fill must combine the cost of loading, hauling, spreading (if it is done) and the other expenses incidental to making a finished embankment, but the record made by many roads on these items show that it may be done at very much less cost than by the methods which are usual or possible during the original construction of the road. When the plans call for a very long and high embankment, it is sometimes best to construct first a trestle and operate the road over it. The trestle should have a life of at least five or six years, and during that time material can be brought from some excavation, perhaps several miles away, where it was perhaps loaded with a steam shovel, hauled by the train load, dumped with an "unloader", and allowed all the required time to settle, the whole being done for a cost per yard far less than it would have cost during the original construction. The method has the added advantage of permitting the road to be quickly opened for traffic and permitting it to quickly get on an earning basis, for such a trestle can be built more quickly than a very high embankment.

Appendix B

Reproduced from the British "Steam Railway News", Vol 1, No 22, dated 2-9 October 1987.

ANOTHER BURIED LOCOMOTIVE

Dear Sir,

I was very interested to read the article about the plan to dig up the Furness 0-6-0, as I know of a very strong rumour about a second railway engine, said to be buried not too far from the one mentioned.

This is on the site of The Chorley Ordnance Factory in Lancashire.

In 1938 when this site was constructed, by Sir Lindsey Parkinson and Co., the bulk of the excavation work was carried out in the old method, using standard gauge railways with steam locomotives and dumper trucks.

On section seven, where most of this type of work was done, one locomotive was put out of use, and left standing at the end of a long section of rails, at the bottom of a deep excavation.

As the work proceeded at a fast pace, on 24 hour shift work, the rails into this excavation were removed, for use elsewhere with the result, this locomotive became marooned, in the bottom of the excavation.

This site was eventually mounded over with a 25 ft. mound of earth, it being considered too costly to recover the engine, and so it must remain about 30 ft. below ground.

I worked on section 6 approximately 2 to 300 yards from this site, and I am pretty sure of the truth of it.

The engine as far as I know was a Pecket well tank type.

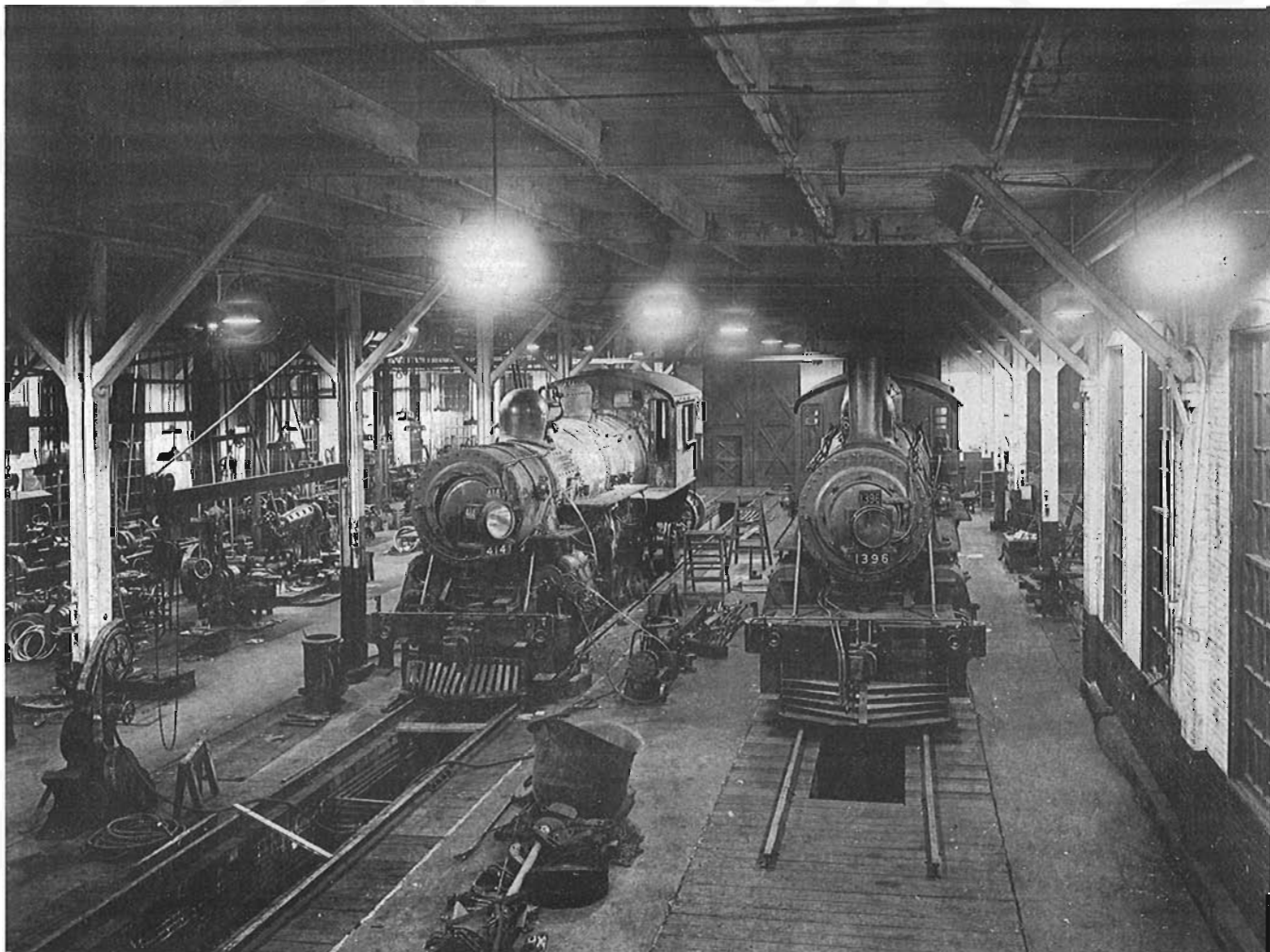
This was possibly the last civil engineering job of any size, on which the older methods of operating were carried out, at the end of 1938 a number of civil engineering experts came over from Canada, to demonstrate the American methods using Caterpillar Scrapers and tractors and other modern plants.

H. Whittaker
DORSET

The letter-writer usefully draws attention to the emergence of the rubber-tired non-rail earth moving machine as a powerful competitor to the contractor's narrow gauge temporary railway. It was a force to be reckoned with by the late 1930s, though its advent was delayed in Britain because of the scarcity of oil fuels on that island in World War II. Contractors' lines, both standard and narrow gauge, continued to be used there during the war, one example being the construction of military airfields using the rubble of bombed-out buildings as runway foundation.

End of Grand Trunk Operation in New England

by Douglas N. W. Smith

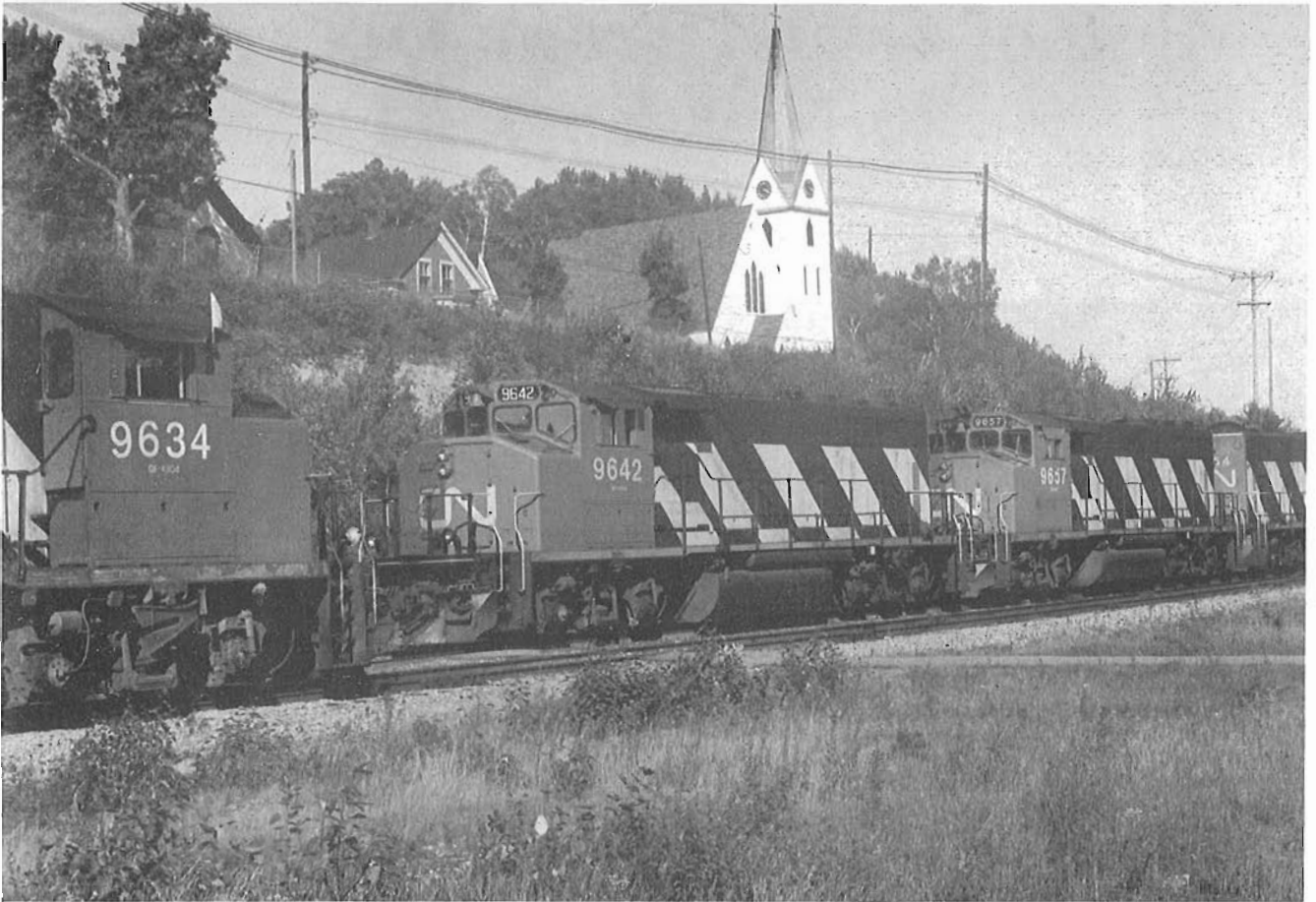


Crystal clear views of the interior of locomotive sheds are uncommon. This view, which was taken sometime between 1910 and 1923, shows the interior of either the Gorham, New Hampshire or Portland, Maine facility. While the belt-powered shop equipment on the left hand side of the photo has vanished, locomotive 1396 now resides at the Canadian Railway Museum at St-Constant. The 2-6-0 was built by the GT in 1900 as number 922 and was later renumbered 1396. After CN took over the GT, it was renumbered 713. Locomotive 414, a 4-6-0, was built by the Schenectady plant of the American Locomotive Company in 1906 as their number 1014. After the merger of the GT into CN in 1923, it was renumbered 1603. It was stricken from the roster in 1935.
Photo Credit: National Archives of Canada/PA-164845.

In May 1989, Emmons Holdings Inc completed its purchase of the 165 mile long Grand Trunk line between the Quebec/Vermont border and East Deering, Maine. Emmons is an American rail car leasing firm which is now expanding into the

short line railway field.

The new line will be called the St. Lawrence & Atlantic Railroad. The new short line's name commemorates one of the earliest Canadian railways.



In October 1989, CN's Montreal-Portland and Portland-Montreal freights met in Island Pond, Vermont beneath the spire of the local church. While the trackage was officially part of the Grand Trunk Corporation, no GT power was to be seen. Three CN GP40-2L (W) were on the head end of each train. Engine 9634 headed up the Montreal-Portland train while units 9642, 9657 and 9654 lead the Portland-Montreal consist. The grass-grown area in front of the locomotives was once part of a major yard. Today, only a vacant space remains between the station and the remaining main line trackage.

Photo Credit: Douglas N. W. Smith

The Montreal-Portland rail line was the first real international railway on the continent. The Atlantic & St. Lawrence (A&St.L) completed the line between Portland and Island Pond in February 1853. The St. Lawrence & Atlantic completed its line from Longueuil, opposite Montreal, to Island Pond in July 1853. Initially, the Canadian and American companies planned to link up at the border. The A&St.L, however, barely was able to scrape the necessary funds together to reach Island Pond. The two companies became part of the Grand Trunk on July 1, 1853.

CN will continue to run its trains to the former divisional point at Island Pond, Vermont, some 15 miles from the border. At Island Pond, St.L&A locomotives and crews will replace those of CN.

Emmons paid CN \$12 million for the line. The price included nine miles of welded rail and two former CV and three former GT GP-9 locomotives. The new company is headquartered in the station at Berlin, New Hampshire.



Central Vermont locomotive 4447 at Danville Junction Maine on May 17, 1989. This was the last day of operation of the Grand Trunk in Maine.

Photo by Robert H. Perry.



*Mountain-type locomotive 6021 is pictured at Portland Maine in 1955. Mr. Perry appears in the gangway.
Collection of Robert H. Perry.*



*Two views at Lewiston Junction Maine on May 17, 1989, the last day of Grand Trunk operation in Maine.
Photos by Robert H. Perry.*

Centennial of Opening of CP “Short Line”

by Fred Angus

On June 2, 1889 the first through train from Montreal to Saint John N.B., via Canadian Pacific’s new “Short Line” through Maine, departed from Montreal’s Windsor station. To commemorate one hundred years since this historic event, the Canadian Atlantic Railway (the new operating division of CP Rail east of Megantic Que.) arranged for a special train, hauled by former CP steam locomotive 1201, to run from Megantic and Saint John. The locomotive and most of the cars were provided for the occasion by the National Museum of Science and Technology in Ottawa. Departure from Megantic was in the morning of June 2, with arrival in Saint John in the afternoon of June 4. We present here some photos of this momentous event.



Megantic Que. June 2, 1989. Locomotive 1201 being readied for the trip.
Photo by Fred Angus.



Near the International border on June 2, 1989.
Photo by Fred Angus.



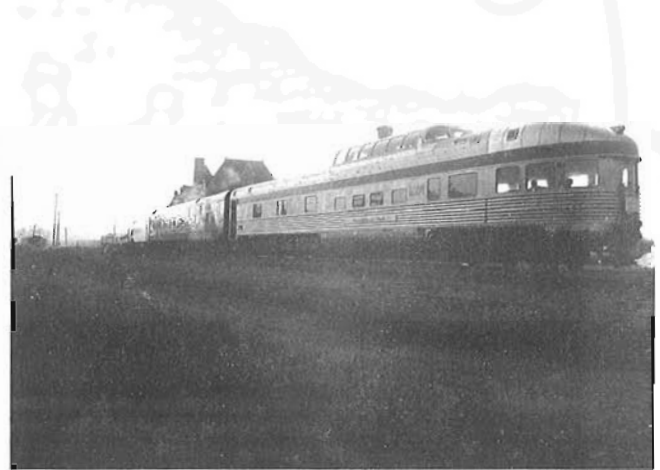
One of the special tickets issued by Canadian Atlantic railway for the special train.



One of the most spectacular scenes on the "Short Line" is the Ship Pond bridge at Onawa Maine. Here we see the special train crossing this bridge on June 2, 1989. Photo by Fred Angus.



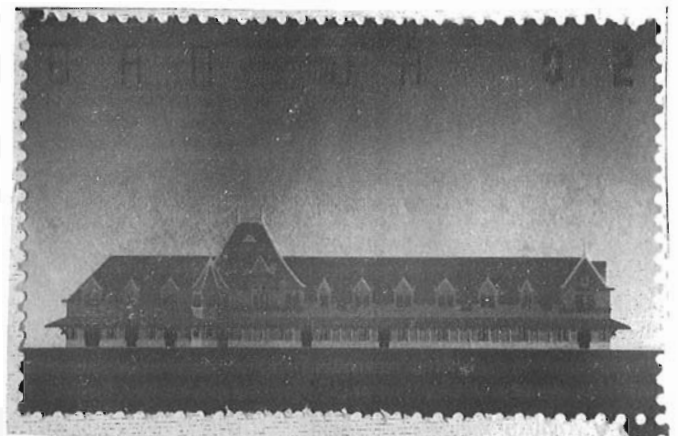
Although the steam locomotive "stole the show", the reason for the commemoration was the 100th anniversary of the first through passenger train. This is the 100th anniversary "Atlantic" crossing the international bridge from Vanceboro Maine to St. Croix N. B. on June 3, 1989, exactly a century after the pioneer train of 1889. Photo by Fred Angus.



The hundredth anniversary "Atlantic" at McAdam N. B. June 3, 1989.

Photo by David Morris.

The McAdam N. B. station is the subject of a newly-issued Canadian \$2 stamp. This building was constructed by the CPR in 1900 and for many years also contained a hotel. Happily, it will continue to have passenger service three days a week.





Title prepared by Andrew Morris.

NEW BRUNSWICK RAILWAY.

COMMENCING JUNE 4, 1889.

PASSENGER TRAINS WILL
leave Intercolonial Railway Station
ST. JOHN, as

10.10 a. m.—Fast Express for Bangor, Portland,
Boston, Me.; Fredericton, St. Stephen, St. An-
drews, Houlton, Woodstock and points North.
PULLMAN PARLOR CAR ST. JOHN TO BANGOR.

10.45 a. m.—A connection for Bangor, Port-
land, Boston and points west, also for Frederic-
ton, St. Andrews, St. Stephen, Houlton, Wood-
stock.

11.30 p. m.—Fast Express via "Short Line" for
Montreal, Ottawa, Toronto and the West. Cana-
dian Pacific Sleeping Car to Montreal.

11.45 p. m.—Express for Fredericton and inter-
mediate stations.

1.20 p. m.—Night Express for Bangor, Portland,
Boston and Points West; also, for St. Stephen,
Houlton, Woodstock, Presque Isle.

PULLMAN SLEEPING CAR ST. JOHN TO BANGOR

RETURNING TO ST. JOHN FROM

Montreal at 11.30 p. m.—Sleeping Car attached
Bangor at 10.30 a. m. Parlor Car attached
11.30 p. m. Sleeping Car attached.

Vanceboro at 11.15, 11.15 a. m.; 11.30 noon.
Woodstock at 10.00, 11.00 a. m.; 10.30 p. m.
Houlton at 10.00, 11.00 a. m.; 10.30 p. m.
St. Stephen at 10.30, 11.00 a. m.; 11.30 p. m.
St. Andrews at 10.30 a. m.

Fredericton at 10.00, 11.30 a. m. 10.30 p. m.

Arriving in St. John at 10.40; 10.30 a. m.
12.30, 11.00 p. m.

LEAVE CARLTON FOR FAIRVILLE.

10.30 a. m.—Connecting with 1.15 a. m. train
from St. John.

11.30 p. m.—Connecting with 6.45 p. m. train
from St. John.

EASTERN STANDARD TIME.

Trains marked † run Daily except Sunday.
*Daily except Saturday. †Daily except Mon-
day.

F. W. CREAM, General Manager.
A. J. HEATH, General Passenger Agent,
St. John, N. B.

The announcement of the opening of through service June 1889.
National Archives of Canada.



Your editor standing under the VIA sign at Mattawamkeag Maine on June 3, 1989. The box car is newly lettered for the Canadian Atlantic Railway. The small print reads "A division of CP Rail".

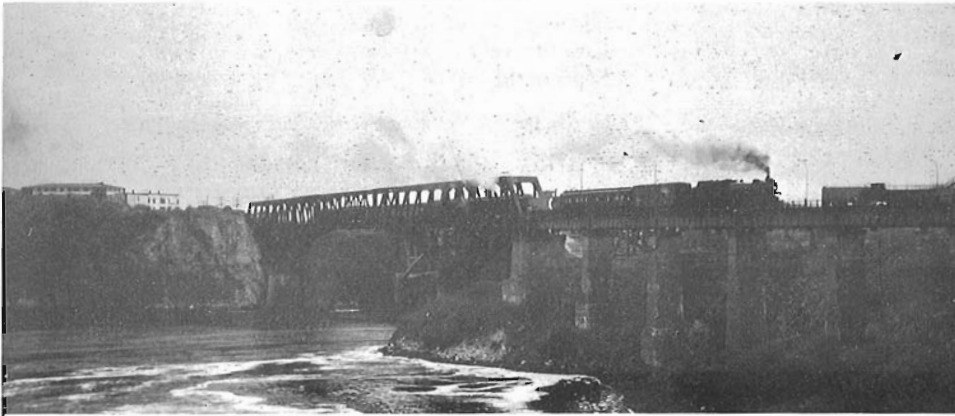


Arriving at Vanceboro Maine in the afternoon of June 3, 1989.
Photo by Fred Angus.



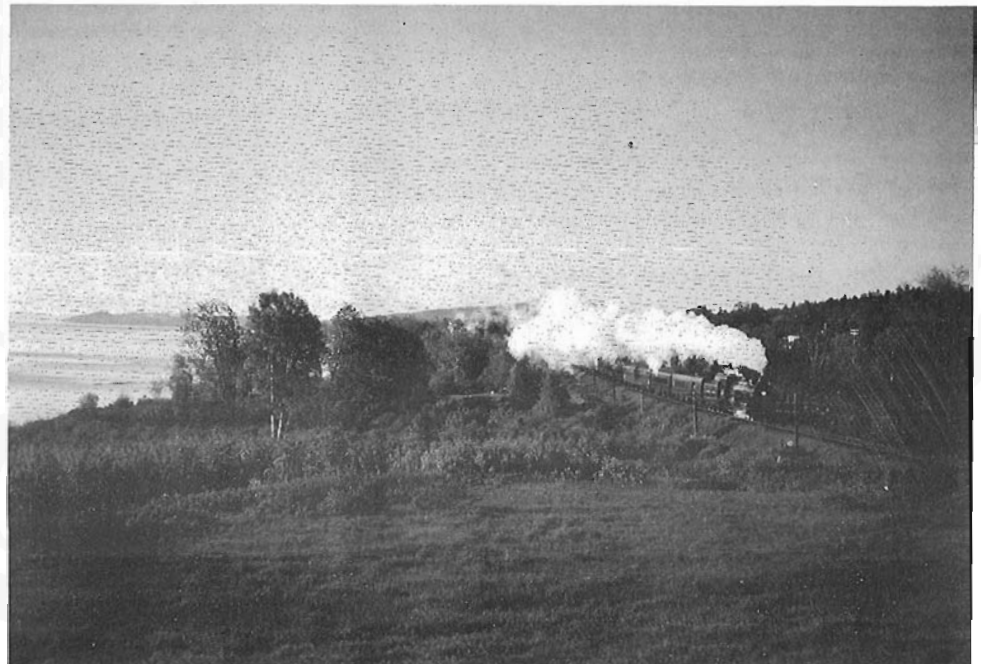
Coming into McAdam N.B. June 3, 1989.

Photo by Fred Angus.



Sixty-eight years separate these two views at the Reversing Falls bridge in Saint John N.B. The upper view was taken in 1921, just after the new CPR bridge was completed, but before the old bridge, seen in the background, was taken down. The lower view is the centennial special crossing the bridge on June 4, 1989.

*Upper photo, National Archives of Canada, Merrilees Collection, PA-149066
lower photo by Fred Angus.*



The return trip was made without any diesel assistance. Here we see the special train coming up the scenic Saint John River valley on June 5, 1989.

Photo by Fred Angus.

The VIA Cutbacks

Announced October 4, 1989.

(From the Official Government News Release)

NEW VIA NETWORK

- On Jan. 15, 1990, VIA Rail's network will comprise the following services:
 - an eastern transcontinental service, six times a week, between Halifax and Montreal. It will operate three times a week via Sherbrooke, Que. and Saint John, N.B., and/ three times a week via Rimouski, Que. and Campbellton, N.B.
 - a western transcontinental service from Toronto to Vancouver through Winnipeg, Saskatoon and Edmonton, three times a week.
 - Montreal-Drummondville-Quebec, 21 return trips a week
 - Montreal-Ottawa, 22 trips a week
 - Montreal-Toronto, 36 trips a week
 - Ottawa-Toronto, 19 trips a week
 - Toronto-Brantford-London-Windsor, 30 trips a week
 - Toronto-Niagara Falls, 14 trips a week
 - Toronto-Kitchener-Sarnia, 14 trips a week
 - Montréal-Matapédia-Gaspé, 3 trips a week
 - Eight Remote routes (the Winnipeg-Capreol route will be serviced by the transcontinental from Toronto to Vancouver):
 - Jonquière-Montréal, 3 trips a week
 - Montréal-Senneterre, 3 trips a week
 - Senneterre-Cochrane, 3 trips a week
 - Sudbury-White River, 3 trips a week
 - Winnipeg-Churchill, 3 trips a week
 - Wabowden-Churchill, 1 trip a week
 - The Pas-Lynn Lake, 3 trips a week
 - Jasper-Prince Rupert, 3 trips a week
 - "Rocky Mountaineer", one round trip a week, late May to early October
 - In addition to the train services listed above, the connecting bus service between Fredericton and Fredericton Junction, N.B., will be continued.

VIA RAIL REMOTE SERVICES

- VIA Rail will continue to provide service to truly isolated communities, which have no alternative means of transportation, along the following eight remote routes:
 - Jasper-Prince Rupert
 - The Pas-Lynn Lake
 - Wabowden-Churchill
 - Winnipeg-Churchill
 - Sudbury-White River
 - Senneterre-Cochrane
 - Montreal-Senneterre
 - Montreal-Jonquière

- Truly isolated communities along the current Winnipeg-Capreol route will be served by the western transcontinental train, beginning in January 1990.
- The government will be reviewing the transportation needs of the truly isolated communities along these remote routes to determine whether more cost-effective means of access could be introduced.

KEY 1988 STATISTICS FOR VIA'S REMOTE SERVICES*

| | |
|---------------------------------|----------------|
| Operating subsidy | \$58.7 million |
| Number of passengers carried | 229,116 |
| Operating subsidy per passenger | \$256 |
| Cost recovery | 13% |
| Seats occupied | 29% |

* Includes the nine VIA remote services that operated in 1988.

DISCONTINUED SERVICES

- The following services will be discontinued Jan. 15, 1990:

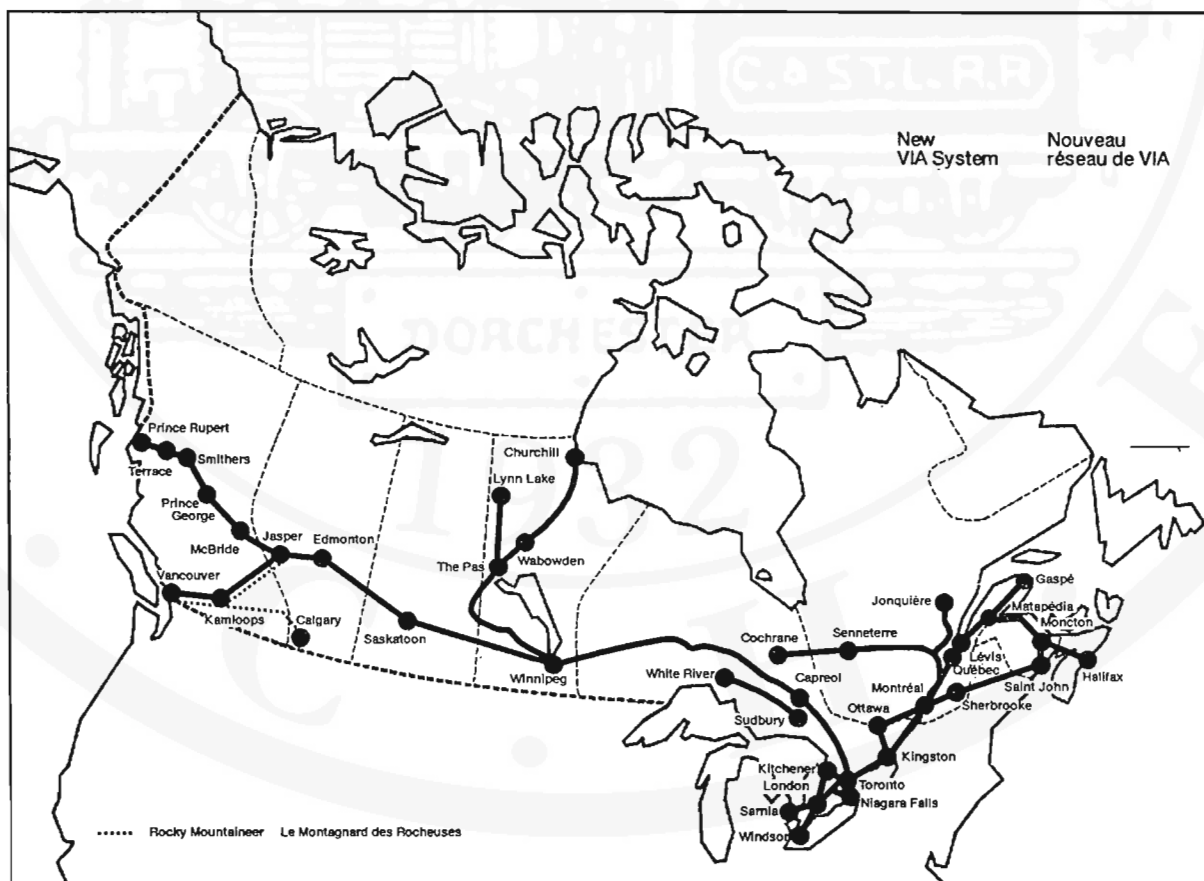
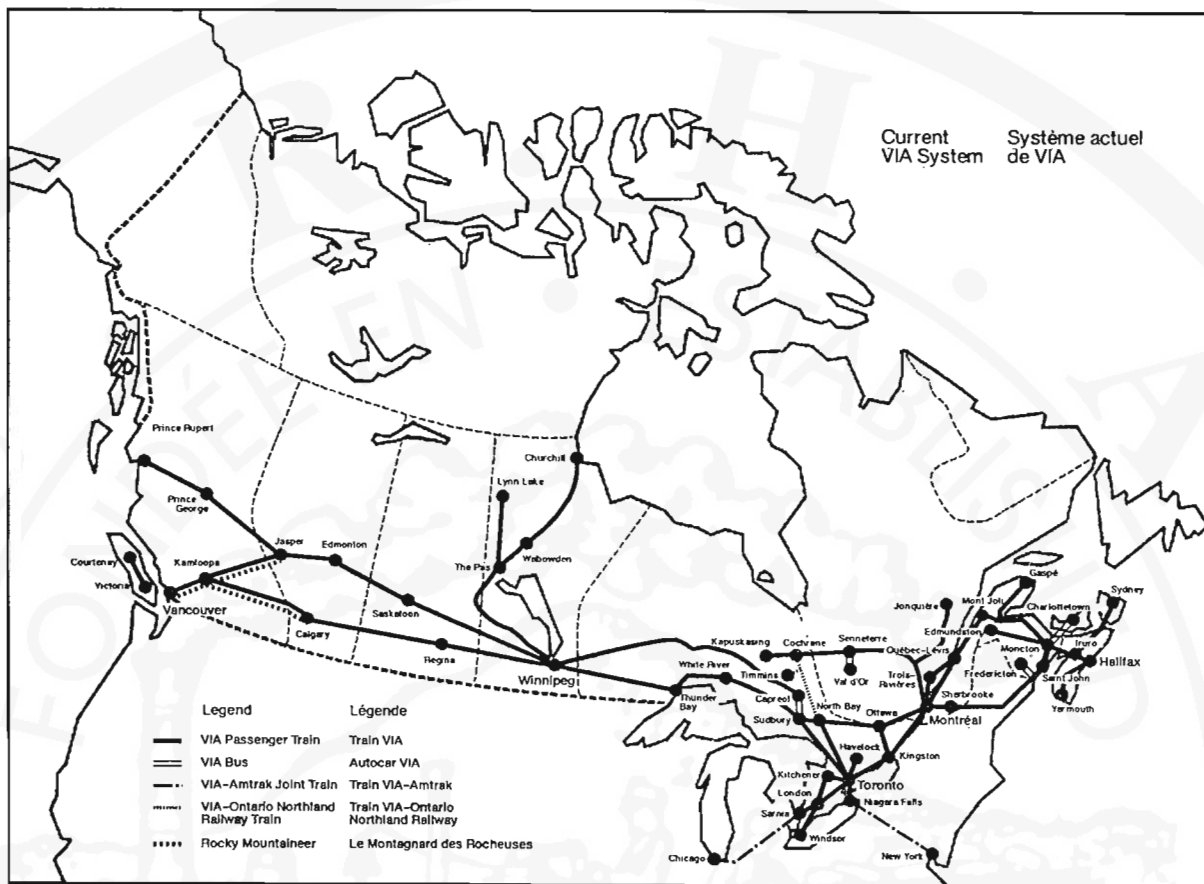
Regional Services

- Halifax-Yarmouth
- Halifax-Port Hawkesbury
- Halifax-Sydney
- Halifax-Moncton-Saint John
- Moncton-Campbellton
- Moncton-Edmundston
- Montreal-Sherbrooke
- Québec-Mont Joli
- Toronto-Havelock
- Toronto-North Bay
- Cochrane-Kapusksing
- Kingston-Toronto (only one daily frequency discontinued)
- Victoria-Courtenay

Other Services

- Montréal-Trois Rivières-Québec (north shore)
- Montreal-Ottawa-Sudbury-Winnipeg-Calgary-Vancouver (the "Canadian")*
- Montreal-Toronto (overnight frequency)
- Winnipeg-Capreol (serviced by the transcontinental)
- In addition to the train services listed above, the following connecting bus services will be discontinued:
 - Moncton-Charlottetown
 - Senneterre-Val d'Or (taxi service)
 - Sudbury-Capreol

* Montreal, Ottawa, Sudbury, Winnipeg and Vancouver continue to have access to rail service.



VIA RAIL 1988 PERFORMANCE BY ROUTE

| | Ridership 1988 | Financial | | Operational |
|-----------------------------------|-------------------|----------------------------------|-------------------------|--------------------------|
| | | Subsidy Per Passenger (\$) | Cost Recovery (%) | Occupancy Rate (%) |
| CORRIDOR SERVICES: | | | | |
| Montreal-Quebec | 287,111 | 73.8 | 28.4 | 39 |
| Montreal-Ottawa | 362,698 | 40.7 | 31.4 | 50 |
| Montreal-Toronto | 1,299,287 | 57.1 | 39.7 | 56 |
| Ottawa-Toronto | 457,560 | 49.2 | 40.6 | 50 |
| Toronto-Kingston | 76,576 | 29.9 | 35.8 | 42 |
| Toronto-Windsor | 793,055 | 32.0 | 43.6 | 52 |
| Toronto-Sarnia | 595,820 | 26.0 | 37.2 | 43 |
| Toronto-London | 308,374 | 29.8 | 30.4 | 42 |
| Toronto-Niagara Falls | 274,490 | 21.4 | 36.9 | 46 |
| TRANSCONTINENTAL SERVICES: | | | | |
| Montreal-Saint John-Halifax | 243,177 | 116.0 | 30.4 | 61 |
| Montreal-Mont Joli-Moncton | 227,089 | 101.2 | 25.4 | 57 |
| Montreal/Toronto-Vancouver | 545,010 | 199.1 | 30.1 | 70 |
| Winnipeg-Edmonton-Vancouver | 176,418 | 283.8 | 22.3 | 61 |
| REGIONAL SERVICES: | | | | |
| Halifax-Sydney | 102,789 | 86.4 | 17.9 | 37 |
| Halifax-Yarmouth | 47,676 | 70.4 | 18.6 | 34 |
| Halifax-Moncton-Saint John | 48,849 | 95.2 | 13.8 | 26 |
| Moncton-Campbellton | 33,072 | 77.8 | 17.8 | 31 |
| Moncton-Edmundston | 10,401 | 106.5 | 17.8 | 30 |
| Matapedia-Gaspe | 68,564 | 159.5 | 28.3 | 38 |
| Quebec-Mont Joli | 39,216 | 105.8 | 12.7 | 19 |
| Montreal-Sherbrooke | 21,527 | 50.4 | 16.2 | 35 |
| Toronto-Havelock | 59,067 | 32.1 | 24.5 | 32 |
| Toronto-North Bay | 68,769 | 98.1 | 26.0 | 48 |
| Cochrane-Kapuskasing | 8,886 | 199.2 | 9.2 | 26 |
| Victoria-Courtenay | 45,706 | 39.1 | 27.9 | 40 |
| REMOTE SERVICES: | | | | |
| Montreal-Jonquiere | 31,400 | 119.0 | 14.8 | 27 |
| Montreal-Senneterre | 43,197 | 137.6 | 15.1 | 27 |
| Senneterre-Cochrane | 5,043 | 351.2 | 3.8 | 9 |
| Sudbury-White River | 10,195 | 169.9 | 7.1 | 13 |
| Winnipeg-Capreol | 54,101 | 229.1 | 8.0 | 22 |
| Winnipeg-Churchill | 48,847 | 378.0 | 11.7 | 31 |
| Wabowden-Churchill | 797 | 130.5 | 9.0 | 7 |
| The Pas-Lynn Lake | 8,871 | 184.5 | 8.0 | 22 |
| Edmonton-Prince Rupert* | 26,665 | 484.0 | 13.3 | 42 |
| TOURISM SERVICE: | | | | |
| Rocky Mountaineer | 9,542 | 330.7 | 57.3 | 51 |

HISTORY OF VIA

- In January 1976, the Minister of Transport introduced a new rail passenger transportation policy. The government recognized changes had to be made as subsidy requirements had steadily increased since 1971, while ridership had declined.
- In February 1977, VIA was created by Order in Council as an "arm's length" subsidiary of Canadian National and incorporated under the **Canadian Business Corporations Act** to manage CN's rail passenger services.
- In March 1977, through a \$1 vote under an **Appropriation Act**, VIA was accorded the status of a railway company and the Minister of Transport was authorized to enter into a contract with VIA for the provision of rail passenger services in Canada.
- In April 1978, VIA became an independent Crown corporation.
- At that time, the government entered into a contract with VIA to provide the corporation with the framework to manage and market rail passenger services in Canada with operational support from CN and CP Rail. The federal government agreed to subsidize 100 per cent of VIA's operating losses and to fund its capital investments.
- In parallel with the establishment of VIA, the former Canadian Transport Commission (now the National Transportation Agency) was reviewing all rail passenger services in the national network with the aim of rationalizing them.
- VIA gradually took over responsibility for rail passenger services from CN and CP as the Canadian Transport Commission completed each stage of its review.
- By April 1979, VIA had assumed responsibility for all rail passenger services in the national network.
- By 1988, VIA had taken over almost all rail passenger functions which CN and CP had previously carried out.
- Since its creation in 1977, the government has spent more than \$5 billion on VIA. Of that amount, over \$1 billion has been invested in capital improvements. Recent key investments have been the acquisition of new locomotives for use on VIA's transcontinental and corridor routes and the modernization of train cars in the transcontinental fleet.

The VIA Rail Cutbacks, Some Comments

by Fred Angus

NOTE: The comments expressed in this editorial are those of the author, and not necessarily those of the officers, directors or members of the Canadian Railroad Historical Association.

For almost a year there have been unofficial reports and rumors of impending cuts to VIA Rail passenger train services. Canadian Rail has reported on a few of these and has expressed cautious disapproval of any major cutbacks. However until the Government announced definite plans we have refrained from active criticism since nothing was official. Since the announcement of October 4 1989 the situation has changed and the time for refraining is past. We can no longer withhold comment on the massive cuts to Canada's passenger train service. Although Canadian Rail is primarily an historical publication, we feel that the events of 1989 are of considerable historical importance and must be commented upon.

Canada is a nation that was built by the railways. All but one of the provinces entered Confederation by agreements which involved mention of railways in at least one of their clauses. The railways were, and have continued to be, the backbone of the nation, the binding force that has directed traffic east-west instead of the more natural north-south. Passenger service has been the means by which this backbone is manifested to the public, and for more than a century and a half has been an important factor in keeping the country together.

It is not our intention to dwell on the past, but to consider the present and the future. At present VIA is being subsidized by the Federal government to the extent of more than \$600 million a year. Why is this so? Ever since VIA was created in 1977 it has struggled along without a clear course of action, and without any specific enabling legislation by Parliament. Successive governments have done little for VIA other than pour in large subsidies and so restrict its operations that it was not free to provide its services in the manner it saw fit. From year to year VIA has rolled along, going deeper into debt, until it has reached the point where radical surgery is necessary to save the patient. That surgery is necessary is granted; it is the method and direction of the surgery that is in question. We are now at the point that it will take no less than a complete restructuring of VIA for passenger rail service to survive. Has the government the will to undertake this restructuring?

Much of the subsidy is swallowed up by top-heavy management (an amount equal to almost half of the revenue from ticket sales), archaic work rules which discourage working eight hours for eight hours pay and, finally, very high "over-the-road" costs. These latter costs are still unknown to the public despite taxpayer pressure for them to be revealed. What IS known indicates that these costs are extremely high. We hear

such stories as 300% markups on the cost of services provided to VIA by the railways. Why should work done by a railway employee cost more than if the same employee worked directly for VIA? In one case it is reported, although not officially confirmed of course, that the cost of refurbishing one Budd rail diesel car, for the Vancouver Island service, amounted to about \$900,000 and, to add insult to injury, the car, after its refurbishing, was found to have mechanical and safety defects such as running backwards when it was supposed to run forwards and vice versa.

The agreements forced upon VIA by its terms of reference with the government do not allow much elbow room in negotiating with the railways. This lack of elbow room is clearly illustrated by the matter of terminal charges. A comparison between VIA and Amtrak, the U.S. rail passenger corporation, is revealing. Amtrak, being able to negotiate more freely, has succeeded in securing a more favourable financial package than VIA with regard to terminal charges in Montreal and Toronto. The result is that Amtrak is seriously considering increasing its services to these as well as other Canadian cities. When our own corporation is unable to secure as good a deal as a foreign one there is something wrong. Because it is more free from binding restrictions Amtrak has been able to structure its service to make optimum use of the subsidy it does receive from the U.S. government.

In the meantime we are to be stuck with the elimination of the "Canadian" which, runs, by the government's own figures, 70% full, while service from Senneterre to Cochrane is maintained. The latter train is scheduled three times a week, but in fact runs only once a week; the other two days it is replaced over much of its run by a taxi ride. In September 1989 your editor made an extensive system-wide fact finding trip on VIA lines making observations and taking comments from fellow passengers and crew members. Can many members of the government say as much? Train occupancy ranged from 2% (on the Senneterre Cochrane run) to 101% (on the "Canadian" from Vancouver to Banff, the extra 1% being passengers seated in the dome because there were no more coach seats available). One thing was abundantly clear. Both passengers and crew deplored the course now being followed by the government.

Rather than belabour this depressing scenario, let us consider what needs to be done to secure a healthy future for the vital backbone of passenger rail transit in Canada. First it must be realized that no rail passenger lines can survive without some kind of subsidy, either from the government or other source. The

reason is simple – competition. A century ago the transcontinental service was self sustaining and required no subsidy. But it had no competition, and the one-way first class fare from Montreal to Vancouver was well over \$100. Allowing for the diminished buying power of the dollar this would equal about \$5000 today. This is double the proposed fare of \$2500 suggested by the travel agency that wants to run first class tourist trains over this route. If VIA could fill its trains, or even run them 75% empty, on a transcontinental fare of \$5000 it too would need no subsidy. But these figures are unrealistic to all but the very rich, thus it is obvious that some subsidy is needed.

The government is, however, correct in stating that a 30% return of subsidy money is unacceptable. An improvement in this figure can be achieved without further cuts in service. One thing that is needed is a greatly pared-down and streamlined corporate structure which would eliminate the unnecessary layers of bureaucracy that now exist. Obsolete union agreements dating from the days of steam should be scrapped and replaced by new arrangements suitable for conditions in the 1990's. The system is in direct need of a major infusion of capital to rejuvenate it and bring its technology up to that of the last decade of the Twentieth century. Such capital need not be from government but could be, in part or whole, private capital either domestic or foreign. A good start has been made with the acquisition of new locomotives as well as the program to equip the trains for head end power operation. The question is will the government allow such programs to continue?

What VIA does not need is political interference. Once a new slimmed-down corporate directorate, consisting of railroaders not political appointees, is in place it should be allowed to carry out its own plans consistent with required traffic patterns and densities. It should be realized that moose, elk, deer and polar bears do not buy tickets, and, if alternative transportation can be provided for human passengers in remote areas, such alternatives may become preferable to the trains. If such services are deemed to be in the national interest they should be subsidized out of a separate fund, as roads and airports are now subsidized, and not become a drag on VIA's budget. Given this capital infusion, with consequent more efficient service, and free from the obligation to pay for little-used services, VIA's operating budget would be greatly reduced.

Economy is a two-edged sword. Not only must expenses be reduced but revenue must be increased. The most obvious way is to get more passengers. Contrary to popular belief the major competitor is not the airline or bus industry but the private automobile. If only 2% of auto travellers switched to trains VIA's ridership would go up 60%, far more than it could handle. It is illogical that trains that run full should be great money losers; surely a fare increase is indicated in such cases. Other sources of revenue should be actively sought. Referring once again to Amtrak, there is much potential for revenue in carrying the mail as the latter corporation has found out. The United States postal department has returned to the rails, as a result of which Amtrak has placed in service 150 new specially designed mail cars in the last three years. For some reason VIA is not permitted to carry the mail, and Canada Post seems to boast of having "phased out the use of trains" as they have said in recent advertisements. Carrying the mail by rail would, as has

been shown in the U.S.A., improve the mail service as well as generating substantial revenue for VIA. Has the U.S. postal department re-learned something that Canada Post does not know? Other sources of revenue could be exploited if only VIA were unshakled and free to exploit them.

Our neighbours to the south were once faced with the same situation that Canada now faces. Well over half of its rail passenger service was eliminated on May 1 1971, the day Amtrak took over. In the following years Amtrak struggled with the problems of aging equipment, diminishing ridership, low morale and, worst of all, the constant threat of "zero budgeting", the latter scenario being worse than the worst case envisioned for VIA by the present Canadian government. By 1981 Amtrak, unlike VIA today, had reached a crisis where its demise seemed imminent. Fortunately a strong leadership emerged and convinced Congress to invest in an updated modern rail system and equipment. The picture has now improved to the point where Amtrak is now returning 70¢ for every dollar invested by the U.S. government. Although it is unlikely that Canada, due to its lower population, can reach that high a figure, it should be able to more than double its present poor showing of only 30¢. Where there is a will there is a way. It has been done elsewhere and it can be done here. All it takes is dedication and innovative thinking. One thing that Canada's rail passenger service does NOT need is negative thinking and the moaning of those who think that the entire system is doomed because many routes have been taken off. Amtrak had this same problem too, and many of the discontinued routes were later reinstated, while even more may yet follow. If the spreaders of doom continue it will tend to be a self-fulfilling prophecy; this is the last thing we need.

It is true that the vicissitudes of VIA are very complex and we are now at the crossroads. We are faced with the question of whether Canada is to become, unlike every other major nation in the world, a country without the backbone of rail passenger service across it from one end to the other. Do WE have the backbone to ensure, by letters, telegrams, personal contact and, yes, even protests, that the service is maintained, expanded and brought up to date? We know that public opinion does have an effect as was shown by the last-minute decision to retain the "Atlantic" and Gaspé services. At present, even with the cuts, the transcontinental backbone is still intact although diminished. We should do our best to ensure that the Royal Commission on passenger travel, to be set up soon, can do its work in an unbiased efficient way, and we should be prepared to testify before the Commission if need be. Those who want VIA to fail hope that the controversy over the cuts will have died out by the time of the next federal election; this may explain why so many cuts were made at the beginning of the "five-year plan". We should make sure, by letters and other communication, that the issue is not forgotten by next election. Above all we should follow the good advice to "use it or lose it" by travelling on the train whenever it is feasible and constantly urging others to do the same. Think twice before getting out the family car or heading for the airport; maybe the train will be as good or better. This great and wonderful nation must not be reduced to one with only second-rate land passenger transportation. It deserves no less than a fast, safe and efficient passenger railway system from sea to sea.

From The Collection

Quebec Railway Light & Power Cars 401 and 105

by Fred Angus

The joint subjects of this “From The Collection” article are two cars of the former Quebec Railway Light and Power interurban line from Quebec City to St. Joachim passing through Ste. Anne de Beaupré. For seventy years the “Chemin de Fer de la Bonne Ste. Anne” carried pilgrims, tourists, commuters and other passengers along the historic St. Lawrence river for twenty-five miles below Quebec City. Originally a steam-powered line called the Quebec Montmorency and Charlevoix, it was opened on August 10 1889 just 100 years ago last summer. The line was electrified in 1900 and became known as the Quebec Railway Light & Power Co. In 1951 it was sold to Canadian National Railways, but passenger service continued until March 15 1959. Some of the original passenger cars, used as trailers after electrification, continued in use until the end of passenger service. The line still exists as a branch of Canadian National.

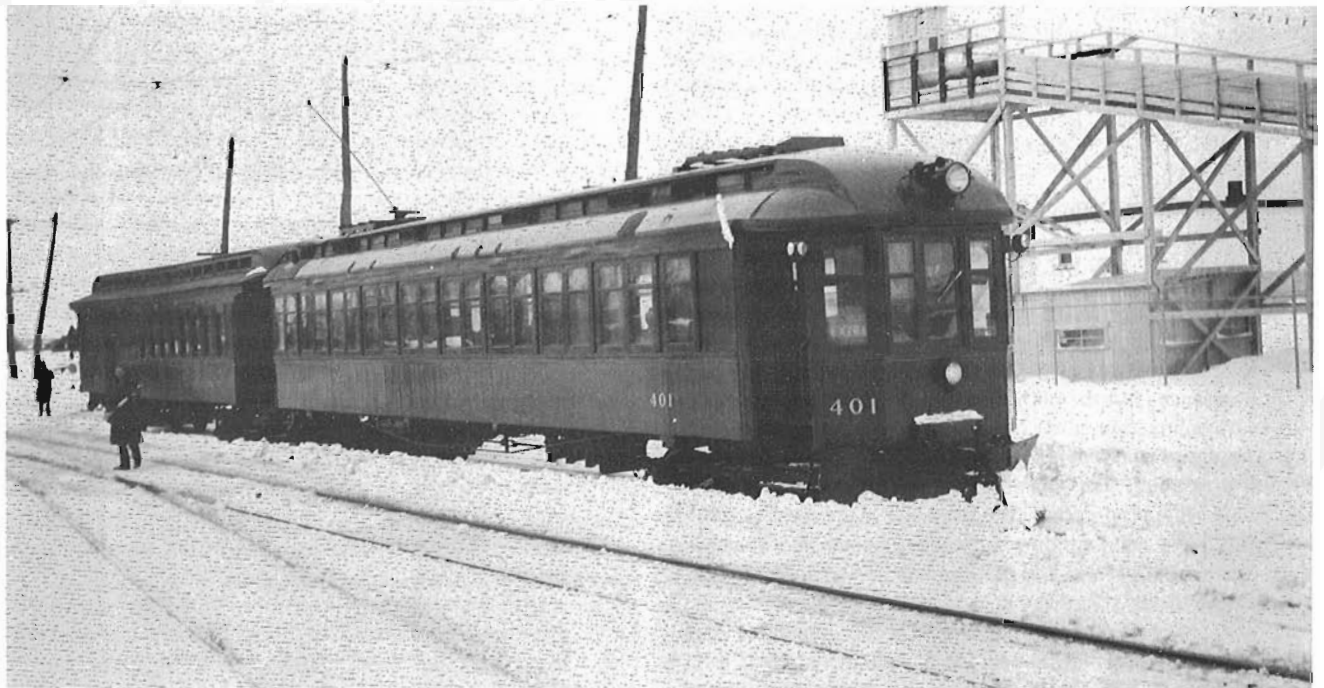
Car 105 was built by Jackson and Sharp of Wilmington Delaware in 1889, and was one of the original pieces of rolling stock when the line opened that year. It is a typical combination passenger and baggage car of the period, and thus it represents not only the interurban era but also the era of the smaller steam-hauled railways of the late nineteenth century. It was little

altered in its seventy years of service and it still has some of the original fancy red glass in the clerestory roof.

401 is certainly the oldest electric interurban car in Canada and one of the oldest in North America. Built by the Ottawa Car Company in 1902, it was one of the second lot of electric cars acquired after the electrification of the line in 1900. The original electrics (the 300's) were scrapped about 1950, so the 401 was the oldest in service when the passenger service ended in 1959. All the QRL & P interurbans were standard railway width unlike many North American interurban cars. 401 was also little altered during its career, and its appearance in 1959 was almost identical to how it had looked fifty-seven years earlier.

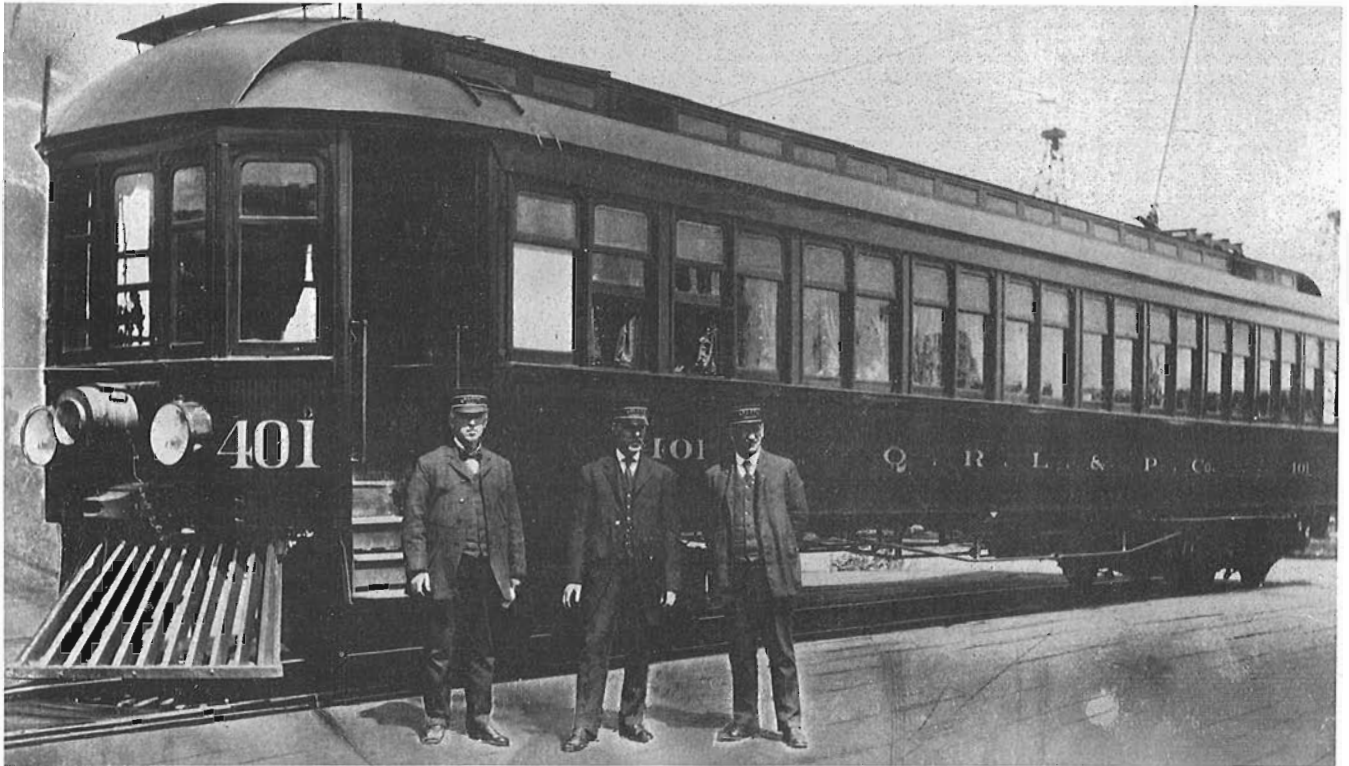
On August 15 1889, five days after its opening, the railway and all its belongings were blessed by the Cardinal. Perhaps because of this, not to mention careful operation, the line did not kill a single passenger during its seventy years of operation; a record matched by few other lines.

On March 15 1959, the last day of passenger (and electric) operation, the CRHA ran a special farewell excursion using cars 401 and 105. This was the second-to-last interurban line in Canada, the last (the Niagara, St. Catharines and Toronto)



Trailer 105, hauled by motor 401, on a CRHA charter trip March 15 1959, the Ides of March, and the last day of electric operation on the QRL & P.

Photo by Fred Angus.



QRL & P car 401 as it appeared when almost new early in this century. The titles on the hats of the three employees read (from left to right): "Guide", "Conductor", "Driver".

National Archives of Canada, Merrilees Collection, PA-149484.

ceasing operation only one week later. These two cars were among the first to come to the Canadian Railway Museum where they have been stored indoors ever since. It is hoped to restore them to their former condition to show what it was like to ride the "Chemin de Fer de la Bonne Ste. Anne".

The following account is taken from a guide book issued by the Quebec Montmorency and Charlevoix in 1895, only six years after the line opened:

SAINTE-ANNE DE BEAUPRÉ

The pretty village of Sainte-Anne de Beaufré is situated 21 miles from Quebec, and may be reached either by carriage, over the picturesque drive along the riverside, or, by steamboat on the Saint Lawrence. But the public required a more advantageous way of travelling than either of these, a way that would be less tiresome, less expensive and more rapid. In a word the public wanted a railroad. This road has been constructed and now Quebec is only at an hour's ride from Ste-Anne de Beaufré.

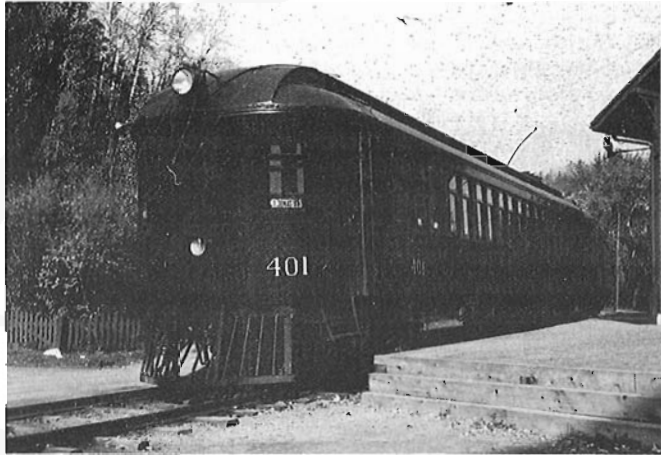
Trains have been running between Quebec and Beaufré since August 10th 1889, and the line has received the popular title of «Ste-Anne's Railway».

Other lines are run in the interests of commerce and colonization, or, for the benefit of travellers, whereas Ste-Anne's Railway runs especially for the accommodation of pilgrims and pilgrimages. It was built expressly for this purpose, with the approbation of His Eminence the Cardinal, and the Bishops of the Province of Quebec.

| Quebec Montmorency AND Charlevoix RY. | | |
|---------------------------------------|--------------------|----------------------|
| STE-ANNE DE BEAUPRÉ | | |
| TIME TABLE | | |
| Going East | | Going West |
| 7.30 A. M. | WEEK DAYS | 6.40 A. M. |
| 10.00 A. M. | | 7.17 A. M. |
| 5.00 P. M. | | 11.50 A. M. |
| 6.15 P. M. | | 12.20 P. M. |
| | | 4.05 P. M. |
| 6.00 A. M. | SUNDAYS | 6.40 A. M. |
| 7.10 A. M. | | 11.50 A. M. |
| 2.00 P. M. | | 4.30 P. M. |
| 6.15 P. M. | | W. B. RUSSELL, Supr. |
| | Except Saturdays.* | † Saturday only. |

An 1895 timetable of the Quebec Montmorency & Charlevoix Railway, showing a train at Ste Anne de Beaufre. The first car is similar to 105.

Collection of Fred Angus.



*Two views of 401 at Montmorency Falls on October 24, 1948.
CRHA Archives, Toohey Collection, 48-633, 48-634.*

The railroad company and officials leave nothing undone to preserve, and, if possible, to increase this special character of the line.

THE BLESSING OF THE RAILROAD

A few days after the inauguration of the new railroad, that is to say, on August 15th, 1889, His Eminence the Cardinal, condescended to visit Ste-Anne de Beaupré, and there, in the presence of the clergy and a large concourse of people, blessed the railway and all its belongings.

WHY TRAVEL BY RAIL?

Because it is the safest, the most rapid, the most comfortable, and the most inexpensive way.

The cars are entirely new, handsome and commodious, and, as the road is solid and almost level, the motion of the train is almost imperceptible.

Once comfortably settled in the car, the traveller is inclined to believe himself in his own room, and makes the trip without experiencing the least fatigue.

THE EMPLOYES

The Employes are nearly all French-Canadians and are polite, attentive and speak both languages.

JUNCTION POINTS AND CONNECTIONS

Ste-Anne's Railway connects with the Lake Saint-John line, its terminus being beside that of the C. P. R. at Palace Hill, and only five minutes walk from the steamboat landings in Lower Town.

HOURS OF ARRIVAL AND DEPARTURE OF TRAINS

The time-table has been arranged principally for the accommodations of pilgrims.

The trains leave Palace Hill Station and stop at the Shrine. A wide sidewalk extends from the Station to the Church.



A builder's plate from car 105. These were placed flush on the floor immediately above the king pin.

The hours of arrival and departure of trains have been so arranged as to give ample time to pilgrims for performing all their devotions in honor of the Good Saint Anne, and return in time to catch either boat or train for home. This saves carriage hire, and hotel expenses.

BAGGAGE to the amount of 150 lbs. will be checked free for each full ticket.

Children under the age of five years are carried free and from five to twelve years of age at half fare.

TICKETS will be sold at a reduced price to all persons wishing to spend their vacation at any of the parishes along the line, also to students, children, labourers, &c. &c.

For all information concerning Pilgrimages, Passengers or Freight, address:

W. R. RUSSELL,
Superintendent,
Quebec.

Rail Canada Decisions

by Douglas N. W. Smith

FOREST SUBDIVISION CUTDOWN

On August 11, 1989, the NTA approved CN's application to abandon the remaining portion of the Forest Subdivision between Lucan and St. Mary's Junction, Ontario, a distance of 15.5 miles.

Initially, this trackage formed part of the original main line of the Grand Trunk (GT) between Toronto and Sarnia. Building westwards from Toronto, the GT reached St. Mary's in 1858. There it joined the London & Grand Trunk Railway (L>) which had completed its London-St. Mary's line in September 1858. Built by parties interested in the GT, the L> was sold to the GT upon its completion. The line between St. Mary's and Sarnia was opened in November 1859.

The point where the L> and GT joined was called St. Mary's Junction. Located in open farmland to the north of St. Mary's, the original stone station built by the GT at this point remains standing and is marked with a plaque by the Historic Monuments Board. This venerable building, however, is no longer in use.

The Grand Trunk took over the Great Western Railway in 1882. Over time the Great Western's line via Woodstock and Strathroy became the main freight and passenger route for traffic moving between Toronto and Sarnia. The Forest Subdivision was gradually downgraded to branch line status.

As shown in the following table, the last seven years have witnessed the abandonment of practically all of this subdivision:

| Abandoned Section of Line | Distance (miles) | Year of Abandonment |
|---|---------------------|------------------------|
| Three miles east of Sarnia to Forest | 19 | 1982 |
| One mile at Sarnia | 1 | 1985 |
| Forest to Parkhill | 18 | 1986 |
| Parkhill to Lucan | 15 | 1989 |
| Lucan to St. Mary's Junction | 15 | 1990 |

In 1987, 74 carloads were handled on the trackage between Lucan and St. Mary's Junction and resulted in a loss of \$147,707. The line is to be abandoned effective January 1, 1990.

NORTHWESTERN ABANDONMENT

On August 15, 1989, the NTA authorized CN to abandon the 18.4 mile Beeton Spur which extends from Beeton to Barrie, and the 5.5 mile Alliston Spur from a point near Beeton to Alliston.

These two lines were built by the Hamilton & Northwestern Railway (H&NW) and were opened in 1878. The Beeton Spur at one time formed part of the H&NW main line between Hamilton and Barrie. Originally, the Alliston spur was part of a branch line which ran to Lake Junction in Collingwood where a connection was made with the Northern Railway of Canada.

From July 1, 1879 to February 24, 1888, the H&NW and the Northern Railway of Canada were managed by an executive committee under the name the Northern & Northwestern. In 1888, the two properties were amalgamated into the GT.

The line from Alliston to Lake Junction was abandoned in two phases. The 18.5 miles between Alliston and Creemore was abandoned in 1955 and the 16.2 miles between Creemore and Lake Junction in 1960.

In 1975, the 7.4 miles of line between Georgetown and Cheltenham was abandoned. Nine years later, service over the 24.9 miles of line between Cheltenham and Beeton ceased. The South Simcoe Railway hopes to operate a steam tourist railway on the 4 miles of line between Tottenham and Beeton.

No traffic has been handled on the Beeton and Alliston Spurs since 1986. The loss in 1987 was reported to be \$117,736. This most recent abandonment completes the abandonment of H&NW lines above Georgetown. Between Georgetown and Burlington, the former H&NW line forms part of CN main freight line between Toronto and southern Ontario points.

EARLY CANADIAN NORTHERN ABANDONED

On September 5, 1989, the NTA authorized CN to abandon the Erwood Subdivision from Baden, Manitoba to Hudson Bay, Saskatchewan, a distance of 49.2 miles.

This line was one of the earliest lines built by the Canadian Northern Railway (CNo). It formed part of the line built by the CNo to Prince Albert. Construction of the Erwood Subdivision began at Swan River. Between June and December 1900, the CNo completed 96.5 miles of line from Swan River to Erwood, Manitoba. The remaining 8.5 miles to Hudson Bay were officially opened to traffic by 1905.

No traffic has been handled over the line since 1986. Annual losses in 1987 amounted to \$347,850. The line has been out of service between mileposts 65 and 68 near National Mills, Manitoba for a number of years.

INWOOD SUBDIVISION OUT

On August 14, 1989, the NTA ruled that CN could abandon operations over the Inwood Subdivision from Grosse Isle to Fisher Branch, a distance of 71.5 miles. Only a 0.5 mile stub will remain at Grosse Isle. Since 1987, no traffic has been handled over the section of line the Agency authorized for abandonment. Losses in 1987 amounted to \$162,271.

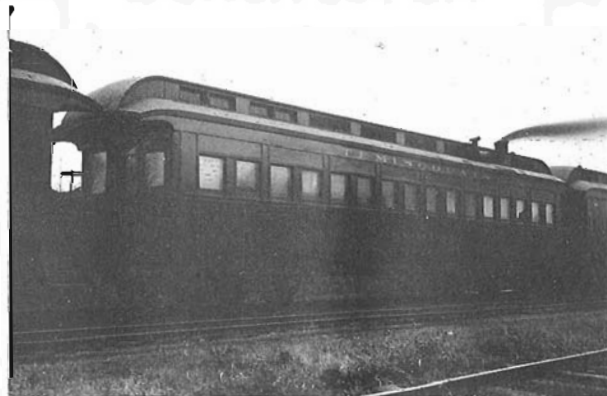
The line was built partially by the Canadian Northern Railway (CNo) and partly by a subsidiary company, the Canadian Northern Branch Line Company (CNoBL). The CNoBL was incorporated by the Dominion parliament in April 1911 and subsequently merged into the CNo in 1913.

| <u>Points Connected</u> | <u>Charter Trackage Built Under</u> | <u>Distance (miles)</u> | <u>Date Opened</u> |
|-------------------------|-------------------------------------|-------------------------|--------------------|
| Grosse Isle to Mile 4.3 | CNo | 4.3 | January 1912 |
| Mile 4.3 to Inwood | CNoBL | 26.4 | January 1912 |
| Inwood to Mile 74.5 | CNoBL | 43.8 | December 1914 |
| Mile 74.5 to Hodgson | CNo | 6.4 | December 1914 |

In 1982, the CTC authorized CN to abandon the line from the northern terminal at Hodgson to Fisher Branch, a distance of 6 miles.



Temiscouata locomotive 8, hauling a freight train, is seen at Cabano, Quebec on October 23, 1948. CRHA Archives, Toohey Collection, 48-615.



Car "Madawaska" of the Temiscouata Railway as it appeared at Riviere du Loup, Quebec on October 23, 1948. CRHA Archives, Toohey Collection, 48-624.



*Temiscouata train number 2, hauled by locomotive 7, at St. Rose, Que. on October 23, 1948.
CRHA Archives, Toohey Collection, 48-610.*

TEMISCOUATA TRUNCATIONS

On March 20, 1989, the Agency approved CN's application to abandon the Temiscouata Subdivision from Cabano to Edmundston, a distance of 33 miles.

This section was built as part of the main line of the Temiscouata Railway between Riviere du Loup, Quebec and Edmundston, New Brunswick. The line opened for operation in January 1889. The Temiscouata was sold to CN on December 10, 1949. CN took over operation of the line on January 1, 1950. Up to this time, handsome 4-4-0's pulled the daily except Sunday passenger train over the line. Unlike CP which retained the 4-4-0 steam locomotive in service up to the end of the steam era, CN had ceased to operate this type of engine in the 1920's. Thus amongst the locomotives inherited with the Temiscouata were the last 4-4-0 type to run on CN lines.

While CN had applied to the Canadian Transport Commission for permission to abandon the line from a point 3.8 miles from Riviere du Loup to Edmundston, the CTC had ruled in April 1983 that CN could not abandon the section from Cabano to Edmundston.

CN VACATES PETERBOROUGH

Following is information from the Peterborough area.

In the Peterborough Examiner was an appreciation for the staff of David Fife Public School which is to be closed with a new consolidated school to open in Keene this fall.

As a celebration for the closing, the staff and the students had an overnight party, sleeping no doubt on the hard floor in sleeping bags, and then the following morning walking to the nearby Indian River station and taking the early morning Toronto train to Peterborough for breakfast at the nearby Smitty's Restaurant.

As noted by the accompanying articles, CN Rail has now vacated Peterborough! As of 12 July CP Rail has taken over the

CN tracks serving the industrial area in the south-end of the city. CN can now pull up the tracks from the CP interchange north to Lakefield and west to Lindsay. Just north of the interchange the tracks run up the middle of Bethune Street for about a mile and it was this situation that the City filed a notice of objection to the NTA as there was nothing in the abandonment order for CN to help pay for the cost of rebuilding Bethune Street. Also nothing has been settled on what to do with remaining right of way. Interestingly, Trent University straddles the Lakefield spur so they are taking over that portion for a new science building.

On July 5th, the last CN train came into Peterborough on what is left of the Campbellford subdivision. The Peterborough – Belleville portion was abandoned during 1987-88. This portion was built as the Grand Junction Railway with the first train arriving in Peterborough from Belleville on January 1, 1880. The Lindsay portion was built in two stages: Omemee – Lindsay was part of the Port Hope Lindsay Beaverton Railway which was opened for traffic in December 1857; The Peterborough – Omemee portion was built at a later date.

In 1882, these lines became part of the Midland Railway of Canada, which in turn was leased to the Grand Trunk in 1884. By 1879 rails were extended from Beaverton to Midland via Orillia. Thus for years freight service operated through from Belleville to Midland, mainly handling grain from the Upper Lakes to the St. Lawrence River.

SHORT TURNS

On August 24, 1989, Her Excellency the Governor General in Council sanctioned an agreement dated January 1, 1988 between CP and the Wisconsin Central (WC) granting WC trackage rights from Mile 181.1 to 178.9 of the CP Webbwood Subdivision in Sault Ste Marie. By virtue of this agreement, the trains of the Wisconsin Central are able to operate directly from its yards in Sault Ste Marie, Michigan through to CP's yards in Sault Ste Marie, Ontario.

Results of The Survey of CRHA Members

by Douglas N. W. Smith

The mountain of completed surveys has finally been tabulated. Over 760 members took the time to complete the form when returning their last year's membership fees. The return rate was quite phenomenal. Most firms doing survey work are pleased with a 3% to 4% return rate. The 60% response rate to this survey is a reflection of your interest in CRHA and its journal, "Canadian Rail". The high return rate did have one downside effect as it required a considerable increase in the time needed to complete tabulating the hundreds of forms.

Many of you took the time to add your comments to the forms and for these I am most grateful as they help us to better identify the strengths and weaknesses of "Canadian Rail" and to plan changes to address these matters.

A common comment concerned the return date printed on the survey form. Due to problems with printing the membership renewal forms, the surveys were mailed out several weeks later than intended. Consequently, many members received them after the requested December 15, 1988 return date. I want to assure each member who responded that all the surveys returned have been included in these tabulations, including one which arrived in March 1989.

1. Membership Profile

The geographical distribution of the respondents reflected that of the Association. Quebec, Ontario and American readers accounted for three quarters of those responding. Members from other foreign countries, such as New Zealand, Australia, Switzerland, the United Kingdom made up 3% of the respondents.

GEOGRAPHICAL LOCATION OF READERS

| | | | |
|----------------------|-----|-------------------------------|-----|
| Newfoundland | 1% | Saskatchewan | 2% |
| Nova Scotia | 1% | Alberta | 5% |
| New Brunswick | 2% | British Columbia | 9% |
| Prince Edward Island | 1% | Yukon & Northwest Territories | * |
| Quebec | 21% | United States | 27% |
| Ontario | 27% | Other Countries | 3% |
| Manitoba | 1% | | |

Note: * Less than one half of one per cent.

The membership in the association does not reflect the general age pattern of Canadian society. Most of the members are over 40 years of age. Recent figures on the age composition of the Canadian population as a whole, indicate that the average age of a Canadian is 31.6 years. While 35% of the member of the Association are 60 or older, only 16% of the population of Canada falls into this age. Indeed, more than a few of those indicating they were in the "Over 60" category noted that they are octogenarians.

One matter which could affect the long term future of the Association is the small number of young members of the Association. Whether this reflects a general decline of interest in railways, the need for ways for the Association to reach a new generation of young people interested in railways or simply the difficulty for younger members to pay membership fees is matter for speculation and discussion.

AGE DISTRIBUTION OF RESPONDENTS:

| | |
|----------|------------|
| Under 20 | Negligible |
| 20 to 39 | 16% |
| 40 to 59 | 49% |
| Over 60 | 35% |

The language of the respondent was 93% English and 7% French.

Almost three quarters of the members have been affiliated with the CRHA for more than five years.

LENGTH OF TIME YOU HAVE BEEN A MEMBERSHIP OF CRHA:

| | | | |
|--------------|-----|------------------|-----|
| 1 Year | 7% | 5 to 9 Years | 21% |
| 2 Years | 5% | 10 to 19 Years | 29% |
| 3 to 4 Years | 14% | 20 or more Years | 24% |

More than one third of the members indicated that they learned of the Association from a friend or relative. In other words, our members are the most effective means of building the Association. Such efforts are necessary if we are to keep fee increases to a minimum.

HOW YOU LEARNED OF CRHA:

| | |
|----------------------------------|-----|
| Through a friend or relative | 38% |
| Magazine Advertisement | 26% |
| Visit to Canadian Railway Museum | 16% |
| Excursion or Model Show | 14% |
| Other | 6% |

2. Membership Interests

In order to determine membership preferences, most of the questions dealing with railways involved ranking a series of choices. The tabulations presented with this report show the ranking of each component as well as their relative popularity. For example, in the ranking of railway interests CN and CP ranked first with a score of 22. Interurban electric railway scored 13 and were ranked fourth. On the basis of the rankings, CN and CP were twice as popular as interurban lines.

By a large margin, the most popular subjects are CN and CP followed closely by Canadian regional railways such as the

Algoma Central and BC Rail. The next most popular topic is railway preservation.

RANKING OF RAILWAY INTERESTS

| | Score | Rank |
|--|-------|------|
| Canadian National and Canadian Pacific | 22 | 1 |
| Regional Railway | 19 | 2 |
| Railway Preservation | 16 | 3 |
| U.S. Railways in Canada | 13 | 4 |
| Interurban Electric Railways | 13 | 4 |
| Street Railways | 12 | 5 |
| Railway Intermodal Operation | 5 | 6 |

The purpose of the next question was to determine what aspects of railways the membership was interested in. Not surprisingly, the two most favoured topics were locomotives and passenger trains.

RANKING OF ACTIVITY INTERESTS

| | Score | Rank |
|--------------------------|-------|------|
| Locomotives | 19 | 1 |
| Passenger Trains | 19 | 1 |
| Freight Trains | 17 | 2 |
| Corporate History | 16 | 3 |
| Train Operations | 12 | 4 |
| News | 12 | 4 |
| Buildings and Structures | 8 | 5 |

Given the popularity of locomotives, it is fortunate that a question was included in the survey regarding your interest in the different types of motive power. Steam was by far the most popular choice scoring 44. Diesels were the second most popular garnering a score of 35. Electric traction trailed with a score of 21.

The question asking the members to rank their interest in the various historical periods of railway development yielded interesting results. The most popular period is that from 1940 through 1960 when steam power reached its period of highest development and then was vanquished by the diesel locomotive.

RANKING OF HISTORICAL PERIODS

| | Score | Rank |
|--------------|-------|------|
| 1830 to 1867 | 7 | 5 |
| 1867 to 1899 | 14 | 4 |
| 1900 to 1920 | 20 | 3 |
| 1920 to 1940 | 14 | 4 |
| 1940 to 1960 | 24 | 1 |
| After 1960 | 21 | 2 |

Not surprisingly, the most popular item in "Canadian Rail" is the articles. The other quasi-regular columns had scores remarkably close to one another.

RANKING OF THE CONTENTS OF "CANADIAN RAIL"

| | Score | Rank |
|-----------------------|-------|------|
| Articles | 38 | 1 |
| Canada Transport News | 17 | 2 |
| From the Collection | 16 | 3 |
| Business Car | 15 | 4 |
| CRHA News | 14 | 5 |

With regard to photo size, 58% of the members stated they liked the current mix of large and small photos. Twenty seven per cent preferred to see fewer photos, but of a larger size. Fifteen per cent wanted more pictures and would accept smaller size to do so.

The membership was fairly evenly split on the question of paying three dollars more per year for colour covers. Fifty three per cent favoured the idea while 47% were opposed. Many of those opposed to colour covers stated black and white photos were more appropriate to a historical magazine due to the limited period of time colour photography has been available. Those favouring colour saw it as a way to add extra sparkle to the magazine.

The membership indicated its satisfaction with the magazine. Fifty five per cent were very satisfied and 42% were moderately satisfied. Three per cent of the membership expressed a degree of moderate dissatisfaction, much of this dissatisfaction centred upon photo reproduction. More will be said about this matter in the next section.

3. Comments

Approximately a quarter of those responding to the survey took time to add their comments. The most common comment was an expression of satisfaction with the magazine. Many members also noted that it was difficult to rank their preferences.

A number of areas for improvement were suggested. The most common complaint centred upon the mailman folding the magazine and/or the poor condition of the magazine after handling by the post office. Since the time of the survey, the Board of Directors approved mailing out the magazine in a plastic envelope. While there is additional expense involved with this procedure, it should put an end to the damage inflicted by the post office.

The next largest area of complaint was the quality of photographic reproductions which at times are too dark, too muddy or too fuzzy to make out details. As a publication dealing with historical matters, there are times when the only photos available for a given subject are less than first quality items. At other times, this is a result of poor quality control by the company which makes the plates used in printing the photos. This matter is being pursued with the company.

The need for better proofreading was the next most common complaint. Up to the present time, "Canadian Rail" had been typeset. This process involves the re-typing of the final draft manuscript text by the printer. The typeset text is proof-read by your editor, but the pressures of deadlines and familiarity with the text means that errors can slip through. As part of the initiatives taken by the Board of Directors, the production of "Canadian Rail" will be shifted to a desk-top publishing system. One of its benefits of this change may be the elimination of typesetting. All text will be processed by the editor into a computer. One of the built-in functions of computer-based word processing is that the program will automatically check for spelling errors. This should help reduce the frequency of these errors and will help reduce the cost of publishing "Canadian Rail".

A number of members stated that they would like to see more maps. During the past year, efforts have been made to increase

the number of maps. As our cartographer lives in Thunder Bay, the process of producing a map to illustrate an article or column does require quite a long lead time.

Requests were made for more French articles to appear in the magazine. Surprisingly, about 25% of these requests came from members who cited English as their preferred language. The inclusion of more French content was seen as one way of attracting a larger number of Francophones. It should be noted that a small number of readers objected to the inclusion of French articles. The policy adopted by the editors has been to publish manuscripts in the language they are written. In certain instances, an English precis has been included. Space limitations prohibit marking full scale translations of articles. It is my hope to institute a section dealing with Quebec railway subjects in French during 1990.

The most commonly requested addition to the magazine was a section for modellers. Equipment plans and painting diagrams were the most commonly requested material. The time periods of greatest interest are 1940 to 1960 and 1900 to 1920 respectively. The Association holds a large number of such drawing in its archives. It is my hope that we can initiate such a regular section. This will depend upon a member indicating willingness to edit such a column.

The most popular article suggestion was for stories concerning the human side of railroading. This is a great idea. As a publication which depends upon voluntary contributions of articles, we can only publish material we receive. I hope that former railroaders will write up their experiences or an aspiring author will go out and do interviews. The editors are available to assist in matters of grammar and presentation.

Reflecting the strong interest expressed in railway preservation, many members expressed a desire for "Canadian Rail" to publish news about the Canadian Railway Museum and details about the collection. The "From the Collection" column was meant to address the history and significance of individual pieces at the Canadian Railway Museum or held by CRHA Divisions. In order to publish this column regularly, we need more authors. With regard to the Canadian Railway Museum, we will endeavour to publish an annual report of developments at the museum.

One other area was raised by a number of members concerned the focus of the magazine. They felt that the magazine was trying to cover too many areas. The current news section [the "Business Car"] came in for the most comments. Generally it was felt that the Upper Canada Railway Society and Bytown Railway Society publications do a better job covering current news items. Other members who do not receive these other publications, however, stated their support for current news section in "Canadian Rail". There has been no official editor of "Business Car" for many years. The time of your editor and co-editor is largely occupied putting together all other sections of the magazine. This means that the "Business Car" receives much less attention than it should. Having an additional person assume editorial responsibility for this section would be one way to improve its caliber.

"Canadian Rail" is the product of volunteer labour. Currently, six people are involved in the production and distribution of the magazine. Like most of our readers, these individuals have family and business commitments. The continued upgrading of the quality and contents of the magazine will depend upon additional assistance being rendered. The

production of the more than 400 issues of "Canadian Rail" has involved the voluntary donation of skills and time of many members. With your continuing support, I am sure that the same high standards will flourish in the next 400 issues.

Annex

One of the topics in which the membership indicated it was most interested was passenger trains. While it is predominantly an American publication, "Passenger Train Journal" has carried articles on Canadian passenger trains on a quasi-regular basis. The following is a list of such articles which have appeared since January 1985.

| Issue | Article |
|------------------------------|---|
| January 1985 | "Soo Line Soujourn" includes material on Soo Line services between Midwest and Canada. |
| November 1985 | "Anniversary Trains" recounts the history of the "Canadian" and "Super Continental" on their 30th Anniversary. |
| December 1985 | "Ski Train Schusses in BC" tells of new ski train service on British Columbia Railway. |
| February 1986 | "VIA's Vintage Veterans" recounts history of heavyweight cars from 1920's still on VIA roster in 1985. |
| April 1986 | "North Country Mixed" provides an account of a trip on VIA's The Pas-Lynn Lake mixed. |
| October/ November 1986 | "Ontario Northland" provides extensive coverage of this line's passenger service and equipment. |
| December 1986 | "CP's Pioneer Streamliner" recounts the history of CP's Jubilee steam locomotives and the streamlined cars they pulled. |
| August 1987 | "Canada is Mixed Train Country" is a survey of all mixed trains running in the country in 1987. |
| February and March 1988 | "Train of Two Countries" recounts the history of the 1937 Budd-built streamliner which operated on the Reading Railway and later on CN as "Le Champlain" between Montreal and Quebec. |
| July 1988 | "Gare du Palais" narrates the history of this and the other railway stations which existed in Quebec City. |
| August 1988 | "Toronto Hamilton & Buffalo" recounts the history of the passenger train service over this railway. |
| September 1988 | "A Daylight for VIA" reviews VIA's new daylight passenger service through the Rocky Mountains. |
| April 1989 | "Farewell to the Ottawa-Toronto Overnight Service" recounts history of this train. |
| June 1989 | "A 100th Anniversary: Passenger Service on CP's Maine Line to Maritimes" is an extensive history of the "Atlantic Limited" and its predecessors. |

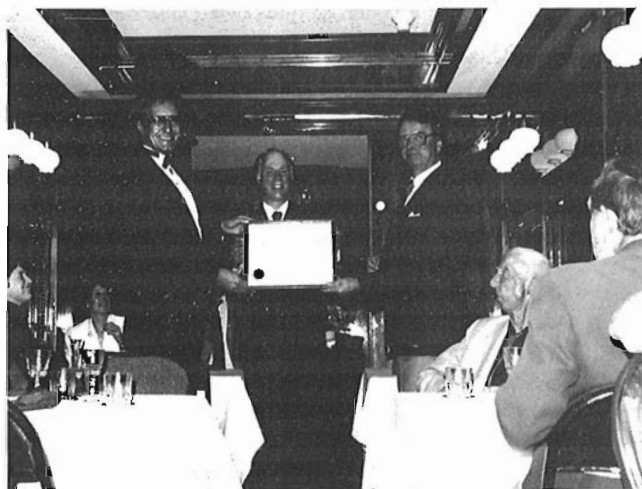
To inquire about the availability of back issues and their price, members should write:

Passenger Train Journal P.O. Box 379
Waukesha, WI 53187-0379 U.S.A.

CRHA Communications

CRHA ANNUAL AWARDS for 1988

The 1988 Preservation Award was duly presented at the Great Cranbrook Caper over the Labour Day Weekend.



Details of the above picture are as follows: -

"Following a gala dinner aboard the former CPR dining car 'Argyle', Garry Anderson (left) and Ken Zurosky (right) accept the 1988 CRHA Preservation Award from Mike Westren (centre). The certificate was awarded to the Cranbrook Railway Museum in recognition of its work on the 1929 Trans Canada Limited. The ceremony took place 89.09.02 during the Great Cranbrook Caper No. 8". Photo: Jim Cullen.

Meanwhile, through FLAGSTOP we are encouraging members to give their consideration to 1989 nominations.

Mike Westren, Editor, "Flagstop".

The article 'Night Crawler on the Princeton Princeton Sub' was nominated for the article award in a CRHA Publication 1988 Annual Awards.

ARTICLE AWARD: - in a C. R. H. A. publication
TITLE: - "Night Crawler on the Princeton Sub."
AUTHOR: - Joe Smuin
ISSUE: - THE SANDHOUSE - newsletter of Pacific Coast Div.

REASON FOR NOMINATION:

While this is a short article necessitated by space restrictions in a Division's newsletter, it has much content concerning the operations of Canadian Pacific freight trains on its Kettle Valley lines in southern British Columbia. The article is very

interesting, full of 'hands-on' experiences rather than hearsay, and fascinating verbal expressions particular to train crews.

Most readers probably associate the old days of railroading with steam locomotives, so it is from a different perspective to come to the realization that this article's meaning of the 'good old days' are those of the first generation of diesels, those of GP7s and H-Liners.

The article will appear in the next issue of Canadian Rail. This Award (Article in a CRHA Publication) is one of the 5 awards offered, and it is to encourage writers to submit articles for publication in CRHA newsletters. By re-publishing it in C. R. it would do much to encourage authors to consider writing for Division publications as well as for Canadian Rail.



Mr. Philip Jago was presented with the Article Award for his article "Curtain Call for the B & W" which appeared in the September 1988 issue of "Branchline" published by the Bytown Railway Society. The presentation was made at the Bytown Railway Society meeting on October 3, 1989 held in the auditorium of the National Museum of Science and Technology in Ottawa.

In the above photo, Mr. Jago, holding the award certificate, is flanked by Paul Bown, BRS President, and David Johnson, CRHA President.

DOUBLE MAILING

Members will have noticed that the last two issues (Nos. 411 and 412) were mailed together in the same envelope. This was done because the saving on postage amounted to more than \$1000, since the rate for mailing two magazines is only one-third more than for mailing one. If the budget permits it is still planned to mail future issues singly, but the situation will remain difficult as long as we are required to pay first-class postage rates.

**SMITHS FALLS RAILWAY
MUSEUM ASSOCIATION**

"RIDEAU VALLEY DIVISION"

**CANADIAN RAILROAD HISTORICAL ASSOCIATION
P.O. BOX 962
SMITHS FALLS, ONTARIO K7A 5A5**

ANNUAL MEETING REPORT

There are approximately 200 paid Rideau Valley Division members.

Interior restoration of the CN Station-Railway Museum and equipment in Smiths Falls is continuing as cash and donations permit. Approximately \$15,000. was spent this past fall and winter on the acquisition, transportation and arrival of 5 former CNoR-CNR passenger coaches which are now on location in front of the station. A matching "Heritage Wintario Grant" is expected to recover the \$15,000 from the Ontario Ministry of Citizenship & Culture.

I can assure CRHA that there is a good group of volunteers acting on behalf of the Rideau Valley Division of CRHA to retrieve, restore and protect railway artifacts in this area. A number of those dedicated volunteer persons are being awarded special certificates by the Ontario Ministry of Culture this month. David Strong; John Weir; Tony Percy; Harry Harris; Scott Leidenberger and Syd Grafton.

A New Horizons grant application is presently being discussed with several RVD members chaired by Syd Grafton. A Section 38 Employment & Immigration make work project application (\$48,344.) to continue interior restoration has been applied for and acknowledged by the Ministry. (Restore flooring in the main waiting room, baggageroom, restrooms, washrooms and 2nd floor). An application for a summer student under the Deed Program has been acknowledged and approved.

I am pleased to confirm that Richard Viberg has been hired as a Consultant by the Rideau Valley Heritage Railway Association to work on the Rideau Valley Railway tourist and dining train project. The Rideau Valley Heritage Railway Association in co-operation with the RVD-CRHA have applied for a Section 38 make work program to restore two of the CNR coaches at the railway museum. (\$45,879.) Negotiations are continuing with the Ontario Ministry of Transportation-Rail Division and CN Rail to acquire the abandoned CNR-CNoR write of way from Strathcona to Smiths Falls and the rail from Smiths Falls to Forfar. (Phase I of the Rideau Valley Railway Development and Business Plan) Richard Viberg now has an office in the Smiths Falls Railway Museum, 90 William Street, Smiths Falls, K7A 5A5 (P.O. Box 962) telephone 613-283-5696.

Negotiations are continuing between RVD and T&Y Divisions CRHA and CP Rail to move their heritage coaches remaining to Smiths Falls as soon as possible.

The RVD has acquired 2 Vans CP 437169R and CP 437183R and a Jordan Spreader CP 402851R from CP Rail with the co-operation of Mr. Allison for a tax receipt of \$6,000. to cover the donation of the equipment.

An official request was made to the National Museum of Science and Technology, Ottawa, for CPR Steam Locomotive 3100 and Superintendent Car 23. Several Museum Directors have indicated over past years that CP 3100 would be available to Smiths Falls if it was to be moved. We therefore made an official request for 3100 which operated daily on passenger trains 21 & 22 for many years. It also saw service in the area on freight trains here as well. Many railway employees and residents are actively supporting this move to Smiths Falls.

We were sorry to learn that our good friend Jack Cook who supported our railway museum from the start passed away.

The Division had a successful year in 1989. Ex CP locomotive 6591 became operational and was moved under its own power to the main line. The first of several coaches is being reconstructed. New flagpoles have been installed and the agent's bay has been rebuilt. Future work, to continue later this year, includes the reconstruction of the main waiting room floor, new washrooms and completion of the baggage room. Seven new pieces of rolling stock have been acquired and delivered, with more coming before the year's end. Membership, revenues, volunteer help and Museum visitors broke all of the previous records, and we look forward to next year.

NEW BRUNSWICK DIVISION



Mr. R.D. Thomas of Saint John N.B. sends this photo of former CN locomotive 8245. This is the latest acquisition of the Salem & Hillsborough in New Brunswick, a project of our N.B. Division.

BACK COVER:

*In January, 1951 New York Central locomotive 4528 pulled away from CPR's Westmount Station.
CRHA Archives, Toohy Collection, 51-032.*

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