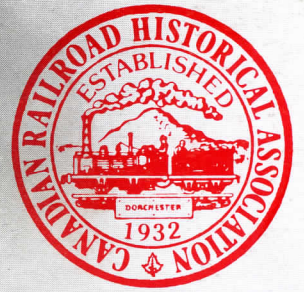
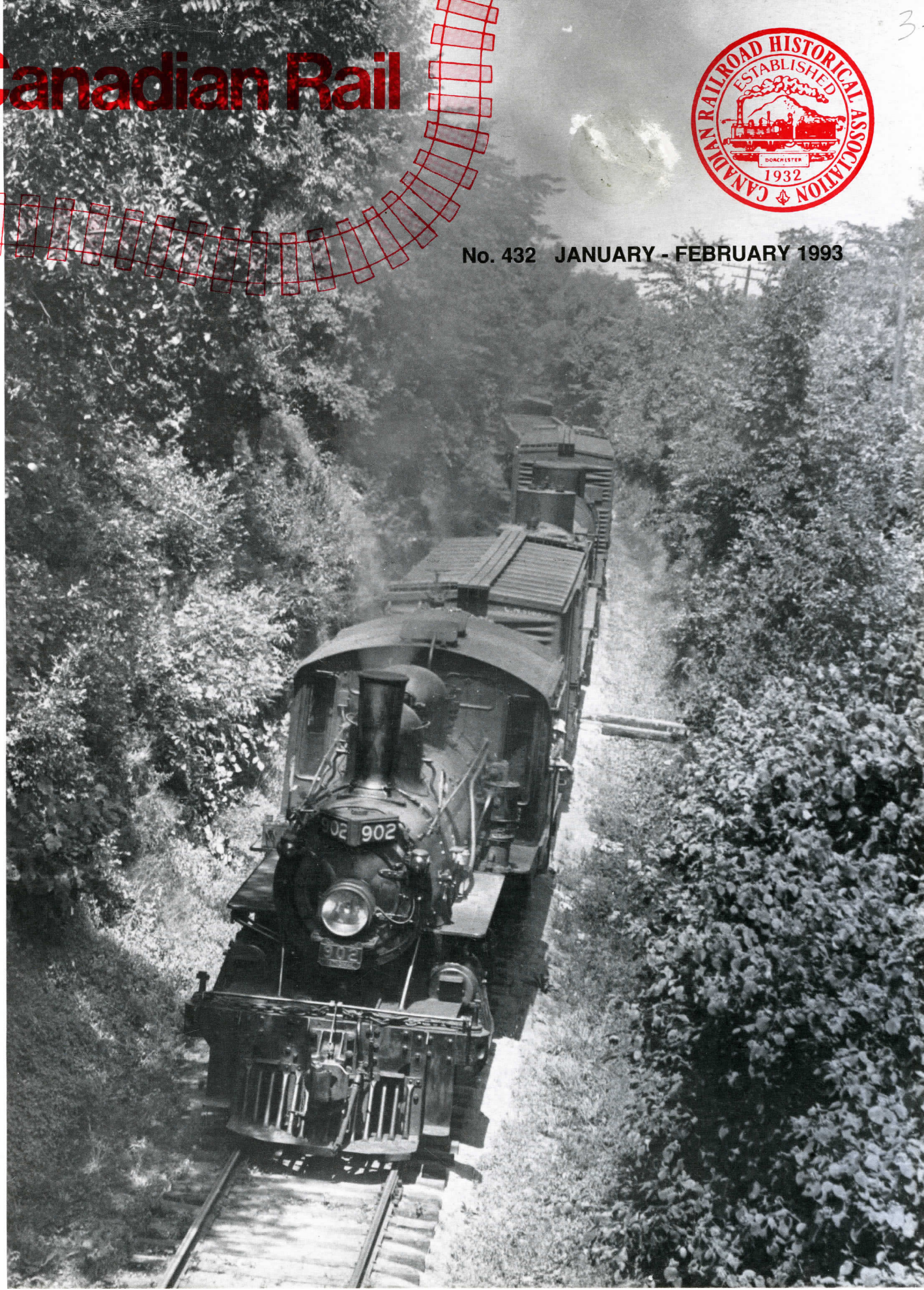


# Canadian Rail



No. 432 JANUARY - FEBRUARY 1993





# CANADIAN RAIL

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## TABLE OF CONTENTS

WHERE TO NOW, CRANBROOK?.....	MIKE WESTREN.....	3
A BRIEF HISTORICAL OVERVIEW OF FAIRVILLE STATION.....	HAROLD WRIGHT.....	13
MEDITATIONS IN A LOWER BERTH.....	BRUCE HUTCHISON.....	20
THE DAY THE PRINCE OF WALES RODE THE QRL & P.....	FRED F. ANGUS.....	22
DRAWINGS OF CANADA'S RAILWAYS IN WORLD WAR II.....	THURSTAN TOPHAM.....	27
OUR REVISED BYLAWS.....	.....	28
BOOK REVIEW (VICTORIA & SIDNEY RY. BY DARRYL MURALT). DOUGLAS N.W. SMITH.....	.....	34
THE BUSINESS CAR.....	.....	35

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

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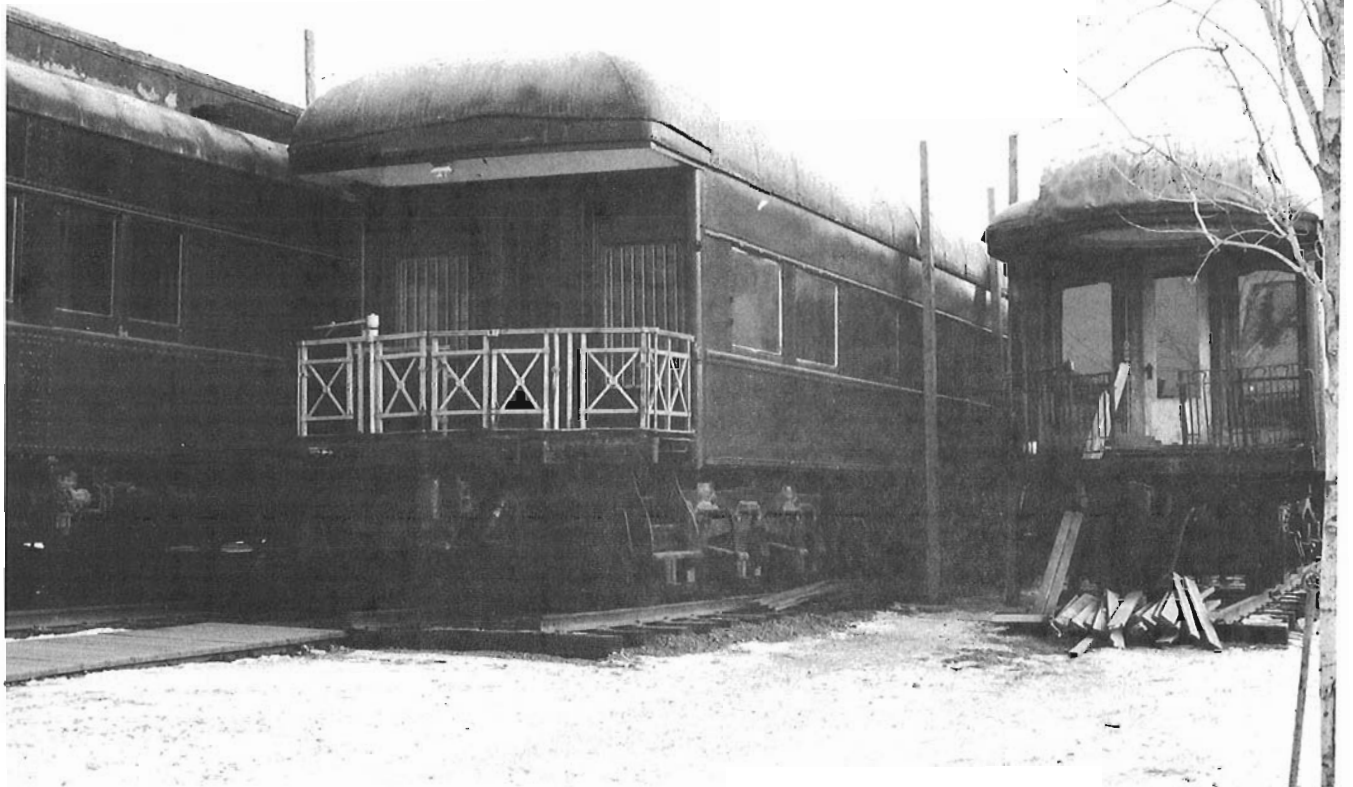
*FRONT COVER: Canadian National Railways E-10-a Mogul 902 heading a freight train near Hamilton, Ontario on August 10, 1944. 902 began life in 1910 when, as Grand Trunk 1000, it was built by the Kingston Locomotive Works (builder's number 913). Later CNR 902, it was renumbered 80 in October 1951, and was scrapped in August 1957.*

*Patterson - George Collection.*

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

# Where To Now, Cranbrook?

By Mike Westren



*The site as it appeared on December 3, 1992. From left to right the "Trans Canada Limited", "Strathcona" and "Curzon" preview the effect to be created in the Canadian Museum of Rail Travel as trains of different eras appear poised for departure.*

*All photos by the author.*

Some fifteen years ago, the Cranbrook Railway Museum set out to reassemble one complete train set from the luxurious 1929 "Trans Canada Limited". That object is now substantially completed, but the museum is engaged in putting together four more sets. Research and location of possible constituent artifacts began in 1985. As promised in issue No. 428 of Canadian Rail, this plan is revealed here.

What is the master scheme as the Cranbrook Railway Museum embarks on this ambitious plan to develop the Canadian Museum of Rail Travel? Definitely it has a Canadian Pacific bias, but that can be justified and rationalized by the unbroken development of passenger equipment by CPR between the 1880's and the 1950's. The five sets will represent distinct eras, namely the following:

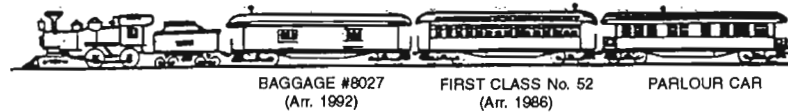
1. 1886. The Pacific Express.
2. 1907. The Soo-Spokane Train De Luxe.
3. 1929. The Trans-Canada Limited.
4. 1936. The Chinook.
5. 1955. The Canadian.

Plus a further grouping:

6. Special interpretive passenger cars, Royal cars, cars of state, business cars.

Let us take a look at these sets or groupings in order.

## 1. THE PACIFIC EXPRESS 1886



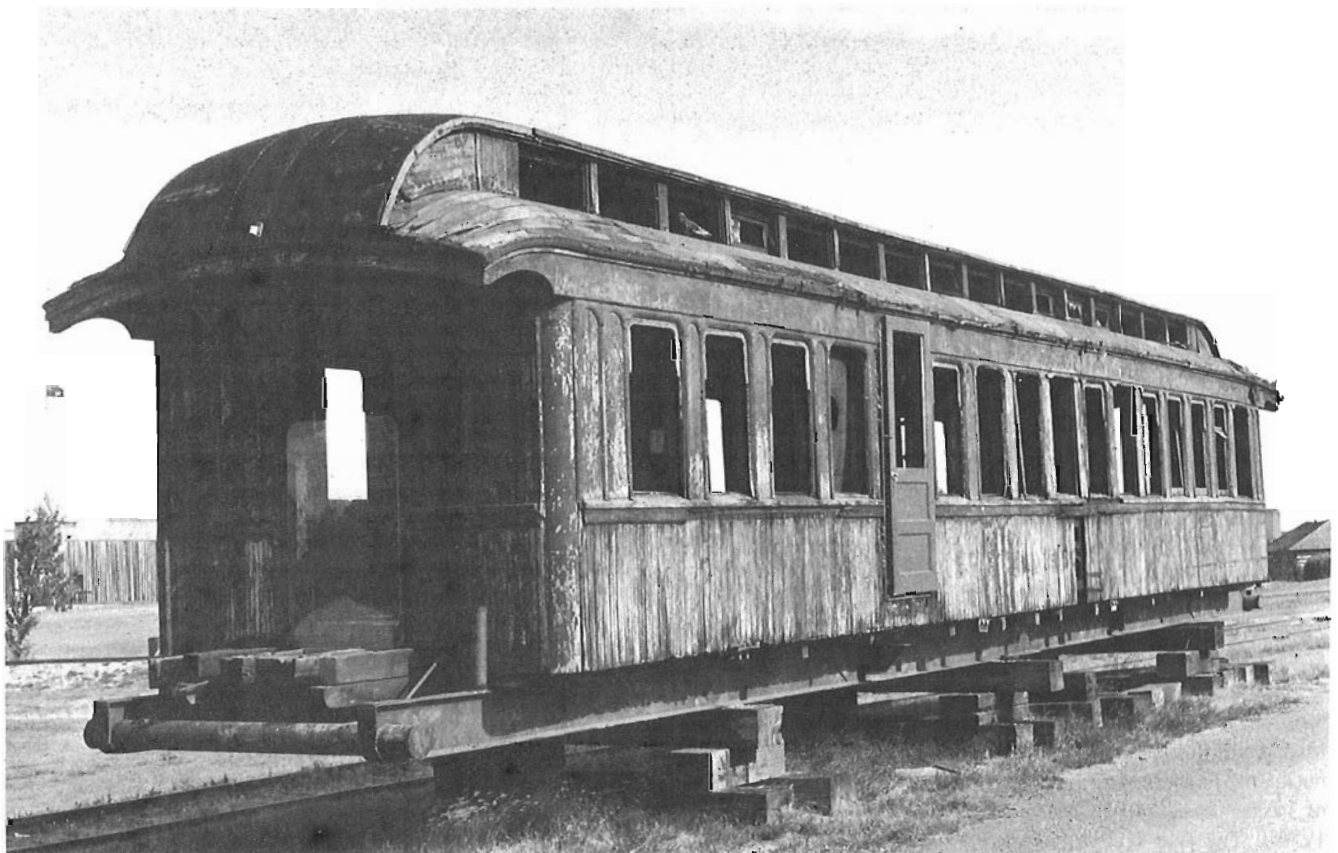
The westbound Pacific Express and its eastbound counterpart, Atlantic Express, represent the inauguration of transcontinental passenger train service in Canada and the physical "tying together" of this nation. This represents a logical starting point for the Canadian Museum of Rail Travel. What's more, it could still be just possible to reassemble a representative train, as shown in the concept sketch at the head of this section. It should be understood that this will not be the actual original consist.

The oldest surviving Canadian Pacific passenger car, the celebrated first class coach No. 52, was built by Harlan & Hollingsworth in 1882 and is held in storage at the Cranbrook Railway Museum. Although far from complete, Car 52 is nevertheless a most important piece. After its "rediscovery" in the Crowsnest Pass in 1981, the car was rescued from certain destruction in the

path of a highway building project in 1983. In 1986 it came to Cranbrook where it remains on hold waiting rehabilitation.

Just as this article had been completed, a period baggage car joined the collection. While not Canadian Pacific, the 1877 Intercolonial car No. 736 is certainly an excellent substitute. In fact this car was used during the shooting of the CBC - Pierre Berton television documentary "The National Dream". One outcome of the Alberta Pioneer Railway Association's "rationalization" of its collection was the release of No. 736 to Cranbrook.

Other components of this portrayal of the Pacific Express have been considered. Suitable candidates for the parlour car have been located. Negotiations for possible acquisition have been initiated but not yet concluded. So far no locomotive has been sought to head up this display.

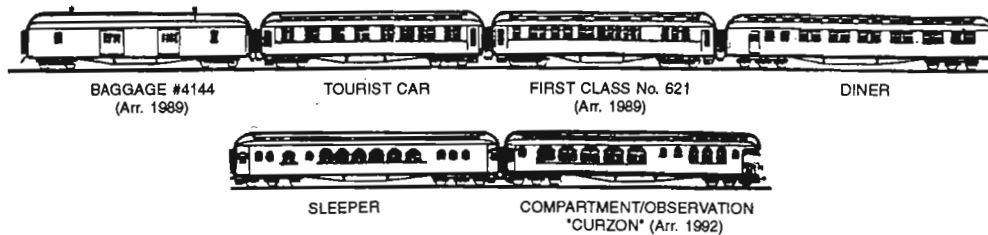


*Car 52, most probably used on the "Pacific Express", sits forlornly in Heritage Park, Calgary, on September 5, 1983.*



*CP switcher 8111 moves baggage car 736 around Cranbrook yard on November 5, 1992 shortly after the car's arrival from the Alberta Pioneer Railway Association in Edmonton*

## 2. THE SOO-SPOKANE TRAIN DE LUXE 1907



This train represents composite transcontinental Soo Line and Canadian Pacific international operations. Some minor liberties or rationalizations have to be taken or made to get the best interpretive mileage out of an eighty to eighty-five year old consist. However, the anticipated effect and value should be first class. Displayed will be a combined grouping of cars representative of CPR's Imperial Limited and Soo Line's Soo-Spokane Train-de-Luxe of the era circa 1907. The latter train would leave the twin cities of Minneapolis and St. Paul heading for Portal on the Saskatchewan border. Along CP's main line to Dunmore, near Medicine Hat, the Soo-Spokane would head south through Lethbridge, Cranbrook, and over the Curzon switch to the Spokane International,

finishing up in Spokane and, by 1909, in Portland. The "Imperial Limited", meanwhile, ran between Montreal and Vancouver.

Three out of the six projected cars for this consist are already in the museum's possession. The head-end baggage car No. 4144 of 1913 was acquired in 1989, courtesy of the Vintage Locomotive Society in Winnipeg. While much repair will be needed to put it into display condition, the car is considered complete.

First class car No. 621 was discovered built into a summer cottage at Priddis, Alberta. The structure became surplus in 1984,

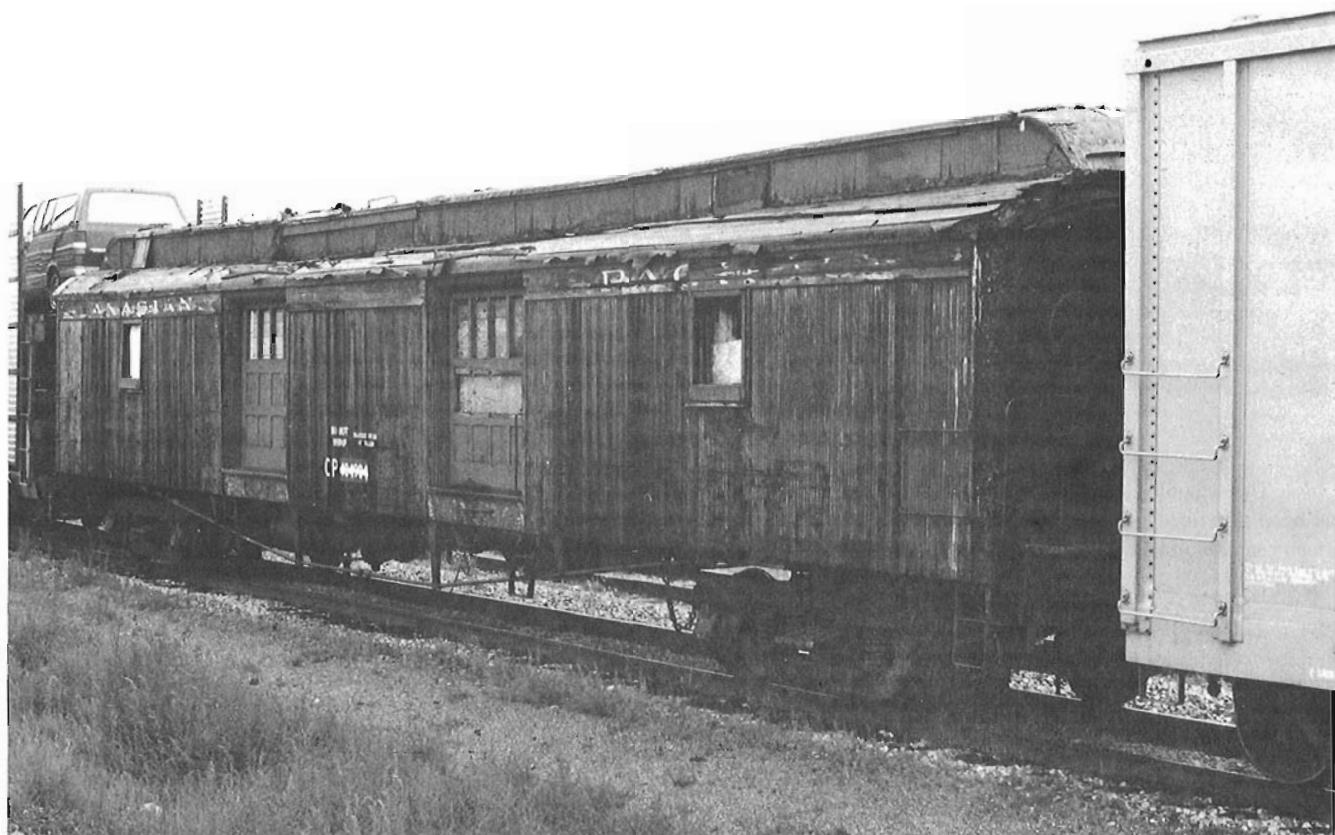
and the owners graciously made it available to the Cranbrook Railway Museum. The surrounding building was carefully dismantled, and the almost-complete car body was transported to Cranbrook in 1989. It truly will be a magnificent example with its bevelled glass windows, Pintch gas light fixtures and empire style ceilings! No. 621 was constructed in CP's Hochelaga shops in 1901, and originally would have sported a varnish exterior finish.

The jewel in this crown will surely be the tail end car, "Curzon". This Soo Line sleeper-buffet-library-observation car was built in 1907 by Barney & Smith. Several years of patient negotiation have resulted in this car coming to British Columbia from the United States as a piece of Canadian-American cultural property. "Curzon" is in remarkably original condition. It contains original furniture, rugs, upholstery, stained glass and varnished mahogany and walnut panelling. Wonderful "Art Nouveau" inspired inlaid designs grace the woodwork. The underframe and running gear from a sister car, long relegated to work train service and now demolished in order to supply these vital parts, have been obtained to support this car body. When restored to exhibition standard, the "Curzon", which had been used as a lakeside cottage since 1933, will be a magnificent piece. The restoration of this car, which is beginning now, will likely be subject to more in-depth case study at a later date. As a footnote, an identical sister car, once owned by the CPR and long since scrapped, was called "Cranbrook".

Three more cars are required to make up this representative consist. Examples have been located, and negotiations can best be described as being in the very early stages.



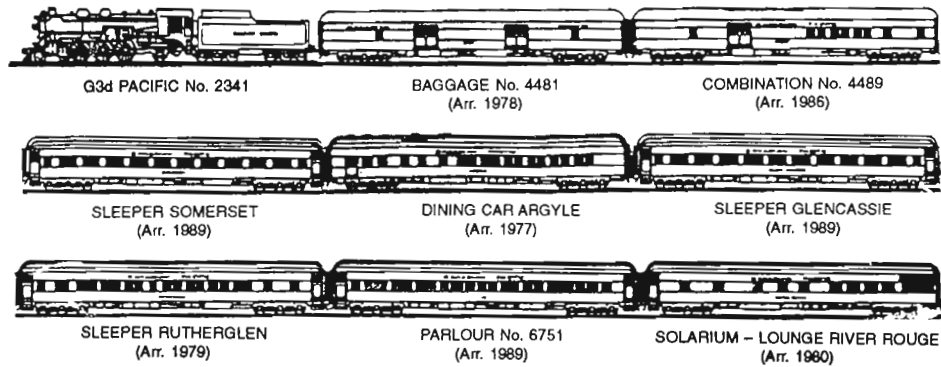
*This interior view of car 621 was taken on October 7, 1984 when the car was still a cottage near Priddis, Alberta. It gives a tantalizing glimpse of what will be possible once this piece is restored.*



*ABOVE: Baggage car 4144 is seen coming through the CN to CP interchange in Calgary on August 26, 1989 during transfer from Winnipeg to Cranbrook.*

*LEFT: "Curzon" has just been given a fresh set of wheels in this November 1992 view. The octagonal water tower in the background also belongs to the museum and is due to be moved across to the main site in the near future.*

### 3. THE TRANS CANADA LIMITED 1929

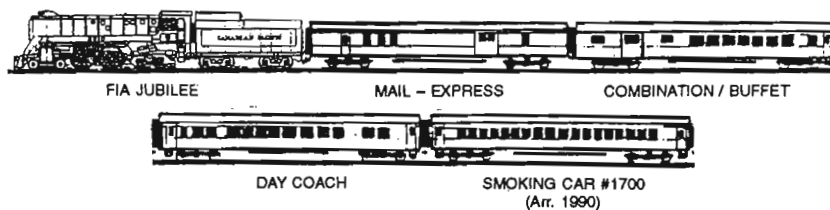


The saga of the collection and restoration of this train set has been described periodically in Canadian Rail over the past fifteen years. Most recently was an update in issue No. 428 of May-June 1992.

All cars have been secured, restored and placed on display. To head up this train, locomotive 2341, a CPR G3d heavy Pacific of 1926, has been allocated for inter-museum long term lease between the Canadian Railway Museum and the Cranbrook Railway Museum.

Although the service began in 1919, this train was re-equipped with newly-built equipment in 1929 purposely for luxury duty. Since 1929 was the year of the start of the Great Depression, the service only lasted two seasons. The cars were relegated to less prestigious assignments and, many years later, some ended up in work train service. Now all have been restored to their 1929-1930 sumptuous quality, and wonderfully portray a travelling life style almost forgotten.

### 4. THE CHINOOK 1936



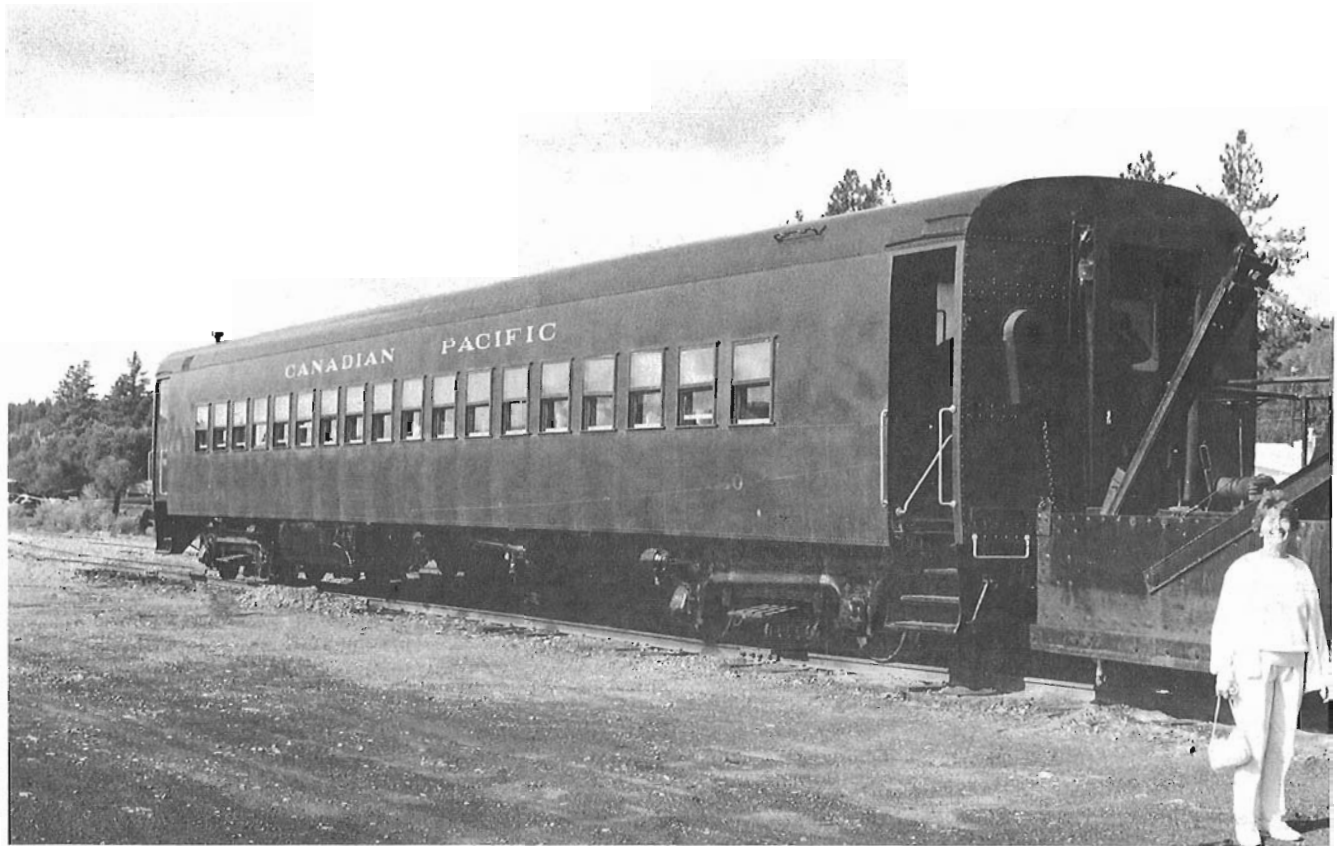
The concept of lightweight rolling stock emerged as recovery from the Depression was taking place. The original sets produced in 1936 were semi-streamlined, short cars only 70 feet long, with smooth sides broken only by three rivet lines. Later semi-streamlined equipment would be full length, 85 feet, and all-welded construction.

These new train sets were put to work on fast inter-city services, the "Royal York" in the east and the "Chinook" between Calgary and Edmonton. Unfortunately, none of the 3000-class "Jubilee" 4-4-4 locomotives survived, but sufficient representative examples of the cars to make up a train set still exist. So far, only

smoking car No. 1700, built in 1938, has been formally acquired, although preliminary negotiations have been entered into for the others. It is hoped some day to secure a 4-4-4 CPR locomotive to head up this display at our museum.

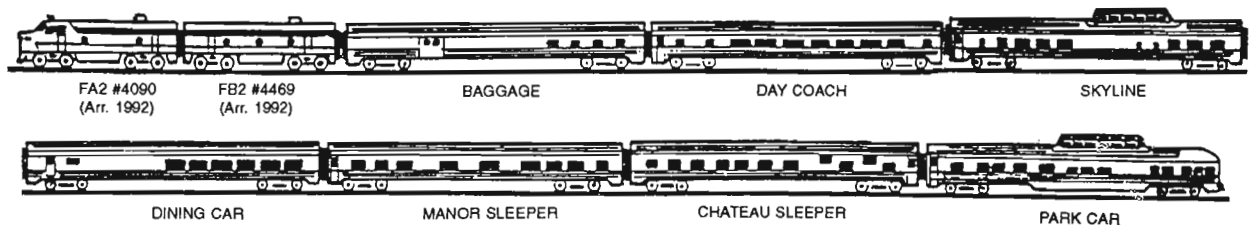
Canadian Pacific sold No. 1700 to the Montreal Urban Community Transit Corporation in 1982 as No. 840. Repainted in commuter service blue-and-white striped livery, the car saw limited service until 1990 when it was acquired by the Cranbrook Railway Museum. The original number, 1700, had been restored, and a new coat of Tuscan Red paint applied. The car has recently seen some corporate and promotional use on CP Rail in British Columbia.





*Smoking car 1700 from the original "Chinook" set shows off a new coat of Tuscan red paint in Cranbrook on September 6, 1992.*

### 5. THE CANADIAN 1955



The "Canadian" was perhaps the ultimate in the development of Canada's modern transcontinental trains, and the Cranbrook Railway Museum believes its projected Canadian Museum of Rail Travel is the ideal showcase for this equipment. The museum's aspirations and credentials have been fully disclosed to the present owners of this equipment.

Meanwhile, Canadian Pacific has designated a pair of diesel-electric locomotives to be transferred from its historic collection in Quebec City to Cranbrook in readiness for display with this train. FA-2 No. 4090 and FB-2 No. 4469 represent 1950's

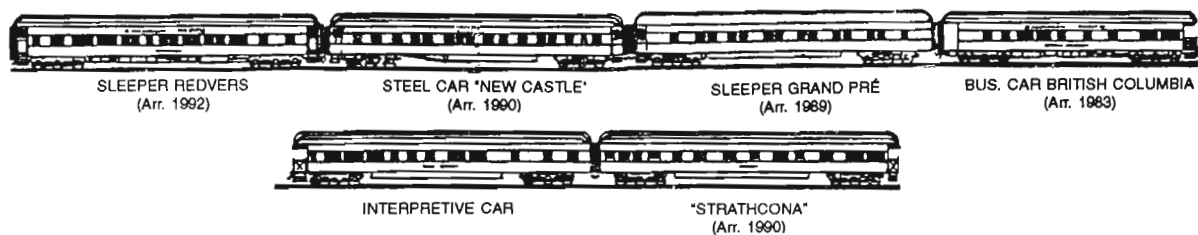
streamlined power, and are externally similar to the first-generation passenger locomotives used in this service. These units were transferred to Cranbrook by rail, and they arrived on November 20 and 21, 1992.

Now if only someone, somewhere would do the same for Canadian National and its predecessors. It may already be too late, for example, to reconstitute a total Super Continental train set. Before too long, steps should be taken to designate a VIA LRC set for preservation. Although not transcontinental, it does represent an important Canadian passenger train development.



*MLW FA-2 No. 4090 and FB-2 No. 4469 sit quietly in the Cranbrook yard on December 3, 1992 awaiting tender loving care.*

## 6. SPECIAL INTERPRETIVE PASSENGER CARS



A group of specially selected cars is being assembled to fill in particular gaps in the story line, and demonstrate significant features and uses for passenger type equipment.

The 1928 CPR Superintendent's car "British Columbia"

has been displayed at the museum since its retirement from active duty out of Nelson B.C. in 1983. This gives a perfect example of a car, contemporary with the "Trans Canada Limited", that was dedicated to internal company service. The car is on permanent loan from the B.C. Heritage Trust.



*Modernized sleeping car "Redvers" seen in the Cranbrook yard on November 17, 1992 ready to be moved onto the museum site the following week.*

Only ten "Grand" class sleepers, fitted out with fourteen single bedrooms, were built. The "Grand Pre", built in 1930, had its hour in the sun as the valet car on the 1939 Royal Train. Although the car is now in partially gutted condition after years of work train service, the plan is, ultimately, to return it to its royal blue livery, aluminum leaf window panels and opalescent roof as it appeared in 1939.

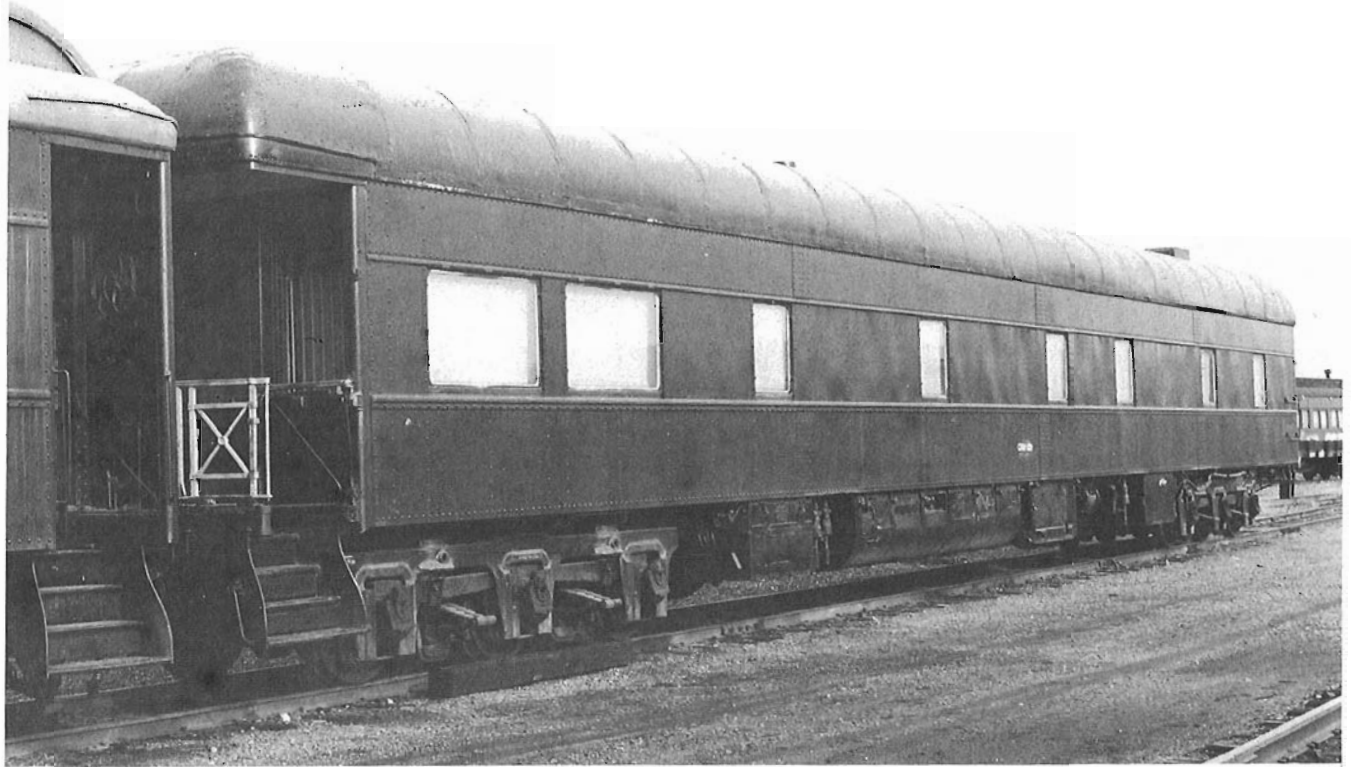
No particular claim to fame is exercised by the 1921 sleeping car "Newcastle", although it was one of the CPR's first all-steel first-class sleepers, the "N" series of 68 cars built between 1921 and 1924. Cars of this type were used on the early Trans-Canada Limiteds as well as most overnight trains throughout the system. A plan has been devised to section what is left and demonstrate the structure and progressive interior finishing of a heavyweight car. A sister car, "Neville", resides at the Canadian Railway Museum in Delson.

A very recent acquisition is the modernized "R" class CPR sleeper "Redvers". A sister to our "Rutherglen" of the 1929 "Trans Canada Limited", this car will be retained and displayed in its 1952 configuration. Until late 1992, "Redvers" had been part of the Alberta Pioneer Railway Association's collection.

In section 2, describing the 1907 Soo-Spokane Train DeLuxe, reference was made to the demolition of a work car to recover the underframe for use with the "Curzon". Some complete sections were salvaged from this car, pieces which have great potential interpretive value in demonstration wooden car construction.

Another gem in the collection is the 1927 official car "Strathcona". This was Canadian Pacific's Board of Directors' night car, paired with day use or entertainment car "Mount Stephen". These two cars were host to royalty, statesmen, dignitaries, and attended many functions and events of national and international importance. The "Strathcona" was declared surplus in 1978 and, after a period of service with Conklin and Garnet Shows, came to the Cranbrook Railway Museum in late 1990, after being declared Canadian Cultural Property. Its five deluxe bedrooms, with shower-equipped bath tubs ensuite, and unpainted circassian walnut panelling, will make quite a display.

Other significant pieces will likely be added to this interpretive line up over time. At present only the "British Columbia" is on public display at the museum, with "Strathcona" and "Redvers" expected to be available on-site in 1993.



*Executive sleeping car "Strathcona" was also being prepared to move onto site when photographed on November 17, 1992.*

## DEVELOPMENT PLANS

A date of 1998, the centennial of the arrival of the railway in Cranbrook, has been set as the target opening date for the new site and building for the Canadian Museum of Rail Travel. Plans call for all five trainsets, as they are assembled and restored, plus the interpretive cars, to be displayed under cover and environmentally controlled in an environment simulating a train shed. The concept of walking into a grand entrance hall and, in effect, seeing trains of five different eras poised for departure is pure drama! Definitely an ambitious and creative vision, the Cranbrook Railway Museum believes it can and will be done. In fact the name change is happening sooner, phasing in with expansion of the present site to capacity in 1993.

The present exhibit, the 1929 "Trans Canada Limited", is itself a National Heritage Treasure. The additional trains will undoubtedly be worthy of similar recognition. Mr Robert Turner, Chief of Historical Collections at the Royal British Columbia Museums of Victoria, is undertaking a study to demonstrate the national and international significance of such a collection and display of complete train sets. He has made the following preliminary statement:

*"I feel confident in saying that the Cranbrook Railway Museum's collection is of international importance. The train sets represent far more than simply Canadian Pacific trains from different eras. They reflect very clearly the levels of technology, standards of travel, types of accommodation, tastes and social conditions of the eras they are from. Similar equipment could be found on the name trains of the other major North American railroads such as the Great Northern, Union Pacific and Santa Fe. But no sets [other than that of the Union Pacific, Ed.], and very few cars, from any of the other name trains have been preserved, much less restored to high museum standards. The collections at Cranbrook, as a result, are of great interest and importance far beyond British Columbia and western Canada... I suspect there is nothing comparable anywhere else in the world."*

## CONCLUSION

With a single-minded collections policy, appropriate imaginative leadership, practical clear management and a number of dedicated individuals, an ambitious and important vision of this magnitude can be brought to reality. Admittedly the Canadian Museum of Rail Travel shows a clear bias towards the Canadian Pacific. At the same time, it should be remembered that the CPR has a continuous record of passenger equipment development from the 1880's to the 1950's. This is what is being portrayed. Cranbrook knows where it is going!

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# A Brief Historical Overview of Fairville Station

By Harold Wright

The Canadian Pacific Railway opened its line from Montreal to Saint John N.B. in 1889. At this time Fairville, now a part of the western portion of Saint John, was a separate community lying on the west side of the mouth of the St. John River. A small passenger station and car shed had existed for the Western Extension of the European & North American Railway since that line had opened in 1869. From 1869 to 1885 Fairville was the eastern terminus of the Western Extension (and its successors the New Brunswick Railway and, later, the CPR), but in 1885, upon the completion of the cantilever bridge across the Reversing Falls, trains began running through to Saint John. Thus Fairville became simply a suburban stop.

In 1893 the CPR contracted with George V. Beateay to build a new station at Fairville. The cost was \$380, with an additional \$90 for the platform. Work commenced on September 25th and was completed on November 18, 1893. The construction occupied a total of 167 man days. The contract was extended by \$30 to permit the addition of two water closets.

George V. Beateay was a prominent contractor in Carleton and Fairville. He specialized in wood construction, and his work included homes for many of the prominent citizens of Saint John and area, commercial buildings, churches, river and harbour steamboats, wood sailing ships and at least one project for the Dominion Government - the expansion of the Partridge Island quarantine station. Extensive records exist of his work but, unfortunately, these do not include the Fairville station.

On January 21, 1909 the CPR Resident Engineer, T.B. Tapley, finished plans for proposed alterations to the station. These were approved by the Division Engineer, G.L. Wetmore. This alteration consisted of the addition of the "Loire Valley Tower" and the circular bay. This bay was the ladies waiting room. The existing plans for the station make no specific reference to the addition of the freight room. However, an examination of the interior of this room revealed several handwritten notes on the walls; the earliest date noted was 1910.

In this modified form Fairville station served, with little further change, for more than a third of a century. Then, starting on March 26, 1946, the outside walls, waiting rooms and offices were insulated. The interior renovations were designed to give more openness and greater comfort to the office and waiting rooms. Part of these renovations involved converting the station's water system from a well to the Saint John water supply. Water was connected to this supply on May 10, 1947.

In 1953 Fairville and other communities in the area were amalgamated into the city of Lancaster. Accordingly, the name of the station was changed to Lancaster. In 1967 Lancaster and other communities were amalgamated into the city of Saint John. This area is today referred to as West Saint John, although older residents continue using the older names of Fairville and Lancaster.

On the opening of CP Rail's new station on Dever Road in West Saint John in 1970, the old Lancaster (nee Fairville) station became redundant and was closed. It has not been used as a station since that time.

On May 9, 1990, the Canadian Atlantic Railway (CAR), a division of CP Rail, wrote to the Saint John Preservation Review Board concerning the intended demolition of the Fairville station. CAR's General Manager, F.J. Green, asked the Board if there was any concern about this plan. The Preservation Review Board contacted CAR to discuss the possible municipal designation of the station, or alternative plans to salvage the building.

The staff report of May 23, 1990 pointed out that the station was the sole surviving historic railway station in Saint John, as all others had been demolished. However it was not possible at that time, due to lack of historical and structural information, to recommend designation under the Municipal Heritage Preservation Act. The Preservation Review Board undertook to contact the major corporation in the area, Moosehead Brewery, about possible reuse for the station. Moosehead informed the Board that they were unable to use the station. The Board also contacted the CAR and informed them of Bill C-205, the Federal Heritage Railway Stations Act.

The Preservation Review Board visited the station on June 13, 1990. Following this, the Board decided not to designate the station as a municipal preservation area. They wrote to CAR and thanked them for their interest in exploring an avenue to save the building. The Board also recommended that the New Brunswick Museum be contacted about possible artifact retrieval. The railway was also invited to sell the station for \$1 for removal from the site.

The CAR contacted the New Brunswick Museum and donated five artifacts and two architectural drawings. The drawings, in red and black ink on linen, are dated January 21, 1909, revised March 26, 1946. The artifacts are two wooden snow scoops, two coiling devices and a sling chair. One of the snow scoops was retained by the N.B. Museum, the other four artifacts were later transferred to the Museum of Industry in Stellerton, Nova Scotia.

On November 14, 1990, the Preservation Review Board wrote to the Historic Sites and Monuments Board of Canada requesting that the Fairville station be considered for designation. In 1990 a local businessman, Jim Wilson, expressed interest in preserving the station. He spoke to the member of the New Brunswick Legislature for that riding, the Hon. Jane Barry, who also expressed an interest in the station. A local contractor, Bruce Martin, offered to provide men and equipment to help move the station if required. Unfortunately, the National Historical Sites and Monuments Board failed to give status to the station. Accordingly the group gave up its efforts and returned all photos, maps etc. to their owners. Thus the prospects for Fairville station are very poor and it will likely be torn down in the year of the 100th anniversary of its construction.



*ABOVE: Fairville station as it appeared soon after the round-end extension was built. This view is from a postcard printed about 1910.*

*Collection of the Partridge Island Research Project, Saint John N.B.*

*LEFT: Changing the name from Fairville to Lancaster in August 1953. Depicted in the photo are: J.R. Strother, General Superintendent of the CPR, Jim Lutton, CPR Agent, M. Dube, Assistant Superintendent, Tom Horsler, Mayor of Lancaster, T.W. Bardsley, Station Master.*

*Photo by Joe Michaud. Source: J. James Collection, Partridge Island Research Project, Saint John N.B.*



*ABOVE: The former Fairville station as it looked in 1990 at the time of the ill-fated effort to preserve it.*

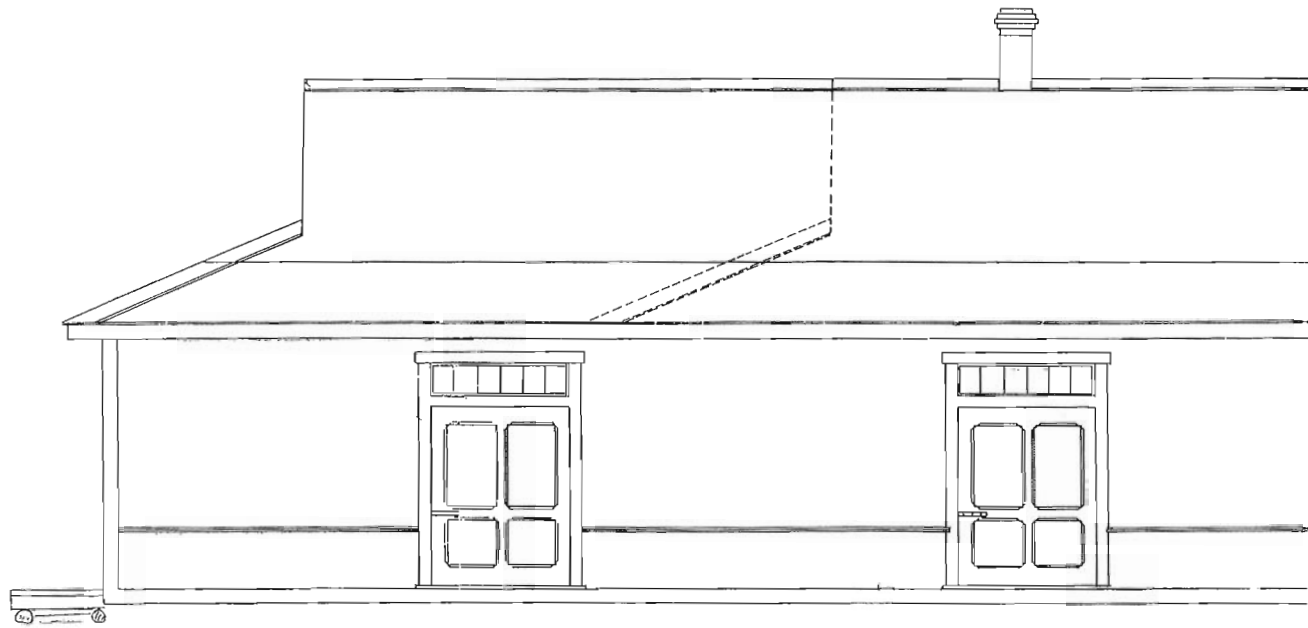
*Partridge Island Research Project, Saint John N.B.*

*LEFT: Another view taken on February 21, 1992. Some new plywood has been placed over the windows, but little is changed as the station slowly decays.*

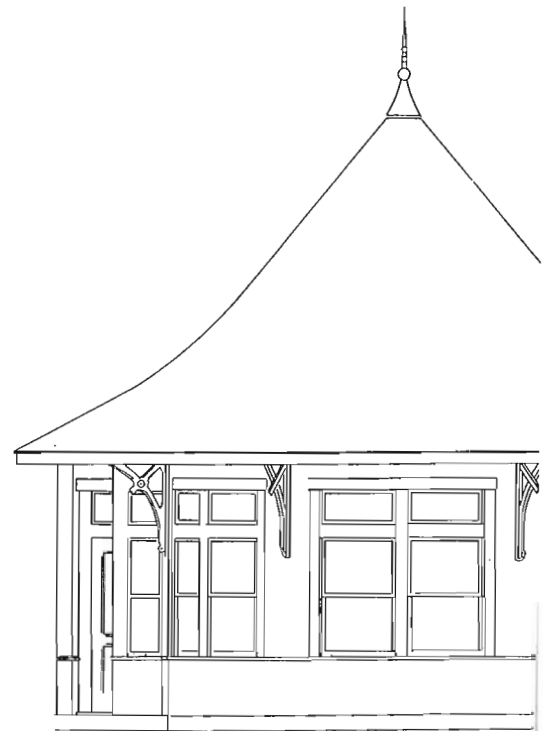
*Photo by Dyson Thomas.*

*FOLLOWING FOUR PAGES: Reproductions of official CPR plans of the station drawn in 1909 at the time the extensions and alterations were made to the original building of 1893. The drawings were made to a scale of One-quarter inch to the foot, and have been reduced by one-half to fit these pages. Hence they are shown to a scale of one-eighth of an inch to the foot. Anyone wishing to model this station should enlarge these plans to 110% for "HO" scale, 200% for "O" scale, and other scales in proportion.*

*Diagrams courtesy of Archives of the New Brunswick Museum.*

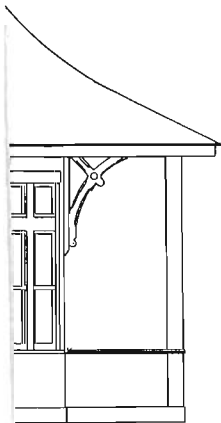
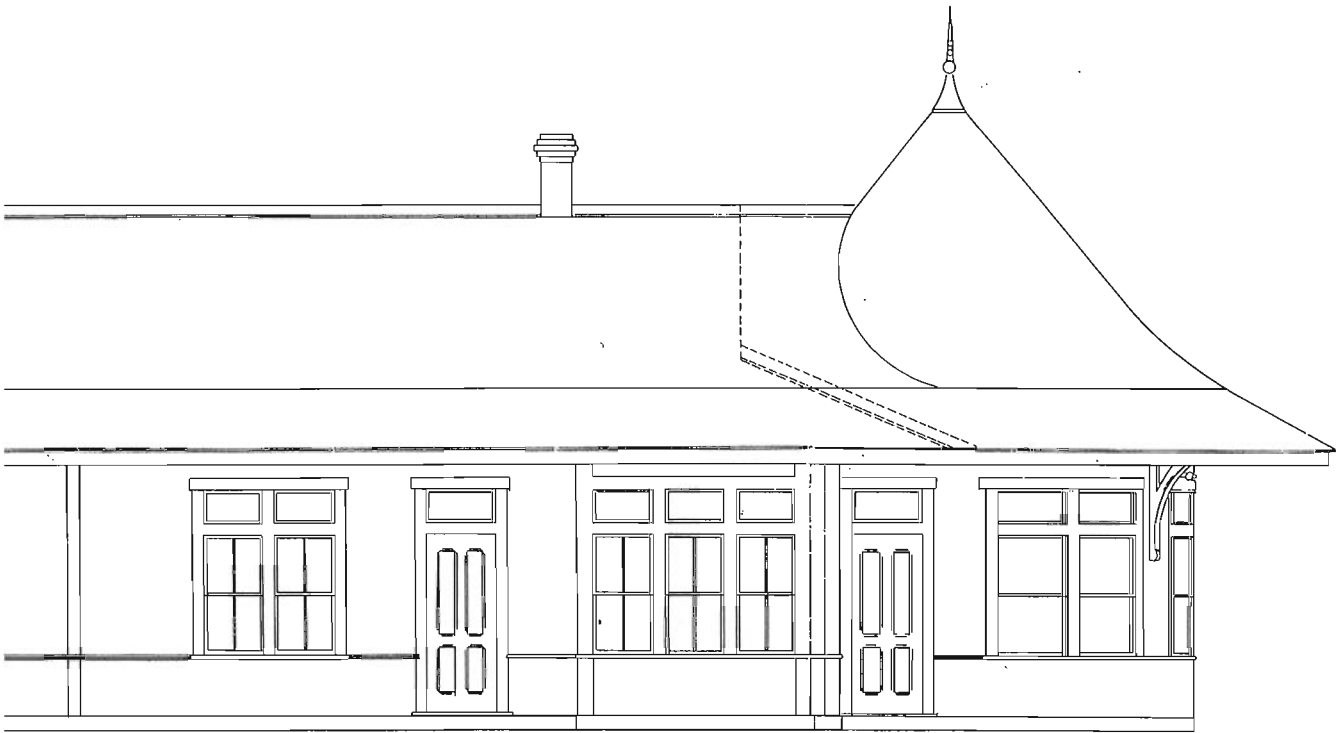


North Elevation.



WEST ELEVATION



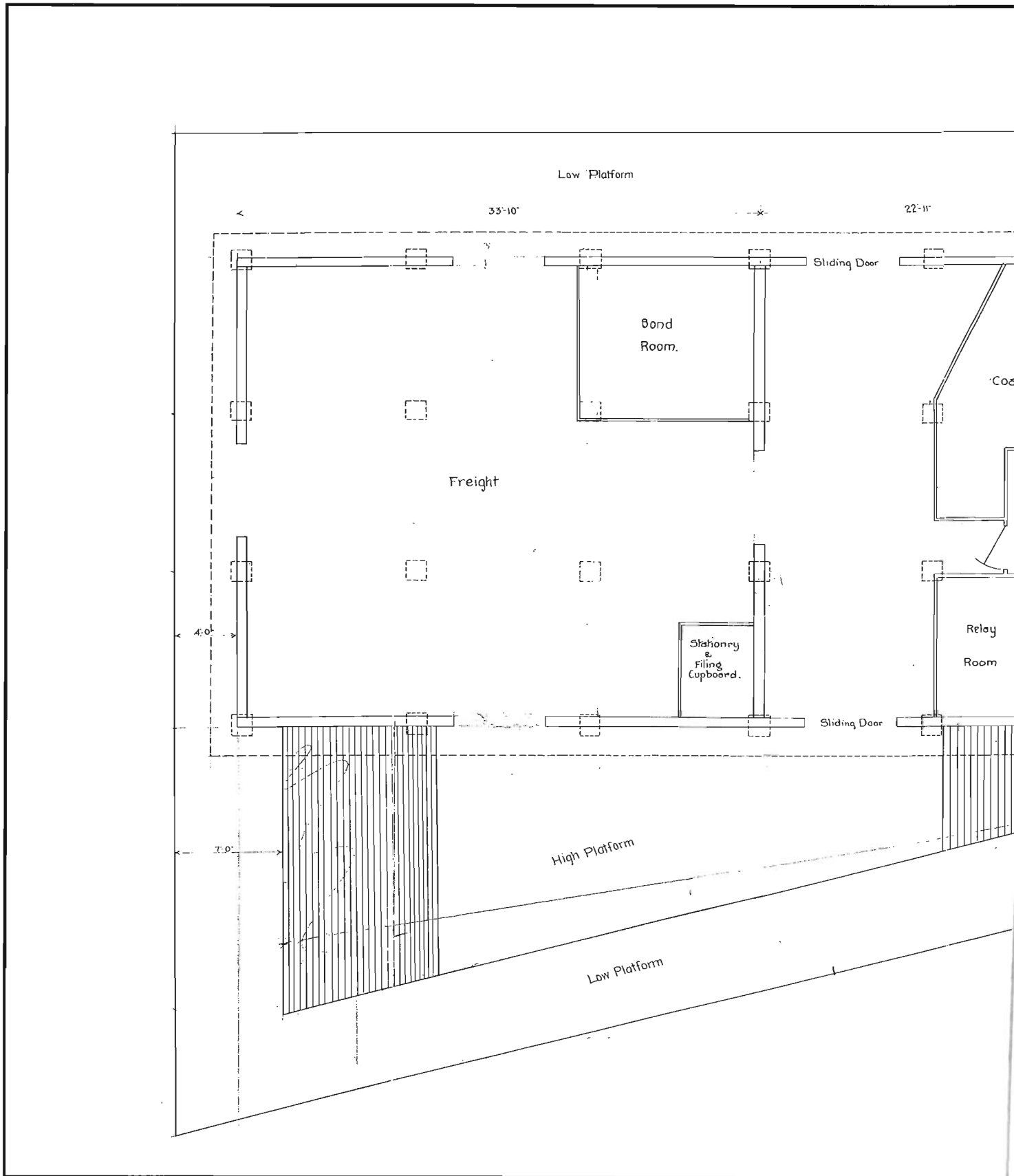


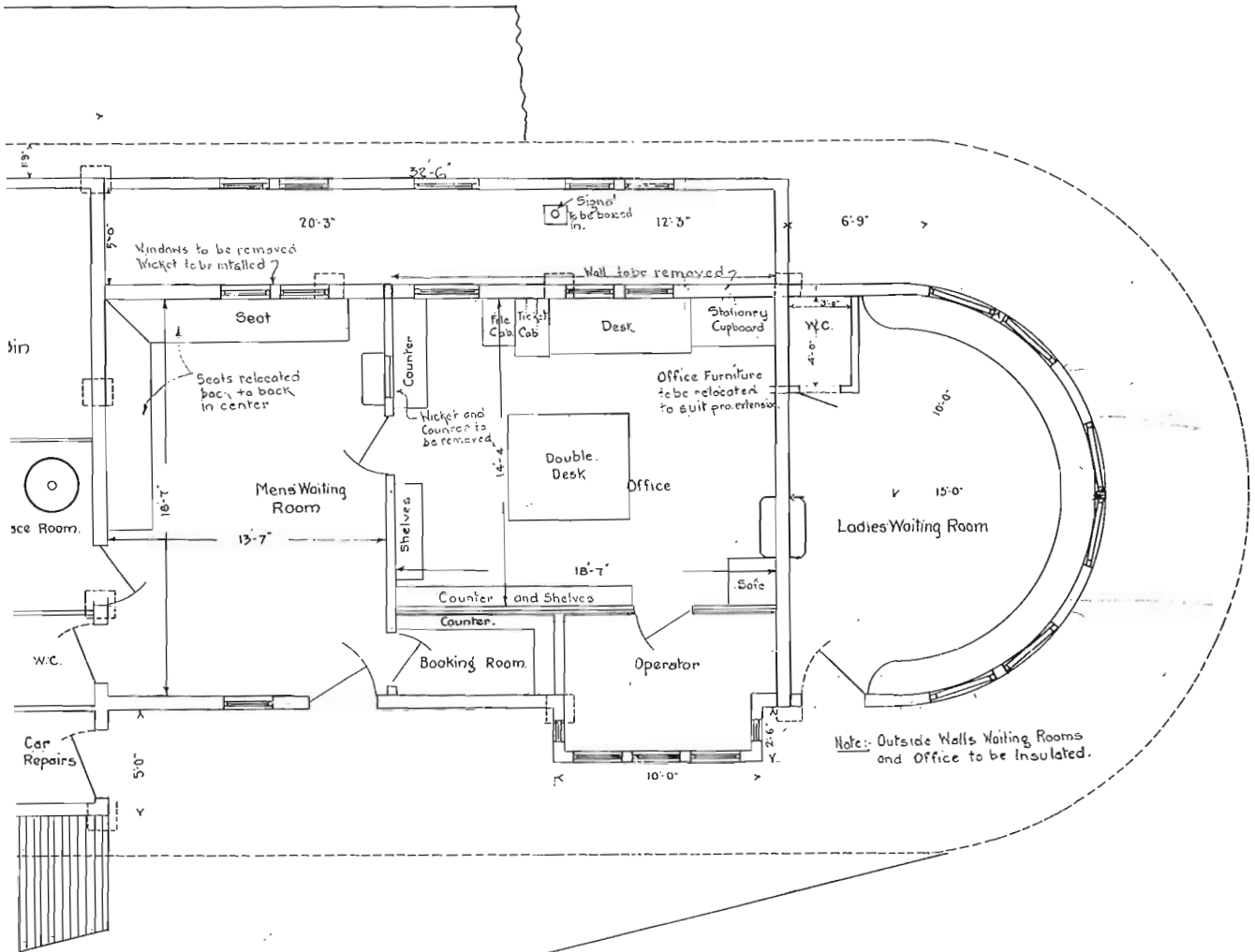
C . P . R .  
ATLANTIC DIVISION  
FAIRVILLE, N.B.  
PROPOSED ALTERATION TO STATION

Resident Engineer's Office  
St John, N.B. Jan'y 21 1909.

*A. B. Sibley*  
Resident Engineer

*G. P. Whitmore*  
Division Engineer





C. P. R.  
 ATLANTIC DIVISION  
 FAIRVILLE N B  
 PROPOSED ALTERATION TO STATION

Resident Engineer's Office  
 St John N.B. Jan'y 20 1909  
 Revised Mar 26 46

*M. S. Saylor*  
 Resident Engineer

*G. H. Williams*  
 Division Engineer

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# Meditations In A Lower Berth

By Bruce Hutchison

In September 1992, veteran newspaper man, writer, and radio broadcaster, Bruce Hutchison died at his home near Victoria, British Columbia. What was perhaps his best known book about Canada, "The Unknown Country", was a best seller. In the September 1944 issue of "Canadian National Magazine" was an article which combined his love of train travel and of the country. The full text of this article follows.

A lower berth is a front row seat, and a luxurious one, at the greatest show on earth. Lying there, in your sleeping car, you watch 3,000 miles of Canadian motion picture stream by the window and you feel, as nowhere else, the size, the substance, the peculiar quality, the loneliness and mystery of Canada. This is not merely a visual process, for you can also see Canada from an automobile, or an airplane, from the back of a horse, or on foot. The unique feeling of the train comes from a deeper source. On a train you travel in something like a spiritual vacuum. You are separated from the earth. You are isolated from all the concerns of the world. You are living, as it were, in a special little traveling world of its own, and all the cares of the world back home drop from you. The same may be said of an airplane, but an airplane is far from the earth which, from it, becomes a map only. In a sleeping car berth, staring out your window in the moonlight, or in the first light of dawn, you are close to the earth and can discern its rocks, its rivers, its fields and even the individual plants of its growth. You are with the earth, but no longer of it, and that is why a train journey provides so much more than physical rest; why it completely rests the spirit by detaching it from your accustomed toil and allowing you to look at everything as a luxurious spectator, as a god on wheels.

From the days when, as a small boy, I made my first journey across Canada I have never lost the small boy's excitement at the flowing spectacle beside the train window. Hence I seldom sleep much in a lower berth. I am too interested in the moving spectacle outside, and while I have seen all the main railway lines many times now, the scene never seems to be the same. Every season, every month, almost every day seems to bring some change in the landscape. Every night is full of different shadows. Every sunrise presents new colours. The prairies and the mountains never repeat their patterns and every turn in the tracks presents some new touch of Canadian life, some little cabin or farmhouse you never saw before, some unknown Canadian toiling upon the land and looking up, with longing eyes, at the great train as it sweeps by.

The train, in some ways, is the deepest symbol of life in Canada. It made the nation, physically and economically, and the whole flesh of the nation's body is built around this vast skeleton of steel. But the fascination which the train holds for the Canadian cannot be explained in physical or economic terms. It goes much deeper. To the Canadian on this huge and empty land the train, moving like a projectile across the prairies, or coiling like a patient worm among the peaks of the Rockies, is a kind of messenger which assures him of his country's life and health. Most Canadians do not see the distant parts of their country. The other side is a legend only, a vague rumour, an imaginary land. The train, hurtling out of this far-off region, is daily proof that it exists, that all the remote and unseen Canada is working, is producing, is living and breathing - that the nation is a cohesive whole, of single organism. Of this organism the railway is the bloodstream, and the moving train, which he watches from his town or cabin, contains the very spirit, and carries with it the mighty dream of Canada.

And how deeply you can feel the quality of this dream as you watch Canada rushing by from your lower berth! Every segment and aspect of Canada is there for you to watch with godlike detachment. The white fishing villages of the Maritime coast, the narrow river farms of Quebec, the fat barns and stone houses of Ontario, and then the cold blue lakes, the glacial country of rounded stone and little trees, which contains its own stark beauty.

But I confess that I like best the lower berth from Winnipeg west. It is here, in the unbroken distances of the prairies, that you grasp best the sweep and volume of this country. The prairies seem to spin in circular motion as the train moves, like a revolving platter, and the fence rows, the tree clumps, the farm houses and the cattle in the fields move like a child's toys. No Canadian can fail to understand the essential purpose of this earth which feeds us, which feeds millions of hungry people in other countries, this surging, fertile earth on which the nation lives. Here is the

heartland of Canada and the Chemistry of it, the special arrangement of the molecules and atoms in this soil, is the greatest single fact of the nation, without which it could not prosper or live.

Watch closely, therefore, the men and women of this land, the farmer marching behind his plow, his wife looking from the kitchen door at the daily passage of the train. These people, so far apart, so lonely, so small in the land's immensity, are the economic base of Canada and let them but suffer poor crops or low prices for a single year and all of us are instantly the poorer.

Best of all, from the lower berth, is the prairie sky, an ever-changing palette of vivid colour. As you go to sleep at night, the sky to the west is unbelievably tinted and the whole world seems to revolve in a mist of gold dust. In the morning when you awake the whole east is a single splash of scarlet before the sun comes up. If you are lucky, all through the night the northern lights will play outside your window, in moving, vibrating bands of colour. And always the prairie sky is splashed with fantastic cloud shapes on a scale which dwarfs all our other Canadian skies.

Then one morning you awake to find the land rolling in rounded hillocks, from which the white-faced and scowling beef cattle glare at the passing train. This is the first faint swell of the Rockies west of Edmonton and, in the green of the spring bunchgrass, or in the reckless yellow splash of the autumn poplars, it is one of the loveliest regions in our country. Also, it contains the last straggling remains of settlement and agriculture at the edge of the cruel, inhospitable mountains.

As the train glides into the defiles of the Yellowhead Pass you realize, as you lie observing it, that this is no longer man's country, land which he can bend and shape to his will. He can only carve this little road of steel through the passes and a few yards beyond, the mountains stand exactly as they stood a million or fifty million years ago, as they will stand, perhaps, long after that interesting animal, man, has disappeared altogether from the face of the world.

The mountains are so close together and so close to the train that the slow, wheeling movement of the far-flung prairies suddenly changes as soon as you are in the Rockies, as if someone had speeded up the movie film outside your window. The peaks dodge quickly behind one another, emerge and disappear again, like the flashes of montage which the hollywood directors like to crowd together to represent the passage of time and events. All time upon the earth is compressed, for those who have eyes to see it in the jumbled, moving images of these mountains, and all human events, since the beginning of human life, are like the passage of a moment to these unchanging cliffs and canyons.

To the inhabitant of the Pacific coast the most exciting moment of the westward trip is the first sight of the fat and muddy Fraser [River]. The water is now moving westward. The train is over the hump and racing downwards to the sea. We are going home.

The sights are now all familiar along the railway - the streaked bulk of Mount Robson, the first frail waters which swell into the North Thompson [River], and then the Dry Belt, the hills of clay, kneaded like loaves of bread, streaked and gouged as if by clawing fingers, the clay canyons of the river.

Then the last barrier, the mountains of the coast. Through them runs the mightiest canyon of Canada, the black scarred and tortured canyon of the Fraser where there is hardly an inch to spare for the railway beside the river torrent. Lying comfortably in your berth, you can imagine how our grandfathers toiled up this canyon, with oxen and mule teams, to build the Cariboo Road, and reach the gold fields of Barkerville; and how before that, the frail canoes of Simon Fraser rushed down these mad, churning waters, through the maelstrom of Hell's Gate.

This canyon resents the intrusion of man. It constantly hurls its boulders and gravel and snow down upon his railways and his road. It provides no living for him, hardly an acre of ground that he can cultivate. But, careless whether he observes them or not, it presents at every turn of the river a new and appalling shape of cliff and naked rock, some strange and vivid colouring on its barren sides; and, best of all, in the night it seems to capture and hold the moon, hugging it tightly to the bosom of its river, which flows like melted, bubbling and glistening lead.

In the morning you look out upon a new world, the wide, lush delta which the Fraser has piled up here, particle by particle through the ages, until it swells up with green crops and everywhere the thoughtful dairy cows look up idly at the train and return, unimpressed, to their grazing. And now, most moving of all to the coastal man, the first glimpse of the coast at New Westminster. Here, as the train crosses the Fraser on a high bridge, you can see the ships loading by the docks, loading their Canadian cargoes for ports at the other side of the world. You can see the great brown booms of logs which lie beside the sawmills, the white, whirling gulls, and you can smell the salt of the ocean.

As the train glides into the outskirts of Vancouver, the housewife stands at her back door to watch it, the girls in factories hang out the windows to look down upon it, for they feel the mystery and the meaning of the train - it has come from the distant places where they long to go, and it brings to them a sudden, poignant sense of this land's immensity and the smallness and the brief life of man upon it.

# The Day The Prince Of Wales Rode The QRL & P

By Fred Angus

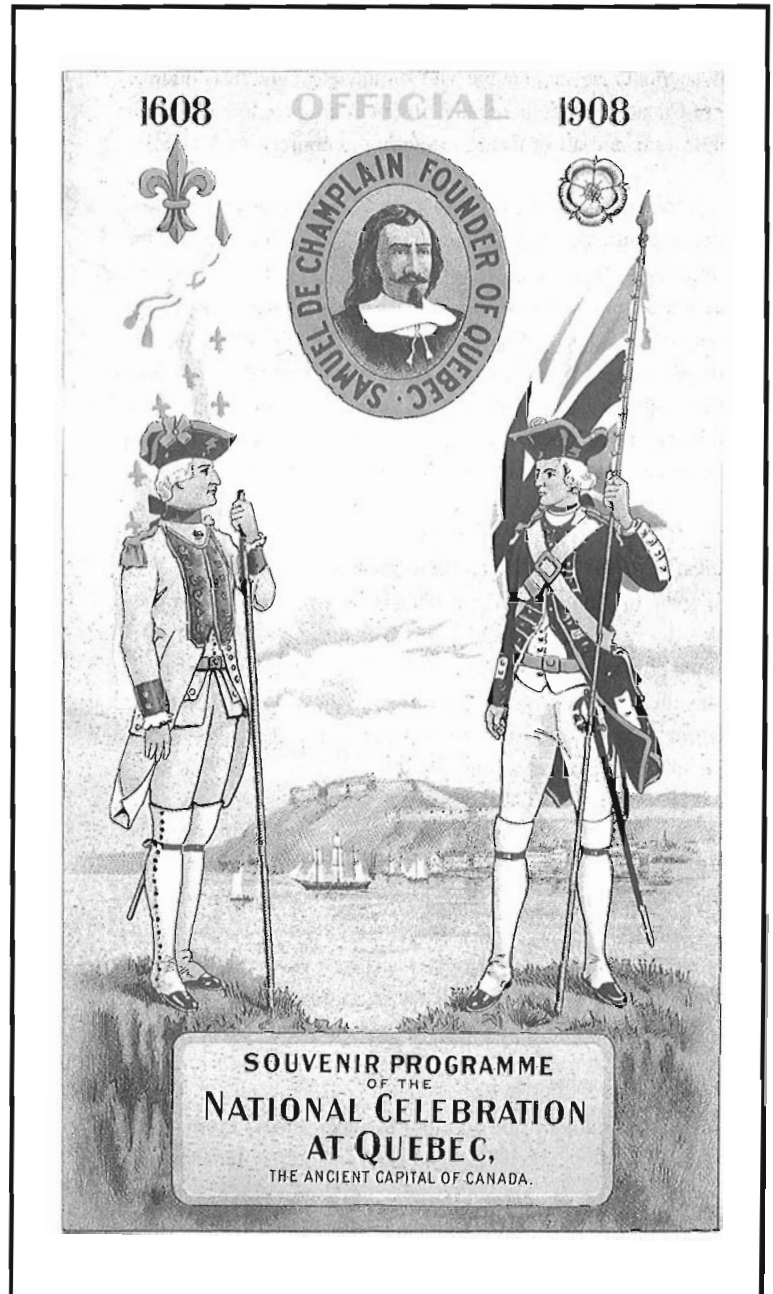
Sometimes the discovery of a small item leads down a trail of history and uncovers an interesting story. Such a case occurred recently when the finding of a small gold medal uncovered the account of a great historical pageant eighty-five years ago, as well as a Royal train on an interurban line. This is that story.

In 1908 the city of Quebec celebrated the 300th anniversary of its founding. The celebrations were extensive and elaborate, and extended over a twelve day period from July 20 to July 31. Many dignitaries attended, but the most important person present was His Royal Highness George, Prince of Wales who would, less than two years later succeed to the throne as King George V. It was not his first visit to Canada since he had visited, as Duke of Cornwall and York, in 1901. In 1908 he was present to represent King Edward VII who had, as a matter of interest, himself visited Canada as Prince of Wales in 1860, on which occasion he had officially inaugurated the Victoria Bridge at Montreal.

The highlight of the celebrations was a series of eight historical pageants held on the Plains of Abraham, and which depicted noteworthy events in the history of Quebec. In addition, however, there were many other events including a visit of part of the fleet of the British Navy as well as battleships from France and the United States. The Prince of Wales arrived on July 22 and remained until July 29 when he sailed for England.

After attending pageants and numerous activities in Quebec City, the Prince visited, on July 27, the old village of St. Joachim. This village is about 27 miles downstream from Quebec City and was the terminus of the Montmorency division of the Quebec Railway Light and Power interurban line. This line was built, as the Quebec Montmorency & Charlevoix Railway in 1889, was electrified in 1900, and survived as an electric line until 1959. Interestingly, some of the original coaches of 1889 remained in service, as electric trailers, until the end of passenger service - seventy years.

A special train was operated on the QRL & P to carry the Prince, members of the official party, and those travelling with them. This must be one of the few cases in Canada where a Royal train was run on an interurban line. However, it appears that the party did not travel in an electric car. Although the line had been electrified for eight years, some steam locomotives were used for many years thereafter, and it would appear, from contemporary



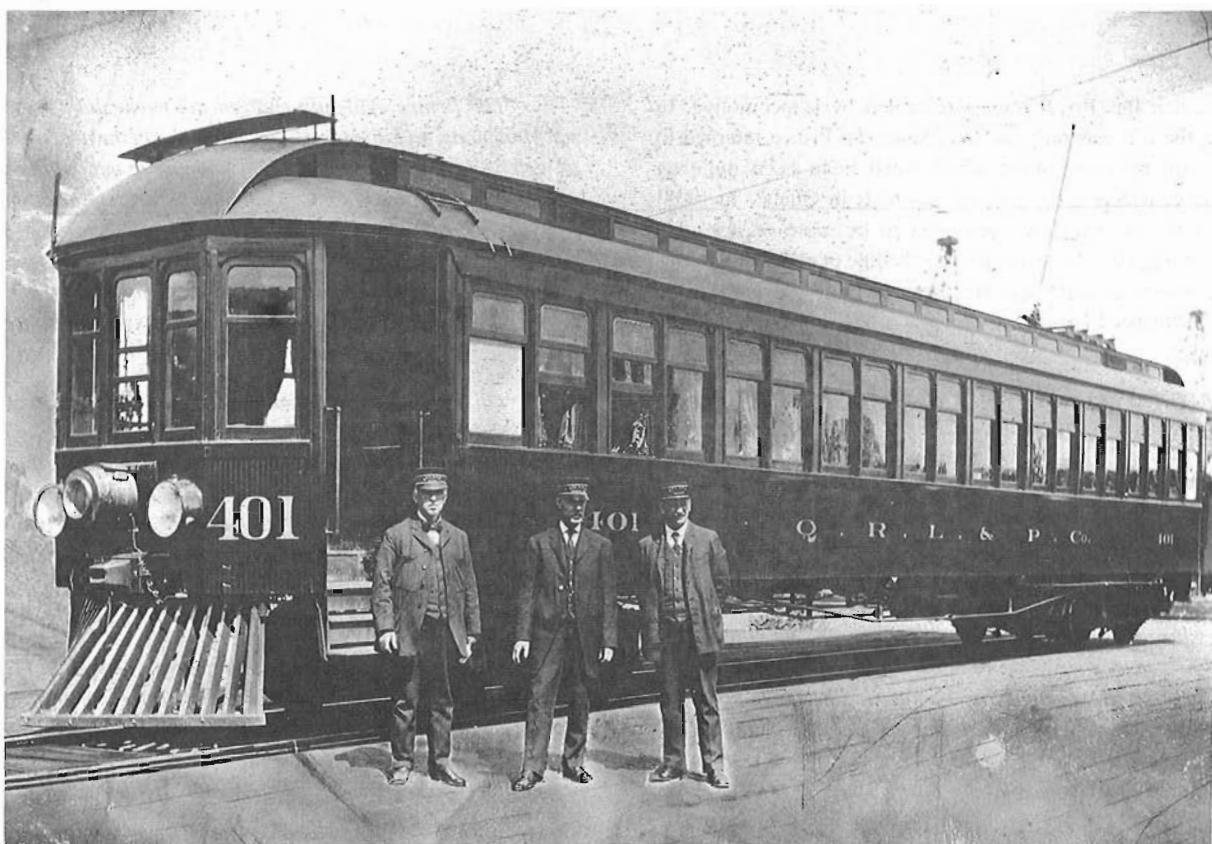
*The cover of the elaborate souvenir programme telling about the events of the Quebec 300th anniversary celebrations. The cover was in full colour, and the events covered include the visit to St. Joachim on July 27. Collection of Fred Angus.*

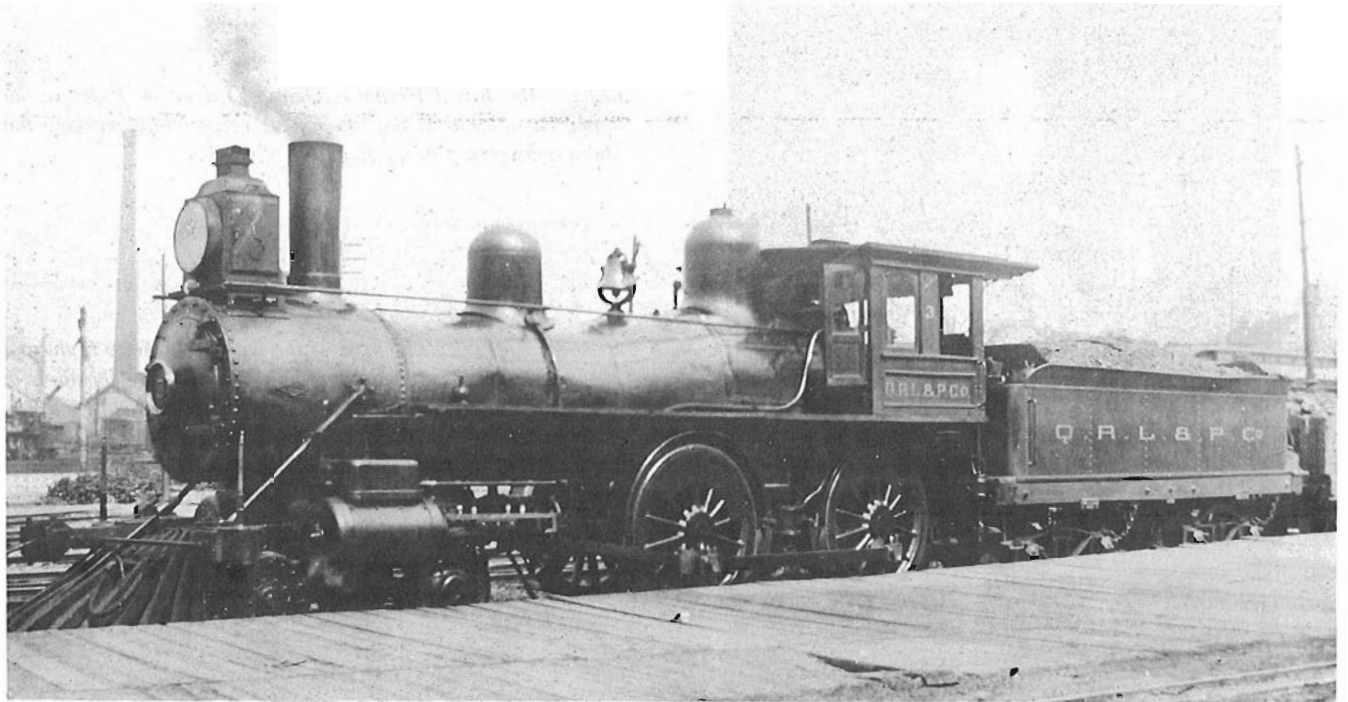


*LEFT: His Royal Highness George, Prince of Wales as he appeared in 1908 at the time of the celebrations marking the 300th anniversary of the founding of Quebec.*

*BELOW: An interurban car of the Quebec Railway Light and Power Co. photographed about the time of the celebrations of 1908. This was the type of car regularly in service at the time, but it appears as if the Royal party travelled to St. Joachim aboard a steam-hauled train and did not use the electric cars. This particular car, No. 401, was built in 1902, served until the end of service in 1959, and is now preserved at the Canadian Railway Museum.*

*National Archives of Canada, Merrilees Collection, Photo No. PA-149484.*





*Quebec Railway Light and Power Co. steam locomotive No. 3. This locomotive may have been the one that pulled the Royal train of 1908 when the Prince of Wales visited St. Joachim.*

*National Archives of Canada, Merrilees Collection, Photo No. PA-165236.*

accounts, that this Royal train was hauled by a locomotive. In addition, the trip was only one-way since the Prince returned to Quebec city by automobile, which must have been quite an adventure considering the state of the roads in Quebec in 1908! Although the excursion was intended to be more or less of a relaxing outing after the recent hectic schedule of events, there was some ceremony as well, and the event was duly covered in the press. The Quebec Chronicle, in its issue of July 28, 1908, reported as follows:

**PRINCE OF WALES HAD PLEASANT VISIT - HIS ROYAL HIGHNESS ON HISTORIC GROUND**

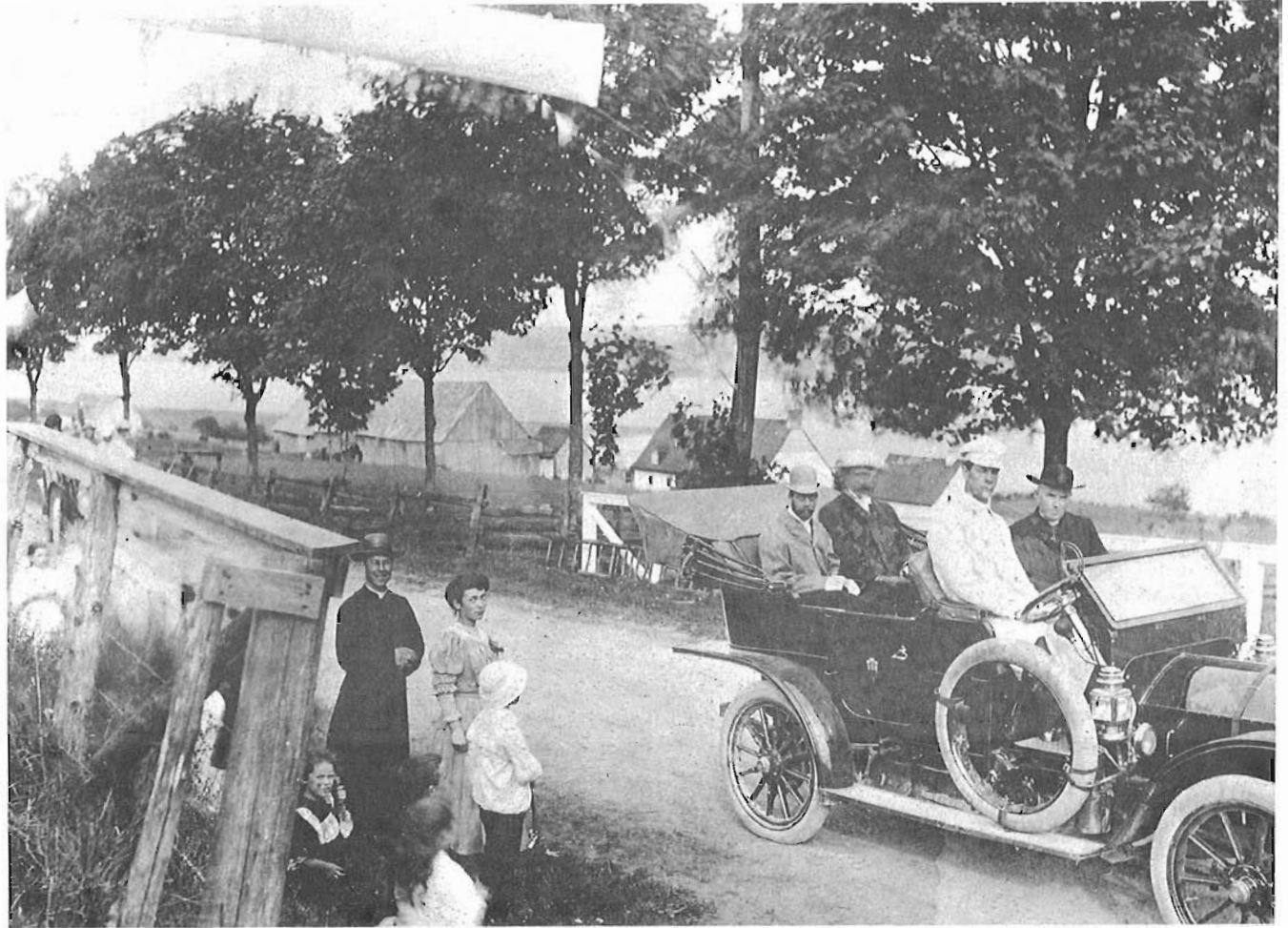
*One of the most delightful of the Prince of Wales' experiences during his recent visit to Canada occurred yesterday, when he visited the quaint old village of St. Joachim, and was entertained by the reverend gentlemen at the Seminary. His Royal Highness was taken over the ground hallowed as the very cradle of Canadian history, where Champlain founded his farm, and where the sites of ancient forts mark the scenes of many a fierce conflict under the shadow of the huge rock of Cape Torment, while the buildings at the chateau are among the oldest [sic] in the country; dating back to 1779, since which time they have served as a summer resort for the secular priests connected with Laval.*

*The Prince evidently enjoyed the momentary lapse from state functions, and displayed a keen interest in the ancient scenes, as well as the people of the village, who turned out in full force to welcome their future king. Considerable effort had been made to keep the Prince's visit as private as possible, so that for the day he could enjoy himself almost as a simple gentleman. The result was that a band awaited the cortege at the railway station, while the engine of the special train was elaborately disguised in the Royal Standard.*

*On arriving at St. Joachim the Prince and his party were met by Mgr. J.U.K. Laflamme, rector of Laval; Archbishop Begin, and other church dignitaries, including Mgr. Baretto, the Papal delegate, and the whole party were driven in automobiles to the ancient chateau, a distance of four miles, through some of the most picturesque scenery in this province, the road winding under the Laurentides, through the straggling old village, which looked like a chapter out of the century before last.*

*On arriving at the chateau lunch was served on the lawn under stately old pine trees. Mgr. Mathieu presided at the table of honor, and with him at the table of honor were His Royal Highness, His Excellency, Earl Grey [Governor General of Canada], Mgr. Baretto, Archbishop Begin, the Duke of Norfolk, Lord Strathcona,*





*The Prince of Wales in an automobile at St. Joachim on July 27, 1908. Notice the uniform of the chauffeur. The Prince is in the rear seat behind the chauffeur. In those days a spare tire was a real necessity.*

*National Archives of Canada, Photo No. PA-123472.*

*Sir Wilfrid Laurier [Prime Minister of Canada] and Lady Grey. Amongst other guests were Sir Thomas Shaughnessy [President of the CPR], Sir Lomer Gouin, Lord Loval, Sir J.G. Garneau and others.....*

*Later photographs were taken of the entire group, with the Prince and ecclesiastical dignitaries, the Duke of Norfolk and Lord Strathcona in the centre, and the whole thing broke up with a burst of informal merriment as the Prince rallied [sic] His Grace upon the fact that he had thrice been the victim of the camera man that day.*

*Later the party left in automobiles for Quebec, visiting the famous Shrine of Ste. Anne de Beaupre on the way."*

It appears to have been the case that the Prince of Wales presented medals to certain persons that assisted the Royal party at various functions. The Railway and Marine World mentions the presentation of small gold medals to the pilots who brought the British warships up the St. Lawrence river to Quebec. This article was inspired by the discovery of such a medal. It is made from a gold sovereign of Edward VII, and would have been a current coin in Britain at that time. The coin from which the medal was made appears to have been new since there is no wear on the head side which is fully intact. The sovereign was a gold coin, about the size of a modern five cent piece. It weighed slightly less than a quarter of an ounce and was current for one pound sterling (then worth \$4.86 2/3). Until World War I sovereigns were used as circulating



*The obverse and reverse of the gold medal given by the Prince of Wales to J.J. White in 1908. The obverse (head side) is the head of Edward VII, and is the unaltered design of the gold sovereign. The reverse bears the special inscription. Actual size of the medal is about the size of a modern nickel five-cent piece.*

*Collection of Fred Angus.*

money throughout the British Empire (some were even minted in Ottawa between 1908 and 1919) and are still minted for collectors. This particular sovereign has been treated in one of two ways. Either it has had the reverse design (St. George and the dragon plus the date) carefully ground away in such a way as to preserve the rim with its beading, or it was struck to order with a special blank reverse die combined with the regular obverse die. It has then been engraved with the following inscription in five lines "H.R.H. / Prince of Wales / St. Joachim / 27th July 1908 / J.J. WHITE", and a small loop was attached so the medal could be suspended from a chain.

Research into the newspaper files quickly revealed the events of July 27 1908 and the visit to St. Joachim outlined above. Thus half the story was known, but the question remained, who was J.J. White? This was also quite easy to determine by consulting the Quebec & Levis Directory for 1907 - 1908 published by Boulanger & Marcotte. On page 732 was the following entry: "White J.J., train dispatcher Q.R.L. & P. Co., expéditeur de trains, St Paul 310, res. St. Julia 44". This answered the question. 310 Rue St Paul was the address of the old QRL & P station, remembered by railway enthusiasts well into the 1950's. J.J. White was most likely the dispatcher on duty the day of the operation of the Royal train, and he was presented with the gold medal by the Prince of Wales.

There remains only one question. Where and when were the medals prepared and when were they presented? It is highly unlikely that they were done in England since it is virtually impossible that those in charge would know who was going to be on duty as dispatcher on July 27. What is more likely is that the Prince of Wales had a quantity of gold sovereigns prepared in England, leaving the reverse blank. The medals could then be suitably engraved in Quebec before being presented. A good engraver could do this very quickly, so the medals could be presented at the event or very soon thereafter.

The Prince of Wales departed for England on July 29, 1908 and he never returned. On May 6, 1910 King Edward VII died and the Prince became George V. Four years later World War I broke out. After the war the new Prince of Wales made a great tour of Canada, and he too succeeded to the throne as Edward VIII in 1936 upon the death of George V, only to abdicate later the same year in favour of his brother who became George VI. The present Queen is thus the grand daughter of the Prince of Wales who visited Canada in 1908. There have been many Royal tours and Royal trains since, especially with the ease of air travel today, but few have involved travel on an interurban line, even if a steam locomotive was used. This little medal is a memento of that long forgotten event, the day the Prince of Wales rode the QRL & P.

# The Railway and the War

By Thurstan Topham

The war has created a tremendous demand for written record communication. The Canadian telegraph companies, by increasing their facilities, have kept pace with this vital phase of Canada's war effort.

The Canadian National Telegraphs and Western Union have established a war-time communication system by means of which command headquarters can keep in constant touch with ferry pilots.

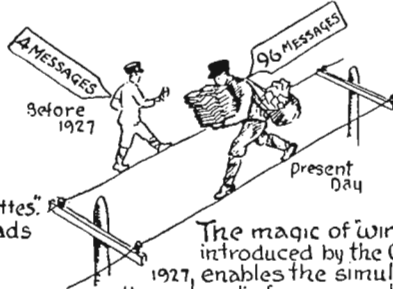


The increase in channel mileage of the Canadian National Telegraphs since the start of the war would circle the globe 3 1/2 times.



C.N. Telegraphs are operating offices in military establishments throughout Canada for the expeditious handling of war messages.

War brought the "Messengerettes." They are replacing young lads who have enlisted.



The magic of wired wireless, the carrier system introduced by the Canadian National Telegraphs, in 1927, enables the simultaneous exchange of 96 messages through radio frequency channels guided by one pair of wires.

War brought a tremendous increase in rail travel, but efficient peacetime maintenance of roadbed and equipment has enabled the Canadian Railways to cope with this abnormal traffic. There are constant and heavy troop movements - between camps, air training centres and manning depots, to and from embarkation ports - and many thousands of civilians are travelling daily on war business. The cooperation of the public is greatly assisting the railways in carrying out this big wartime job.

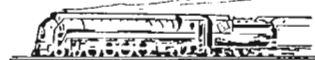
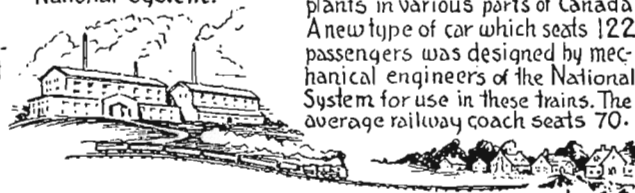


The famous "6400" which, decked out in purple and gold, hauled the Royal Train in 1939, is now in war service handling troop trains.



The transport of troops requires very exacting schedules of train movements. The first Canadian contingent was moved to a Canadian port in 17 special National Railways troop trains. These arrived at the ship's side at two hour intervals.

There are only three transcontinental railway lines in North America. All three are in Canada. Two are operated by the National System.



Specially equipped CNR trains for munitions workers serve big war plants in various parts of Canada. A new type of car which seats 122 passengers was designed by mechanical engineers of the National System for use in these trains. The average railway coach seats 70.

## Our Revised Bylaws

One of the important accomplishments at the 1992 CRHA Convention was the ratification of the revised bylaws of the Association. For almost a year, a committee had been studying the existing bylaws and making modifications to bring them into line with current conditions. These revisions were then approved by the CRHA Board of directors, and the revised bylaws were then approved by the members at a meeting held on May 17, 1992, during the convention. Because of the importance of these bylaws to the members, we print them in full.



### CANADIAN RAILROAD HISTORICAL ASSOCIATION

#### BY-LAW NO. 4

BEING A GENERAL BY-LAW REPLACING ALL BY-LAWS CONTAINED IN THE LETTERS PATENT AND MEMORANDUM OF AGREEMENT OF THE ASSOCIATION AS WELL AS ANY ADDITIONAL BY-LAWS SUBSEQUENTLY ENACTED OR MODIFIED.

BE IT AND IT IS HEREBY ENACTED AS A BY-LAW OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION (HEREINAFTER CALLED 'THE ASSOCIATION')

#### BY-LAW NO. 4

#### INTERPRETATION

1. IN ALL BY-LAWS OF THE ASSOCIATION WHERE THE CONTEXT SO REQUIRES OR PERMITS, THE SINGULAR SHALL INCLUDE THE PLURAL AND THE PLURAL SHALL INCLUDE THE SINGULAR, THE WORD 'PERSON' SHALL INCLUDE FIRMS AND CORPORATIONS, AND THE MASCULINE SHALL INCLUDE THE FEMININE, AND WHEREVER REFERENCE IS MADE TO THE COMPANIES ACT, IT SHALL INCLUDE THE COMPANIES ACT OF CANADA AND EVERY OTHER STATUTE AMENDING OR SUBSTITUTING FOR THE SAME.



### REPEAL OF FORMER BY-LAWS

2. ALL FORMER BY-LAWS AND AMENDMENTS THERETO ARE HEREBY REPEALED.

### HEAD OFFICE

3. THE HEAD OFFICE OF THE ASSOCIATION SHALL BE LOCATED IN THE CITY OF MONTREAL, IN THE PROVINCE OF QUEBEC, AND AT SUCH PLACE THEREIN AS THE BOARD OF DIRECTORS OF THE ASSOCIATION MAY FROM TIME TO TIME DECIDE.

4. THE ASSOCIATION MAY ESTABLISH SUCH OTHER OFFICES ELSEWHERE AS THE BOARD OF DIRECTORS MAY, BY RESOLUTION, DEEM EXPEDIENT.

### INSIGNIA AND SEAL

5. THE ASSOCIATION SHALL EMPLOY EITHER OR BOTH, AS APPROPRIATE, OF TWO INSIGNIAE DIFFERING FROM EACH OTHER ONLY IN THE LANGUAGE OF THE INSCRIBED WORDING; ONE DESIGN HAVING INSCRIPTIONS IN THE ENGLISH LANGUAGE, THE OTHER HAVING INSCRIPTIONS IN THE FRENCH LANGUAGE. THE FORM OF THESE INSIGNIAE SHALL BE A DISC WITH THE ENCIRCLING INSCRIPTION "CANADIAN RAILROAD HISTORICAL ASSOCIATION" FOR THE ENGLISH-LANGUAGE INSIGNIA, AND THE WORDS "ASSOCIATION CANADIENNE

D'HISTOIRE FERROVIAIRE" FOR THE FRENCH-LANGUAGE INSIGNIA, IN BOTH CASES TERMINATED BY A SMALL IMAGE OF A MAPLE LEAF. IN THE FIELD SHALL BE THE IMAGE OF A LOCOMOTIVE AND TENDER ON A SECTION OF TRACK BENEATH WHICH IS THE IMAGE OF A RECTANGULAR PLATE BEARING THE NAME "DORCHESTER". IN THE BACKGROUND SHALL APPEAR THE CONTOUR OF A CONICAL-SHAPED MOUNTAIN SURMOUNTED BY THE WORD "ESTABLISHED" IN THE ENGLISH-LANGUAGE INSIGNIA AND "FONDEE EN" IN THE FRENCH-LANGUAGE INSIGNIA. BENEATH THE LOCOMOTIVE AND NAME PLATE SHALL APPEAR THE NUMERALS "1932".

6. THE CORPORATE SEAL OF THE ASSOCIATION SHALL BE IN THE FORM OF A DISC WITH THE ENCIRCLING INSCRIPTION "CANADIAN RAILROAD HISTORICAL ASSOCIATION", AND THE FIGURES "1932" AT THE BASE. IN THE FIELD SHALL BE THE IMAGE A LOCOMOTIVE AND TENDER, THE LATTER BEARING THE NAME "DORCHESTER". IN THE BACKGROUND SHALL APPEAR THE CONTOUR OF A CONICAL-SHAPED MOUNTAIN SURMOUNTED BY THE WORD "INCORPORATED", AND BENEATH THE LOCOMOTIVE SHALL APPEAR THE NUMERALS "1941".

THIS SEAL, AN IMPRESSION OF WHICH APPEARS ON THE MARGIN OF THESE BY-LAWS, IS HEREBY ADOPTED AS THE CORPORATE SEAL OF THE ASSOCIATION.

#### MEMBERS

7. THE MEMBERSHIP OF THE ASSOCIATION SHALL CONSIST OF THE FOLLOWING CLASSES;

A). REGULAR MEMBERS: REGULAR MEMBERSHIP SHALL BE AVAILABLE TO THOSE WHO WISH TO PARTICIPATE FULLY IN THE AFFAIRS AND BUSINESS OF THE ASSOCIATION, AND TO ASSUME ALL THE OBLIGATIONS AND RESPONSIBILITIES THEREFOR. REGULAR MEMBERS SHALL ENJOY ALL THE PRIVILEGES OF THE ASSOCIATION AND SHALL HAVE THE RIGHT TO VOTE AT ALL THE MEETINGS OF THE MEMBERS. REGULAR MEMBERS SHALL PAY THE FULL MEMBERSHIP DUES, AND MUST BE OF THE FULL AGE OF EIGHTEEN (18) YEARS.

B). JUNIOR MEMBERS: JUNIOR MEMBERSHIP SHALL BE AVAILABLE TO APPLICANTS UNDER THE FULL AGE OF EIGHTEEN (18) YEARS. JUNIOR MEMBERS SHALL PAY THE SAME DUES AS REGULAR MEMBERS AND SHALL ENJOY THE SAME PRIVILEGES AS REGULAR MEMBERS EXCEPT THAT THEY SHALL NOT HAVE THE RIGHT TO VOTE. JUNIOR MEMBERS, ON ATTAINING THE FULL AGE OF EIGHTEEN (18) YEARS, AND UPON GIVING NOTIFICATION OF THIS FACT TO THE SECRETARY, SHALL, SUBJECT TO THE APPROVAL OF THE BOARD OF DIRECTORS, BE TRANSFERRED TO REGULAR MEMBERSHIP, RETAINING THEIR MEMBERSHIP NUMBER.

C). CONTRIBUTING MEMBERS: PERSONS WISHING TO GIVE FURTHER SUPPORT TO THE ASSOCIATION MAY BE DESIGNATED CONTRIBUTING MEMBERS UPON PAYMENT OF AN INCREASED MEMBERSHIP FEE WHICH SHALL CONSIST OF THE REGULAR ANNUAL MEMBERSHIP FEE PLUS A DONATION. THE AMOUNT OF SUCH DONATION REQUIRED FOR CONTRIBUTING MEMBERSHIP SHALL BE DETERMINED BY THE BOARD OF DIRECTORS AT THE TIME WHEN THE MEMBERSHIP DUES FOR THE ENSUING YEAR ARE BEING SET. CONTRIBUTING MEMBERS SHALL ENJOY ALL THE PRIVILEGES OF REGULAR MEMBERSHIP INCLUDING THE RIGHT TO VOTE.

D). HONOURARY MEMBERS: THE BOARD OF DIRECTORS MAY ELECT TO HONOURARY MEMBERSHIP PERSONS, WHO NOT BEING REGULAR MEMBERS OF THE ASSOCIATION, HAVE MADE OUTSTANDING AND NOTEWORTHY CONTRIBUTIONS, EITHER OF TIME AND WORK OR TANGIBLE

ASSETS, TO THE ASSOCIATION OR TO ITS PROJECTS AND OBJECTS. HONOURARY MEMBERS SHALL HAVE ALL THE PRIVILEGES OF REGULAR MEMBERS, BUT SHALL NOT PAY DUES AND MAY NOT VOTE. ANY HONOURARY MEMBER MAY BE ELECTED AN HONOURARY OFFICER.

E). HONOURARY LIFE MEMBERS: AN HONOURARY LIFE MEMBERSHIP MAY BE CONFERRED UPON ANY PERSON WHO HAS RENDERED EXCEPTIONALLY MERITORIOUS AND LOYAL SERVICE TO THE ASSOCIATION. SUCH HONOURARY LIFE MEMBERSHIP MUST BE PASSED BY RESOLUTION AT A MEETING OF THE BOARD OF DIRECTORS AND CONFIRMED AT A SUBSEQUENT GENERAL MEETING OF THE MEMBERS. HONOURARY LIFE MEMBERS SHALL ENJOY ALL THE PRIVILEGES OF REGULAR MEMBERS, INCLUDING THE RIGHT TO VOTE, BUT SHALL NOT PAY DUES.

#### VOTING

8. REGULAR, CONTRIBUTING AND HONOURARY LIFE MEMBERS MAY VOTE AT ALL THE MEETINGS OF THE ASSOCIATION PROVIDING THEY HAVE PAID THEIR ANNUAL DUES APPLICABLE TO THE YEAR IN WHICH THE MEETING IS HELD, AND ARE OTHERWISE IN GOOD STANDING WITH THE ASSOCIATION. SUCH MEMBERS ELIGIBLE TO VOTE SHALL BE REFERRED HEREIN AS VOTING MEMBERS. ALL VOTING SHALL BE IN PERSON AND NOT BY PROXY.

#### ELECTION OF MEMBERS

9. EVERY APPLICATION FOR MEMBERSHIP SHALL BE SUBMITTED FOR APPROVAL TO THE BOARD OF DIRECTORS OR TO SUCH PERSON OR PERSONS AS THE BOARD MAY DELEGATE FOR THAT PURPOSE. THE BOARD SHALL HAVE THE RIGHT TO OVERRULE ANY SUCH DECISION MADE BY SUCH DELEGATEE. IN ADDITION ANY APPLICANT FOR MEMBERSHIP WHOSE APPLICATION IS DENIED HAS THE RIGHT TO APPEAL THIS DECISION DIRECTLY TO THE BOARD OF DIRECTORS. THE BOARD MAY ACCEPT ANY APPLICATION FOR A CLASS OF MEMBERSHIP OTHER THAN THE ONE APPLIED FOR.

#### MEMBERSHIP NUMBER

10. EVERY MEMBER OF THE ASSOCIATION SHALL, ON BEING ADMITTED TO MEMBERSHIP, BE GIVEN A MEMBERSHIP NUMBER WHICH SHALL BE ASSIGNED IN CONSECUTIVE ORDER BY THE PERSON DELEGATED TO MAINTAIN THE MEMBERSHIP FILE. EACH MEMBERSHIP NUMBER SHALL BE UNIQUE TO THAT MEMBER AND SHALL NOT BE ASSIGNED TO ANYONE ELSE EVEN IF THE ORIGINAL ASSIGNEE CEASES TO BE A MEMBER OF THE ASSOCIATION FOR ANY REASON WHATSOEVER.

#### RESIGNATION OF MEMBERS

11. ANY MEMBER OF THE ASSOCIATION MAY AT ANY TIME, BY A NOTICE IN WRITING ADDRESSED TO THE SECRETARY, RESIGN AS A MEMBER OF THE ASSOCIATION, AND UPON RECEIPT FROM THE SECRETARY OF A NOTICE OF THE ACCEPTANCE OF THE BOARD OF DIRECTORS OF SUCH RESIGNATION, SUCH MEMBER SHALL THEREFORE CEASE TO BE A MEMBER OF THE ASSOCIATION. RESIGNATION DOES NOT RELIEVE THE MEMBER FROM THE PAYMENT OF ANY OUTSTANDING OBLIGATIONS DUE TO THE ASSOCIATION FROM THE MEMBER.

#### LAPSE OF MEMBERSHIP

12. IF A MEMBER SHALL NOT HAVE PAID HIS DUES BY MARCH 31 IN ANY YEAR HE SHALL BE CONSIDERED DELINQUENT AND SHALL NOT ENJOY ANY PRIVILEGES OF

MEMBERSHIP UNTIL HIS DUES FOR THAT YEAR ARE PAID. IF HIS DUES REMAIN UNPAID BY DECEMBER 31 OF THE SAME YEAR, HIS MEMBERSHIP SHALL BE CONSIDERED TO HAVE LAPSED AND HE SHALL CEASE TO BE A MEMBER OF THE ASSOCIATION. LAPSE OF MEMBERSHIP DOES NOT RELIEVE THE MEMBER FROM THE PAYMENT OF ANY OUTSTANDING OBLIGATIONS DUE TO THE ASSOCIATION FROM THE MEMBER EXCEPT FOR THE DUES FOR THE YEAR IN WHICH HIS MEMBERSHIP LAPSED.

#### EXPULSION OF MEMBERS

13. ANY MEMBER MAY, FOR JUST CAUSE, BE EXPELLED FROM THE ASSOCIATION BY RESOLUTION PASSED BY A MAJORITY OF THE BOARD OF DIRECTORS AND RATIFIED AND CONFIRMED AT THE NEXT GENERAL MEETING OF THE MEMBERS. A MEMBER WHO IS EXPELLED HAS THE RIGHT TO APPEAL THIS DECISION DIRECTLY TO THE BOARD OF DIRECTORS. EXPULSION DOES NOT RELIEVE THE MEMBER FROM THE PAYMENT OF ANY OUTSTANDING OBLIGATIONS DUE TO THE ASSOCIATION FROM THE MEMBER.

#### REINSTATEMENT OF MEMBERS

14. ANY PERSON WHO WAS FORMERLY A MEMBER, BUT WHOSE MEMBERSHIP HAS CEASED FOR ANY REASON, MAY BE READMITTED TO MEMBERSHIP UPON MAKING A NEW APPLICATION AND HAVING SUCH APPLICATION CONSIDERED IN THE SAME MANNER AS A NEW APPLICANT. IF, HOWEVER, THE FORMER MEMBER HAD BEEN EXPELLED FROM THE ASSOCIATION, THE APPLICATION FOR REINSTATEMENT MUST BE CONSIDERED BY THE BOARD OF DIRECTORS AND MAY NOT BE DELEGATED. A REINSTATED MEMBER SHALL BE GIVEN A NEW MEMBERSHIP NUMBER UNLESS HE PAYS THE FULL MEMBERSHIP DUES FOR THE YEARS THAT HIS MEMBERSHIP WAS IN ABEYANCE, IN WHICH CASE HIS ORIGINAL MEMBERSHIP NUMBER MAY BE RESTORED TO HIM.

#### INTEREST OF MEMBERS NOT TRANSFERRABLE

15. THE INTEREST OF MEMBERS IN THE ASSOCIATION SHALL NOT BE TRANSFERRABLE BY ANY MEANS WHATSOEVER, BUT SHALL LAPSE AND CEASE TO EXIST UPON THE DEATH OF A MEMBER OR WHENEVER A MEMBER CEASES TO BE A MEMBER OF THE ASSOCIATION BY RESIGNATION, EXPULSION OR OTHERWISE IN ACCORDANCE WITH THE BY-LAWS FROM TIME TO TIME IN FORCE. UPON SUCH CESSATION OF MEMBERSHIP, ANY DUES PAID FOR THE CURRENT YEAR SHALL NOT BE REFUNDABLE, EITHER IN WHOLE OR IN PART, TO THE MEMBER OR, IN THE EVENT OF THE MEMBER'S DEATH, TO HIS HEIRS OR ESTATE.

#### DIVISIONS

16. UPON THE APPLICATION OF TEN (10) OR MORE VOTING MEMBERS RESIDING IN A GIVEN MUNICIPALITY OR AREA, WHO DESIRE TO FORM A DIVISION OF THE ASSOCIATION, THE BOARD OF DIRECTORS MAY AUTHORIZE THE FORMATION OF SUCH A DIVISION TO BE KNOWN AS "THE ----- DIVISION OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION" AND MAY THEREUPON ISSUE A CERTIFICATE DEFINING THE JURISDICTION AND POWERS OF SUCH DIVISION. MODIFIED POWERS MAY BE ALLOWED BY THE BOARD OF DIRECTORS EITHER ON ITS OWN INITIATIVE OR UPON DUE APPLICATION THEREFOR IN WRITING. IN EXCEPTIONAL CASES THE BOARD OF DIRECTORS MAY AUTHORIZE THE FORMATION OF A DIVISION HAVING LESS THAN THE MINIMUM NUMBER OF MEMBERS HERETOFORE REQUIRED.

17. MEMBERSHIP IN A DIVISION NEED NOT BE CONFINED TO VOTING MEMBERS OF THE ASSOCIATION, HOWEVER AT

LEAST TEN PERCENT (10%) OF THE MEMBERS OF THE DIVISION MUST BE VOTING MEMBERS OF THE ASSOCIATION, WHICH TEN PERCENT MAY INCLUDE THE MINIMUM OF TEN VOTING MEMBERS REQUIRED TO FORM AND CONTINUE THE DIVISION.

18. EVERY DIVISION THUS CONSTITUTED SHALL HAVE THE POWER TO ELECT AN EXECUTIVE AND TO MAKE BY-LAWS AND REGULATIONS GOVERNING ITS OWN ACTIVITIES, SO LONG AS THEY ARE CONSISTENT WITH THE GENERAL BY-LAWS, REGULATIONS AND PRINCIPLES OF THE ASSOCIATION. ALL SUCH BY-LAWS AND REGULATIONS MUST BE SUBMITTED FOR APPROVAL AND CONFIRMATION TO THE BOARD OF DIRECTORS OF THE ASSOCIATION AND SHALL NOT BE EFFECTIVE OR ACTED UPON UNTIL SUCH APPROVAL IS GIVEN. A NEWLY-CREATED DIVISION MUST SUBMIT ITS INITIAL BY-LAWS WITHIN SIX (6) MONTHS OF THE GRANTING OF ITS CERTIFICATE. FAILURE TO SUBMIT SUCH BY-LAWS WITHIN THE TIME LIMIT, UNLESS SUCH TIME LIMIT IS EXTENDED BY THE BOARD OF DIRECTORS OF THE ASSOCIATION, WILL MAKE THE CERTIFICATE NULL AND VOID.

19. EACH DIVISION SHALL SUBMIT TO THE BOARD, ONCE A YEAR, OR UPON REQUEST, AUDITED STATEMENTS AND OTHER SUPPORTING DOCUMENTS REGARDING ANY FINANCIAL TRANSACTIONS MADE BY THE DIVISION DURING THE PRECEDING YEAR. FAILURE TO SUBMIT SUCH STATEMENTS MAY BE GROUNDS FOR THE REVOCATION OF THE DIVISION'S CERTIFICATE.

20. EACH DIVISION SHALL BE SOLELY AND ENTIRELY RESPONSIBLE FOR ALL ITS OWN DEBTS AND OTHER OBLIGATIONS.

21. NO OFFICER OR ANY OTHER MEMBER OF ANY DIVISION SHALL MAKE ANY PUBLIC STATEMENT, ORAL OR WRITTEN, WITH RESPECT TO THE POLICY OF THE ASSOCIATION.

22. IN THE EVENT OF A DIVISION FAILING TO MAINTAIN THE MINIMUM MEMBERSHIP PROVIDED FOR UNDER ITS CERTIFICATE, OR ACTING BEYOND THE POWERS LAID DOWN FOR IT BY THE BOARD OF DIRECTORS, OR OTHERWISE ACTING IN A MANNER DEROGATORY TO THE REPUTATION AND BEST INTERESTS OF THE ASSOCIATION, THE CERTIFICATE OF THE DIVISION MAY BE REVOKED AT ANY TIME BY RESOLUTION OF THE BOARD OF DIRECTORS.

#### MEETINGS OF THE MEMBERS

##### ANNUAL GENERAL MEETING

23. THE ANNUAL GENERAL MEETING OF THE VOTING MEMBERS OF THE ASSOCIATION SHALL BE HELD IN CANADA ONCE IN EACH YEAR, ON A DATE AND AT A PLACE TO BE FIXED BY THE BOARD OF DIRECTORS AT LEAST THIRTY (30) DAYS BEFORE THE DATE OF SUCH ANNUAL GENERAL MEETING. THE PURPOSE OF THE ANNUAL GENERAL MEETING SHALL BE TO RECEIVE THE ANNUAL REPORTS OF THE DIRECTORS, THE BALANCE SHEET, A GENERAL STATEMENT OF INCOME AND EXPENDITURES AND THE REPORT OF THE AUDITOR OF THE ASSOCIATION, ALSO TO ELECT DIRECTORS AND TO APPOINT AN AUDITOR FOR THE ENSUING YEAR AND TO TRANSACT THE GENERAL BUSINESS OF THE ASSOCIATION. NOTICE IN WRITING OF THE ANNUAL GENERAL MEETING MUST BE MAILED OR OTHERWISE TRANSMITTED TO EACH VOTING MEMBER OF THE ASSOCIATION, TO HIS LAST KNOWN ADDRESS, AT LEAST THIRTY (30) DAYS BEFORE THE DATE FIXED FOR THE HOLDING OF THE MEETING.

##### OTHER GENERAL MEETINGS

24. OTHER GENERAL MEETINGS OF THE MEMBERS OF THE ASSOCIATION MAY BE HELD AT ANY TIME UPON THE CALL OF THE PRESIDENT, OR AT THE REQUEST OF A MAJORITY OF THE

BOARD OF DIRECTORS, OR UPON THE WRITTEN REQUEST, ADDRESSED TO THE SECRETARY, OF ANY FIFTEEN (15) VOTING MEMBERS OF THE ASSOCIATION. NOTICE OF SUCH MEETINGS SHALL BE MAILED OR OTHERWISE TRANSMITTED, SEVEN (7) DAYS IN ADVANCE OF THE DATE FIXED FOR THE MEETING, TO ALL REGULAR, JUNIOR, CONTRIBUTING, OR HONOURARY LIFE MEMBERS. THE NOTICE SHALL SPECIFY THE TENTATIVE AGENDA TO BE FOLLOWED AT THE MEETING.

#### QUORUM

25. AT ANY MEETING OF THE MEMBERS OF THE ASSOCIATION, FIFTEEN MEMBERS ELIGIBLE TO VOTE SHALL CONSTITUTE A QUORUM.

#### VOTING

26. EACH VOTING MEMBER PRESENT AT A MEETING SHALL HAVE ONE VOTE. IN THE EVENT OF A TIE, THE CHAIRMAN SHALL HAVE THE RIGHT TO CAST A DECIDING VOTE.

#### DIRECTORS

27. THE AFFAIRS OF THE ASSOCIATION SHALL BE MANAGED BY A BOARD OF DIRECTORS WHO SHALL NOT BE REMUNERATED FOR THEIR SERVICES TO THE ASSOCIATION.

28. DIRECTORS SHALL BE OF TWO KINDS, ELECTED AND APPOINTED. THE ELECTED DIRECTORS SHALL BE 12 IN NUMBER AND SHALL BE ELECTED BY THE VOTING MEMBERS AT THE ANNUAL GENERAL MEETING OF THE ASSOCIATION OR AT ANY SPECIAL GENERAL MEETING CALLED FOR THE PURPOSE. IN ADDITION, EACH DIVISION HAS THE RIGHT TO APPOINT ONE DIRECTOR. ALL DIRECTORS, WHETHER ELECTED OR APPOINTED, SHALL HAVE THE SAME POWERS AND RESPONSIBILITIES.

#### QUALIFICATIONS FOR DIRECTOR

29. THE QUALIFICATION OF A DIRECTOR SHALL BE VOTING MEMBERSHIP IN THE ASSOCIATION IN GOOD STANDING AT THE TIME OF HIS ELECTION AND CONTINUOUSLY THROUGHOUT HIS TERM OF OFFICE. DIRECTORS MUST ALSO BE CANADIAN CITIZENS.

#### POWERS OF DIRECTORS

30. THE BOARD OF DIRECTORS SHALL HAVE THE FULL POWER AND AUTHORITY TO MANAGE, CONTROL AND ADMINISTER THE AFFAIRS AND BUSINESS OF THE ASSOCIATION. IN ADDITION TO THE POWERS AND AUTHORITY BY THESE BY-LAWS EXPRESSLY CONFERRED UPON THE BOARD, THE BOARD MAY EXERCISE ALL SUCH POWERS OF THE ASSOCIATION AND DO ALL SUCH LAWFUL ACTS AS ARE NOT BY STATUTE OR LETTERS PATENT OR THESE BY-LAWS REQUIRED TO BE EXERCISED OR DONE BY THE MEMBERS OF THE ASSOCIATION AT GENERAL MEETINGS.

31. WITHOUT PREJUDICE TO THE GENERAL POWERS AND AUTHORITY ABOVE MENTIONED, AND THE POWERS OTHERWISE CONFERRED BY STATUTE, THE LETTERS PATENT OF THE ASSOCIATION AND OTHER BY-LAWS, IT IS HEREBY EXPRESSLY PROVIDED THAT THE BOARD OF DIRECTORS HAVE THE FOLLOWING POWERS, THAT

A). TO PURCHASE, OR OTHERWISE ACQUIRE, FOR THE ASSOCIATION ANY PROPERTY, RIGHTS, PRIVILEGES, STOCKS, BONDS, DEBENTURES OR OTHER SECURITIES WHICH THE ASSOCIATION IS AUTHORIZED TO ACQUIRE, AT SUCH PRICE OF CONSIDERATION AND GENERALLY ON SUCH TERMS AND CONDITIONS AS THEY MAY THINK FIT.

B). TO BORROW MONEY UPON THE CREDIT OF THE ASSOCIATION, TO HYPOTHECATE OR MORTGAGE THE IMMOVABLE PROPERTY OF THE ASSOCIATION OR PLEDGE OR OTHERWISE AFFECT THE MOVABLE PROPERTY, EXCEPT THAT WHICH MAY BE VESTED IN A BOARD OF TRUSTEES, OR GIVE ALL SUCH GUARANTEES TO SECURE THE PAYMENT OF LOANS AS WELL AS THE PAYMENT OR PERFORMANCE OF ANY OTHER DEBT, CONTRACT OR OBLIGATION OF THE ASSOCIATION.

C). AT THEIR DISCRETION TO PAY FOR ANY PROPERTY, RIGHTS, PRIVILEGES, STOCK, DEBENTURES OR OTHER SECURITIES ACQUIRED BY THE ASSOCIATION EITHER WHOLLY OR PARTLY IN MONEY, STOCK, BONDS, DEBENTURES OR OTHER SECURITIES OWNED BY THE ASSOCIATION.

D). TO BUY, SELL, LEASE OR OTHERWISE ACQUIRE OR DISPOSE OF ANY PROPERTY, REAL OR PERSONAL, ASSETS, INTEREST OR EFFECTS FOR AND ON BEHALF OF THE ASSOCIATION, EXCEPT WHERE SUCH EFFECTS SHALL HAVE BEEN VESTED IN A BOARD OF TRUSTEES, FOR SUCH PRICE OR CONSIDERATION AND GENERALLY ON SUCH TERMS AND CONDITIONS AS THE BOARD OF DIRECTORS MAY THINK FIT.

E). TO APPOINT ANY PERSON OR PERSONS OR CORPORATION TO ACCEPT AND HOLD IN TRUST FOR THE ASSOCIATION ANY PROPERTY BELONGING TO THE ASSOCIATION OR IN WHICH IT IS INTERESTED OR FOR ANY OTHER PURPOSE, AND TO EXECUTE AND DO ALL SUCH DEEDS AS MAY BE REQUISITE IN RELATION TO SUCH TRUST.

F). TO AUTHORIZE AND DETERMINE WHO SHALL, IN THE NAME OF THE ASSOCIATION, DRAW, MAKE, ACCEPT, ENDORSE, SIGN OR OTHERWISE EXECUTE AND DELIVER BILLS OF EXCHANGE, CHEQUES, PROMISSORY NOTES, OR OTHER SECURITIES OR UNDERTAKINGS FOR THE PAYMENT OF MONEY.

#### TERM OF OFFICE

32. THE ELECTED DIRECTORS SHALL HOLD OFFICE FOR A TERM OF THREE (3) YEARS OR UNTIL THEIR SUCCESSORS ARE ELECTED OR APPOINTED. FOUR (4) DIRECTORS SHALL BE ELECTED EACH YEAR WHILE THE TERMS OF THE OTHER FOUR ELECTED DIRECTORS CONTINUE UNTIL THE FOLLOWING YEAR, AND THE TERMS OF THE REMAINING FOUR ELECTED DIRECTORS CONTINUE UNTIL THE NEXT-BUT-ONE FOLLOWING YEAR. A DIRECTOR APPOINTED BY A DIVISION SHALL HOLD OFFICE FOR A TERM OF ONE (1) YEAR OR UNTIL HIS SUCCESSOR IS APPOINTED BY THE DIVISION HE REPRESENTS.

33. RETIRING DIRECTORS SHALL BE ELIGIBLE FOR RE-ELECTION IF OTHERWISE QUALIFIED. A RETIRING DIRECTOR SHALL RETAIN OFFICE UNTIL THE DISSOLUTION OF ADJOURNMENT OF THE MEETING AT WHICH HIS SUCCESSOR IS ELECTED.

34. VACANCIES OCCURRING AT ANY TIME IN THE BOARD OF DIRECTORS MAY BE FILLED BY SUCH DIRECTORS AS REMAIN IN OFFICE, EVEN IF LESS THAN A QUORUM. ANY PERSON THUS ELECTED OR APPOINTED TO FILL A VACANCY IN THE BOARD OF DIRECTORS SHALL HOLD OFFICE, SUBJECT TO THE LETTERS PATENT, SUPPLEMENTARY LETTERS PATENT AND THE BY-LAWS OF THE ASSOCIATION, FOR THE BALANCE OF THE UNEXPIRED TERM OF THE VACATING DIRECTOR.

#### VACATION OF OFFICE

35. THE OFFICE OF A DIRECTOR SHALL BE IP SO FACTO VACATED IF THE DIRECTOR: A). BECOMES BANKRUPT OR SUSPENDS PAYMENT OR COMPOUNDS WITH HIS CREDITORS OR MAKES AN UNAUTHORIZED ASSIGNMENT OR IS DECLARED INSOLVENT. B). IS FOUND TO BE MENTALLY INCOMPETENT, BECOMES OF UNSOUND MIND OR IS INTERDICTED FOR ANY

REASON WHATSOEVER. C). CEASES TO BE A VOTING MEMBER FOR ANY REASON WHATSOEVER. D). BY NOTICE IN WRITING TO THE ASSOCIATION, RESIGNS THE OFFICE OF DIRECTOR AND THAT RESIGNATION IS ACCEPTED.

36. IF A DIRECTOR, WITHOUT JUST CAUSE (AS DETERMINED BY THE BOARD), FAILS TO ATTEND THREE CONSECUTIVE REGULAR MEETINGS OF THE BOARD HE SHALL BE DEEMED TO BE DELINQUENT AS A DIRECTOR AND, UPON RESOLUTION OF A QUORUM OF THE REMAINING DIRECTORS, HIS DIRECTORSHIP SHALL BE SUSPENDED FROM THE TIME OF SUCH RESOLUTION. SUCH DIRECTOR SHALL, HOWEVER, HAVE THE RIGHT TO APPEAR IN PERSON AT THE NEXT REGULAR BOARD MEETING AND APPEAL SUCH A DECISION. IF HIS APPEAL IS SUCCESSFUL HE MAY BE REINSTATED AS A DIRECTOR, BUT IF NO APPEAL IS MADE OR IF SUCH APPEAL IS NOT SUCCESSFUL HIS POSITION ON THE BOARD SHALL BE DECLARED VACANT, SO MAKING IT POSSIBLE FOR THE REMAINING DIRECTORS TO APPOINT A REPLACEMENT FOR THE RETIRING DIRECTOR AT SUCH MEETING.

#### ELECTION OF DIRECTORS

37. THE DIRECTORS MAY, AT A MEETING OF THE BOARD HELD AT LEAST TWO (2) MONTHS BEFORE THE ANNUAL GENERAL MEETING, APPOINT A NOMINATING COMMITTEE COMPOSED OF THREE (3) OR MORE VOTING MEMBERS IN GOOD STANDING. THE NOMINATING COMMITTEE SHALL THEREUPON PREPARE A LIST OF FOUR (4) CANDIDATES FOR THE BOARD OF DIRECTORS EACH OF WHOM MUST BE ELIGIBLE TO BE A DIRECTOR AND MUST HAVE SIGNIFIED HIS CONSENT TO SERVE AS DIRECTOR IF ELECTED. THIS LIST MUST BE SUBMITTED TO THE SECRETARY OF THE ASSOCIATION BY MIDNIGHT ON THE LAST DAY OF THE MONTH IMMEDIATELY PRECEDING THE ANNUAL GENERAL MEETING, OR TWO (2) WEEKS BEFORE THE ANNUAL GENERAL MEETING, WHICHEVER COMES EARLIER. AT ANY TIME AFTER THIS LIST IS DEPOSITED, WITHIN NORMAL BUSINESS HOURS, THE SECRETARY SHALL ALLOW ANY VOTING MEMBER WHO APPLIES THEREFOR TO TAKE COMMUNICATION OF THE LIST.

38. IN ADDITION, ANY VOTING MEMBER OF THE ASSOCIATION IN GOOD STANDING SHALL HAVE THE RIGHT TO PROPOSE ADDITIONAL NOMINATIONS FOR THE BOARD OF DIRECTORS, WHICH NOMINATIONS SHALL BE DULY PROPOSED AND SECONDED IN WRITING, MUST BEAR THE CONSENT OF THE NOMINEE TO SERVE IF ELECTED AND MUST BE IN THE HANDS OF THE SECRETARY BY MIDNIGHT OF THE LAST DAY OF THE MONTH IMMEDIATELY PRECEDING THE ANNUAL GENERAL MEETING, OR TWO (2) WEEKS BEFORE THE ANNUAL GENERAL MEETING, WHICH EVER COMES EARLIER.

39. ALL VOTING FOR DIRECTORS SHALL BE BY BALLOT AND SCRUTINEERS SHALL BE APPOINTED FROM THE FLOOR BY THE CHAIRMAN AT THE ANNUAL GENERAL MEETING OR AT ANY SPECIAL GENERAL MEETING CALLED FOR THIS PURPOSE.

#### MEETINGS OF THE DIRECTORS

40. MEETINGS OF THE BOARD OF DIRECTORS, EXCEPT AS OTHERWISE REQUIRED BY LAW, MAY BE HELD AT SUCH TIME AND AT SUCH PLACE AS THE BOARD MAY DECIDE. A MEETING MAY BE CONVENED AT ANY TIME BY THE PRESIDENT OR A VICE PRESIDENT, AND, IN ADDITION, A MEETING MUST BE HELD IF REQUESTED IN WRITING BY AT LEAST ONE-THIRD (1/3) OF THE DIRECTORS.

41. THE DIRECTORS SHALL MEET IMMEDIATELY AFTER THE ANNUAL GENERAL MEETING OF THE ASSOCIATION AT WHICH THEY HAVE BEEN ELECTED AND NO NOTICE OF THIS

MEETING SHALL BE NECESSARY. OTHERWISE NOTICES SHALL BE SENT TO EACH DIRECTOR AT LEAST THREE (3) DAYS BEFORE THE MEETING IS TO TAKE PLACE.

42. FORMAL NOTICE OF DIRECTORS' MEETINGS NEED NOT BE GIVEN IF ALL THE DIRECTORS ARE PRESENT IN PERSON, OR IF A QUORUM IS PRESENT AND THOSE DIRECTORS WHO ARE ABSENT HAVE SIGNIFIED THEIR CONSENT BY WRITING, TELEGRAPHING OR OTHER FORM OF RECORDED OR TRANSMITTED MESSAGE TO THE HOLDING OF THE MEETING IN THEIR ABSENCE, OR IF ALL THE DIRECTORS PERSONALLY SIGN A WAIVER OF NOTICE OF THE TIME, PLACE AND PURPOSE OF SUCH MEETING.

#### RESOLUTIONS SIGNED BY ALL MEMBERS OF THE BOARD

43. A RESOLUTION SIGNED BY ALL MEMBERS OF THE BOARD OF DIRECTORS SHALL BE AS VALID AND EFFECTIVE AS IF IT HAD BEEN PASSED AT A MEETING OF THE BOARD OF DIRECTORS DULY CALLED AND CONSTITUTED.

#### QUORUM

44. SIX (6) DIRECTORS PERSONALLY PRESENT SHALL CONSTITUTE A QUORUM AT ALL MEETINGS OF THE BOARD OF DIRECTORS.

#### CHAIRMAN'S DECIDING VOTE

45. IN THE EVENT OF AN EQUALITY OF VOTES AT ANY MEETING OF THE BOARD OF DIRECTORS THE CHAIRMAN OF THE MEETING SHALL BE ENTITLED TO CAST A DECIDING VOTE.

#### ADJOURNMENTS

46. IF LESS THAN A QUORUM BE IN ATTENDANCE AT THE TIME FOR WHICH ANY MEETING OF THE MEMBERS OR THE DIRECTORS SHALL HAVE BEEN CALLED, THE MEETING MAY, AFTER A LAPSE OF FIFTEEN (15) MINUTES FROM THE TIME APPOINTED FOR HOLDING THE MEETING, BE ADJOURNED FROM TIME TO TIME BY THE PERSONS PRESENT, FOR A PERIOD NOT EXCEEDING TWO (2) WEEKS AT ANY ONE TIME, WITH DUE NOTICE BEING GIVEN TO DIRECTORS NOT PRESENT, UNTIL A QUORUM SHALL ATTEND. ANY MEETING AT WHICH A QUORUM IS PRESENT MAY ALSO BE ADJOURNED IN LIKE MANNER FOR SUCH TIME AS MAY BE DETERMINED BY MAJORITY VOTE.

47. AT ANY ADJOURNED MEETING AT WHICH A QUORUM SHALL ATTEND, ANY BUSINESS MAY BE TRANSACTED WHICH MIGHT HAVE BEEN TRANSACTED IF THE MEETING HAD BEEN HELD AS ORIGINALLY CALLED.

#### OFFICERS

48. THE OFFICERS OF THE ASSOCIATION SHALL CONSIST OF A PRESIDENT, ONE OR MORE VICE-PRESIDENTS, A TREASURER, A SECRETARY AND SUCH OTHER OFFICERS AS THE BOARD OF DIRECTORS MAY BY BY-LAW DETERMINE.

49. THE OFFICERS OF THE ASSOCIATION SHALL BE ELECTED BY THE DIRECTORS FROM AMONGST THEMSELVES AT THE FIRST MEETING OF THE BOARD HELD FOLLOWING THE ANNUAL GENERAL MEETING OR WITHIN A DELAY OF SEVEN (7) DAYS FOLLOWING THE ANNUAL MEETING.

50. THE OFFICERS OF THE ASSOCIATION SHALL HOLD OFFICER FOR ONE (1) YEAR OR UNTIL THEIR SUCCESSORS ARE ELECTED OR APPOINTED IN THEIR STEAD.

#### DUTIES OF THE OFFICERS

51. THE PRESIDENT AND, IN HIS ABSENCE, A VICE-



PRESIDENT, SHALL PRESIDE AT ALL MEETINGS OF THE MEMBERS OF THE ASSOCIATION AND ALSO AT ALL MEETINGS OF THE BOARD OF DIRECTORS AND SHALL EXERCISE A GENERAL SUPERVISION OVER THE AFFAIRS OF THE ASSOCIATION. IF THE PRESIDENT AND THE VICE-PRESIDENT SHALL ALL BE ABSENT OR DECLINE TO ACT, THE PERSONS PRESENT MAY CHOOSE SOMEONE OF THEIR NUMBER TO BE CHAIRMAN OF THE MEETING.

52. THE BOARD OF DIRECTORS SHALL HAVE POWER TO ADOPT, BY RESOLUTION, RULES SPECIFYING AND DEFINING THE DUTIES AND POWERS OF THE VARIOUS OFFICERS OF THE ASSOCIATION. SUBJECT TO THIS QUALIFICATION AND IN THE ABSENCE OF ANY SPECIFIC DIRECTIONS FROM THE DIRECTORS, ALL OFFICERS OF THE ASSOCIATION SHALL HAVE SUCH POWERS AND SHALL PERFORM SUCH DUTIES AS USUALLY AND CUSTOMARILY APPERTAIN TO THEIR RESPECTIVE OFFICES, AND SUCH AS MAY BE REQUIRED BY LAW OR MAY BE DELEGATED TO THEM RESPECTIVELY BY THE BOARD OF DIRECTORS.

53. THE SECRETARY SHALL HAVE THE CUSTODY OF THE ASSOCIATION'S SEAL.

#### COMMITTEES

54. THE BOARD OF DIRECTORS MAY, BY RESOLUTION, ESTABLISH SUCH COMMITTEE OR COMMITTEES AS THEY SHALL DEEM EXPEDIENT FOR THE BETTER CARRYING ON OF THE BUSINESS OF THE ASSOCIATION, AND MAY APPOINT MEMBERS THERETO.

#### AGENTS AND EMPLOYEES

55. THE BOARD MAY APPOINT SUCH AGENTS AND ENGAGE SUCH EMPLOYEES AS IT SHALL DEEM NECESSARY FROM TIME TO TIME AND SUCH PERSONS SHALL HAVE SUCH AUTHORITY AND PERFORM SUCH DUTIES AS SHALL BE PRESCRIBED BY THE BOARD AT THE TIME OF SUCH APPOINTMENT.

56. THE REMUNERATION OF ALL AGENTS AND EMPLOYEES SHALL BE FIXED BY THE BOARD OF DIRECTORS BY RESOLUTION. SUCH RESOLUTION SHALL HAVE FORCE AND EFFECT ONLY UNTIL THE NEXT GENERAL MEETING OF THE VOTING MEMBERS WHEN IT SHALL BE SUBJECT TO CONFIRMATION BY THE VOTING MEMBERS, AND IN THE ABSENCE OF SUCH CONFIRMATION THEN THE REMUNERATION OF SUCH OFFICERS, AGENTS OR EMPLOYEES SHALL CEASE TO BE PAYABLE FROM THE DATE OF SUCH MEETING OF THE VOTING MEMBERS.

#### SIGNING DOCUMENTS

57. THE BOARD OF DIRECTORS SHALL HAVE THE POWER FROM TIME TO TIME BY RESOLUTION TO APPOINT ANY OFFICER OR OFFICERS OF THE ASSOCIATION, OR ANY DIRECTOR OR DIRECTORS, OR ANY OTHER INDIVIDUAL, TO SIGN AFFIDAVITS, CONTRACTS, DOCUMENTS OR INSTRUMENTS IN WRITING GENERALLY ON BEHALF OF THE ASSOCIATION, OR TO SIGN SPECIFIC DOCUMENTS, CONTRACTS AND INSTRUMENTS AND THE ASSOCIATION'S SEAL SHALL BE AFFIXED TO SUCH INSTRUMENTS IN WRITING AS REQUIRE THE SAME.

#### BANK ACCOUNTS, CHEQUES, DRAFTS AND NOTES

58. THE ASSOCIATION'S BANK ACCOUNTS SHALL BE KEPT IN SUCH CHARTERED BANK, TRUST COMPANY OR OTHER FIRM OR CORPORATION CARRYING ON THE BUSINESS OF BANKING AS THE BOARD OF DIRECTORS MAY BY RESOLUTION FROM TIME TO TIME DETERMINE.

59. CHEQUES ON THE BANK ACCOUNTS, DRAFTS DRAWN OR ACCEPTED BY THE ASSOCIATION, PROMISSORY NOTES GIVEN BY IT, ACCEPTANCES, BILLS OF EXCHANGE, ORDERS FOR THE PAYMENT OF MONEY AND OTHER INSTRUMENTS OF A LIKE NATURE, MAY BE MADE, SIGNED, DRAWN, ACCEPTED OR ENDORSED, AS THE CASE MAY BE, BY SUCH OFFICER OR OFFICERS, PERSON OR PERSONS, WHETHER OR NOT OFFICERS OF THE ASSOCIATION, AND IN SUCH MANNER AS THE BOARD OF DIRECTORS MAY FROM TIME TO TIME DETERMINE FOR THAT PURPOSE.

60. CHEQUES, PROMISSORY NOTES, BILLS OF EXCHANGE, ORDERS FOR THE PAYMENT OF MONEY AND OTHER NEGOTIABLE PAPER MAY BE ENDORSED FOR DEPOSIT TO THE CREDIT OF THE ASSOCIATION'S BANK ACCOUNT BY SUCH OFFICER OR OFFICERS, PERSON OR PERSONS, AS THE BOARD OF DIRECTORS MAY BY RESOLUTION FROM TIME TO TIME NAME FOR THAT PURPOSE, OR THEY MAY BE ENDORSED FOR SUCH DEPOSIT BY MEANS OF A RUBBER STAMP OR OTHER MARKING DEVICE BEARING THE NAME OF THE ASSOCIATION.

#### AUDITOR

61. AT EVERY ANNUAL MEETING OF THE VOTING MEMBERS OF THE ASSOCIATION, AN AUDITOR OR AUDITORS SHALL BE APPOINTED FOR THE PURPOSE OF VERIFYING AND AUDITING THE ACCOUNTS OF THE ASSOCIATION AND CERTIFYING THE ANNUAL BALANCE SHEET. THE AUDITOR SHALL NOT BE A DIRECTOR OR AN OFFICER OF THE ASSOCIATION, AND SHALL EXAMINE AND VERIFY THE BOOKS AND ACCOUNTS OF THE ASSOCIATION ONCE A YEAR.

#### FISCAL YEAR

62. THE FISCAL YEAR OF THE ASSOCIATION SHALL TERMINATE ON MARCH 31ST.

#### DUES AND ASSESSMENTS

63. THE AMOUNT OF THE ANNUAL DUES OR FEES PAYABLE BY THE MEMBERS IN EACH CATEGORY OF MEMBERSHIP SHALL BE FIXED ANNUALLY BY A RESOLUTION OF THE BOARD OF DIRECTORS PASSED AT A MEETING HELD NO LATER THAN THE MONTH OF NOVEMBER. THE BOARD MAY IN LIKE MANNER DETERMINE THE CONDITIONS AND TERMS OF PAYMENT THEREOF, AND THE EXERCISE OF THESE POWERS SHALL BE SUBMITTED FOR RATIFICATION AND APPROVAL AT EACH ANNUAL OR SPECIAL GENERAL MEETING OF THE VOTING MEMBERS.

#### MAKING, REPEALING OR AMENDING BY-LAWS

64. THE BY-LAWS OF THE ASSOCIATION MAY BE ADDED TO, REPEALED OR AMENDED BY BY-LAW ENACTED BY A MAJORITY OF THE DIRECTORS AT A MEETING OF THE BOARD OF DIRECTORS AND SANCTIONED AND CONFIRMED BY AN AFFIRMATIVE VOTE OF AT LEAST TWO-THIRDS (2/3) OF THE TOTAL OF VOTING MEMBERS PRESENT AT A MEETING DULY CALLED FOR THE PURPOSE OF CONSIDERING THE SAID BY-LAW, PROVIDED THAT THE ENACTMENT, REPEAL OR AMENDMENT OF SUCH BY-LAW SHALL NOT BE ENFORCED OR ACTED UPON UNTIL THE APPROVAL OF THE SECRETARY OF STATE OF CANADA HAS BEEN OBTAINED.

THESE REVISED BY-LAWS WERE APPROVED AT THE ADJOURNED ANNUAL GENERAL MEETING HELD ON MAY 17, 1992 IN ST-COUSTANT, QUEBEC.

## Book Review

Reviewed by Douglas N.W. Smith

### VICTORIA AND SIDNEY RAILWAY: 1892-1919

by Darryl E. Muralt

Price: \$31.20 postpaid, including GST.

Publisher: British Columbia Railway Historical Association  
Box 8114, VCPO  
Victoria, British Columbia V8W 3R8

The Victoria and Sidney was one of the many small railway companies which existed in Canada prior to the turn of the century. Formed in an era before the rise of the automobile, it provided a vital link carrying both travellers and freight over the 19 miles between the two communities in its corporate title. After the turn of the century, the V&S became an outpost of the Great Northern Railway empire. It was connected to the GN and the main land by a car ferry and barges. For a brief period, the V&S and GN combined to form a through route between Victoria and Vancouver. Following the conclusion of the battle between James Hill and Sir William Van Horne to secure control of the trade of the southern portion of the province in the early 1910's, the line faced difficult times. The Canadian Northern and British Columbia Electric Railways built lines parallel to the V&S while autos, jitneys and trucks appeared on the primitive roads in the region. Cast off by the GN to avoid paying off a large mortgage, the V&S was abandoned in

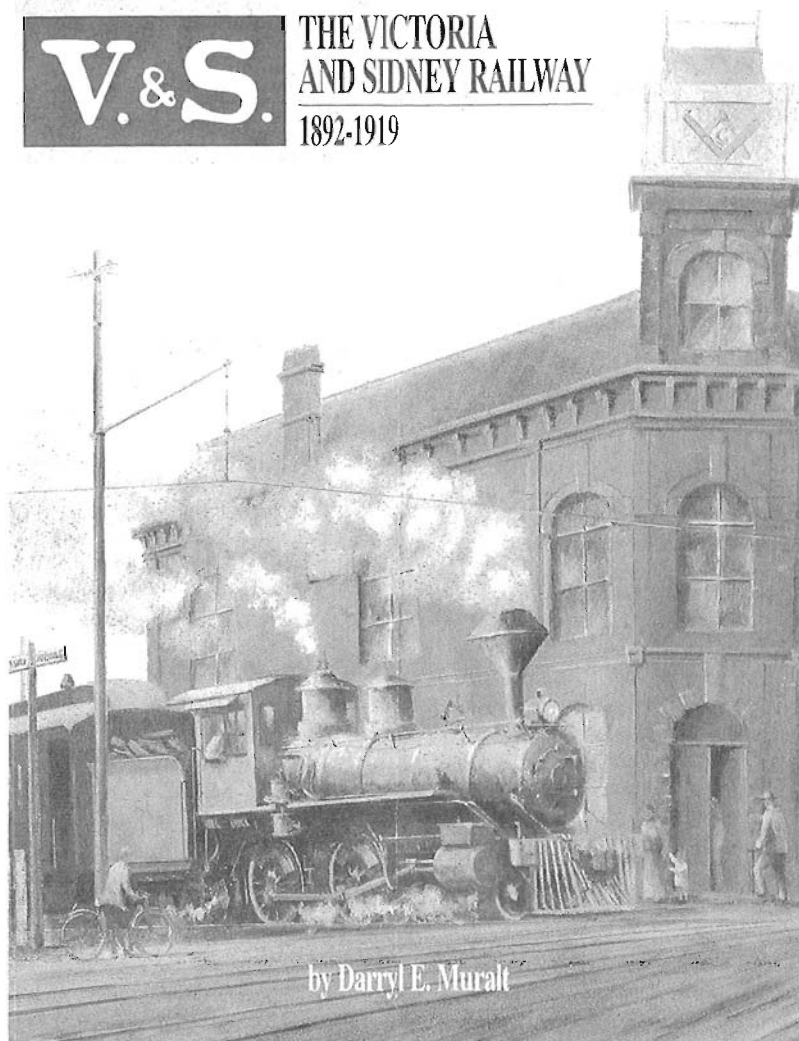
1919. It is ironic that both the Canadian Northern and BC Electric lines which were completed during the closing years of World War I, both had a much shorter life span than the V&S. All railway service on Vancouver Island's Saanich Peninsula ceased by the mid 1930's.

Author Muralt has produced the definitive history of the V&S. In 1966, the British Columbia Railway Historical Association (BCRHA) published a short history of the line entitled *The Cordwood Limited*. The volume became one of the best selling

books ever written on a Canadian railway and has been reprinted several times. The BCRHA sponsored this new work to commemorate the 100th anniversary of the V&S. Mr Muralt has produced an exceptionally detailed history of the railway which illuminates many areas which could not be covered in the modest 80 pages of the original edition of *The Cordwood Limited*. Nautical fans will be pleased with the in-depth coverage of the steamships, car ferries, tugs and car barges operated as connections to the V&S. The text is prodigiously footnoted and is supplemented by several handsome maps, a chronology, financial statistics, many photographs, and a comprehensive index.

This 236 page soft-cover book is recommended to anyone with an interest in railways and shipping during the Victorian and Edwardian eras. This book should serve as a model for other authors

aspiring to write the histories of the many other small railways which at one time dotted the Canadian landscape.



# The Business Car

## ASSISTANCE WANTED

The Vintage Locomotive Society is trying to locate a photo of CPR 35-foot official car No. 21 in service. The photo appeared on page 4 of CP Rail News for March 1988 in an article by the late Mr. Omer Lavallée about this car. The Society is presently restoring No. 21, and would like to obtain the photo which would show details needed in the restoration. Anyone having a print of this photo, or any other photos of this car, is asked to contact:

K. Gordon Younger  
The Vintage Locomotive Society  
P.O. Box 33021  
L155 1485 Portage Ave.  
Winnipeg, Manitoba R3G 0W4

Mr. R.J. Mephram is, in company with a colleague, seeking to collate a comprehensive inventory of books, reports, reference data, leading railroad personalities, personal histories, maps, plans or what-have-you pertaining to railroading in the Brockville area, back to the inception of the Grand Trunk and Brockville & Ottawa railroads in the early 1850's. Of particular interest is information on the Perth - William street area including the shops, freight sheds, crew quarters, gate towers and turntable that once were located there. At this time they do not seek actual material but rather reports of the existence of same. It is their intention to prepare a publication on the station and freight shed sites, and also a more ambitious piece should suitable information surface. All responses will be acknowledged. Anyone who can help is asked to contact:

Robert J. Mephram  
61 Newland Crescent  
Charlottetown, P.E.I. C1A 4H6

## MODEL RAILWAY SHOW

The Lindsay and district Model Engineers Show will be held on April 17 and 18, 1993 at the Victoria Park Armoury, 210 Kent Street, West Lindsay, Ontario. Hours will be: Saturday (April 17) 11:00 A.M. to 5:00 P.M., Sunday (April 18) 12:00 Noon to 4:30 P.M. For more information, phone Wayne Lamb (705)-324-9865 or Eric Potter (705)-328-3749.

## CN LINES SPECIAL INTEREST GROUP

This is a non-profit group dedicated to the study of Canadian National Railways and its subsidiaries, GT, CV, GTW, DW & P. Also the GTW's co-owned or now wholly owned subsidiaries like BRC, DT & I, C & WI etc. as well as Northern Alberta and Canada Southern. The group publishes a very fine quarterly newsletter called "CN LINES" (previously reviewed in Canadian Rail) in which are articles on both the prototype and modelling aspect of CN equipment as well as reviews on books, videos, new models, information on locomotive rosters, freight car data, paint schemes etc. all pertaining to the CN family of railroads. Annual dues are: Regular Canadian \$20.00 (Can.), Sustaining Canadian \$30.00 (Can.), Regular U.S. \$16.00 (U.S.), Sustaining U.S. \$24.00 (U.S.), Regular International (surface

mail) \$24.00 (U.S.), Sustaining International (surface mail) \$30.00 (U.S.), Regular International (air mail) \$36.00 (U.S.), Sustaining International (air mail) \$45.00 (U.S.). Please write to:

Alf. Goodall, Membership Chairman  
112 Mapleton Drive  
Winnipeg, Manitoba R2P 1C9

## NEW STREET CAR LINE

On December 18, 1992 the Toronto Transit Commission (TTC) held a groundbreaking ceremony to signal the start of construction of the Spadina Light Rail Transit street car line. This line will link the subway and the waterfront along Spadina Avenue. The 3.65 km. street car line will operate along a reserved right-of-way down the centre of Spadina, which will also be newly landscaped. Construction is expected to be completed in early 1997. Equipment will be low-floor fully accessible street cars which will leave the Spadina station on the Bloor - Danforth subway line by an underground route which will emerge just south of Bloor Street to avoid traffic congestion at the Bloor - Spadina intersection. The street cars will continue through, on the surface, to the Spadina loop at the waterfront where they will integrate with the Harbourfront LRT line, opened in 1990. Since new low-floor equipment will be used, this may spell the end of the rebuilt PCC's on the Harbourfront line. "A clean, healthy city is based on safe, efficient and accessible public transit". Source: TTC.

## CP SEEKS TO ABANDON "SHORT LINE"

Most members of the CRHA will, no doubt, have heard that Canadian Pacific has given notice of its intention to abandon, or otherwise divest itself of, all its lines, presently operated as the "Canadian Atlantic Railway", east of Megantic Que., including the main "Short Line" through Maine, as well as its remaining lines in New Brunswick and Nova Scotia. This would also mean the end of VIA Rail's train the "Atlantic" from Montreal to Halifax via Saint John, so members who have not ridden this scenic line should consider doing it this year since it is definitely endangered.

## PILFERED PRAYER BOOKS

Some difficulties are being experienced by the Canadian Pacific in keeping up the supply of prayer books for their passengers on the Empresses. Some time ago the company installed organs in the first-class saloons, and made arrangements for Sunday services. These arrangements included a supply of English Church prayer books with ancient and modern hymns at the back, and handsome morocco binding, with C.P.R. crest [sic] on the outside. These prayer books increased the interest in the services very much, but proved a considerable source of expense to the company. The users of the books liked them so well that a large percentage of them vanished after each service, being retained by the worshippers as souvenirs. New supplies are being sent out as fast as possible, but it is altogether likely that the exuberance of the souvenir hunters will necessitate a cheaper form of prayer book before long.

Source: Montreal Gazette, August 26, 1910.

*BACK COVER: Almost forty years ago, April 13, 1953 to be exact. Ottawa Transportation Commission street car 806 was stopped at Britannia loop at the extreme west end of the longest line on the CTC system. The car had just arrived from downtown Ottawa and had let off its passengers. The motorman was taking a short break before the car started on its return trip. The car and the loop are long gone, and the once rural area has long since been built up; however a similar car (No. 859) survives at the Canadian Railway Museum, and car 854 is stored at the National Museum of Science and Technology.*

*Photo by Fred F. Angus.*

# Canadian Rail

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