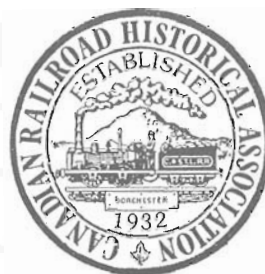


Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 455



NOVEMBER - DECEMBER 1996



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION
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TABLE OF CONTENTS

MEMORIES OF THE ORFORD MOUNTAIN RAILWAY.....	S. Mc KENZIE PAIGE.....	147
CHARLES M. HAYS REVISITED.....		155
THROUGH RUSSIA WITH STEAM.....	FRED F. ANGUS.....	157
THE HERALDRY OF RAILWAYS.....	RY. & SHIPPING WORLD.....	167
MUSEUM NOTES.....	JOHN GODFREY.....	170
THE BUSINESS CAR.....		172

FRONT COVER: Fresh out of the shops of the Montreal Locomotive Works, Canadian Pacific Railway Selkirk-type locomotive 5930 is seen at Hochelaga, Montreal on February 19, 1949. 5930 was the first of six identical locomotives, 5930 to 5935, built for the CPR; the last CPR steam locomotives built. 5931 and 5935 have been preserved. CRHA Archives, Toohey Collection, No. 49-47.

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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".

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.

THE GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF ITEMS RELATING TO THE HISTORY OF CANADIAN RAILWAYS

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Memories of the Orford Mountain Railway

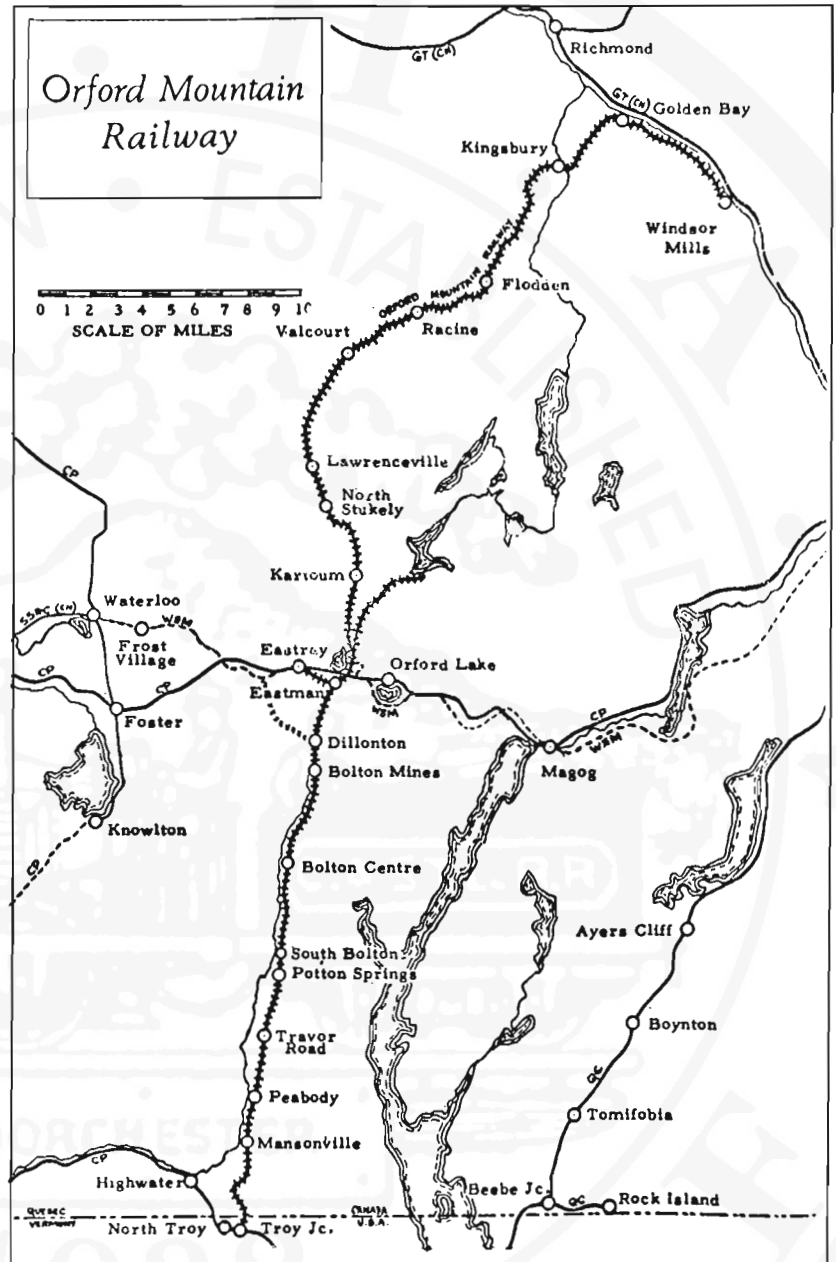
In 1982, Mr. S. McKenzie Paige, of Windsor, Que., made available to the CRHA a collection of photos of the former Orford Mountain Railway which once ran in the Eastern Townships of Quebec between the Vermont border, near Troy Junction, and Windsor Mills, on the Grand Trunk main line. This railway crossed the CPR main line at Eastroy, and had in fact been a part of the Canadian Pacific system since 1910. In June, 1952 an article on the OMR, written by the late Robert R. Brown, appeared in the CRHA News Report. The following brief history is taken from that article.

"In 1870, the Missisquoi & Black Rivers Railway was incorporated to build from a point on the Grand Trunk Railway, at or near Richmond, southward to a point on the boundary of Potton Township, and it is believed that it was to be a northern extension of the Missisquoi Valley Railway in Vermont; the two forming a line from St. Albans to Richmond. Progress was slow and it took nine years to complete the grading from Melbourne to Bolton and lay rails from Dillontown (now Eastman) to the Bolton copper mines. This exhausted the resources of the company and it went bankrupt. The Central Vermont Railroad then operated the completed portion as an industrial spur until about 1887 when the mines closed.

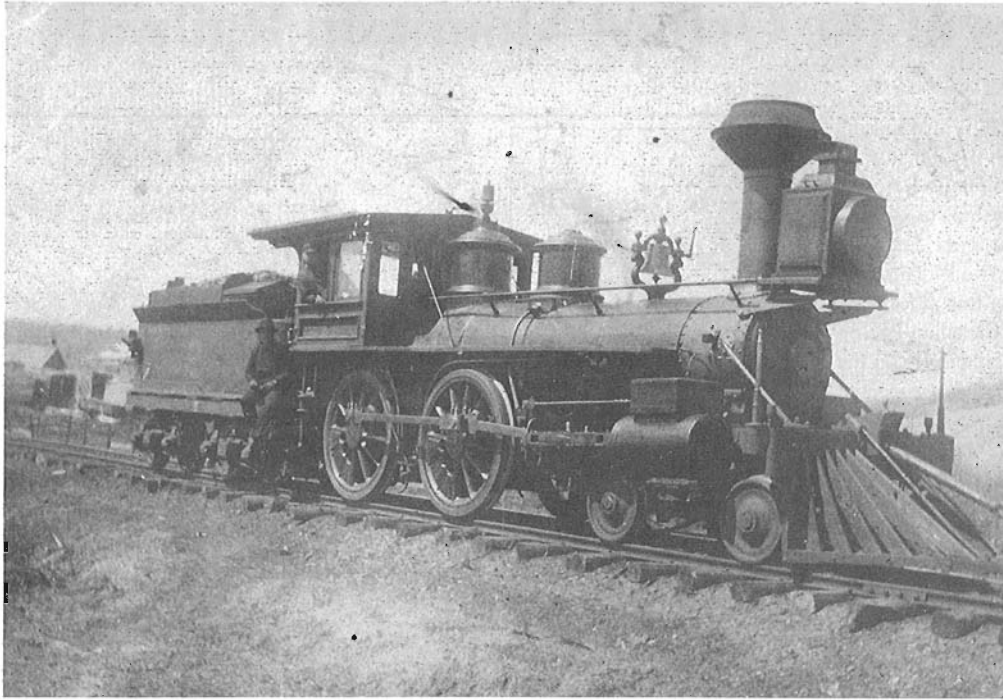
The Orford Mountain Railway was incorporated in 1888, and in 1892 it was completed from Eastman to Lawrenceville. A year later construction reached Kingsbury, most of it being built on the abandoned grade of the old Missisquoi & Black Rivers Ry. In 1904 the OMR was built south from Eastman to Potton, and the same year a branch was built to Stukely Lake. Then, in 1905, the line was extended north from Kingsbury to Windsor Mills, and in 1907 it was extended south from Potton to Mansonville.

The Canadian Pacific Railway bought the property on March 1, 1910 and extended the line from Mansonville to a connection with the Newport line at North Troy, Vermont. The last mile of this extension was in Vermont, and it was built under the charter of the Midland Railway of Vermont.

The section last built, from Mansonville to North Troy, was the first to go; train service was discontinued on May 1st 1936 and the rails were lifted soon after. Service was discontinued between Windsor Mills and Kingsbury on April 27th 1940, and two years later rails were lifted between Windsor Mills and Kingsbury, and between Eastman and Mansonville. The section between Kingsbury and Valcourt was closed on December 15th 1949 and dismantled soon after".

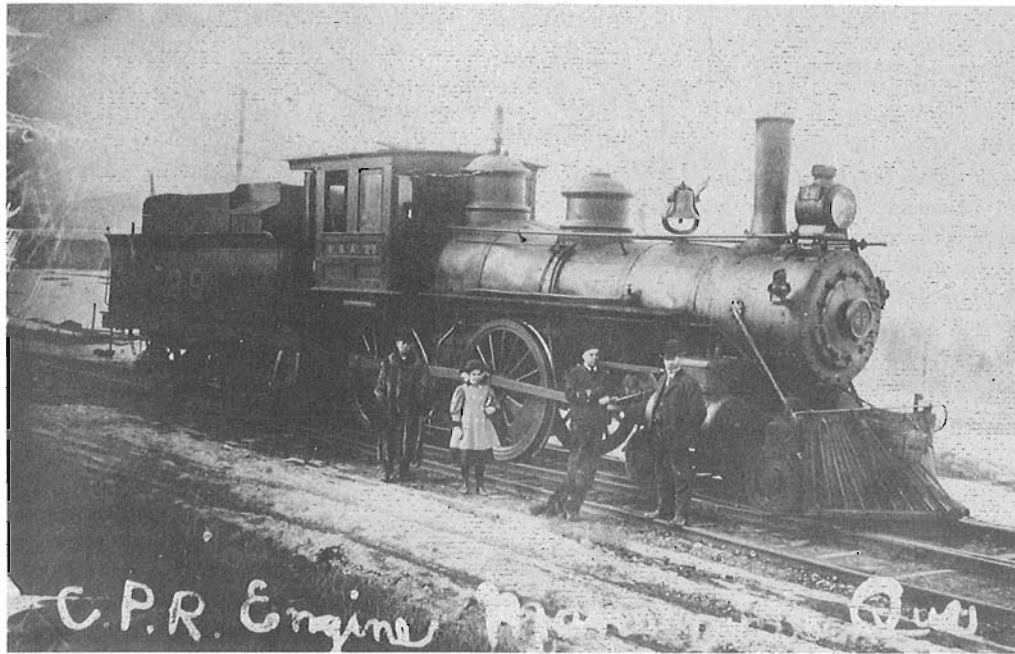


An interesting sidelight on this latter closure concerns the station at Flodden, on the OMR. Following the 1949 closure, the station was moved bodily to CP's Montreal commuter line where it was installed near Lachine. As it still bore the name "Flodden" it was looked on with some horror by residents of Scottish ancestry who thought that the new commuter station was going to commemorate the 1513 battle when the Scots were defeated by the English! The crisis soon passed when the CPR stated that they had not yet time to paint out the offending name, and it was to be known as "Grovehill". Under the latter name, this small station served Montreal's commuters for many more years.



Orford Mountain Railway's second No. 2, which likely had been Montreal & Atlantic No. 18, built by Rhode Island in August, 1880. It was acquired by the OMR about 1900 and sold in 1909.

The remaining 13.9 miles of the former OMR, from Eastman to Valcourt, survived for one main purpose, to serve the Bombardier snowmobile factory. In this capacity it continued in operation until April 30, 1965 when it was abandoned as a result of Bombardier discontinuing shipping snowmobiles by rail in favour of highway transportation. Thus the last remains of the OMR disappeared. Of course today Bombardier is one of the foremost builders of railway rolling stock, and one cannot help but speculate what would have happened if the Valcourt plant had been adapted to produce railway equipment. Had this happened it is very likely that part of the OMR would still be in use transporting new railway motive power and rolling stock to purchasers in all parts of the world.



Montreal and Atlantic No. 29 as it appeared at Mansonville Que, on the OMR, about 1912. This locomotive had a rather varied career. It was built by Rhode Island (construction number 1358) in 1883 as South Eastern Railway 29, named "T.A. McKinnon". In March, 1892 it became CPR 156, and in January, 1900 it returned to its old line (which had become the Montreal & Atlantic in 1891) and received its old number 29. In April, 1913 it was again renumbered, this time to 7032 in the CPR series but still retained its M&A designation. Retired in 1920, it was still in storage in 1933 when, due to the efforts of John Loye, the founder of the CRHA, it was considered for preservation in front of Montreal's new Park Avenue station. After examination, however, it was unfortunately decided that it would need too much work to be restored, and it was scrapped in 1934. Ironically, many years later another CPR locomotive numbered 29 was preserved by the CRHA, and now graces CP's new headquarters in Calgary.

Information on the early locomotives of the OMR is rather scanty. It is reported by R.R. Brown that Nos. 1 and 2 were of the 4-4-0 type, built by Kingston in 1879, for the 3 ft. 6 inch gauge Lake Champlain & St. Lawrence Junction Railway, where they were known as No. 3, *Bedford* and No. 2, *Abbotsford*. In 1881 they were converted to standard gauge and became South Eastern Railway Nos. 21 and 20. No. 21 was bought by the OMR in 1891 and No. 2 a short time later. Both were scrapped about 1900 and replaced by two Rhode Island 4-4-0s (ex Montreal & Atlantic 2 and 18) which were also numbered 1 and 2. No. 2 was retired in 1909 and replaced by No. 3 which was an 1878 Baldwin 4-4-0 bearing

construction number 4714. Originally it had been No. 5 *Empress of India* used by contractor Joseph Whitehead during the building of the CPR. In 1882 it became CPR 147, later No. 20, and was bought by the OMR in 1909. When the CPR took over in 1910 the two remaining OMR locomotives were retired and CPR motive power was used entirely.

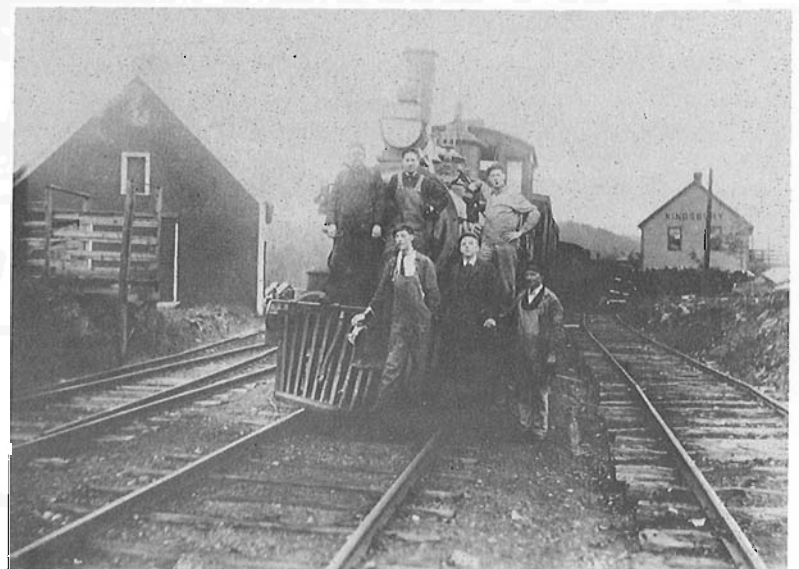
We hope you will enjoy these rare photos of this long gone railway which was once of great importance, but succumbed, as did so many others, to the shift of traffic to the improved highway system.

RIGHT: A small 0-4-2 locomotive of the New Rockland Slate Quarry near Kingsbury in 1894. This engine hauled slate from the quarry to Corris siding on the Grand Trunk Railway between Windsor Mills and Richmond. In the cab are engineer John McLean with his brother Archie McLean.



ORFORD MOUNTAIN RAILWAY.		
TIME CARD,		
TAKING EFFECT OCT. 1st, 1893.		
Trains Leave,	Mixed,	Pass.
Kingsbury	1.00 p.m.	6.30 a.m.
Floeden		6.50 "
Bacine	1.40 "	7.00 "
Valcourt	2.00 "	7.10 "
Lawrenceville	2.20 "	7.25 "
*North Stukely	2.30 "	7.30 "
Eastman	3.00 "	7.55 "
Arr. Eastman Junction	5.05 "	8.00 "
" Foster, via C. P. R.	7.35 "	8.38 "
" Waterloo	8.20 "	10.45 "
" Sherbrooke	7.20 "	12.10 a.m.
" Farnham	6.60 "	9.30 "
" St. Johns		10.07 "
" Montreal		11.20 "
" Ottawa		a.m. 3.30 "
" Boston		8.30 "
" New York		11.00 "
---RETURNING---		
Leave	Mixed	Pass.
New York, via C. P. R.		4.00 p.m.
Boston		8.00 "
Ottawa		11.40 a.m.
Montreal		4.05 p.m.
St. Johns		5.23 "
Farnham		5.55 "
Sherbrooke		1.20 "
Waterloo		3.50 "
Foster		6.55 "
Eastman Junction	8.30 a.m.	7.20 "
Eastman	9.30 "	7.25 "
*North Stukely	9.55 "	7.50 "
Lawrenceville	10.10 "	7.55 "
Valcourt	10.30 "	8.07 "
Bacine	10.50 "	8.20 "
Floeden		8.30 "
Arr. Kingsbury	11.45 p.m.	8.55 "
*Flag Station, trains stop when signalled.		
Pass trains run daily, Sundays excepted.		
Mixed train run Tuesday, Thursday and Saturday only.		
Through tickets issued and baggage checked to all points on the Canadian Pacific Ry.		
H. C. CHITLAND, C. E., L. D. PHILIPS, General Manager. Mech. Supt.		
GARDNER STEVENS, Sec. Treas.		
COMPANY'S OFFICE, — EASTMAN, QU.		

A timetable for the OMR, effective October 1, 1893, and still in effect the following summer. *Times & County Record*, Richmond, August 16, 1894.



The crew on the front of OMR No. 2 at Kingsbury about 1910. On the locomotive are engineer Harvey W. Paige, fireman Medias Lemay and brakeman Alex Irwin. Standing in front are baggageman Bill Racicot, Alphonse Chartier and conductor Charlie Willard.

ORFORD MOUNTAIN RAILWAY.
PRESIDENT'S OFFICE.

S.
W. FOSTER,
PRESIDENT AND GENERAL MANAGER

Knoultton, P. D., Canada, 20th January, 1902.

Mr H. J. Paige,
Mr. Ry. Train Engineer
Kingsbury,

My Dear Sir,

I am pleased indeed to hear of the continued regularity of your trains, notwithstanding the much snow, and high winds, your manifest increased interest in, and your continued loyalty to, Orford Mountain Rail Way is a great comfort to its President, with considerations of confidence in, and high regards for you.

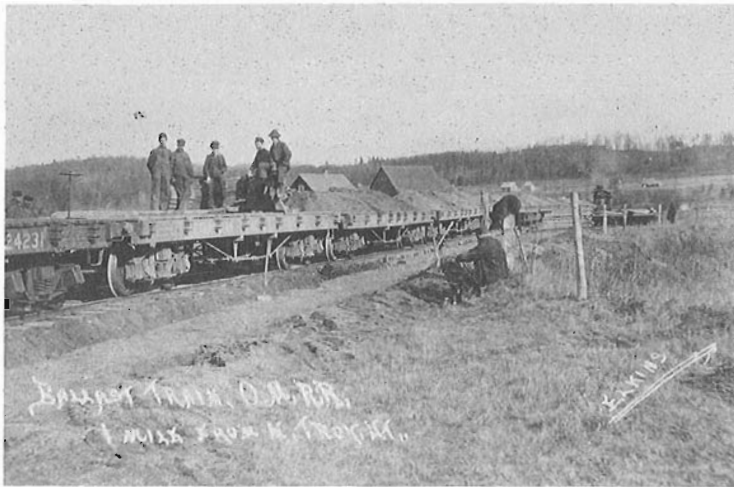
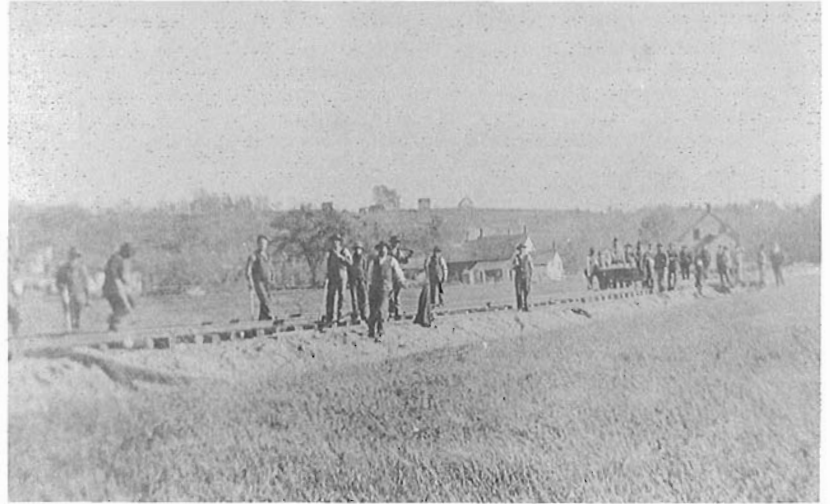
Your Friend,
James W. Foster.

BELOW, AND NEXT TWO PAGES: These rare views, taken near the border, about one mile north of North Troy, Vermont, show construction under way on the OMR's last extension, that built in 1910 to connect at North Troy with CPR's Newport line. They give an excellent idea of how railways were built in the early days of the century, before the development of heavy construction machinery.

A letter from President Foster of the OMR to Mr. H.J. Paige complimenting him on the work he had done to keep the trains running during the bad snowstorms of January, 1902.



LEFT: Track gang at work on the OMR.



Ballast train, OMR, one mile from North Troy, Vt.



Pile driver, OMR, 1/2 mile from North Troy, Vt.



Lumber mill beside the OMR tracks.



LEFT: Corduroy trestle work, OMR, one mile from North Troy, Vt.

RIGHT: Italian construction gang, OMR, one mile from North Troy, Vt.



LEFT: "Culebra Cut Jr.", OMR, one mile from North Troy, Vt. This refers to the famous Culebra Cut on the Panama Canal which was then under construction.

RIGHT: Another view of "Culebra Cut Jr.", OMR, one mile from North Troy, Vt.



Charles M. Hays Revisited

Our recent articles about Charles Melville Hays have produced quite a number of comments from our members, as well as some additional material, and requests for more stories about Hays. Due to the interest shown we present some further items not printed in our articles, as well as material received since the last issue.

THE G.T.R.'S GENERAL MANAGER

(The Railway and Shipping World, June, 1898)

A contemporary, in speaking of Mr. Hays recently, said: "There is no doubt at all about the fact that he is a great railway manager. He took charge of the G.T. when it was losing money right and left, and has already brought it to a point where revenue and expenditures meet. This is a great feather in the cap of the manager, for no one had ever succeeded in doing it before.

One of the great troubles with the G.T. used to be that it was managed from England. The Manager in Canada had to write or cable home whenever there was anything to be done that was at all out of the ordinary, and the consequence was that important moves were delayed so long that opportunities were always being lost.

When Mr. Hays took charge of the road he stipulated on having autocratic authority to follow out his own ideas in his own way. There was some demur at this, but the power he sought for was finally conceded to him, and the result is seen".

MR. HAYS ENDORSED

(The Railway and Shipping World, August, 1898)

In a recent interview in Montreal, Vice-President Jos. Price, of the G.T.R., said: "I have no hesitation in saying that Mr. Hays enjoys the fullest confidence of every member of the board of directors, all of whom appreciate the services which he has rendered and is rendering, services which have resulted already in a wonderful increase of material value. It is felt on all hands that Mr. Hays is the right man in the right place. From the start his work has been appreciated by the board. Now that he has been in office for some time his value is thoroughly understood. This is a specially pleasing feature of the present regime, that there should be such a perfect understanding between the manager and the board in London. He has shown since his advent to office that he understands how to employ those powers in the best possible way so as to ensure the highest results. I am especially anxious that it should be known that in Mr. Hays the board is convinced they have a man who is bringing at once much experience and ability to bear upon the duties of the responsible position he occupies, with results which are already seen in the appreciation of Grand Trunk values".

STORIES ABOUT MR. HAYS

(The Railway and Shipping World, January, 1901)

During the past few weeks the name of C.M. Hays has been in the mouth of every man on the continent interested in railways. Naturally this interest has given rise to a number of stories about the new President of the Southern Pacific which are more or less authentic. Here are some of them, culled from an exchange:

How \$5,000 Was Recovered

Mr. Hays, late in the eighties, made an investment in California. A.A. Talmage was General Manager of the Wabash at the time, and Mr. Hays was his assistant. On the coast the company had as its representative, J.K. Woodward. The latter had been a newspaper man, and as a "Jayhawker" in the Cincinnati Enquirer had had a considerable vogue as a correspondent. He was a friend of Talmage, and had got his position out there on that account.

Woodward built the Laundry Farm Railway back of Oakland. It connected with the Southern Pacific at Fruitvale. It was part of a big suburban residence scheme. Among others, Woodward got Mr. Hays to invest \$5,000 in the proposition. He also got the California National Bank into its project. A smooth talker and an oily promoter, Woodward soon had his road built and a lot of improvements made without the cost of a cent to himself. The fact that he was head over heels in debt did not worry him. He was not that kind.

Soon the crash came, and the road was swallowed up in the failure of the California National Bank [editor's note: This bank was very short lived; it was granted national charter number 3592 in San Francisco on November 23, 1886 and went into receivership on January 14, 1889]. Mr. Hays was out his \$5,000, and it was at a time when that money was about all of his little fortune. When he enquired into the particulars of the project's failure, he concluded that he had been duped by one of Talmage's trusted friends. He laid the facts before Talmage, and the latter is said to have laconically remarked: "If Woodward has failed, he has failed right side up. Tell him if he does not give you your \$5,000 back you'll go out to the coast and take it out of his hide".

As the story runs, Mr. Hays did not vary one iota in obeying Talmage's suggestion. He did not have to go to California. Woodward sent him a cheque for his money. And Mr. Hays, by the way, was the only investor who got out of the Laundry Farm, now known as Leona Heights, whole.

A Haunted Car

Talmage and Hays had their own private car on the Wabash. Late in the eighties, when Talmage died, his car was turned over to the passenger department to use in cases when people wanted a private car.

On one occasion, about a year after Talmage's death, the car was rented to a St. Louis friend of Mr. Hays, who had known Mr. Talmage well. The next morning Mr. Hays was surprised to receive a telegram from him from Toledo that he had abandoned the car and rented another. On enquiring by wire as to what was the trouble, he received a message reading something like this: "Darned car haunted. Slept in room that Talmage always used, and saw his ghost as plain as day. Wouldn't have the car as a gift."

The papers soon got hold of the story, and from that time on the palace on wheels was known as the "hoodoo car". People wanting a private car would not think of renting it. In disgust Mr. Hays turned his own car over to the passenger department, and said he would take the Talmage for his own personal use.

He used it frequently for about six months and it maintained its reputation as the "hoodoo car". Mr. Hays was sleeping in it one night when it was partially wrecked by one of its trucks breaking down. On another occasion it was badly stove in by a collision between a freight and passenger train, it being the hind car on the latter. Mr. Hays had it repaired each time, being determined to stay with the hoodoo car as long as possible.

One cold winter night he was travelling special in the car from Toledo to St. Louis. The stove in the car was red hot. In some mysterious way the car was soon ablaze, and Mr. Hays, his secretary, the coloured porter, the brakeman and the conductor had barely time to get out with their effects.

"The hoodoo won out and that's all there is to say about it." remarked Mr. Hays, when all that was left of the car was dumped into the ditch by a wrecking car.

Hates Tale-Bearers

He is credited with hating a tale-bearer as much as a rattlesnake. On one occasion a subordinate official sought a private confab with him in his office, and venomously criticized a brother officer. Mr. Hays sat the tale out. At its conclusion he remarked to the purveyor of tales: "Wait a minute. I'll ring for Mr. ----- and we'll settle this matter right now."

As he rang for the officer who had been maligned, the tale-bearer blanched in the face and begged to be excused from personally confronting his associate. Hays was obdurate. The other man put in an appearance, and the accuser shamefacedly left the room as Hays began to tell the stories told behind his back. A few days later the tale-bearer left the employ of the company, and it was said he had resigned on account of his health.

Mr. Hays' Beard

He is a slave to his beard. Twelve years ago [1888], or when only 32 years old, he found himself Vice-President and General Manager of the Wabash Railroad system. He has been put over the heads of many an older official. He was even more youthful looking than his years warranted, and those who did not know him were always picking him out for the smart, trim secretary of the Wabash's Vice-President.

An elderly lady, who thought she had a grievance against the road, strolled through the open door of his St. Louis office one day. "I want to see the Vice-President and General Manager", said she. "I've lost some baggage, and can't get any satisfaction from any of the lower officers of the road."

"I'm the man you're looking for", replied Mr. Hays, as he asked her to be seated. "Lord bless me", she ejaculated as she gazed on Mr. Hays' youthful appearance. "No wonder people lose their baggage on this road when boys like you are running it."

Laughing heartily at the woman's candid exclamation, Mr. Hays heard her complaint and had it righted to her satisfaction before she left the room. "I didn't mean", she remarked on retiring,

"to blame you for being such a young Vice-President, but I'll advise you to grow a beard and look older. Your heart is all right, but your face isn't". And he did begin forthwith assiduously to cultivate a beard. A splendid crop of whiskers added to his dignity and age, and he still has them.

MORE COMMENTS ON C.M. HAYS

Mr. L.S. Kozma, of Edmonton Alberta, writes:

Re; Canadian Rail 454 (September-October 1996). It was good to see you and Derek Boles shed some light onto the life and times of the relatively unknown Charles Melville Hays. Regrettably, I believe these depictions were overly sentimental, resulting in quite an unbalanced view of Hays. He was, after all, human and exhibited numerous failings, which may explain why he has been ignored or treated so unsympathetically by historians. Principal among these traits was Hays' brand of corporate arrogance which alienated many of the very people his railways served and needed to survive.

Also, for the sake of accuracy, I wish to point out the following, re. page 123. The illustrated Penny station was originally constructed at Lindup in 1914, relocated in 1947. The depicted McBride station replaced an earlier station which burned down in 1919. Based on the above, neither depot was constructed during Mr. Hays tenure, as is stated in the caption. In future might I recommend that you consult C.W. Bohi, CN's Western Depots.

We sincerely thank Mr. Kozma for his comments, and for pointing out the error about the stations. Your comments help to give both sides of the story, and to clear up such errors.

THE CENTRAL VERMONT'S TRIBUTE TO C.M. HAYS

We have received a copy of the Thirteenth Annual Report of the Central Vermont Railway Company, covering the fiscal year ending June 30th, 1912. The Central Vermont was owned by the Grand Trunk, and its successor Canadian National Railways from the 1890s for about one hundred years, until its recent sale. Mr. Hays was the Chairman of the C.V. This report is dated Montreal, September 15, 1912, and the following is taken from it:

To the Shareholders of the Central Vermont Railway Company:

With profound sorrow we record the death of our late Chairman, Mr. Charles Melville Hays. On June 25th the Board passed the following resolution in respect to his loss in the terrible disaster to the White Star Line Steamship "Titanic":-

RESOLVED that by the deplorable disaster to the Steamship "Titanic" on April 15th, in which our late Chairman, Charles Melville Hays, met an untimely death, the Board has been deprived of an able advisor, and the Company has sustained an irreparable loss:

That his associates on the Board desire to express their appreciation of his sterling qualities and unfailing courtesy in all official and personal relations, and to extend sincere sympathy to his family in their great bereavement; and be it further

RESOLVED that these resolutions be spread upon the records of the meeting, and an engrossed copy of the resolutions be forwarded to Mrs. Hays as a tribute to his memory.

Through Russia With Steam

By Fred Angus



This huge map of the Trans Siberian railway is displayed on the wall of the station at Chita, 6199 kilometres east of Moscow. It gives a good idea of the route followed by the steam trip.

There are many great railway journeys in the world, each of which is notable in some respect. Our own country has the famous CPR main line from Calgary to Vancouver, Australia has the "long straight" (297 miles without a curve) and, of course the Orient Express has its stories and legends. However one of the most famous, and certainly the longest, railway journey in the world is the Trans Siberian Railway, stretching 9288 kilometres (5771 miles) from Moscow to the port of Vladivostok on Russia's east coast. This is double the rail mileage from Montreal to Vancouver and is probably the trip highest on the railway enthusiast's want list. Until very recently it was not possible for foreigners to visit Vladivostok, hence the traveller had to go to the port of Nakhodka. Today, thanks to the end of the "Cold War", it is possible to make this legendary trip in little more than a week, travelling behind powerful electric locomotives for almost all of the trip (one short section in the far east is still diesel powered).

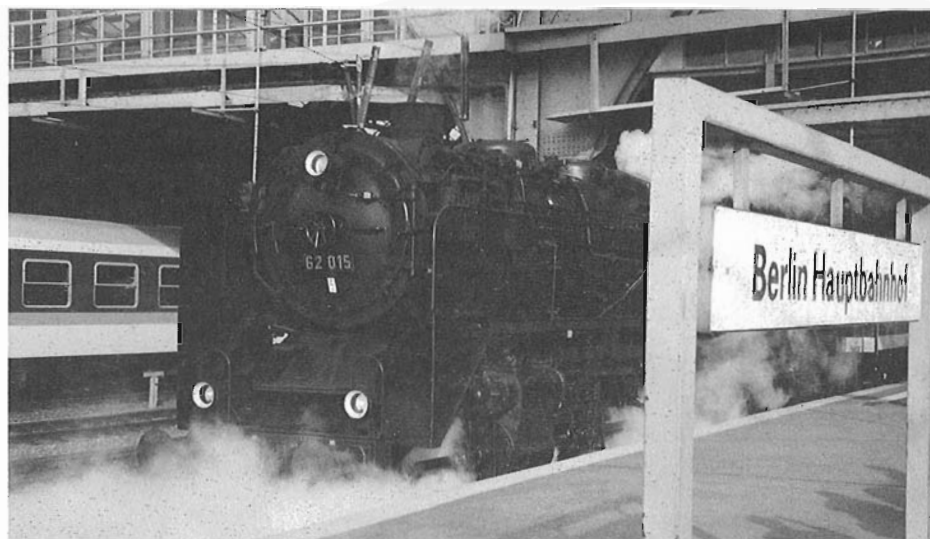
Carrying one's imagination further, one can visualize the days of long ago when it was possible to ride the Trans Siberian behind steam. As in North America, this has not been possible for many years since the program of modernization and electrification was begun early in the Stalin era and was virtually completed by the 1960s. In fact one re-located section of the line near Lake Baikal has reportedly never used steam power. When was the last time that one could ride from Moscow to Vladivostok entirely behind steam? Was it 1926? 1936? Perhaps 1946, soon after World War II (or the Great Patriotic War as it is called in Russia). The answer is truly surprising - - - 1996! This is because a group in England, known as GW Travel, had the audacity to propose a steam trip across Russia, with the run from Berlin to Moscow thrown in for good measure. Counting side trips, this would be a

steam trip of more than 8000 miles, taking 26 days. Furthermore they lived up to their promise and ran the trip as planned, behind a total of 72 steam locomotives. This must rank as the greatest and longest railway enthusiasts' steam excursion of all time.

Russia is the largest country in the world measured by square miles or kilometres. It is the only country in the world whose area exceeds that of Canada. In many ways Canada and Russia resemble one another with their northern location and their huge areas of sparsely settled land. In fact the two countries are almost neighbours, facing each other across the polar seas. It is surprising that Canadian railway enthusiasts do not know more about Russian railways, and it is hoped that this article will give a very slight look at that system.

Everything about Russian railways is big, from their wide gauge (5 feet) to the extent of their trackage, 54,000 miles (87,000 kilometres) at last report, the largest in the world. Reportedly there are more than a million freight cars in service; certainly all freight car numbers have eight digits. In the days of steam, the number of locomotives in a given class was prodigious; there were well over 4000 of each of the L-class and S-class, and several other classes had quantities in the thousands.

Even in the preservation movement, the numbers are impressive. A recent report indicates that more than 400 Russian steam locomotives have been saved, either in Russia itself or in neighbouring countries. The preservation of locomotives in Russia began quite early, and a number, dating back as far as the 1860s, had been set aside during Czarist times for a proposed museum. Unfortunately, due to the Bolshevik revolution, the museum was never built and the equipment seriously deteriorated. Finally the locomotives were scrapped during the industrialization campaign



German locomotive 62-015 at the front of our train, about to leave Berlin at the start of the trip.

It was soon found that the ferry across Lake Baikal was a bottleneck, and work began on the circumbaikal line, around the southern end of the lake, in 1901. This relatively short 259 kilometre (161 mile) line was the most difficult to build of the whole Trans Siberian as it was cut into the mountainside along the lake and involved more than 200 bridges and 60 tunnels. After a tremendous effort the line was completed in 1904. Meanwhile a branch from near Chita, through the city of Harbin in China, had been completed in 1903, thus affording an all-rail route to the Pacific. However after the Russo-Japanese war of 1904-05 it became more and more desirable to have a line entirely in Russia. Accordingly construction began on a new line which branched off the main line at Kuenga, near Sretensk, and



Through the Polish countryside, 4-6-2 No. Pm36.2, with its four-car train, performing a runpast.

of the Stalin era in the 1920s and 1930s. By the 1970s only a handful of steam locomotives were officially preserved, but since then large numbers have been saved, and many are on exhibition throughout the country.

The first plans for a railway across Siberia were made in 1886, exactly fifty years after the first railway was built in Russia (and in Canada too). Work actually began on May 31, 1891 when Nicholas, the son of Czar Alexander III (later to be Nicholas II, the last Czar) turned the first sod at Vladivostok. The route as originally planned was a combination of rail and water; rail from Moscow to Port Baikal, ferry across Lake Baikal to Mysovaya, rail again to Sretensk, boat on the Amur river to Khabarovsk, and finally rail to Vladivostok. By 1894 the line was complete from Moscow to Omsk, in 1895 it reached Novosibirsk, and in 1898 the tracks were completed all the way to Port Baikal. Meanwhile the line between Khabarovsk and Vladivostok was completed in 1897, and the Mysovaya - Sretensk section was finished in 1900, so completing the original plan.

headed overland towards Khabarovsk. This line, through very remote territory, took years to build, but was finally completed in 1916 with the opening of the bridge across the Amur river. Later the route through China was sold to the Chinese and converted to standard gauge. It is still in operation as part of China Rail. The entire Trans Siberian project had taken 25 years and had cost more than a billion roubles (then about \$500 million) and countless lives. However it was, and doubtless always will be, the longest railway in the world.

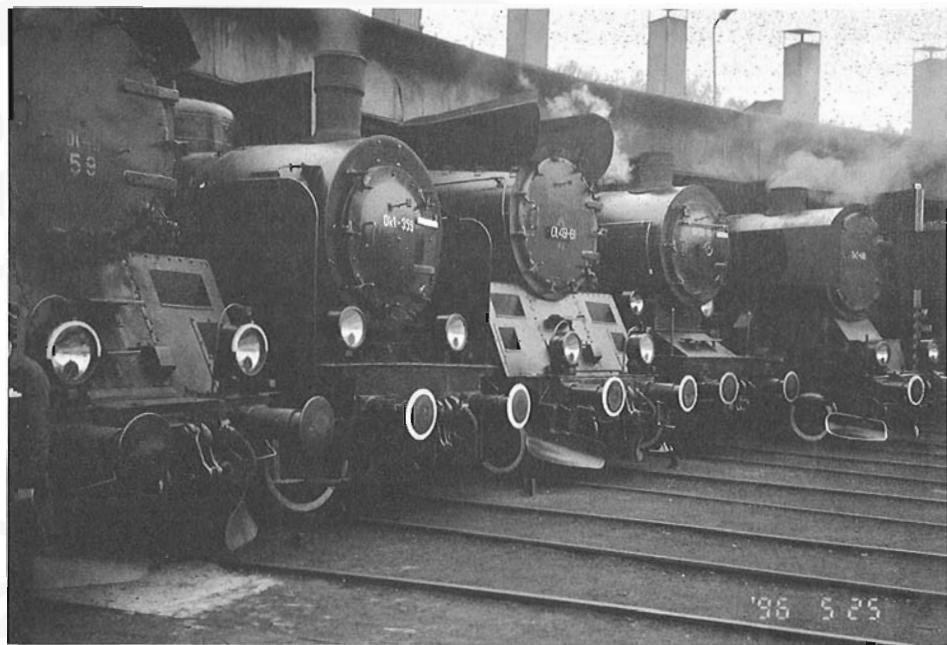
For me, planning for the great adventure began early in January, 1996. I had not heard of this proposed trip until I had a long-distance call from my good friend Mark Gustafson who was then in Arizona. He told me there was a trip planned on the Trans Siberian Railway, that he had decided to go, and was I interested in joining him. Then, almost as an afterthought, he added "It's going to be steam all the way". I told him I would think it over and let him know so, after thinking it over for five seconds, I told him I was definitely in. The trip was scheduled to start from Berlin on

May 25 which left about 4 1/2 months to make all the arrangements. All the formalities of reservations, visas etc. were done by GW travel, and their North American agents, Trains Unlimited Tours, so once this was done it was only necessary to get to Berlin at the appointed time. We had decided to fly from Vladivostok to Alaska after the trip, and so complete the journey around the world in somewhat less than the proverbial 80 days of Phileas Fogg, the hero of Jules Verne's famous 1872 story.

On May 22, Mark and I met in London, and the following day started off from Charing Cross station (the same one used by the intrepid Mr. Fogg). We had decided to go by the boat train rather than the "Chunnel", so went to Folkestone Harbour, crossed to Boulogne, then train to Paris. This was easier said than done due to a strike on the French railways (SNCF), but by taking three local trains we made it to the Gare du Nord in time. Then we took an overnight

sleeper to Berlin so giving us a full day to explore the German metropolis which is soon to be the capital again. There is now no sign of the infamous wall, and the city is once again united. Early the following morning, May 25, we went by S Bahn (elevated rapid transit railway) to Berlin Hauptbahnhof, and soon met our fellow travellers, as well as our first steam locomotive. Our group consisted of 48 passengers, from many different countries, as well as the trip organizers. There was much photographing of the rare German 62-class 4-6-4T, number 62-015, and then it was time to board the train and start off on our adventure.

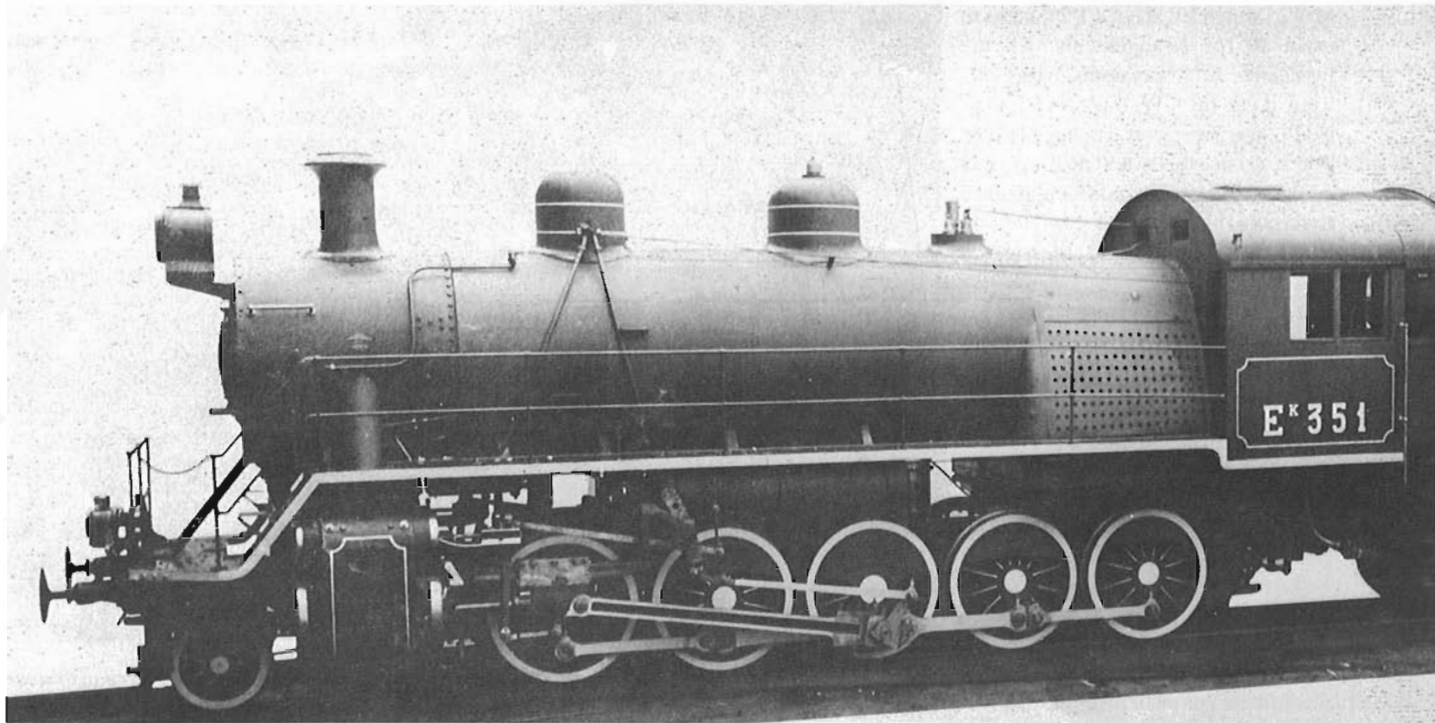
For the first day our group occupied the last two cars of a train run by a group of German railway enthusiasts travelling through Poland. During this part of the trip we had many runpasts, both in the former East Germany and Poland, but the high point had to be the steam festival at Wolsztyn, the last operating steam roundhouse in Poland. Here nine locomotives (including our own) were under steam, and they paraded past the spectators, at first singly, then in pairs (on adjacent tracks), and finally all nine coupled together with whistles blowing full blast! After a night at Poznan, Poland, we continued until we reached the Belorus border at Brest. Here we entered the territory of the former Soviet Union, and here also we presented passports and visas. Our Russian visas were accepted here, in fact we did not need to show them to go from Belorus to Russia, so great is the cooperation between the two republics. At Brest the track gauge changes from standard to the Russian gauge of five feet. Regular trains run through the "bogie changing facility" where the trucks (bogies) are changed under the cars with the passengers in them. We were fortunate that the Warsaw - Moscow express was due, so we saw the complete operation, in which the trucks of a 16-car train were changed in one hour, while the passengers looked on from the car windows. Formerly it was illegal to photograph this facility, but now there are few restrictions, and many photos were taken. Our train was not



The roundhouse at Wolsztyn showing five active steam locomotives. Four others were also under steam that day.

going through, since at Brest we were to change to the Russian train, belonging to the North Caucasus Railway. This train would be our home for the next three and a half weeks.

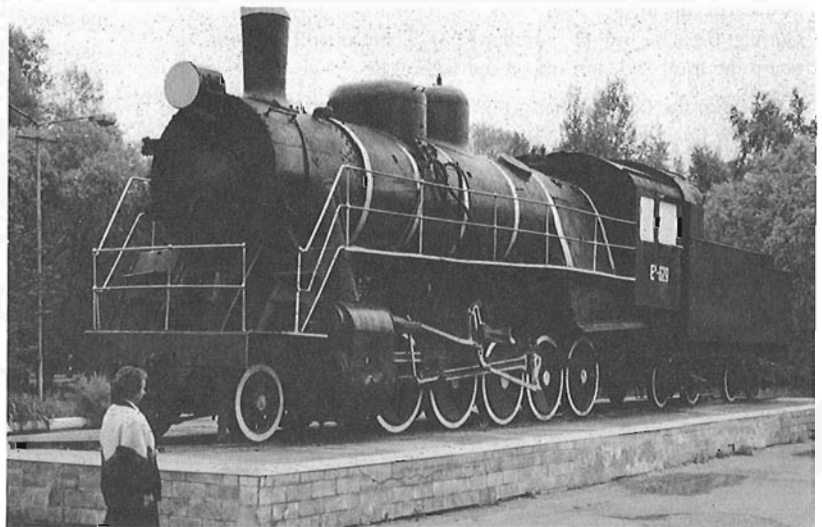
As soon as we boarded the train we sought out our assigned accommodations. All passengers were in sleeping cars which contained nine compartments with two beds (both lower berths) in each. Thus the capacity of each car was 18, however some passengers had paid for single accommodation, so there was an average of only about 10 passengers per car. Mark and I had compartment 5 in car 10, the actual car number being 051-06372. It was the third car of the train, where we could plainly hear the welcome sound of the locomotives. Our compartment was in the centre of the car, away from the jolting of the wheels. There were two attendants per car who did a first class job of looking after the many requirements of a long trip, as well as keeping everything spotlessly clean. A samovar was located at the end of each sleeper to provide hot water for tea which was served every afternoon. There were also two restaurant (dining) cars on the train, one with musicians playing, the other without. The Cyrillic rendition of the word "Restaurant" looks like "Pectopah", so we usually referred to them as "Pectopah cars", although they are not, of course, pronounced like that. There was also a shower car, which was a former sleeper with the compartments converted into shower rooms. At first there was laundry service on the train, but the machines soon broke down and, after a brief attempt at hand washing, it was decided to drop off the laundry at certain stations, wash it there, then put it on a fast train that would overtake us a day or two later. This worked well, and no laundry was lost. All the cars were modern and clean; ours was built in Germany in 1993; only three years ago. However there was one strange thing. The heating was by coal, and it seemed strange to see coal being carried, usually in metal boxes loaded from a truck, into these modern cars. All cars were green, except for the refrigerator car which was white.



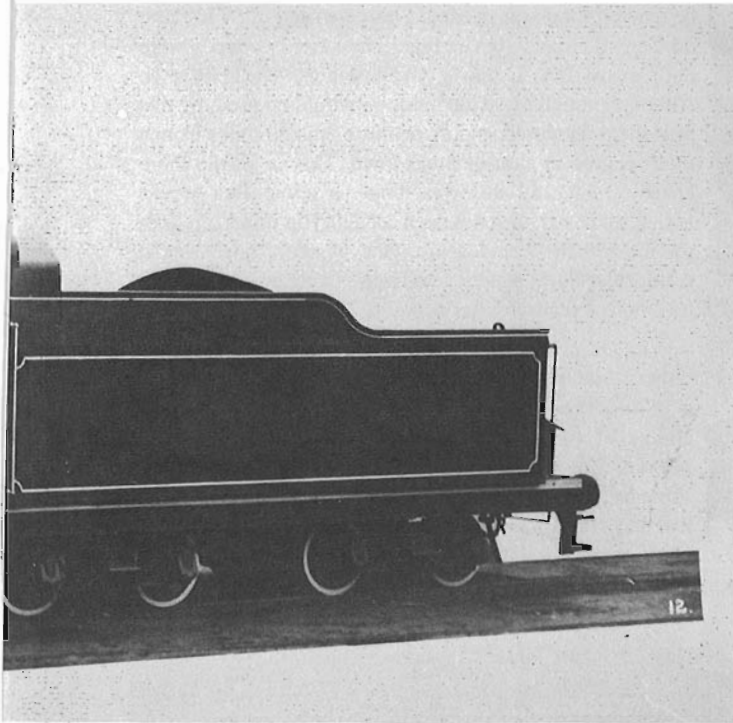
A builder's photo of Yek.351 a 2-10-0 built in 1916 for the Trans Siberian railway by the Canadian Locomotive Company of Kingston, Ontario. Fifty of these, numbered Yek.351 to Yek.400, were built during World War I in addition to 831 others built in the United States at that time. The "k" in the classification "Yek" stands for "Kanadskii" which is Russian for Canadian. Unfortunately, all of the Canadian-built locomotives, and all but four of the U.S. ones have been scrapped, but one, reported to be saved is Baldwin No. Yes.350, the one immediately before this Yek.351. Of the 2051 similar locomotives built in the U.S. during World War II, many survive and some of them hauled our train. The letters "Ye" in the class designation is a transliteration of the Cyrillic "E" which is not the same as the "E" in our alphabet.

The train made an impressive sight as it departed Brest, behind Russian 2-10-0 No. L-5289, painted a shade of purple with ornate lettering. Soon after departure we had our first dinner on board, served with Moldavian wine. Then we went to bed, with the window very slightly open so we could hear the steam locomotive working. It was the first time I had travelled behind steam overnight for more than forty years, and some of us had never done it.

About nine miles west of Minsk, the capital of Belarus, occurred the first "crisis" of the trip when L-5289 ran low on water and had to be assisted by a diesel into Minsk. However the steam locomotive was still on the train, so we still were riding behind steam, although a few purists disagreed. This turned out to be the only time on the entire main line when steam was not providing all the power. At Minsk we had a tour of the city which is quite modern because almost the entire city was destroyed in the fighting during World War II. Leaving Minsk, we continued east and at Orsha we met our first P36. These famous 4-8-4 locomotives are what usually come to mind when one thinks of Russian steam, and P36.0027 lived up to our expectations. This locomotive, either running singly or double-headed, was to be with us for the next four days during which time we covered



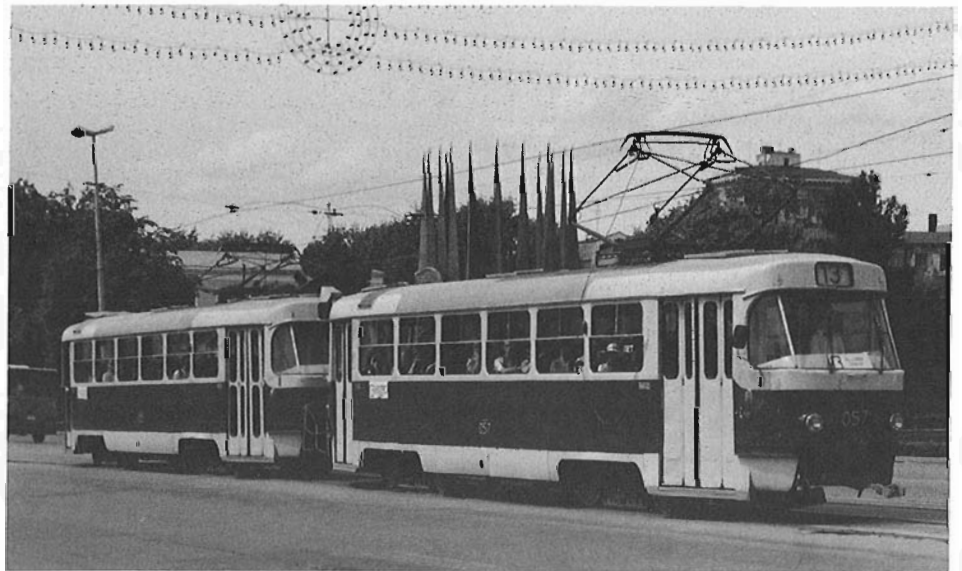
This is Yel.629, one of only four reported survivors of the 881 locomotives built in North America during World War I and sent to Russia. It is "plinthed" (i.e. displayed on a base) in a park near the old station at Ussuriysk, 9177 kilometres from Moscow and only 112 from Vladivostok. Other than the removal of the buffers, a different smokestack, domes and a few other changes, it does not appear to be much altered from its "as built" appearance, similar to Yek.351 above. Many locomotives are displayed throughout Russia, without surrounding fences, and they do not appear to suffer from vandalism.



view the most interesting thing we did was to ride the world famous Moscow subway (called the Metro) which is one of the busiest in the world, carrying an estimated nine million passengers a day! Many of the stations, built during the Stalin era, are beautifully decorated, with chandeliers and other ornaments. (See also page 174 re. Moscow Metro). It is fortunate that Muscovites have such a good subway because the automobile traffic, since the advent of capitalism, is incredible. The following day there was another city tour and then, all too soon, it was time to leave Moscow and continue east. At first it had been planned to depart from Yaroslavl station but, as this would have made a gap in the trip, permission was given to leave from Belorusski and travel by the ring line. Soon we were heading north-east towards Yaroslavl, and here we joined the Trans Siberian railway proper.

The first major event of this part of the trip was the crossing of the Volga, the longest river in Europe, which we actually crossed three times, twice on a side trip to Kostroma and again on the main line after leaving Yaroslavl. On the crossing during the return from Kostroma we were allowed to go on a special two-car train to a location on the far side of the bridge and then photograph our train, hauled by two P36s, as it crossed. Since this was done on the side trip, the continuity of steam haulage was maintained. In Yaroslavl there was a tour of the locomotive shops, parts of which dated back to 1912. Following this was a reception in the offices of the shops, where we met some of the railway officials. At Vyatka (formerly called Kirov), the most northerly point on our trip, we said goodbye to P36.0027 which had hauled us so far. Then we headed into the Ural mountains, had a visit to Perm (once called Molotov), the ice caves at

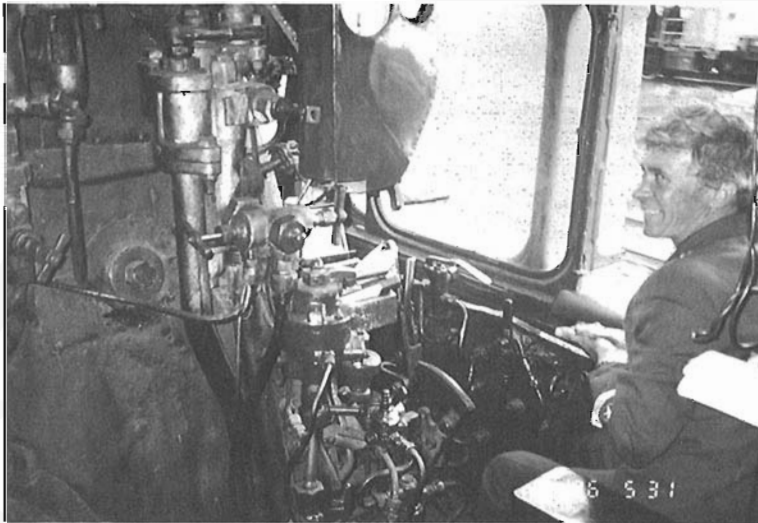
1748 kilometres (1086 miles). Later that day we crossed the border into Russia itself at Krasnoye, and late that evening stopped at Smolensk. Here we had our first sight of trams in Russia, a sight we would experience many more times in the days ahead. The following morning at 6:40 A.M. we stopped at Vyazma for servicing, then we continued on, seeing numerous suburban trains as we came nearer to Moscow. Finally, at 2:35 P.M. on May 28, we pulled into Moscow's Belorusskiy Vokzal, or Belorusski station. The word Vokzal, the Russian name for station, is said to be derived from the English name Vauxhall, a district of London where the Russians first saw main line trains in the early 1840s.



A two-car tram set in the streets of Ekaterinburg. During a fifteen minute pause in our bus tour of the city, dozens of trams of various designs passed and were eagerly photographed.

Like many large European cities, Moscow has several railway stations serving different parts of the country. Usually these stations are named for the major place served by the line that departs from that station, e.g. Belorusski station serves Belorus, Yaroslavl station serves Yaroslavl, etc. There is also a ring line around the city that connects the stations. The night of May 28 the entire group stayed at the Hotel Ukrana, a huge structure with a high central tower in the "wedding cake" style. Tours were arranged, both in the city and to outlying areas, and some participants attended the Bolshoi Ballet. However there is so much of interest to see in Moscow that it was impossible to do more than just scratch the surface. From a railway enthusiasts point of

Kungur and, the morning of June 2, we passed the obelisk marking the boundary between Europe and Asia. Twenty miles further on, and about two hours late, we reached Ekaterinburg, the gateway to Siberia, 1813 kilometres east of Moscow. This city is known in history as the place where the last Czar, Nicholas II, and his entire family were murdered on the night of July 16, 1918. A city tour was held, visiting many points of interest including the infamous site of the murders. However some of us were especially interested in the variety and number of trams that served this city on numerous lines, although there was not enough time to ride them.



In the cab of P36.0027 travelling at speed west of Vyatka (Kirov) on May 31. Riding on the footplate (i.e. in the cab) could be had for the asking on this tour.

Leaving Ekaterinburg, it was decided to try and make up lost time, and to see what double headed P36s (P36.0031 and P36.0071) could do. Soon we were treated to the deafening noise of the locomotives at full speed as loose objects were flying around the compartments. For miles we were travelling more than 70 miles per hour (yes, miles, not kilometres) and a maximum of 75 mph. was attained. As a result, arrival at Tyumen was on time. One person (not your editor) who missed the train in Ekaterinburg took a regular electric train and was amazed how long it took before he eventually caught up with the steam special. Whether by chance or by design, champagne was served that evening at dinner in the restaurant car!

As we continued on to Omsk the trip began a new phase of operation. The original plan had been to have eight P36 locomotives available to haul the train. While some were being serviced, others would "leap frog" us on other trains and be available for use further along the line. However, barely two months before the trip, it was found that only four P36s were in sufficiently good condition to be used. This was a major problem, and at one time threatened the entire plan. Help came from an unexpected source; the Russian army. For years the army has maintained "strategic reserves" of steam locomotives at various locations throughout the country for use in emergencies such as war or other crises. On hearing the problems faced by the excursion, the army made an astonishing offer. They would take locomotives from the strategic reserves, restore them to operating condition and make them available for the trip. If we could reach Omsk behind steam, the army would take over and run the rest of the trip as a military operation! For this purpose the Ministry of Defence authorized the use of no less than 89 locomotives, all 2-10-0s, to

be readied for use as needed. This consisted of 54 L-class, 25 Yem-class and 10 Yea type. The latter two types were built in the U.S.A. during and just after World War II. Although not all these locomotives would be used, by this plan the train would seldom be more than 50 miles from a relief engine in case of breakdown. This is all the more amazing since all this was done on about four weeks notice, and steam had not been used on Russian main lines for more than twenty years. One wonders how long it would take North American railways to get even one steam locomotive ready for service.

On arrival at Omsk, on June 3, the first of the military locomotives were coupled on, and our trip became a military special. Very soon it appeared that each shop in charge of the restoration had used their own artistic licence. The locomotives came with various paint jobs, some had huge Russian flags painted on the tender, others had decorations on the cabs, sometimes parts were painted green or blue, and two had pink wheels! In some cases the paint was so fresh it was slightly sticky. As a reminder of the old days, one locomotive even had a medallion of



Double headed P36s (P36.0031 and P36.0071) hauling our train east of Ekaterinburg after their high speed run of June 2, 1996.

Lenin and Stalin in the centre of the big red star on the front of the smokebox. There were two things these locomotives had in common, almost all were 2-10-0s and all worked to perfection. This was the routine for the rest of the trip: frequent locomotive changes and superbly operating equipment.

During the entire trip the organizers had the complete support from the authorities in Moscow. The route covers the area of eleven different railway administrations, any of which could have seriously disrupted the plans. The fact that no such disruption occurred is due to the close liaison with the higher authorities. On several occasions potential problems were solved by quick phone calls to Moscow, and things were soon put right again. Sometimes it was necessary to adjust parts of the schedule in order to get back on time. Often our train took priority over regular passenger trains and occupied the track nearest the main platform at station stops while other trains had to use less convenient platforms.

There were many passenger trains which passed us frequently in both directions. Foremost among these was the "Rossia", the famous train that runs every other day between Moscow and Vladivostok. We saw this train several times on the trip, and it made an impressive sight. To clear up a common misconception, there is not, and never has been, a train called the "Trans Siberian Express". This is a name sometimes applied to the "Rossia", but is not an official name. Many of the passenger trains (including the "Rossia") carried travelling post office cars (T.P.O.s). This was where we would mail postcards, usually on trains heading towards Moscow, from where they would be forwarded to their destinations.

Crossing Siberia we entered the Taiga, the largest forest in the world, which consists of small hardwood trees and stretches for many hundreds of miles. Contrary to popular belief, Siberia is not a dull uninteresting wilderness, but has an ever-changing landscape which somewhat resembles parts of Canada, and there is always something



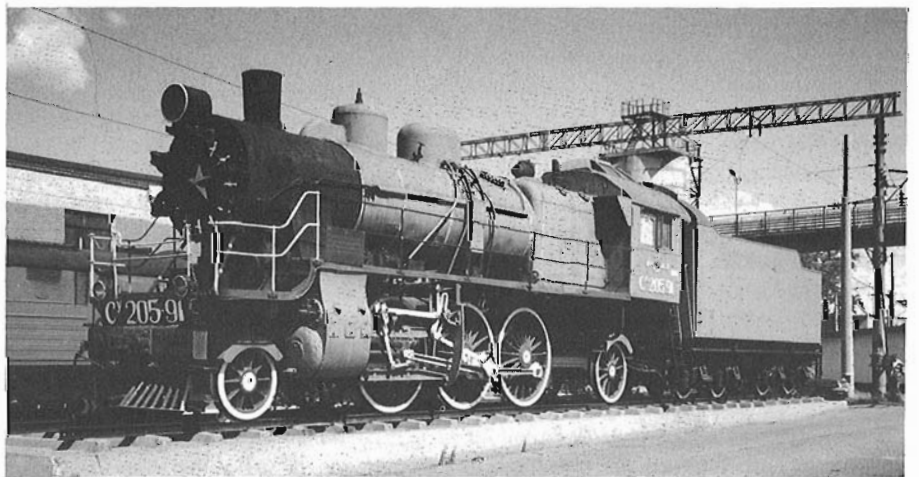
ABOVE: L.3806 was one of several locomotives which were ready for emergency use on the trip but were not used. Note the elaborate water tower in the background.



Er.789-91 was one of almost 3000 similar 0-10-0s built between 1947 and 1957. The Er class should not be confused with the Ye type which is a different Cyrillic letter. This one, sporting its green paint job, hauled the train from Omsk to Tatarskaya. It was one of the few on the military move that was not a 2-10-0.

different to see. Night after night we would go to sleep to the sound of the steam engines and, if they were working hard, we would see showers of sparks flashing past our window. The rhythm of the wheels was also different from North America due to the rail joints being opposite each other. At one place we watched an engine change after midnight and toured the yard and engine house in darkness. There we saw another steam locomotive fired up and ready to go in case it was needed. The procedure was like that employed on the Canadian trans-continental railways half a century ago.

Next on the itinerary was a visit to Novosibirsk, the largest city in Siberia. This included a dinner in a resort on the river Ob, and the usual town tour. Here we rode some



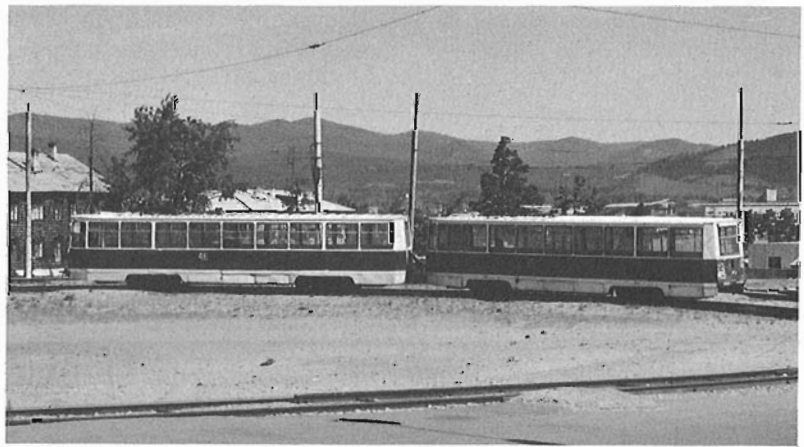
Su.205-91, plinthed at the station at Ulan Ude, is actually Su.251.97. It was built in 1949.

of the subway system and also saw a rush hour sight "unknown in the western world", as one of our group said; multiple-unit articulated trolley busses. Yes, two trolley busses were running coupled together, with only the trolleys on the rear one on the wire, and all controlled from the front one. At Achinsk, we made a side trip down the branch line to Krasnaya Sopka where several runpasts were held. This was welcome for there were few runpasts on the main line due to the heavy traffic. Instead it was the practice to have "false starts" where those interested would walk ahead from the station, the train would start and run by them, then all would board and the train would depart. At Krasnoyarsk we had a ride on a chair lift to the top of a mountain, and also visited a paddle wheel steamboat, built in 1881, which is now a museum. This vessel, which still appears to have its original engines, was preserved because, in 1897, it carried Lenin into exile in Siberia.



On the non-electrified line between Ulan Ude and Gusinoe Ozero (Goose Lake) there was more chance for runpasts. Here L.2182 hauls the train on June 10.

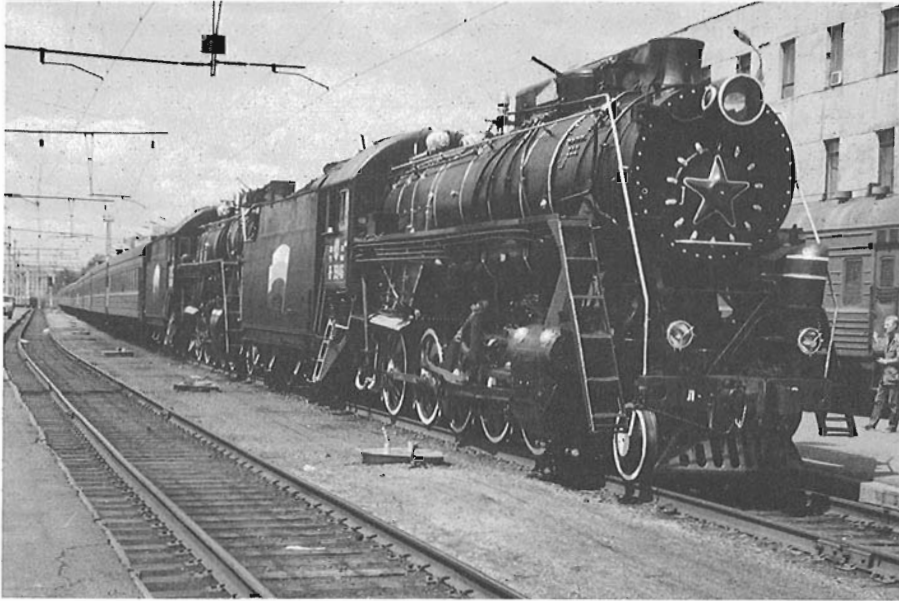
Early in the morning of June 8 we passed through Irkutsk and then climbed over the summit of a mountain range on a new line built after World War II and completed in 1950. This line was constructed to bypass the old line via Port Baikal which had become a bottleneck owing to the many curves along the shore of the lake between Port Baikal and Sludyanka. Later the line along the Angara river between Irkutsk and Port Baikal was abandoned. Descending from the summit an electric locomotive was coupled to the rear to provide dynamic braking power. However all the work of hauling the train was done by steam power. Soon we came in sight of Lake Baikal, known as the "Pearl of Siberia". This lake, although smaller in area than Lake Superior, is very deep and contains as much fresh water as all the Great Lakes combined, about 20 percent of all the fresh water on earth. Arriving at Slyudyanka we reversed direction and had a side trip to Port Baikal over the former main line. This is scenic and very spectacular, but it is easy to see how it must have been an operations nightmare and has now been bypassed. Due to fire hazard, this portion of the trip was diesel hauled but, since it was a side trip and not the main line, the continuity of steam haulage on the main line was maintained. Along this line we had several runpasts and also stopped to see a collection of vintage motive power and rolling stock presently under restoration. This is planned to be a railway museum which will be a tourist attraction in this scenic area. On arriving at Port Baikal we had a night at a hotel on the shores of Lake Baikal, a hydrofoil trip on the lake and an outdoor lunch on the shore of the Angara river listening to local musicians play. Then followed a tour of the fascinating city of Irkutsk, with its many old wooden buildings, as well as a chance to photograph more trams. Following a dinner in Irkutsk, we boarded a hydrofoil for a trip back to Port Baikal where we rejoined the train, and had a night run to Sludyanka and the main line. Soon after, we were once again heading east behind steam.



Trams turning on a loop at the end of one of the lines in the suburbs of Ulan Ude.

As daylight came we were travelling along the east side of Lake Baikal, not as spectacular as the west side, but still very scenic. Then we left the lake and continued east. At Ulan Ude we had another side trip, this time to Gusinoe Ozero (Goose Lake) on the line which extends on through Mongolia to Beijing, China. Here we were also able to have several runpasts away from the busy electrified main line. Returning to Ulan Ude we had a tour of the locomotive shops, and saw various types of locomotives, cars, and trams, from all over Russia being repaired. Following the shop tour, Mark and I went off on our own for a ride on the trams around the city. Tram tickets cost 1000 roubles, about 30 cents, and are sold at kiosks at each tram stop. We then attended a lunch, at which musicians of the local Buryat tribe played traditional music, and then we rejoined the train. After leaving Ulan Ude we passed through Chita and then took a side trip down the line between Kuenga and Sretensk with the usual numerous runpasts. This was the old main line before the Amur section of the Trans Siberian was completed in 1916, since traffic had to go by water beyond Sretensk. Now however it is a lightly used branch line.

As we continued east we noticed more and more the friendliness of the hundreds of people, largely schoolchildren, that came down to the stations to greet the train. Word of the special train had appeared in the local newspapers and rumours were about that Prince Charles and/or Princess Diana were aboard! Although much interest was shown in the steam locomotives, even more interest was reserved for the passengers. At every stop, far into the night, the participants were kept busy signing autographs on pieces of paper, small-denomination banknotes, and even on hands and arms. Many knew a few words of English and the communication between us was surprisingly easy. The friendship shown was genuine and will always be remembered by those who rode this trip. By now we were in an area where there are few roads and the railway is the only feasible transportation link. Here an emergency developed when one of the passengers had to have a painful, but not serious, operation. This was performed in his compartment, by a team of four doctors, in the middle of the night during a service stop. All went well, and we soon resumed the trip.



L.3946 and L.2084, both displaying Russian flags painted on the tender, head up the train leaving Chita on June 12.

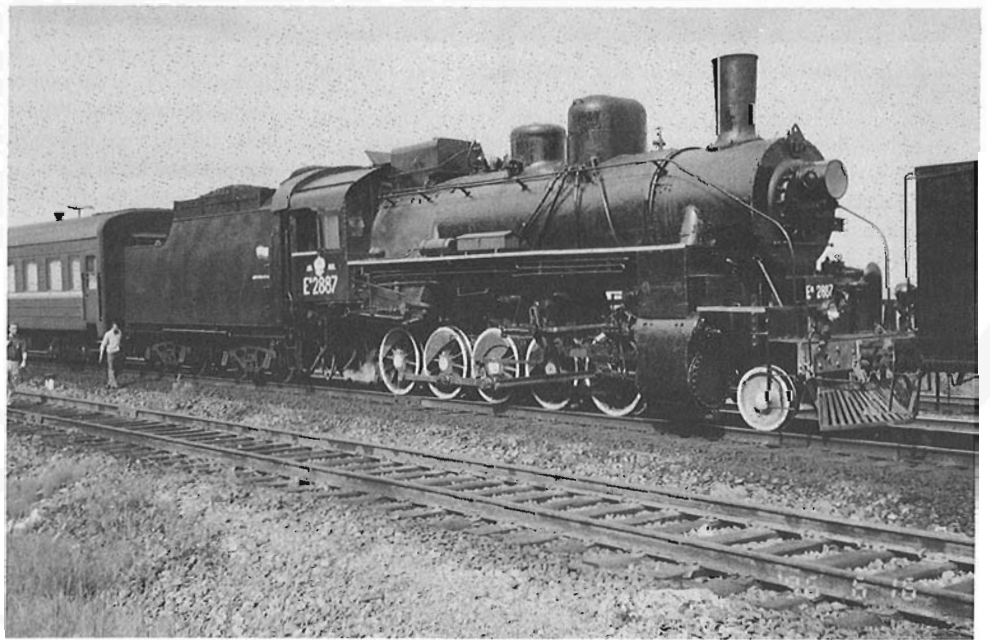
Ever since leaving Moscow the time difference became more and more apparant. All the station clocks, in fact the entire railway system, runs by Moscow time, and the difference increased with each time zone we passed. By the time we reached Chita the difference amounted to six hours, so we were eating breakfast at 2 A.M. and dinner at 1 P.M. by the time shown on the station clocks. However there were no adverse effects as all the events on board the train were done by local time. In the extreme far east, near Vladivostok, the clocks did seem to read local time.

On June 15 we passed Arkhara and reached the tracks of the Far Eastern Railway. Here we began to be hauled by the U.S. built Yea-class ("a" for Amerikanskii, i.e. American) locomotives. 2051 of these 2-10-0s were delivered to Russia during and immediately after World War II. They were very similar to the earlier Ye-class built in America during World War I, of which Yel.629 is one of only four reported survivors (see below). Soon we were running near the Chinese border, and then, on June 16, we crossed the Amur river on the great bridge which was the last link of the Trans Siberian railway when it was completed in 1916. Today there is also a tunnel under the river but, of course, steam locomotives are not permitted to pass through it. Then we arrived at Khabarovsk where we visited the city and had a tour of the hump yard. There was another day of running

near the Chinese border, as well as travelling over the only non-electrified portion of the entire line. During some of this run I had the privilege of riding on the footplate (i.e. in the cab) of Yea.2887, one of the locomotives built by Baldwin in the U.S.A.

A service stop at Ussuriysk allowed time for a few of us to visit the old station and locomotive Yel.629 displayed in a park nearby. This historic engine is one of 881 built in the U.S.A. and Canada and delivered to Russia during the Great War of 1914-1918. Yel.629 was built by Baldwin Locomotive Works in 1916 and delivered in 1917. Of interest to Canadians is the fact that 50 of these 2-10-0s, Yek 351 to 400 ("k" for Kanadskii, i.e. Canadian), were built by the Canadian Locomotive Company in Kingston, Ontario in 1916 for use on the Trans Siberian railway. None of these has survived, but Yel.629 shows what they looked like. See pages 160 and 161 for photos of this type of locomotive.

The night of June 17 was our last on the train, and early morning of the 18th found us at the port of Nakhodka. This port is now much less used since Vladivostok has been reopened to foreigners. Between Nakhodka and Vladivostok the line is very scenic as it crosses three mountain ranges which are not mentioned in any of the guide books. This is because most regularly-scheduled trains pass through at night. The double-headed 2-10-0s worked hard getting the train up the grades, which exceeded 2 percent, while passengers took photos of the train rounding the sharp curves.

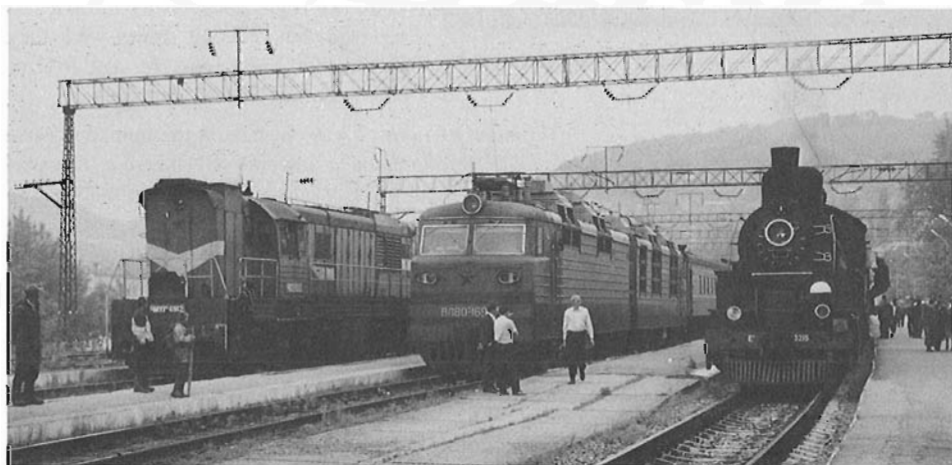


Yea.2887 is one of the Baldwin-built 2-10-0s that is still in its original configuration. Others have been modernized and classified "Yem". Note the small Russian flag painted on the tender side near the front.

On June 18 we passed along this scenic line as we approached the end of the journey. For so long Vladivostok had been the seemingly unattainable goal, and now it was almost in sight. Soon we were running along the shore of the harbour, anticlimactically delayed by a regular train ahead. Then it was the last kilometre, and at 7:46 P.M., local time, we came to a stop at the 1912 station at Vladivostok, beside the brand-new (built in 1996) monument marking kilometre 9288 from Moscow. We had made it, and behind steam all the way! The band of the Russian Pacific Fleet was there to play rousing marches as we disembarked with all our luggage at the end of this amazing trip.



Routine maintenance to the locomotive was necessary day and night to ensure trouble-free running.



Three kinds of motive power side by side, at Nakhodka, June 18, 1996.

The following day there was a morning tour of Vladivostok, including a ride on a funicular railway. In the naval museum (formerly a church) were many relics of the Russian navy over the years. In one place there was a plaque presented by the crew of HMCS Winnipeg during a recent visit. In the afternoon a short steam excursion ended the rail activities. That night there was a farewell dinner with music and dancing until almost midnight. It was a happy occasion, completing a successful trip, but there was a touch of sadness as well. Soon all participants would go their separate ways, and many would never meet again. Also those beautiful 2-10-0s, so carefully restored to service, would go back into dead storage. Many will probably never run again since the strategic reserves of steam locomotives are being reduced at an alarming rate. Traffic on the

Trans Siberian has declined considerably in recent years, and electric locomotives are being stored in places formerly occupied by steam. While some Russian steam engines are being preserved, many more will be scrapped.

One more day remained in Vladivostok during which we rode the entire tram system. This system used to be free but now costs the usual 1000 roubles. It is still an excellent way to see the city.

On June 21 many of those going to North America flew from Vladivostok to Anchorage Alaska and so, by crossing the International Date Line, experienced the longest day in the year twice. For Mark and I there was still the Alaska Railway, the White Pass & Yukon, B.C. Rail, and many other sights to see before we returned home. However, above all was the knowledge that we had done the seemingly impossible; we had crossed Russia by steam on the greatest railway enthusiasts' steam excursion ever run.



The end of the line! Vladivostok station, with trams passing in front, was a welcome sight after the long steam excursion, for it meant that the trip had been a success.

The Heraldry of Railways

From *The Railway and Shipping World*, January, 1901

One hundred years ago, one of the most famous of Canadian railway symbols was introduced, the Grand Trunk "tilted wafer". The introduction of this symbol coincided with the change in the company's title from "Grand Trunk Railway" to "Grand Trunk Railway System". It also coincided with the modernization of the company under the new General Manager, Charles M. Hays, whom we discussed in the last issue. The reason for the nine-degree tilt has not been definitely explained, although there are several theories. This symbol was adopted by the Canadian National Railways as soon as they absorbed the Grand Trunk in 1923. With the new wording, the symbol was used until 1961, with two major changes over the years: In 1943, the wafer began to be displayed on a maple leaf, but also continued to be used alone in certain cases. Then in 1955, the tilt was abolished, and the wafer was straightened up. In this final form (with and without the maple leaf) the famous symbol continued in use until 1961 when it was replaced by the present-day CN symbol.

To commemorate this centennial, we are reprinting an article on railway heraldry which appeared in the *Railway and Shipping World* in its issue for January, 1901, at the very start of the twentieth century. We will leave it to the reader to say whether the heralds showed "an utter absence of the heraldic spirit" as the writer of the article thought. Some, at least, are better than what we see today.



Under the above heading the Montreal Star recently published an article on the trademarks of railways in which it said:- "The managements of Canadian railways do not appear to have the same love of romance and heraldry as the management of lines in the U.S. In the latter country there are dozens of lines which are familiarly known by sobriquets, and others which adopt as their trademark or device some special symbol. These emblems, or symbols, usually emphasize some special characteristic of the territory through which the railway passes, some peculiarity in the road itself, or a nickname given to it by its own or the employees of some other lines".

The devices are often very cleverly and aptly selected, and become to the railway company very much what the trademark is to the merchant. They appear upon all the folders, are used in all advertising matter, and often appear on the locomotives and cars of the company. In this way they become familiar to the travelling public, and in time become the sign by which the railway is popularly known to other railways and the public generally.

It is a rather strange thing that among Canadian railways the devices chosen are of the most matter-of-fact kind. Some of them are striking and make good enough advertisements, but there is an utter absence of the heraldic spirit which characterizes the emblems of so many of the large railway systems on the other side of the line. There is not a vestige of romance, or even an attempt at the representation of heraldic mysticism, in the devices of the large Canadian railways.

The device of the G.T.R. is, perhaps, the most prosaic of the larger railway corporations in the Dominion. It has, however, been the device of that company sufficiently long to make it well known to the travelling public. The G.T.R. has the distinction of being one of the oldest railway lines in the country as well as one of the largest and most important. The Montreal Star states that the present device has been used since the earliest days of the company's organization. This, however, is not correct, as it was not adopted until the change in management in 1896, when the title Grand Trunk Railway was changed to Grand Trunk Railway System. Prior to that the device used was a circular one containing the words "Grand Trunk Railway Great International Route".



The Grand Trunk symbol, in use before 1896.



The familiar trademark of the C.P.R. consists of a heart shaped shield, surmounted by a beaver couchant, the beaver being, perhaps, the most distinctive of the fur-bearing animals of the Dominion. With the maple leaf, it divides the honour of being the national emblem. The trademark was designed by a prominent official of the company in the early days of its history, some time in the eighties, and was immediately adopted by the passenger department of the road, as a suitable emblem. Ever since, the characteristic shield has appeared on the numerous pamphlets, maps, folders and other advertising matter issued by the company, and is now readily recognized as the sign-manual of the C.P.R. In 1890 the design was copyrighted, and has since been used exclusively by the company on its railway and steamship literature. [Editor's note: The beaver continued to be used until 1929 when it disappeared upon the introduction of a beaver-less shield. It returned, in a modified form, in 1946, but disappeared again in 1968 when the entire corporate image of the company was redesigned. With the latest reorganization there are rumours that the beaver may reappear. We hope so.]



trademark, to be used either with or without the arms. An official of the passenger Department has furnished the following:- "The moosehead is used by the I.C.R. as representative of the largest and finest of the game animals in Canada, and one which is of itself intercolonial in being common to Quebec, New Brunswick and Nova Scotia. No railway in America passes for so long a distance through a country which is recognized everywhere as the home of the moose. Apart from this geographical application, the moose is held by the I.C.R. as representing the Government line in its position as a leader among railways as the moose is king of the forests. In the size, symmetry of form, strength, endurance and speed of the moose, are found the points of excellence for which the I.C.R. seeks to commend itself to the public. The I.C.R. has the motto of "Safety, Speed and Comfort", the relation of which to the trademark is as follows: The moose, through its size, strength and courage, is able to hold its own against all rivals in its domain. It has a speed which distances its opponents, and its coat, proof against storm and cold, gives comfort at all seasons. Thus, these qualities typical of the moose, are kept in view by the railway in its construction and maintenance, and with especial reference to the transportation of passengers over its lines".



The moosehead was adopted as the heraldic device of the Intercolonial Railway in 1883, and in 1897 the Dominion arms were made a companion device, as indicating the government ownership of the railway. Both of these devices appear on the folders, but the moosehead surrounded by a circle is the recognized



The Canada Atlantic has for a considerable time used a shield bearing the words "Canada Atlantic Railway", plain but striking, but latterly a good deal of its literature has on it another

shield device, bearing the words "The Algonquin Park Route", which is especially used to attract attention to sportsman's territory traversed by the western portion of the line.



The Quebec & Lake St. John Railway uses the device here reproduced on its winter timetables, but on its summer timetables, booklets and hangers [sic], the prominent feature is a ouananiche, or fresh water salmon, for which the Lake St. John region is famous.



The Northern Pacific's trademark is unique. In the 11th century there was a Chinaman who was named Chow Lien Chi. One day in his rambling he found a cave that had an entrance on each side. Both were crescent shaped, with the sides facing each other. Out of these opposed crescents and the moon shaped cave he evolved a diagram that has become noted among the Chinese. It is now used also as a symbol for something else. From the mysteries of an ancient Chinese philosophy it has been dragged forth to illustrate the modern American system of transportation and now does duty as the trademark of the N.P.R. The design is a circle, the centre composed of two eel-shaped crescents, one above the other. The upper crescent is either red or white, the lower one black. In China the figure is known as a nomad, and in the original there are used certain mystic characters grouped around the crescents. The latter are known as "Yang" and "Yin", the male and female principles of life. In the new they stand for "Motion and Rest", and "Force and Matter". The design is used on the company's cars, printed matter and on the windows of its ticket offices. [Editor's note: This symbol, reversed, is also used by Korea. It continued to be used by the Northern Pacific until that railway became part of Burlington Northern in 1970].



The Wabash shows a banner of red, with a black centre, on which is imposed the single word "Wabash". In 1884 the road copyrighted a trademark that showed the forward part of a locomotive with the word "Wabash" illuminated by the rays of the headlight, and which was enclosed in an oblong square [sic]. This continued to be used until 1886, when it was changed into the form of a flag or banner, and from that time until now the Wabash R.R. has been known as the "Banner Route". It was afterward thought that the engine took up too much room on the banner and not enough space was given to the word "Wabash", and, in order to make the word as conspicuous as possible, in 1894 the headlight was dispensed with, and the whole space on the banner was given to the word "Wabash". [Editor's note. When this symbol went out of use, along with the Wabash Rail Road itself, was this the origin of the term "fallen flag"?]

"The D & H,"



The Delaware and Hudson uses a combination of its initials "The D & H" with a deer's head to indicate not only the company name, but also the abundance of deer in the Adirondack region through which the line passes.

Museum Notes

By John Godfrey

November 1st, 1996

What was once said about the best laid plans of mice and men? When I started this column some time ago, I indicated that intentions were to write about CRM activity three times a year. Well, here we are at the end of '96, and this is only the second edition. Trying to organize my personal life with that of editor Fred Angus in order to "get something out" proved elusive at best. No



P of M 1002 has just left the turntable at the end of a day's work. The CN rotary plow is visible to the right.

All photos by Fred Angus on September 29, 1996.

matter. Last issue's article by CRM Curator J.P. Viaud filled some of the void. Nineteen ninety-seven will see more contributions by J.P.; so between us, if you live across the street from the Museum in St. Constant or in Prince Rupert B.C., you should be relatively up to date about activity at Canada's premier rail museum.

Continuing on from page 25 of issue 450, L&PS flanger FA-1 left the property in February/March to take up residence at the corner of Monchamp and Route 132 in St. Constant. Leased to the city, the car is used to promote the City of St. Constant to all who stop by. Museum staff restored the car's wood interior and exterior and decked it out in L&PS colours before it left the site.

The projection that Courtald's 7 would be a long term resident of the shop is coming true. In need of extensive steel and wood work, what is perhaps Canada's oldest existing electric locomotive sits in a completely disassembled state as these activities creep along. With the help of a UIC work program, it is hoped that, come late Spring, this traction relic will be placed on display for the first time since its acquisition in 1960.

Work on the Museum's workhorse street car, MTC 1959, dragged on till May 4th (you may recall that the site opened on May 5th). Despite the close call, the car did not miss a day of work all season; due in large part to the regular maintenance carried out each Saturday morning and during the winter in addition to the ongoing restoration of the car's interior. The interior work will continue this winter, during which time the remaining half of the woodwork will be stripped, stained and varnished, and the window sills' metalwork will be repaired.

MTC 3 (the observation car), which had an unfortunate encounter with the door of track 1 in 1995, had this damage repaired and its various operating systems inspected prior to its return to service in July. Once again, Museum visitors were able to tour the site in style, some, no doubt, reliving the days when this car and its sisters toured Montreal's street car system.

CN 30, the Museum's passenger locomotive, spent considerable time in the shop later in the winter and throughout the Spring, having its prime mover attended to. While inside, the cab was cleaned up and painted (as were the handrails), and better access arranged for maintenance on its battery box. Alas, after toiling away for Museum visitors throughout June, July and two-thirds of August, mechanical woes returned to haunt the locomotive. After limping through the Fall, it is expected that much effort will be expended on her during the off-season to rectify things for 1997.



Combine car 7108, recently arrived from the National Museum of Science and Technology in Ottawa, where it was in the Museum Train, may have been built as early as 1866 as Nova Scotia Railway coach No. 14, although its early history is not fully known. After various rebuildings and renumberings, it became CNR 7108 in 1919 and was retired in 1953.

The CRM's designated yard engine, PofM 1002, pretty much performed on command throughout 1996, save for some minor battery problems that sidetracked her briefly during Diesel Weekend in July. Off-season work will include inspection of its air system, routine maintenance, and, perhaps, the installation of a "deadman's control". In order to meet Transport Quebec's standards, locomotives operated in passenger service are required to have either a reset safety control or "Deadman", neither of which are found on the PofM 1002. On days when this locomotive subs for the CN 30, a second qualified person is required to be in the cab in order to stop the train should circumstances warrant. Installation of this appliance will negate this requirement.

As was outlined in issue 450, much new equipment now calls the CRM home. In an effort to alleviate some of the "cluttered" look, much new track and grade has been laid. CN baggage car 8400 and combine 7108 now reside adjacent to the Hays building with NJ van 34 on a second "private car" track which branches off the Straight Lead to the turntable (the third car in this group, CN sleeper 2541, is now on track 1 inside). A long fan-track next to the straight lead now holds the CN rotary plow, CN 3239, CN 5550 and CP 2928. Using the turntable to move from the Straight Lead to the Lower Yard Lead, the Museum now has the capability to "run around" equipment for the first time in its history. Previously, a second locomotive was required in order to "change ends" during moves. Track-laying is expected to continue in 1997.

Staff-wise, 1996 has seen the departure of two key components of the CRM team. Director of Educational Services, Nathalie Lampron has moved to the Associations des Musées du Québec. Nathalie brought much energy and good will to her work at the Museum. Rare was the day there was not a smile on her face. She will be missed by all of us that had the pleasure of working with her. Her position has been filled by Kevin Robinson, formerly with Fort Chambly. Kevin brings a unique flare and a natural interest in railways to the Museum that will reflect in his work once he is firmly set up in his "new digs". The second person to leave the Museum is Mechanical Supervisor, Barry Biglow. Barry retired from CN during the Summer after 30-plus years of service, and will return to Edmonton, Alberta later this Fall. Barry is a walking encyclopedia of air-brake information, and knows his way around a locomotive prime-mover and the innards of a street car with the best of them. Barry has nursed the Museum's various operating pieces back to health on many occasions during his tenure, and will also be missed by those of us who had the pleasure to work with him. The best wishes of the entire staff of the CRM go with Nathalie and Barry as they explore new horizons.

Projects that came to fruition in 1996 included the return of Barrington Station to its Canada Atlantic Ry. appearance, the paving of building 2, and the relocation of the fence between the Museum and the Stella-Jones creosoting yard to the other side of the CP connection track. The former required weeks of preparation



Ready to pick up passengers, MTC street car 1959 waits by the Hays building. Notice that the car is facing the opposite way than it did last year. This is to equalize the wear on the flanges as the car goes around the loop line.

work to oil bearings and to grease rods and traction motors on the equipment residing on tracks 6, 8 and 9, as well as some minor track re-gauging to accommodate the narrow-tread wheels found on the traction equipment to be moved. The latter will include the construction of a boarding platform for the Sunday/holiday passenger service to increase operational flexibility and passenger handling in the vicinity of Barrington Station.

The various activities outlined in issue 450 were held throughout the 1996 season. All were the product of a great amount of effort on the part of those involved in their organization and execution. One, the July 6 - 7 Diesel Weekend, even garnered attention from the major US-based rail enthusiasts' magazines "Railpace", "Railfan & Railroad" and "Trains". Later in November, a "Monday morning quarterbacking" session will be held to analyze the strong and weak points of the 1996 season, so that 1997 will be even better.

But before the Museum opens in 1997 there is much to be done. Why not lend a hand? While the location of the work obviously appeals to rail enthusiasts, anyone with an interest in woodworking, metal work or mechanics would find the type of work of interest as well. Work sessions take place Saturdays year 'round, with the occasional week night thrown in for good measure. Making contact with Kevin at (514) 638-1522 Monday through Friday between 0900 and 1630 EST will provide you with the information you need to have a hand in the preservation and restoration of Canada's largest collection of historic rolling stock, traction equipment and locomotives. Hope to see you some Saturday...

Editor's note: There was intended to be a French translation of this article to be printed alongside the English version. Unfortunately, this had not been received by the publication deadline of November 18, and the magazine had to go to press without it. It may appear next issue. Another example of "The best laid plans..."

The Business Car

DISPOSITION OF TORONTO PCC STREET CARS

Mr. Ray Corley has sent the following information on the disposition, by the TTC, of its retired PCC street cars. The cars were sold unless otherwise indicated.

4600. Donated to OERHA, Rockwood, Ontario January 9, 1996. Shipped from Wychwood by truck May 30.

4601. Michigan Transit Museum, Mount Clemens, Michigan (Originally destined for Trolleyville). Shipped from Wychwood by truck May 1.

4602. Trolleyville U.S.A., Olmstead Falls, Ohio. Shipped from Hillcrest by truck April 22.

4603. National Capital Trolley Museum, Silver Spring, Md. Shipped from Wychwood by truck April 23.

4604. Numbered 4500. Retained by TTC.

4605. Numbered 4549. Retained by TTC.

4606. Vintage Electric Streetcar Co., Windber, Pa. Shipped from Wychwood by truck September 9.

4607. Phoenix Transit System, Phoenix, Ariz. (Originally destined for Michigan Transit Museum). Shipped from Hillcrest by rail May 24.

4608. Old Pueblo Trolley Inc., Tucson, Ariz. Shipped from Hillcrest by rail May 24.

4609. Vintage Electric Streetcar Co., Windber, Pa. Shipped from Wychwood by truck August 27.

4610. Vintage Electric Streetcar Co., Windber, Pa. Shipped from Wychwood by truck September 12.

4611. OERHA, Rockwood, Ontario (Originally destined for East Troy). Shipped from Wychwood by truck May 30.

4612. Donated to Edmonton Radial Railway Society, Edmonton, Alta., January 23, 1996. Shipped from Hillcrest by truck April 19.

4613. McKinney Avenue Transit Authority, Dallas, Texas. Shipped from Hillcrest by rail May 6.

4614. McKinney Avenue Transit Authority, Dallas, Texas. Shipped from Hillcrest by rail May 6.

4615. Vintage Electric Streetcar Co., Windber, Pa. Shipped from Wychwood by truck August 29.

4616. Vintage Electric Streetcar Co., Windber, Pa. Shipped from Wychwood by truck September 10.

4617. East Troy Electric Railroad Museum, Waukesha, Wisc. Shipped from Hillcrest by truck May 22.

4618. Donated to OERHA, Rockwood, Ontario on January 9, 1996. Shipped from Wychwood by truck June 14.

4524. Gary Posey, Perkinsfield, Ontario (Originally destined for Vintage Electric Streetcar Co.). Shipped from Wychwood by truck August 27.

4529. Kenosha Transit, Kenosha, Wisc. (Originally destined for Vintage Electric Streetcar Co.; shipped to them for storage). Shipped from Wychwood by truck October 21.

4530. Future Enterprises Ltd. (scrap merchant), Hamilton, Ontario (Originally sold to Tri-Less Corp., Stouffville, Ontario for static use. Cancelled by Tri-Less and resold by TTC). Shipped from Wychwood by truck May 13.

4546. Future Enterprises Ltd. (scrap merchant), Hamilton, Ontario. Shipped from Wychwood by truck March 29.

NBS GIVES McADAM STATION TO RESTORATION GROUP

Plans to restore the former CPR station at McAdam N.B. got a big boost on October 30, when the Irving-owned New Brunswick Southern Railway donated the building to the McAdam Historical Restoration Commission. Built by the CPR in 1900, the station was a busy hub for travellers in days gone by. During its heyday, McAdam was a busy junction and its population was more than double its present 1600, many of them railway employees and their dependants. The McAdam heritage group has been trying to acquire the station for about 20 years, and the cooperation of the Irvings, since taking over the railway, has made it possible to preserve the building and use it as a basis for tourist promotion as an attraction. The station presently attracts about 25,000 tourists to McAdam annually. Several years ago it was featured on a regular issue Canadian \$2 postage stamp. The restoration project has already been approved for \$300,000 in funding under the Canadian - New Brunswick Infrastructure program. Fredericton and Ottawa will each pay \$100,000 and the Commission will put up the other \$100,000. Fund raising has already raised \$40,000 of the Commission's share, and the fund-raising campaign will continue this winter. The project has also been approved for a 50% cost-sharing agreement with the federal government through the Historical Sites and Monuments Board of Canada. Work will soon begin on a national campaign to raise the matching funds.

At the same time as it made the donation of the station, the NBS also donated to the New Brunswick government 380 kilometres of abandoned roadbed for use in the provincial trail system. These lines stretch from Grand Falls to Fredericton Junction and from Saint John to St. George. This is a very significant donation that will provide something for all New Brunswickers to use. When one considers that much of the line south of Grand Falls follows the Saint John River, it is a beautiful line and will be a tremendous asset for everyone to enjoy. The donated rail beds will form a key component of the Trans Canada trail system. The provincial trail system includes about 2000 kilometres of trails. Preparing these for use by hikers, cyclists, horseback riders and snowmobilers employed about 400 New Brunswickers last year, and even more will be needed this year.

(Based on an article in the Telegraph Journal, Saint John N.B., October 30, 1996)

CAMPAIGN UNDER WAY TO SAVE THE GASPE TRAIN

Activists in the Gaspé and Montreal are rallying to try to save the thrice-weekly "Chaleur" passenger train in the region. A corporation has been formed in the Gaspé to save the line from Chandler to Gaspé. This line can be legally abandoned by CN early next spring if a buyer is not found. This part of the line has not carried freight traffic since 1991. Permission to abandon was overturned by the federal government in 1991, but this has not happened now. If this part is abandoned it is likely that the "Chaleur" would be cancelled by VIA Rail, since there is no equipment in place to turn the train in Chandler, and the number of passengers would probably decrease sharply.

(Source: The Gazette, Montreal, November 3, 1996).

HERITAGE STATIONS LOST

On Wednesday, October 30, 1996 (the same day as the announcement about the preservation of McAdam station) the former Grand Trunk station at Kingston, Ontario was gutted by a fire which was likely arson. This building was a restaurant for a time, but had been closed, and in deteriorating condition, for a few years. It was the original Kingston station on the Grand Trunk main line, and was built in 1856. It was one of the large-size GTR stone stations, and was virtually identical to the one at Belleville which is still in use. It is very likely that what is left of Kingston station will be demolished, so ending a career of 140 years for this historic structure.



Some of the memorabilia at "Il Etait Un Fois" on its last night.

On Saturday, September 28, 1996 the restaurant "Il Etait Un Fois" (Once Upon a Time) in Montreal served its last meal and went out of business. The following day an auction was held on the premises, and all the memorabilia in the building was sold. Railway enthusiasts will remember that this structure, built in 1909 and enlarged in 1912, was the McGill Street station of the Montreal and Southern Counties electric interurban. The M&SC ceased to use the station when it discontinued service over Victoria Bridge on June 19, 1955, and all electric service ceased on October 14, 1956. The old station had several uses before becoming a restaurant. You editor was present with some other rail enthusiasts for the last evening, and enjoyed one of the last "Grand Trunk Burgers" served. These were among the best hamburgers ever made! The building had been taken over by the city, and the restaurant owner was evicted. The old station faces demolition to make way for part of a new development.

CHURCHILL LINE SOLD

Despite opposition from Canadian nationalists [with a small "n". Ed.], Canadian National Railway Co. confirmed the sale, on November 15, 1996, of a large stretch of northern Manitoba track to a U.S. company. OmniTRAX of Denver was the successful bidder for "The Bay Line", which includes the line between The Pas and Churchill, as well as the branches to Lynn Lake and Flin Flon. There were bids from two Canadian companies. The U.S. company now begins negotiations with Ports Canada to buy the Port of Churchill, Canada's only northern saltwater port. CN had been asking \$50 million for the rail line but the final price was not disclosed. The OmniTRAX bid was the strongest from an operational and financial standpoint, CN president Paul Tellier

told a news conference. "The climate and geography of northern Manitoba present unique challenges for railroaders", he said. "We therefore sought a buyer with proven railway operating experience and oriented towards service". Under the deal, OmniTRAX acquires the lines north of The Pas, including about 920 kilometres of track which runs from The Pas to Churchill. OmniTRAX, headquartered in Colorado with offices in Chicago, manages 11 short-line railroad subsidiaries throughout the United States including Kansas, Colorado, Iowa, Oregon and Ohio. It also owns an interest in a grain-handling port in Estonia, one of the largest on the Baltic, which has received shipments of grain via Churchill. The discussions over the sale of the Port of Churchill to OmniTRAX will begin shortly. It was essential that the sale of the rail line be confirmed first, because the government had to know who would be the owner of the railway before beginning serious negotiations on the port.

Gord Peters, chairman of Gateway North, said his consortium of Canadian bidders was sorely disappointed with CN's decision and has called for a review by the provincial and federal governments. However transportation experts say short-line operators, with their lower overhead costs and more competitive freight rates, can do a lot to reclaim rail traffic that moved to other modes of transport. (Source: Globe and Mail, November 16, 1996).

CORRECTIONS TO AMTRAK ARTICLE

Mr. Ray Corley points out the following errors, and questions, in the chronology of Amtrak trains in Canada which appeared in Canadian Rail No. 452, May-June 1996:

1. Seattle - Vancouver: The "Pacific International" made its initial run on July 17, 1972, not September 10 as stated.
2. Washington - Montreal via St. Albans: The "Montrealer" was officially discontinued on May 14, 1987, not October 25 as stated. However the actual last run had taken place on April 6, due to deteriorating track conditions. The train was reinstated on July 18, 1989 as reported in the article.
4. New York - Detroit via Canada: There are differences of opinion here. One article says that the "Niagara Rainbow" began service, with that name, on October 31, 1974. However Amtrak's timetables are as stated in the article, i.e. the name "Empire State Express" was still used until April 25, 1976. Service west of Buffalo (through Canada) is said to have been discontinued on October 1, 1978, before the train was routed to (or through) Niagara Falls N.Y. on October 29. Can any member help to clarify these dates?

Mr. Mark Paul points out that there was one other international passenger train that ran until April 30, 1971; Burlington Northern's trains 47 and 48 operated between Grand Forks and Winnipeg until that date. He also says that the Amtrak bus connecting Vancouver with the "Coast Starlight" was not discontinued when the "Mount Baker International" went into service. This bus still operates.

TWO MORE CANADIAN RAILWAY STAMPS

A series of ten stamps has been issued by Canada Post to commemorate 100 years of the Cinema in Canada. The first and last stamps in this series show steam locomotives. The first movie ever shown in Canada was made in France and was entitled "L'Arrivée d'un Train En Gare" (Arrival of a Train in a Station). The film depicted a train arriving at the Lyon-Perrache station in France, passengers boarding and the train leaving. It was first

shown, in Montreal, on June 27, 1896. Fortunately the film has survived (unlike many early movies) and a scene from it appears on the stamp. The last stamp in the series shows a scene from "The Grey Fox", made in 1982. In this scene a steam locomotive is approaching a group of horses.

The issue of these stamps brings to more than fifty the total of Canadian stamps, between 1860 and 1996, that have showed railway subjects. An article about this is planned for Canadian Rail next year.

UNION PACIFIC BIDS FOR MEXICAN RAILWAYS

The Union Pacific Railroad is joining Mexican conglomerate Grupo Carso SA to bid for part of Mexico's national railway company which is being privatized. The line they aim to buy links Mexico City with Nuevo Laredo, which is adjacent to Laredo, Texas. The line is expected to attract fierce bidding when it is auctioned this year. A total of 82 foreign and Mexican corporations have applied to participate in the privatization of three trunk lines and concessions on dozens of short-line railways, including 16,000 miles of track.

(Globe and Mail)

CAPITALISM RIDES TO RESCUE OF MOSCOW'S OVERBURDENED METRO

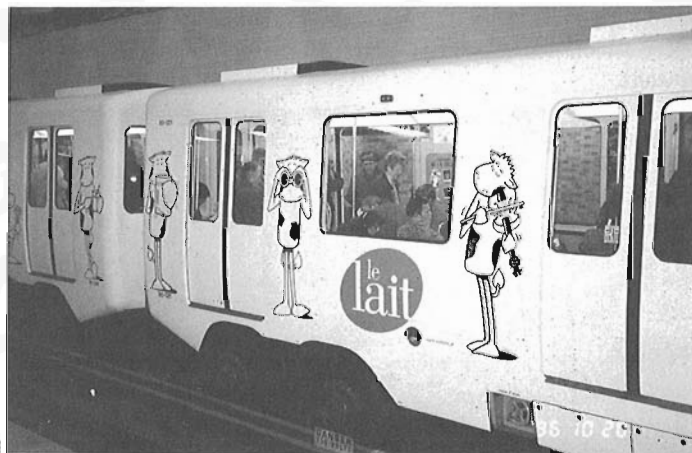


Sixty years after Stalin completed one of the biggest artistic and engineering feats of the Soviet Union, Moscow's venerable Metro is being dragged into the post-Communist era. The capital's underground system, famed for its marble columns, art deco chandeliers and Socialist Realist artwork, is being forced to accept commercial advertising in an effort to modernise its service and cope with spiralling costs. The system has scarcely been modernised since Stalin took a fateful test run six decades ago and became stuck in a tunnel for half an hour. During the Second World War the Metro was used as a bomb shelter, and later its reputation for fast, low-cost and crime-free mass transport was often cited by the Communists as a shining example of socialism at work. However, since the collapse of Communism the Metro has

struggled to cope with its daily load of nine million passengers, and muggings have become as common as discarded banana skins. The move to modernise the Metro is part of a campaign by Yuri Luzkhov, the city's energetic and powerful Mayor, who is trying to turn his bustling, grimy and crime-ridden capital into a modern, efficient city.

(Information contributed by Mike Wragg).

MILK TRAIN



Riders on Montreal's Metro have noticed two strange trains recently. All cars of both trains bear special paint schemes and carry advertisements. One train is painted silver and advertises Levi's jeans, while the other is painted white and, by means of charming drawings, extols the virtues of milk. This photo of car 80-021 shows some of these drawings, including one of a cow playing a violin! These two trains, which seem to be confined to the main east-west line, are a welcome contrast to the familiar blue cars which have been with us for thirty years.

RAIL BUFFS TO GET OWN RESTING PLACE

Rail enthusiasts in Britain, known as trainspotters, have a chance to pursue their hobby for eternity in a specially designed trackside cemetery. More than 50 rail buffs have already made advance bookings to take their final journey on a steam train to the graveyard in central England. The ticket costs about 1400 pounds (about \$3000 Canadian). The Midland Railway Trust has made 50 steam and diesel locomotives available for use as hearses. "We hope to be ready for the first burials at the end of the year", Alan Calladine, the Trust's development officer, stated.

(July 5, 1996).

MODEL ENGINEERS' SHOW

The Lindsay and District Model Engineers' Show will take place on April 5th and 6th, 1997 at the Victoria Park Armoury, 210 Kent Street West, Lindsay, Ontario. Hours for the show will be from 11:00 A.M. to 5:00 P.M. on Saturday the 5th, and 11:00 A.M. to 4:30 P.M. on Sunday the 6th. Admission is \$4.00 for adults, \$2.00 for seniors and students, and \$1.00 for children. For further information, please write to Box 452, Lindsay, Ontario K9V 4S7, or phone Wayne Lamb at (705) 324-5710 or Eric Potter at (705) 328-3749.

1997 CRHA CONVENTION

The 1997 CRHA Annual Convention will be held from May 16 to 19, 1997 at St. Catharines, Ontario, and will be hosted by the Niagara Division. The location will be Brock University, and the planned schedule is as follows:

Friday, May 16

1900 hrs. to 2200 hrs. Registration.
2000 hrs. to 2300 hrs. Hospitality Room.

Saturday, May 17

0700 hrs. to 0800 hrs. Breakfast.
0800 hrs. to 1200 hrs. Field trip to Bayview and Vicinity.
0900 hrs. to 1200 hrs. Papers and Presentations.
1200 hrs. to 1300 hrs. Lunch.
1300 hrs. to 1700 hrs. Field trip to Bayview and Vicinity.
1300 hrs. to 1600 hrs. Papers and Presentations.
1830 hrs. to 1930 hrs. Symposium.
1930 hrs. to 2200 hrs. Banquet and Speaker.
2200 hrs. to ??? Hospitality Room.

Sunday, May 18

0830 hrs. to 0930 hrs. Breakfast.
0930 hrs. to 1200 hrs. Annual General Meeting.
1200 hrs. to 1300 hrs. Lunch.
1330 hrs. to 1700 hrs. Railroad Historical Tour of Niagara.
1700 hrs. to 2400 hrs. Niagara Falls Casino or your choice.

Monday, May 19

0800 hrs. to 0900 hrs. Breakfast.
0900 hrs. to 1200 hrs. Slide Presentations.
1200 hrs. to 1300 hrs. Lunch.
1300 hrs. Convention ends.

The cost of registration for the full convention will be \$120 before March 1, and \$135 thereafter. Spouses may attend for \$100. If not registering for the whole convention, Saturday only will be \$65, Sunday will be \$40, and the field trips will be \$15 each. There is also a Ladies' tour to Niagara Falls and Niagara-On-The-Lake at no charge (fully registered guests only) and a ladies' wine-tasting tour for \$25.

More information, and registration forms will be sent to members, but information can be requested now by writing:

CRHA Niagara Division
P.O. Box 20311, Grantham Postal Outlet
St. Catharines, Ontario
L2M 7W7

CRHA AWARD WINNERS

Mr. Christopher Kyle, Chairman of the Annual Awards Committee of the CRHA, has announced the following winners for the 1995 awards:

Lifetime Achievement: David S. Wilkie.

Also nominated were Donald F. Broadbear and Ron. Lawless.

Article in a CRHA Publication: "The Philatelic Column" by Hughes Bonin, Kingston Rail, November-December, 1995.

Article in a Non-CRHA Publication: "Train Blaze" in Firefighting in Canada, April 1995, was nominated. However, no award was made as four of the judges either abstained or stated that no award should be made.

There were no nominations in the book or preservation categories received by the deadline.

VICTORIA BRIDGE MATERIAL REQUESTED

Next year, 1997, will be the 100th anniversary of the start of the rebuilding of the Grand Trunk's Victoria Bridge into the modernized "Victoria Jubilee Bridge". This work continued for two years and was finally completed in December, 1899. To commemorate this anniversary, it is proposed to publish an article, or series of articles, telling the story of Victoria Bridge from 1897 until the present. This will be, in effect, a continuation of the special issue of Canadian Rail (No. 443, November-December 1994) which was devoted to the history of the original Victoria tubular bridge, opened in 1859 and rebuilt in 1897-99. In order to do this project justice we need much source material and, although much is on hand, we depend on the members to help out. If you have any information, photos, stories or anything else about Victoria Bridge that might be useful for this project, please let the editor know. I am sure there is a lot out there which will make the new Victoria Bridge issue one of the best yet.

TIME FOR A NEW SYSTEM

The computer system, installed in 1990, for producing Canadian Rail, is reaching the end of the line. It still works as well as it ever did, but the problem is that the software is obsolete and is not supported by outside services. This applies to both input and output. The system can not read anything written in language higher than Word Perfect 5.1, and our service bureau, that makes the print negatives from our computer data will no longer support our PageMaker 3 (at present PageMaker is up to version 6). Since this new software will not run in our 286 computer, there must be an upgrade to a Pentium or equivalent. The first issue produced by computer was No. 416, May-June 1990, thus this completes forty issues on that machine. It is estimated that computer publishing has saved about \$500 in layout costs per issue, thus the original cost of \$4000 for the computer and software has resulted in a saving of \$20,000, five times the cost of the system. Conversion to the new system will take place between now and the January-February 1997 issue. There are many new features available, such as scanning photos instead of photographing and pasting each one. All these features will be considered and, where feasible, used. All this may cause some delay to the first issue of 1997, so please bear with us. The result will be a better magazine.

This is a good time also to say that the Editor is always in need of more quality articles and news items for Canadian Rail. The supply is beginning to dry up, so we depend on the members to provide input to be shared by all the membership. Thank you.

BACK COVER: The locomotives described on page 160 were not the only pieces of railway equipment built in Canada for shipment to Russia. In October, 1921, after the Bolshevik revolution, Canadian Car and Foundry Co. built an order of tank cars for the Russian Soviet government. This 8000 gallon car is shown at the CC&F plant mounted on standard-gauge arch-bar trucks before being fitted with its proper Russian gauge (5 ft.) trucks. Note the buffers which are no longer used in Russia. CRHA Archives, CanCar Collection, Photo C-1394.

Canadian Rail

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