

# Canadian Rail

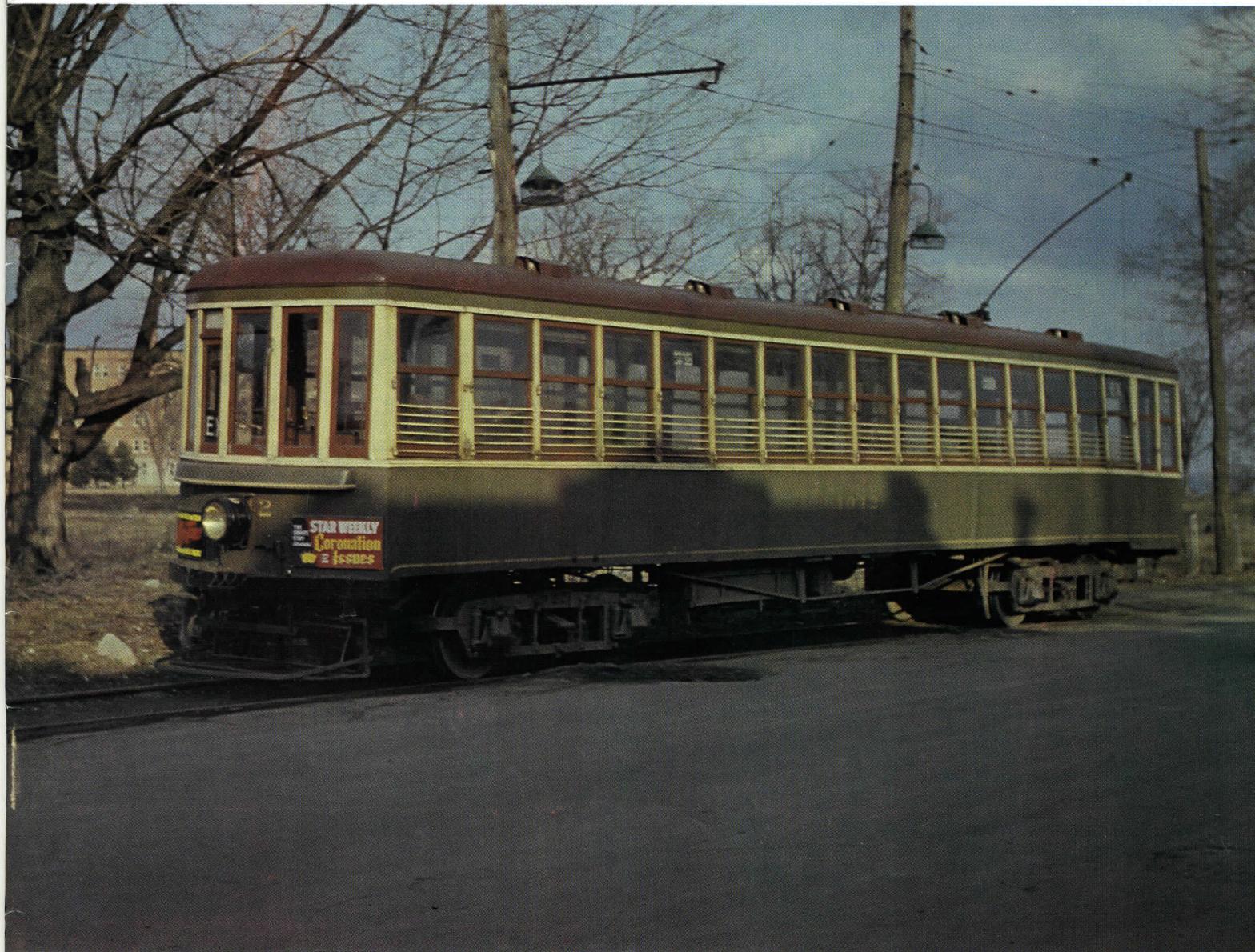
THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 472



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**1949 -- 50TH ANNIVERSARY ISSUE -- 1999**



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION  
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# CANADIAN RAIL

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PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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*FRONT COVER: On the first page of the first issue of the CRHA News Report was the notice of a trip to Lachine with car 1042. This was the second CRHA chartered excursion, and was held on October 30, 1949. This view shows 1042 about three and a half years later, on April 6, 1953, on the siding at Cartierville waiting for the rush-hour to begin. Car 1042 was a former Montreal Park and Island Railway car; built in 1902, and rebuilt in 1921. Unlike the others of its class, 1042, the first to be rebuilt, retained more of its old-time features, including the five-window front, the wooden underframe and truss rods, and the early "basket" fender. By 1950, these features were unique among Montreal's 1000 street cars. Notice the ad for the Star Weekly Coronation Special issues; the Coronation was held on June 2. Old 1042 was retired in 1954, and was scrapped three years later.*

*Photo by Fred Angus*

*BELOW: A montage of fifty-one covers of Canadian Rail and its predecessor, the CRHA News Report. Shown is one cover for each year, 1949 to 1999 inclusive, since the publication was established. Each of these covers is pictured, in larger size, inside.*

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Membership Dues for 1999:

In Canada: \$36.00 (including all taxes)

United States: \$31.00 in U.S. funds.

Other Countries: \$52.00 Canadian funds.

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

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# Fifty Years of Canadian Rail

By Fred Angus

One day in October 1949, an envelope appeared in the mail of each of the approximately thirty members of the C.R.H.A. In this envelope was a document headed with the name of the Association, and the date "October, 1949". It was printed in purple ink on a Gestetner machine and folded in three to fit a No. 10 envelope. Each sheet was printed on only one side, which was to be a feature of the publication until October 1960. Beneath the date was a notice that the next meeting would take place at the Queen's Hotel, following which was a trip committee announcement that it was proposed to have a trip with a former Montreal Park & Island Ry. street car, at a fare of \$1.25 (This excursion was held on October 30, using car 1042 on a run to Lachine. On this trip your present editor applied to join the CRHA as a junior member). Following the trip notice was a heading entitled "Items of Interest". This filled the remaining three pages and contained seven items: "Diesels for Napierville Jct. Ry.", "C.P.R. Dieselization of Newport Subdivision", "Steel Cars in Use on C.P.R. Local Trains 519 and 510", "C.N.R.'s 9000 Series in Suburban Service", "Trolley Buses Take Over Passenger Service in Cornwall", "Buffalo Creek Locomotives Acquired by C.N.R.", "Train of Tomorrow in Canada". Although no one realized it at the time, this little four page announcement was the first issue of a publication which has become the present Canadian Rail, and which now commemorates half a century of publication.

This was not, of course, the first publication of the CRHA. In 1937 the "Bulletin of the Canadian Railroad Historical Association" made its appearance, and for the next three years, under the editorship of Robert V.V. Nicholls, published many extremely interesting articles, covering a wide variety of subjects of interest to railway historians. Some of

these articles are still of considerable value today, after sixty years. Unfortunately, the Bulletin, like so many other things, became a casualty of World War II, being discontinued in 1940, about a year after the outbreak of the war. In fact the CRHA itself almost became a wartime casualty, as the active

membership dropped to less than twenty, and only a few devoted members kept it going, having meetings in members homes, and planning for better days in the future.

The return of peace in 1945 meant that that perhaps these better days were almost here, but there was not much growth until late in the 1940s, when more new members joined and the Association began to expand again, both in numbers and in activities. In May 1949 the first excursion for more than ten years was held, and consideration was given to having a publication once again.

The new publication did not pretend to be as erudite as the former Bulletin. For that reason it did not continue with its number series. It was merely an announcement of forthcoming activities within the Association, plus news items that might be of interest to the members. Although dated, it was not numbered (the numbers were added

retroactively a few years later). It didn't even have a name! For the first 21 issues it simply had the name of the Association and the date as the masthead. On one memorable occasion (September 1950) the name of the Association was wrongly shown on the masthead as "Society". Not until February 1952 did it acquire a name; from that date for the next ten years it was known as the "CRHA News Report". In 1949 the News Report was definitely an experimental effort, edited by E.A. Toohey and cranked out on the old duplicating machine. Its survival depended on how well it was accepted by the members, a fact that has been true throughout its existence, and is still very true fifty years later.

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

OCTOBER, 1949

ANNOUNCEMENT OF MEETING

The regular monthly meeting of the Association will be held on October 12 at 8.15 P.M. in Room 153 of the Queen's Hotel.

Programme: The regular business of the meeting will be followed by a showing of approximately 150 colored (Kodachrome) slides taken by member Mr. E. A. Toohey. A number of the slides were taken during the past summer at the Chicago Railroad Fair. These include scenes from the ongent "Wheels a-Rolling" and many of the railroad exhibits. Many interesting locomotives were used in the pageant and date from as early as 1831 right up to modern times. Many views of steam, diesel-electric and electric rolling stock operated on railroads in Canada and the United States are included in the selection.

As this meeting is expected to be particularly interesting, it is hoped that all members will plan to attend. Visitors and guests will be especially welcome as it is desired to have as large a turnout as possible.

TRIP COMMITTEE ANNOUNCEMENT

In view of the success and interest attending the Association's outing in the observation car in May - it has been proposed by the trip committee to have another trip on the Montreal Tramways System this Fall - using one of the former Montreal Park & Island Railway suburban cars for a Sunday afternoon outing.

Route to be followed will be along several former routes of this original suburban railway with the ultimate destination as Lachine. The trip committee's decision to stage this trip will depend on the amount of interest expressed by the membership at the October meeting when tickets will be placed on sale. Fare is \$1.25 per passenger.

ITEMS OF INTEREST

DIESELS FOR THE NAPIERVILLE JCT. RY.

Two 1500 H.P. road-switcher type diesel-electric locomotives are on order at the Montreal Locomotive Works for the Napierville Junction Railway. They will replace the two Consolidation type (2-8-0) steam locomotives now in service on the line between Delson, Que. and Rouses Point, N.Y. The steam locomotives (Nos. 914 and 1099) are standard Delaware and Hudson RR. locomotives and are scheduled for the scrap pile. Two steel bay window cabooses, also on order, will replace the present wooden ones.

*The first page of the first issue. October, 1949. Ironically, the first news item referred to Delson where, years later, the CRHA would build the Canadian Railway Museum.*

In the issue for November 1949 appeared this announcement which, except for names and dates, is basically still valid: "The success of this bulletin depends on the volume of news items submitted by the members. It would be appreciated if you could arrange to contact Mr. Toohey before the twentieth of each month in order that all items may be included in the monthly issue."

By issue number 2, the first feature article appeared, an account, by the editor, of a visit to the Grasse River Railroad (accounts of trips by the editor are not unknown, even in recent times). Such feature articles became more and more frequent as time went on, sometimes more than one in the same issue. However short newsy items continued and, under the heading "Notes and News", and later "The Business Car", have continued to the present time. In view of their historical interest, we will reprint a few that appeared in the (yet unnamed) News Report in 1949:

"Use of steel equipment on C.P.R. local trains Nos. 519 and 510 began on September 26th. These commuter trains operate between Montreal and Rigaud. As in the case of all local trains operating out of Windsor Station, these trains were formerly made up of wooden equipment and hauled by heavy Pacific No. 2459. The trains usually run to about 10 to 12 cars." October, 1949.

"General Motors "Train of Tomorrow" is presently making a tour of principal cities of Southern Ontario and Quebec. The train consists of an Electro-Motive 2000 H.P. diesel-electric locomotive and four cars all with Astra domes. The cars include the chair car "Sky Dust", the dining car "Sky View", the sleeping car "Dream Cloud", and the observation car "Moon Glow". When in Montreal the train will be on exhibit at the Central Station viaduct on St. Antoine Street near Inspector Street." October, 1949.

"After the city lines of the Quebec Railway, Light and Power Company were abandoned in 1948, a number of the 800-819 and 900-914 class cars were stored at Limoilou Shops of the Q.R.L. & P. It has now been learned that these cars have recently been scrapped. They were one-man cars with single end and double trucks built in 1928 and 1929 by the Ottawa Car Co. The 900-914 were originally built as two-man cars.

SPRING  
EXCURSION  
THE CANADIAN NATIONAL RAILWAY AND  
SPONSORED BY  
CANADIAN RAILROAD HISTORICAL ASSN INC.

Sunday June 1st 1952  
TO VISIT THE  
ASBESTOS AND DANVILLE  
RAILWAY OF CANADIAN JOHN-MANVILLE COMPANY  
AND ITS FACILITIES AT ASBESTOS - QUEBEC

SPECIAL TRAIN WILL OPERATE AS FOLLOWS:  
Leave Montreal - 8:40 AM Arrive Asbestos 12:00 PM  
" Asbestos - 3:45 PM " Montreal 7:05 PM  
EASTERN DAYLIGHT SAVING TIME.

Fare WITH BOX LUNCH  
\$3.75  
BEFORE MAY 25th  
\$4.00 AFTER THAT DATE

Tickets may be obtained from:  
S.S. WORTHEN - GEN. PASS. TRAFFIC MGR.,  
CAN. RAILROAD HISTORICAL ASSOC'N  
3 PROSPECT ST. WESTMOUNT. QUE.  
REQUESTS MUST BE MADE BY MAIL.  
WE REGRET THAT PHONE ORDERS MUST  
BE REFUSED.

Some of the artwork done on the old stencils was quite elaborate. This flyer, advertising an excursion, was part of the May, 1952 issue.

This completes the disposition of the cars used in city operation by the railway." November, 1949.

"A portion of the C.P.R. Orford Sub-division line, from a point near Valcourt, Que., to Kingsbury, Que., - 12.5 miles distance, will be abandoned on December 15th., 1949." December, 1949.

"Smoke deflector wings of the 6200 class C.N.R. locomotives are being removed from many of this class of locomotive. After several experimental modifications, these wings are now being removed entirely, and a small flanged extension is added to the smoke stack in their place." December, 1949.

Throughout 1950 and the first half of 1951, the publication continued, including some feature articles, usually written by the editor, as well as CRHA announcements and news items. The publication for August 1951, the 21st issue,

consisted of only three pages including a full page schedule of the N.R.H.S. convention which was to be held on September 1 through 3, 1951. After this issue, however, Mr. Toohey relinquished the editorship, and there then occurred the first, and so far only, hiatus in the production of the publication. For the next five months it did not appear, and some members wondered if it would ever reappear.

By this time, however, the membership was growing, and they liked receiving the little news letter, and missed it. Following the Annual Meeting in January 1952, it was decided to revive it, and an Editorial Committee was set up. Chairman of this committee was Mr. Omer Lavallée, who thus became the second editor, succeeding Mr. Toohey. The first issue of the revived publication, and the 22nd since its inception, was that of February, 1952. Now at last it had a name, the "News Report", and this issue made up for lost time, consisting of no less than thirteen pages, including three pages of drawings. Included with this issue was the following notice: "We are pleased to announce that all of our outside subscribers who paid to receive news reports in 1951 will have their subscriptions renewed, without charge, for 1952, due to the limited number of publications in 1951. New subscriptions will be handled promptly, the charge is \$1.00 for the year; during which eleven reports are planned." The first improvement was in the mailing. Seldom now was it folded in three to fit a No. 10 envelope, from now on it was usually mailed flat. The News Report was in business again.

Under the editorship of Mr. Lavallée, the News report went from one improvement to another. If anyone can be considered the father of Canadian Rail it is Omer Lavallée. During the ten years he was the editor, the magazine went from a small mimeographed newsletter to a glossy illustrated storehouse (the literal meaning of the word magazine) of information on Canadian railway history.

By the end of 1953, forty issues of the News Report had appeared, and it was a regular feature of the CRHA. Publication schedule called for eleven issues a year, being monthly except for a combined issue for July-August. In January, 1954 it was decided to number all issues, and the one for that month was called number 41. The previous forty were numbered retroactively, starting from 1 (October 1949) through 40 (December 1953). Two months later, March 1954, its appearance was greatly improved by having the front page printed on paper bearing a pre-printed masthead; the name of the Association in red. The content of the publication now included long feature articles by writers such as Robert R. Brown, Forster Kemp and, of course the editor himself. Three of the serialized features by Mr. Brown were "Early Railways of the Eastern Townships", "Street Railways of Eastern Canada", and "Crossing the River" (the story of Victoria Bridge).

The next big change in appearance came with the News Report for July-August 1957 (issue 80), when the first photo cover was produced. The subject was the CRHA excursion with Montreal street car 274 on June 23, 1957. Starting in November 1957, photo covers appeared alternate issues until the last plain cover was produced in November 1959. In April 1958 (number 88) the masthead was redesigned to include the CRHA insignia; this was printed in red on the plain covers, and in black on the photo ones. Starting with December 1959 (number 106) it was decided that all covers would bear photos, and this has continued without exception (except for a few that depicted drawings) until the present. Coincidentally with this, yet a new masthead was adopted; this was printed in red and featured a vertical track with the name "C.R.H.A. News Report" and, of course, the insignia. This lasted for more than two and a half years.



SAINT JAMES STREET was on Montreal's first horse car route, in 1861. On Sunday, June 23rd, our No. 274 became the last street car to pass through the famed Montreal financial thoroughfare, bringing 96 years of rail service to a close.

*The first photo cover - July-August 1957. Car 274, built in 1892, makes the last run of a street car on Montreal's St. James Street. June 23, 1957.*

In 1960 Mr. Dave Henderson joined the publications team and soon became chairman. Improvements followed fast, including offset printing and, starting with October 1960 (number 115), printing on both sides of the paper. But the biggest change was just ahead. The issue for January 1961 (number 118) was completely different from any previous one. The 8 1/2 by 11 inch paper was gone; now it was much smaller in size, 6 by 9 inches, but with more pages, a format that was last for 22 years. It now looked like a magazine rather than a newsletter. After ten years, and 108 issues, Mr. Lavallée retired as editor but remained on the committee. The new editor was Anthony Clegg who had been active in the Association for many years. He assumed the post in February 1962 and

continued for four years. Another change soon occurred. With the new format, there began to be thoughts of a new name. The term "News Report" did not quite fit any more, since there were more and more articles of historical nature. However the committee could not agree on a new name until the late spring of 1962 when someone (unfortunately it is not known who) came up with "Canadian Rail". That was it, and the issue of July-August 1962 (number 135) was the first to bear the new name. At the same time the masthead was changed once again, to the wiggly track, the name of the publication and the Association's insignia. With minor changes, this has remained ever since. The colour of the masthead was changed to brown, and this continued until June 1966. It was then green until the end of 1968 since when it has changed every year. Presently it follows a four-colour cycle of red, blue, brown, green.

The January 1961 issue, the first in the small size format, was also the first to be printed by Pro-Cel Printing Co. This started a cooperation between editor and printer that has survived for more than 38 years, and still continues. No account of the history of Canadian Rail would be complete without a sincere "thank you" to Pro-Cel.

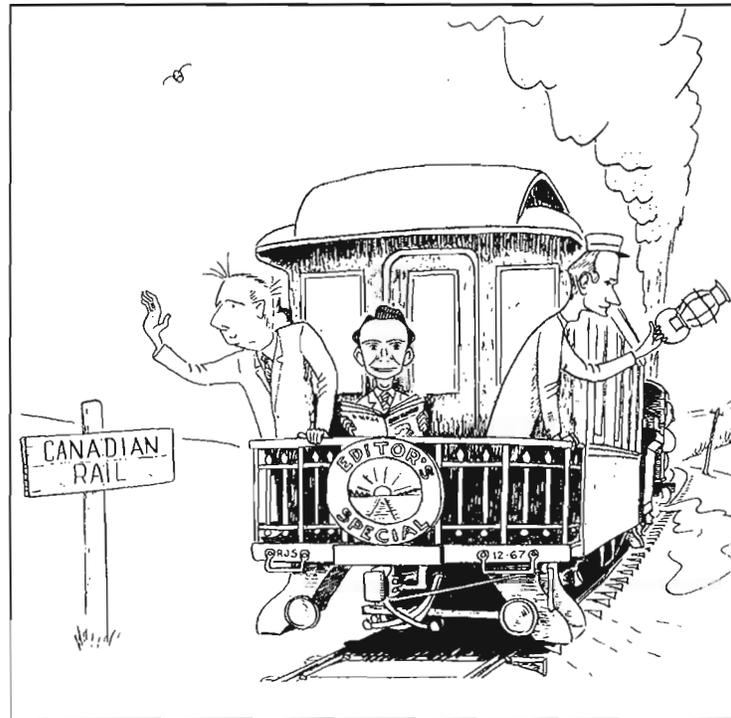
This is a good time to introduce a bit of nostalgia about the early 1960s. With the start of the new format the pages were printed but not collated or stapled (presumably to save money). So it was that once a month a "collating and stuffing session"

was held, usually at the home of John and Win Saunders in St. Lambert. As many volunteers as could be induced to come, sat down at a long table, assembly-line fashion, and, under the direction of Dave Henderson, collated the sheets and stapled them together; two staples per magazine. The job then was only half done, for now it was time to address the envelopes (using an old addressograph machine), stuff one magazine in each envelope, and seal them. Since there were more than 1000 members, this was a long hard job, sometimes lasting until 11:00 P.M. However there was a reward. When the work was done, Win Saunders produced her famous cakes which were devoured with gusto by all concerned.

Your editor started attending in 1961, and was at many sessions over the next ten years. Eventually the magazines were delivered already stapled, but the job of stuffing into envelopes continued for many years. Those who attended the sessions still remember the hospitality of the Saunders in those long-gone days.

Having established a format, changes were few over the next several years. Many articles, both current and historical, were published and the news column, by then called "notes and news", was a regular feature as well. After 45 issues, Mr. Clegg gave up the editorship in February 1966, and Mr. Lavallée resumed the position, though as "acting editor", effective with March 1966 (number 175). For some reason (perhaps because of bad feeling between Mr. Lavallée and the Museum Commission) the CRHA insignia disappeared from the cover, starting with this issue. It remained absent until the new Board of directors, elected in January 1967, ordered its reinstatement effective with the June 1967 issue. It was also missing from the cover of the November 1967 issue, but this may have been because there was a full-page cover photo that month. Mr. Lavallée's editorship continued until the end of 1966 when Mr. William Pharoah was appointed editor starting with number 184, January 1967, and continuing until number 194 in December 1967. The content of the magazine remained much the same, since the same committee was in charge as in the Clegg and Lavallée days. A few items were a bit controversial; one that comes to mind, published in March 1967, concerned a rotary plow. But it was all good clean fun and the members (well, most of them) enjoyed it.

However change had come to the Association, and it was not long before it affected the magazine too. In January 1967 occurred the famous "long annual meeting" with its election with 24 candidates running for 12 positions on the



*The old committee bids "adieu" to Canadian Rail, as the symbolic train, with Omer Lavallée as engineer, pulls out in December 1967.*

*Drawing by R.J. Sandusky*

CRHA board. When the dust settled, there were many new faces on the board, and some long-serving directors, including Mr. Lavallée, had gone down to defeat. The old publications committee continued through 1967, but, starting with the issue of January 1968 (number 195), there was a new editor and a new committee. This was the first, and so far only, complete break in the continuity of the organization of the publication in its fifty year history. Although there had been four editors from 1949 to 1967, the basic committee and organization had been the same for all those years. Now with a new crew, Canadian Rail was going into unfamiliar territory. The situation was summed up in a cartoon, by Bob Sandusky, which

appeared on the back cover of December 1967, the last produced by the old team. We see the observation platform of a passenger train called "Editor's Special". In the centre Dave Henderson is seated, reading a magazine, while Tony Clegg waves a lantern in a highball signal, and Bill Pharoah waves goodbye to a station sign lettered "Canadian Rail". Up in the cab of the steam engine is the unmistakable figure of Omer Lavallée, the engineer. It was in the same spirit as the famous 1890 Tenniel cartoon "Dropping the Pilot".

The new committee was quickly organized. The Editor was Sanborn (Sandy) Worthen, and the production manager was Peter Murphy. Actually the break was not entirely complete as some of the "lesser lights" of the old committee (including myself), continued on the new one. Things went very smoothly despite the famous "U-OPA-1" typo error on the front cover of the very first issue, number 195, January 1968! This was a misreading, over the phone, of "New-Old PA-1", concerning the D&H's PAs. During the Worthen years, Canadian Rail reached a very high standard which became a model for all succeeding editors to follow. One of the first innovations was a "one only" affair. The June 1968 issue was number 200, and to commemorate this a colour picture appeared on the cover. This was not a true colour cover, for the picture, a reproduction of a painting of the *Dorchester*, had been previously printed and was glued on the cover of each copy of the magazine. It was 21 years before another colour cover was attempted.

During the 1970s, some changes took place. Starting in 1971, separate issues for July and August were produced, rather than the previous method of a combined July-August magazine. So Canadian Rail became a true monthly, twelve times a year. January 1972 (number 240), was the first in which the cover was printed on glossy paper. This has frequently been used since,

although sometimes lack of money has, from time to time, compelled reversion to a more matte surface. One unfortunate innovation that began in January 1974 (number 264) was a change in the Association's insignia. For many purposes (not only Canadian Rail) a stylized version, with no wording and only an outline, was used. This failed to convey the proper historical meaning of the Association, and few missed it when it went into the discard, being replaced by a variation of the original symbol of 1932. Nevertheless, the stylized version appeared on 101 issues, until May 1982.

After 111 issues, Sandy Worthen retired following the June 1977 (number 305) issue, and was named Editor Emeritus. The new editor was Peter Murphy, who had been production manager during all of the Worthen years. Thus there was complete continuity, and the high standard was maintained. So the magazine entered the 1980s, but more change was coming. Pressure of work forced Peter Murphy to resign as editor, and Fred Angus was appointed starting with March 1980 (number 338). Again the new editor had been on the committee since the 1960s, so continuity was maintained. The only basic change in the first two years was the long-overdue restoration of the proper CRHA insignia in June 1982 (number 365).

Once again change was in the wind. By the 1980s, there were many magazines catering to Canadian Railway enthusiasts, and Canadian Rail faced stiff competition. Most of these other magazines were large format, and it was decided that ours must follow suit. After much planning, the "new" Canadian Rail made its debut at the start of 1983. Gone was the small format, and gone too was the monthly publication schedule. Now it was bigger, 8 1/2 by 10 1/2 inches, and was published bi-monthly, i.e. six times a year. The first of the new format was January-February 1983 (number 372), exactly 100 issues ago! The masthead remained the same, although enlarged to fit the larger page. The somewhat strange non standard "dumpy" page size was then dictated by available paper sheet size, but inadvertently hung on until the end of 1996, after which it was enlarged to the standard 8 1/2 by 11 inches. About this time the focus of Canadian Rail became more historical, leaving much of the current reporting to other publications.

With the new format there was much more opportunity to use creative layout of photos. Those of great clarity or significance could be enlarged, while others could be small. However the text was still typed in galley proofs, and the layout was done by outside professionals. This required some fine communication between editor and layout artist, and caused particular problems in correcting typo errors in the text. During this time the first fully-printed colour cover was produced. It was a special one-time effort by special donation, and was a view of the Royal Train of 1939, made from a hand-coloured black-and-white photo (not a true colour photo; however there was a true colour photo on the back cover). This innovative cover appeared on Canadian Rail for May-June 1989 (number 410), and was well received by the members.

The start of the 1990s brought another major innovation. The old system of cutting and pasting galley proofs was becoming more and more inconvenient, and was very expensive. By 1990 desk-top publication by computer was economical, and May-June 1990 (number 416) was the first produced by computer. Now the editor could also be the layout artist, and

could be much more creative, particularly by "flowing" the text around photos. Also the lines were set by the computer so the old unevenness of the manual cut-and-paste method disappeared. The illustrations still had to be photographed separately and "double burned" on to the plates in a separate time-consuming process. The editor had to draw a box of the proper size on the page, with instructions on which picture to place there. When this was done, the final plates had to be inspected before printing began.

During this "early computer" era more improvements were made. The front cover of the January-February 1994 Canadian Rail (number 438) was the first to bear an actual colour photograph, and this issue was also the first to show both the English and French versions of the CRHA insignia. Also appearing for the first time was the slogan "The Magazine of Canada's Railway History". This has continued ever since, except that during 1995 the word "Journal" temporarily replaced "Magazine", and the issue of July-August 1995 accidentally omitted the slogan altogether. Two of the 1995 issues were 48 pages each, the most ever, and the total pages for that year was 252, also a record. In these years several colour covers appeared, and it is planned to continue this in the future as finances permit.

Canadian Rail for January-February 1997 (number 456) brought more major changes. Austerity was the watchword now, and cost cutting began. The cost of separate photo negatives and double-burns was quite high, and computer technology had advanced. Our computer, that seemed so up-to-date in 1990, was now obsolete. For the same price, one could obtain a far more powerful machine that could also scan illustrations and place them right in the proper place on the layout page. The computer-produced negatives now contained everything, photos and all, eliminating the separate negatives, the extra time and expense, and the possibility of errors. At the same time it was realized that there was no reason at all for trimming half an inch off the height of the magazine, so the full 8 1/2 by 11 inch size was restored for the first time since 1960. Unfortunately, economy brought a downside too. The number of pages was reduced to 28, and a more matte paper was used. Also during these two "lean years" there was only one colour cover, September-October 1997 (number 460).

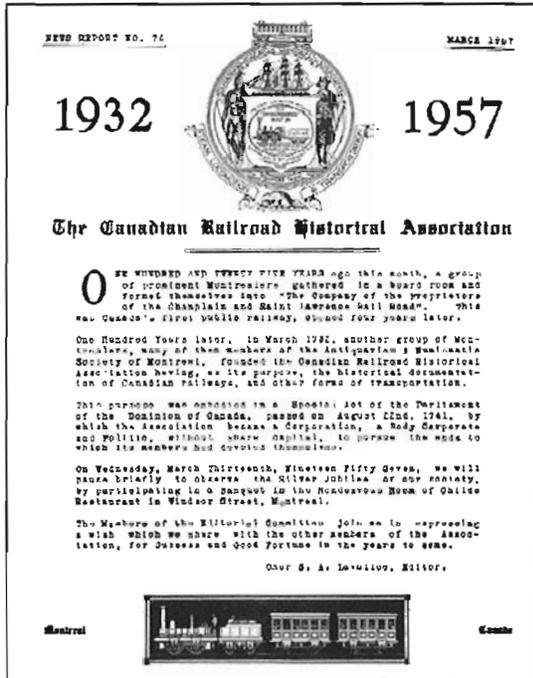
The latest change was the restoration of glossy paper effective with May-June 1999 (number 470). This paper is also slightly lighter which will allow up to 36 pages to be mailed at the under-100-grams postal rate. While the magazine is still officially 28 pages, a few "32 pagers" have slipped in from time to time, and we hope to increase the page content. Also there is a very good chance that colour covers will become the rule rather than the exception in the near future.

After fifty years, we can afford to pause, take stock and look back a bit, but we must also look forward to make Canadian Rail even better in the future. Soon there will be a new millennium, and we must adopt and innovate to cope with the many changes that are sure to come. It's a long way from that little four-page newsletter of fifty years ago.

On the next thirteen pages we will see one cover page for each year of the fifty-one years from 1949 to 1999 inclusive. Each will have a caption explaining something significant about that issue, or the times in which it was produced. Have a good look and enjoy them!







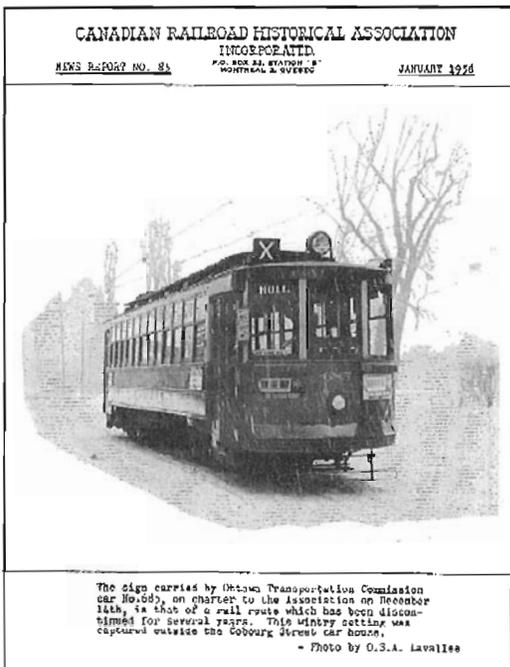
1957

This elaborate cover was a “one only” effort to commemorate the 25th anniversary of the CRHA. The “everything-but-the-kitchen-sink” insignia was one drawn by John Loye about 1932, and used only a short time. Compare this with the far-too-simple version used between 1974 and 1982!



1959

This cover shows scenes of the CRHA’s spectacular fall foliage trip of 1959. Notable was the use of CPR business car No. 1, then still in use by the superintendent of the Laurentian Division. This car, oldest in CP’s roster, was retired a year later and is now at the Canadian Railway Museum.



1958

The third pictorial cover depicted Ottawa street car 685 on a CRHA trip. Street cars in Ottawa had less than a year and a half left.

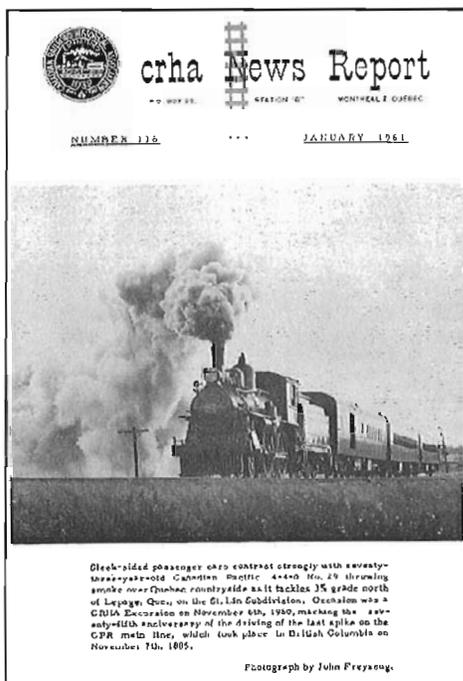
In early 1958, there was still a lot of steam and electric activity in Canada, but it was in its last sunset, and barely two years later most of it had gone.



1960

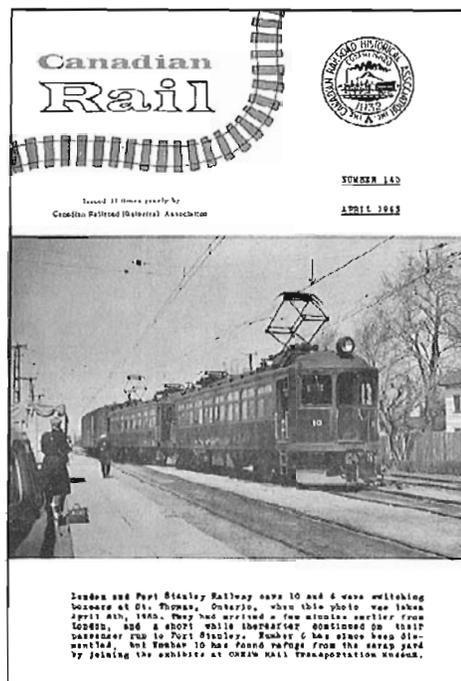
November 1960 was the 75th anniversary of the Last Spike on the CPR main line. It was commemorated by a CRHA trip to St. Lin with 1887 locomotive No. 29. This issue dealt extensively with the events leading up to the original Last Spike of 1885.

The following issue, December 1960, was the last in the large-size format.



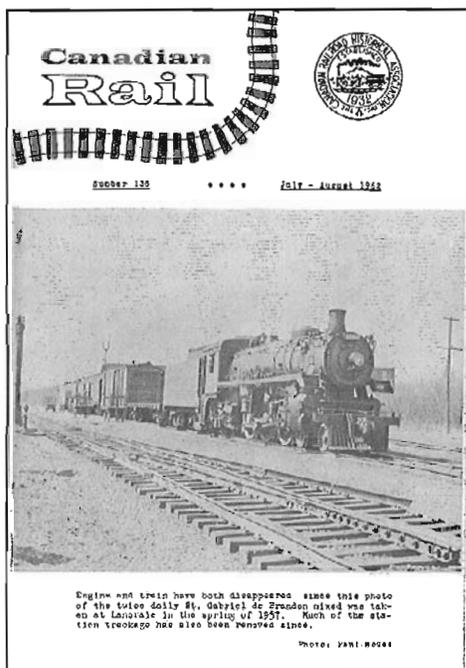
1961

The cover of the first small-size News Report depicted the November 6, 1960 trip to St. Lin behind 29. This was the last steam trip on CP for many years. No. 29, now owned by the CRHA, was damaged in a fire at Hillsborough in 1994, and is now leased to CP for display outside its head office in Calgary.



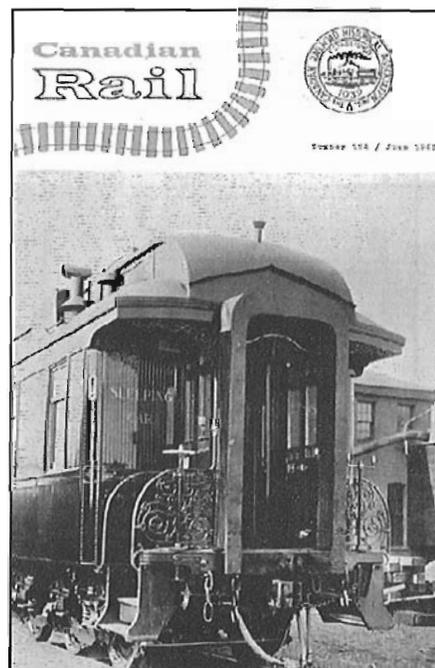
1963

London and Port Stanley car 10 was featured on the April 1963 cover. The previous November, this car had come, on its own wheels, to the museum at Delson, where it still resides.



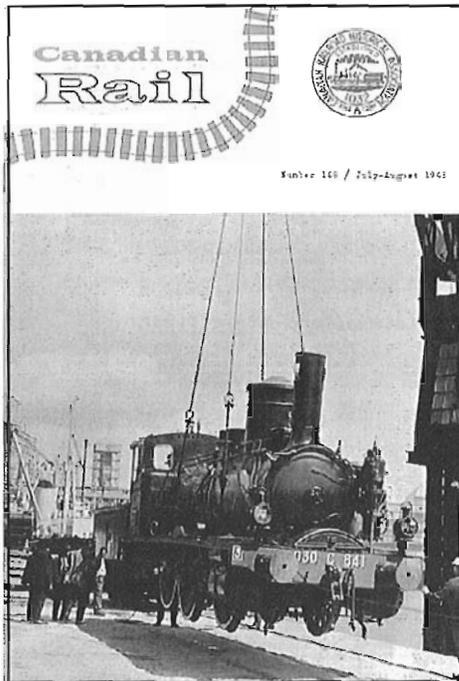
1962

While our publication usually reports history, this issue made history. It was the first to bear the name "Canadian Rail", as well as the "wiggly track" masthead. Both are still very much in use after 37 years.



1964

The June 1964 cover featured a view of CPR narrow-vestibule sleeping car *Enoshima*, built in 1893. This car later became business car No. 11, and later, minus its narrow vestibules, went to a museum in Washington state. Narrow-vestibule cars were built for only a short time, being superseded about 1898 by the wide-vestibule variety, still in use today.



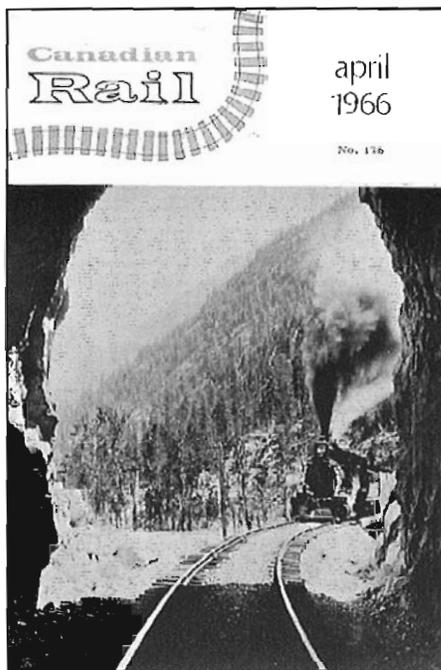
1965

The second-oldest locomotive in the CRHA collection is SNCF 030-C-841, built in France in 1883. Here, in the spring of 1965, it is about to touch North American rails for the first time. Although this particular engine was never named when in service, earlier ones of the same class were, so the CRHA has named it *St. Malo* in honour of Jacques Cartier's birthplace.



1967

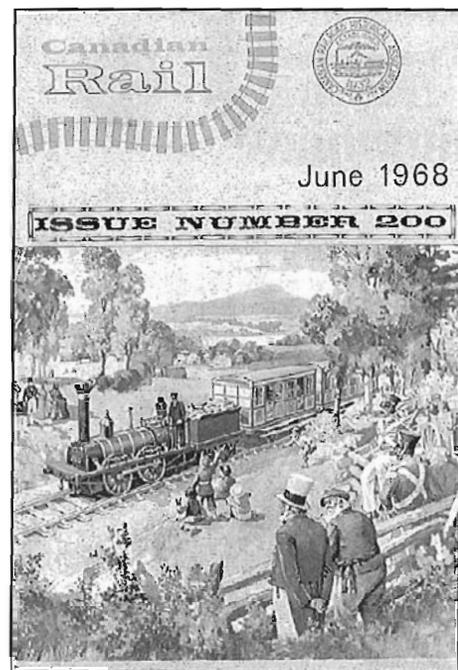
A new rail passenger operator, GO Transit, was the subject of our cover in February 1967, the year of the centennial of Confederation. GO Transit is still very much with us, and is greatly expanded from those days.



1966

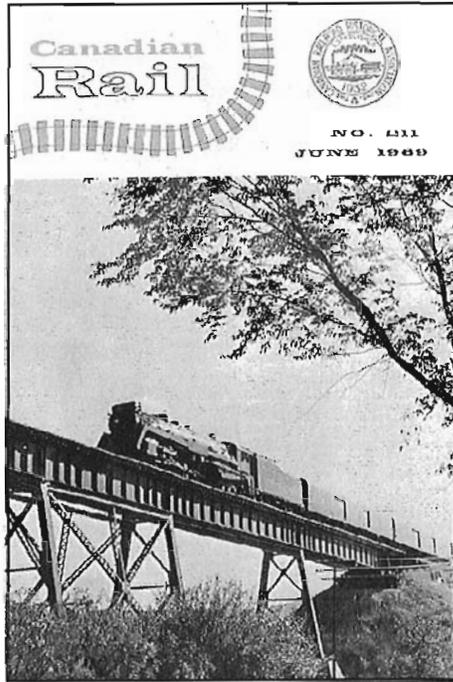
Looking out of a tunnel on CPR's Crow's Nest Pass Line, about 1900, we see number 316, one of CP's first Consolidations. These engines, which had been displaced from the main line by the time this photo was taken, were featured in *Canadian Rail* for May-June 1997.

Notice the absence of the CRHA insignia; it was gone from March 1966 to May 1967 inclusive, also in November 1967.



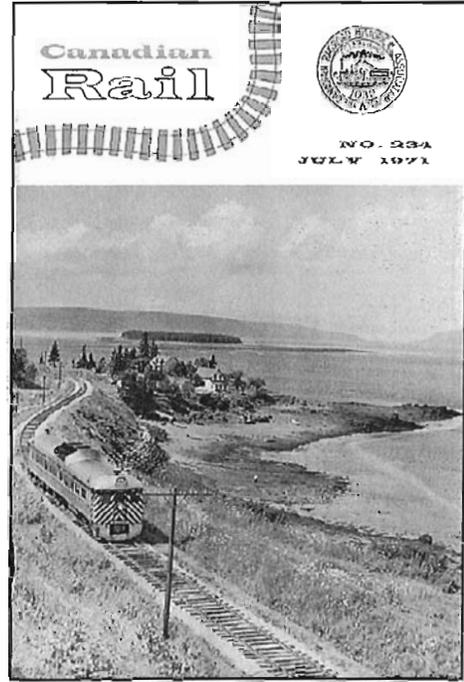
1968

Our first colour cover, sort of, was this beautiful one in June 1968, to commemorate our 200th issue. More than 1000 pictures of the *Dorchester* had been donated, and they were stuck on the covers. It was a good idea, but there were problems. The trouble was that over the years the glue often became unstuck and the picture was lost.



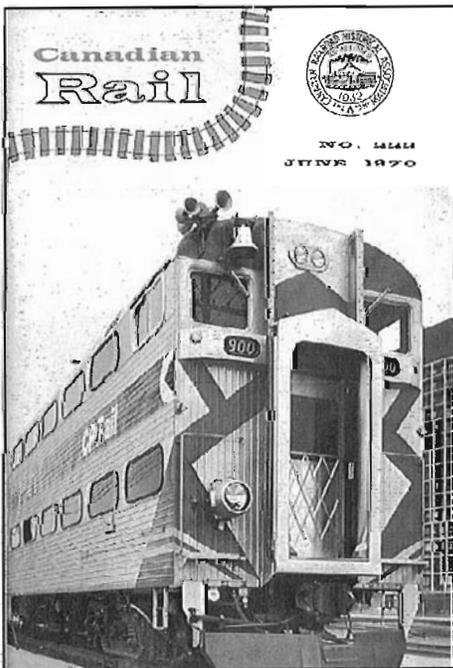
**1969**

The 80th anniversary of the CPR's "Short Line" between Montreal and Saint John was the reason for this photo, on the trestle near Eastman, Que. The line escaped abandonment in 1995, but the passenger train, the *Atlantic*, was discontinued in December 1994.



**1971**

The Budd car passenger service on the Dominion Atlantic Railway, and much of the railway too, are gone, victims of the VIA cutbacks in 1990.



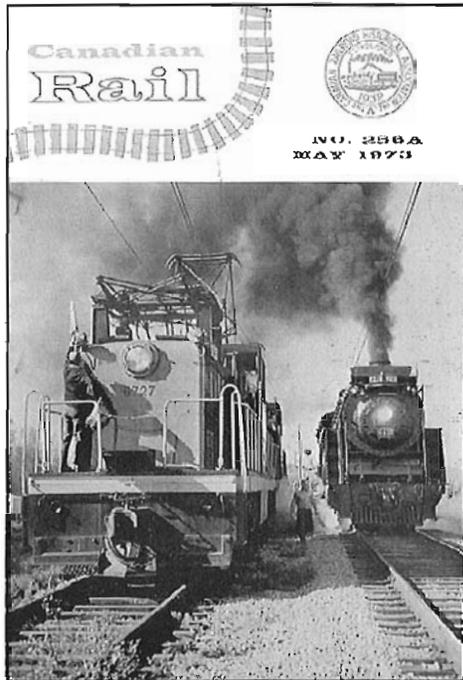
**1970**

CP's new double-deckers for Montreal's Lakeshore commuter service were the subject of this issue of Canadian Rail, which also included a history of that commuter service. All nine of these double-deckers cars are still in service.



**1972**

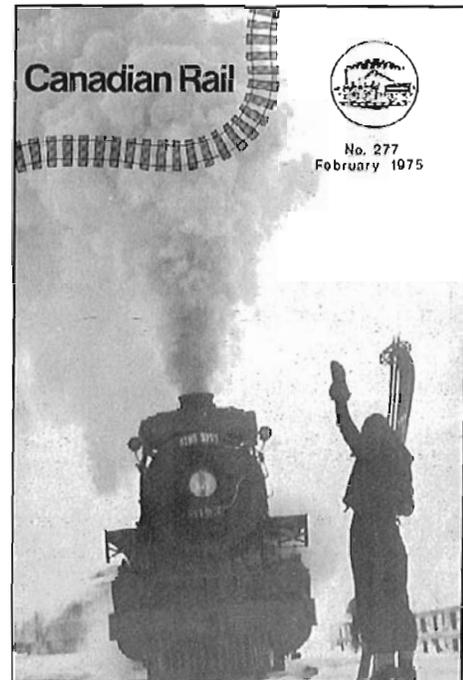
The March 1972 issue had a major article on the construction of "John Molson II", built in Japan in 1970, and delivered to the Canadian Railway Museum in 1971. The "J.M.", as it is often known, still runs at the museum on special occasions.



1973

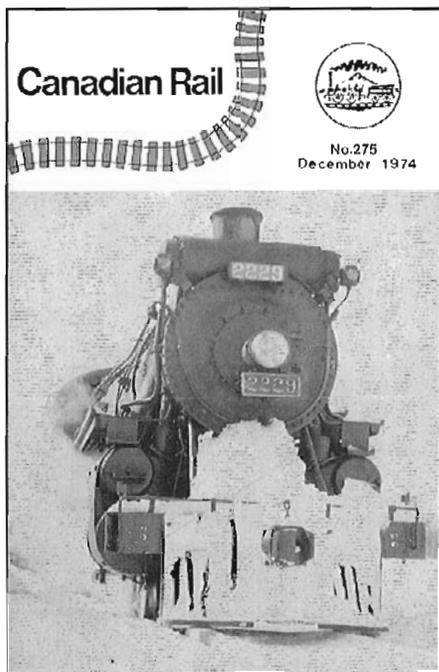
Steam and electric appear together in this 1969 view of a special excursion behind 6218 to Shawinigan.

The number "256A" is because number 253 was accidentally omitted; the error was not noticed for three months, so 256A followed 256 to bring the sequence back into step. Those who collect complete sets, don't look for No. 253; there isn't one.



1975

A skier waiting for a train in the Laurentians was on this cover which introduced a three-part article, by Peter Murphy, on "Trains up North". Sadly, all these trains, and the lines on which they ran, are no more; victims of the automobile.



1974

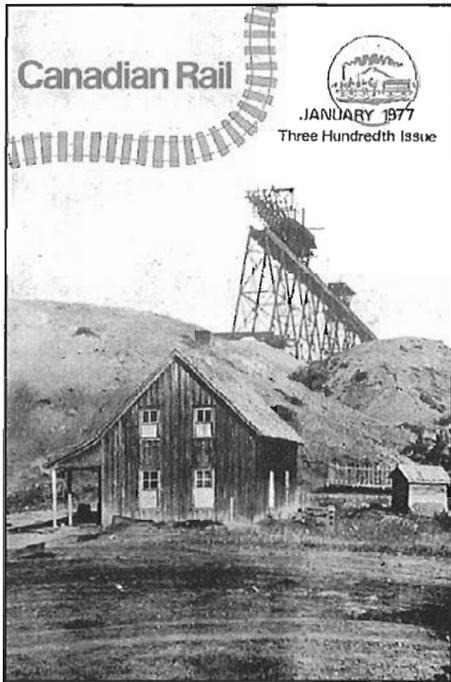
The cover of the December 1974 issue featured a wintry view, by Jim Shaughnessy, of CPR 2229 at Jackman, Maine in December 1952. The 2229 was on the mixed train from Megantic to Brownville Junction.

In January 1974 the "simplified" CRHA insignia had appeared, and in October Canadian Rail reached 25 years of publication.



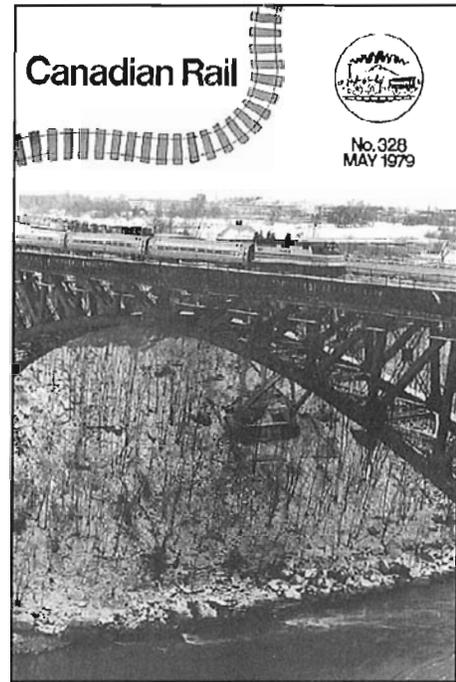
1976

The crossing between CN and CP at Ballyntine, west of Montreal, about 1950. Even in 1976, this scene was no longer recognizable.



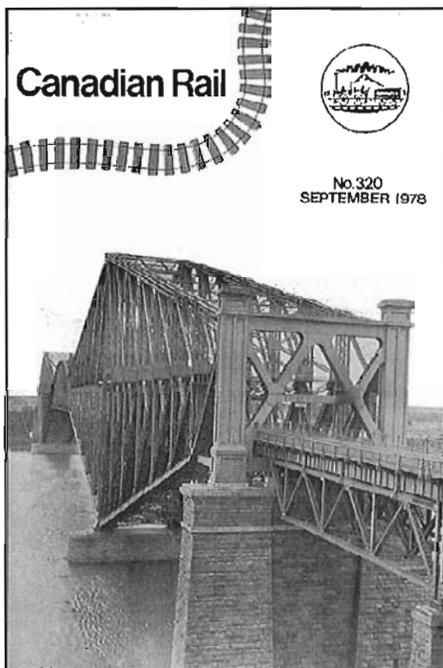
**1977**

Construction of the Lethbridge Viaduct was the subject of this cover, and a major article, by George A. Moore, in the January 1977 issue.



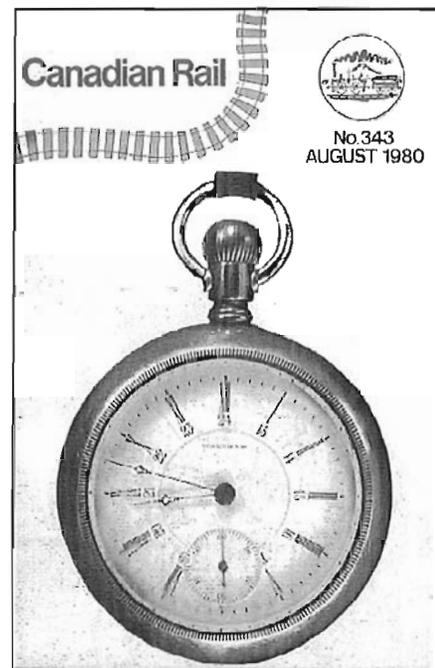
**1979**

Amtrak's *Niagara Rainbow* used to run between New York and Detroit, via Buffalo and the Canada Southern line in southern Ontario. Here we see it crossing the bridge at Niagara Falls. The *Niagara Rainbow* is gone, but the *Maple Leaf*, between New York and Toronto, still uses this bridge.



**1978**

The most massive bridge in Canada, the Quebec Bridge, was the subject of an excellent bilingual article by Adrian D'Astous in Canadian Rail for September 1978.



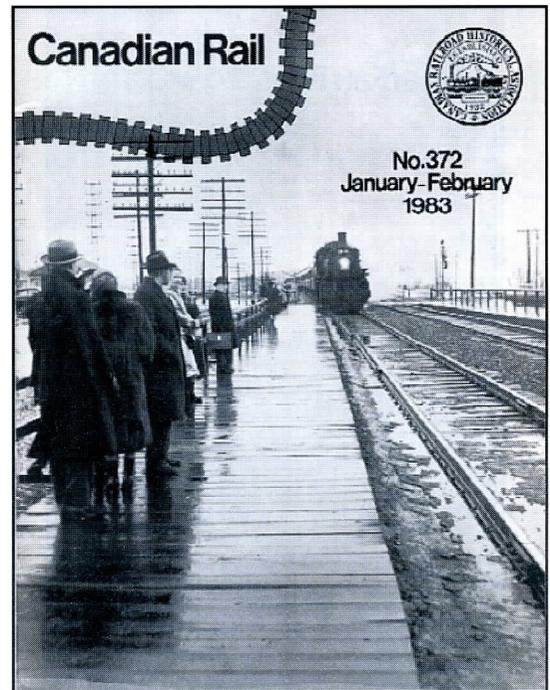
**1980**

In August 1980, there was an article by Fred Angus about railroad watches, a subject often neglected by railway enthusiasts.



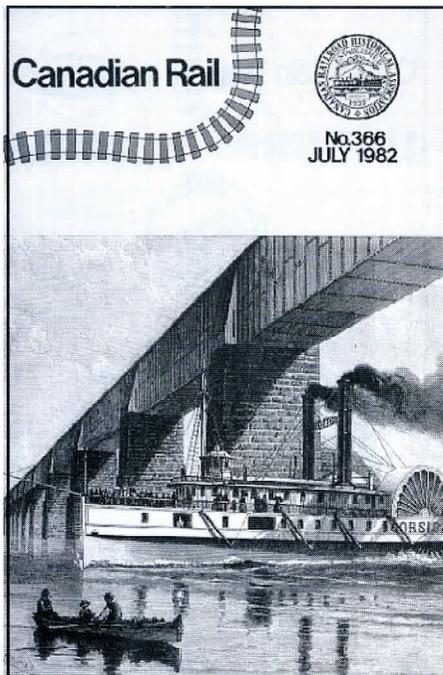
**1981**

To commemorate the 100th anniversary of the CPR, there were two consecutive issues of Canadian Rail devoted to this subject. This is the first of these two issues.



**1983**

The first issue of the large-size, bi-monthly Canadian Rail featured commuters waiting for a CPR train at Ste. Annes. The "filled in track" logo was an error, used only on this one issue.



**1982**

In July 1982 we did something different. The entire issue was devoted to July 1882, with all illustrations, and most of the articles and news items, from that time. There was an introduction and a conclusion, but all else was strictly 1882. Notice that the much-improved insignia had replaced the simpler one. It is still in service, together with a French version.



**1984**

In honour of the 150th anniversary of the incorporation of the City of Toronto, the cover of the May-June 1984 Canadian Rail showed this impressive head-on view, by John Loye, of the 1853 locomotive *Toronto*, the first built in Canada.



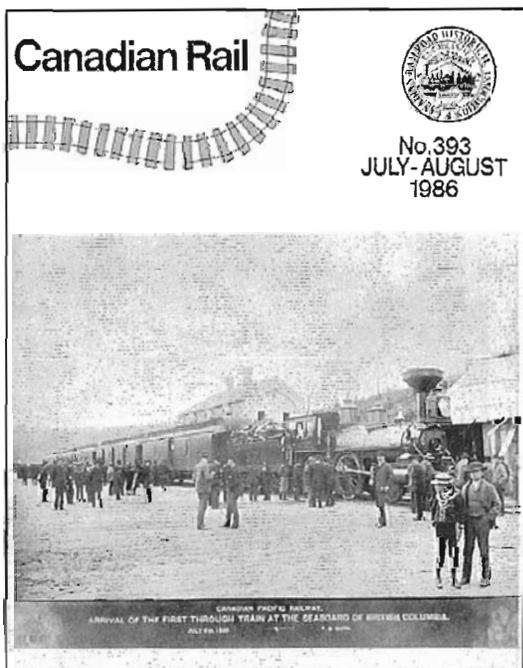
1985

A scene on a CRHA excursion on November 22 1952 was the subject of this cover. Car 859 is in the Canadian Railway Museum, but all the rest of the scene is long gone.



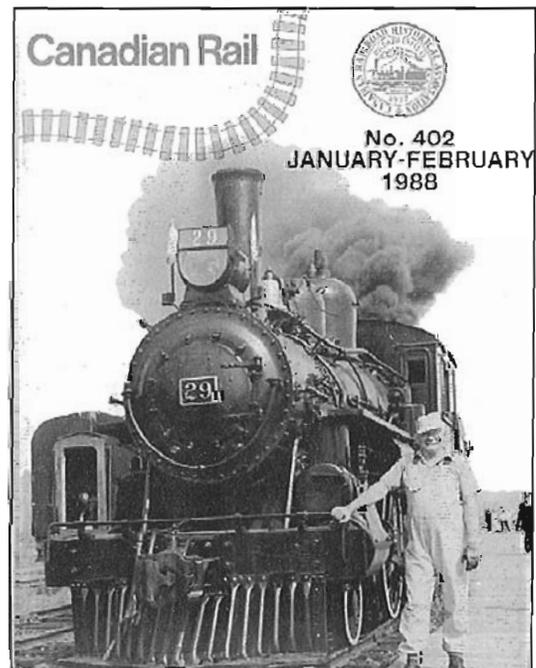
1987

The arrival of VIA's new locomotives was the reason for this night photo, by David Morris, of 6400 on the *Atlantic* at Saint John. Unfortunately the *Atlantic*, which had been discontinued in November 1981 and revived in May 1985, was discontinued again in December 1994.



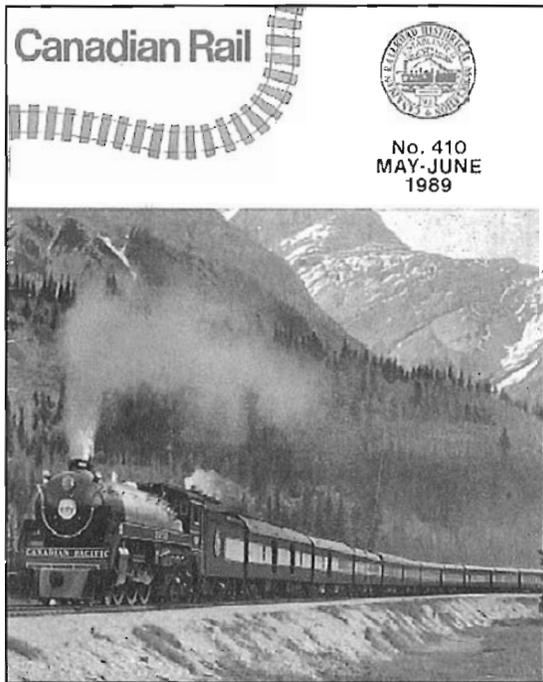
1986

An original photo of the "Arrival of the First Through Train at the Seaboard of British Columbia - July 4, 1886" was pictured on the cover for July-August 1986, to commemorate the centennial of the event.



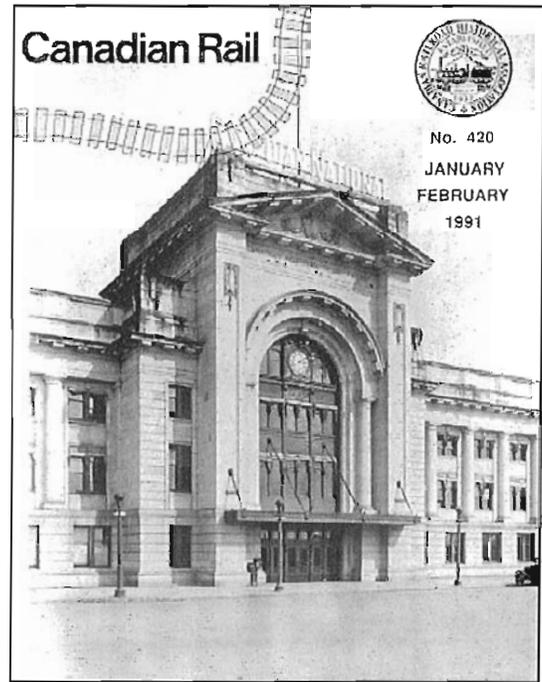
1988

For its 100th birthday, ex-CPR locomotive 29, built in 1887, was steamed up at Hillsborough N.B. This is the same engine shown on our 1961 cover. It was damaged in a major fire on September 16 1994, but was restored and is now in Calgary, on lease to CP, its former owners. This was the first Canadian Rail to have a table of contents, a feature of every issue since.



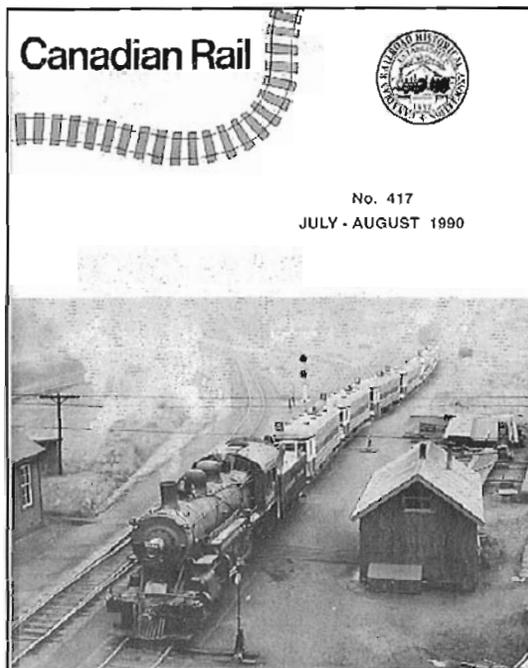
**1989**

To commemorate the 50th anniversary of the Royal Train of 1939, we had our first real colour cover, a copy of a hand-coloured photo of the Royal train. The back cover of the same issue depicted the revived *Atlantic* at Vanceboro, Maine.



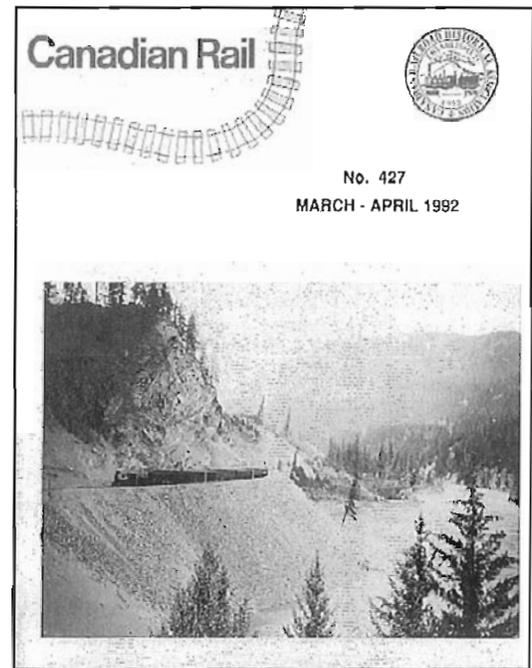
**1991**

The CNR station at Vancouver, now an intermodal passenger terminal that still serves VIA's tri-weekly train, as well as the privately-operated *Rocky Mountaineer*, is the subject of the January-February 1991 cover.



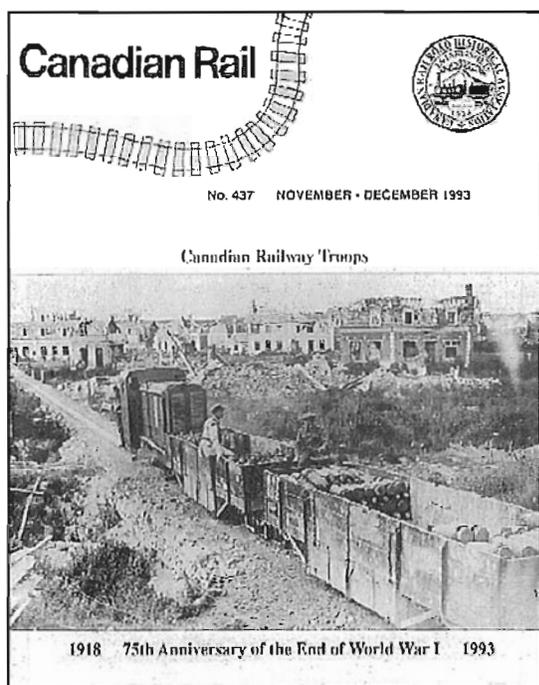
**1990**

Street cars hauled by steam! This view showed some retired Vancouver street cars being hauled by a steam locomotive, en route to the scrapper.



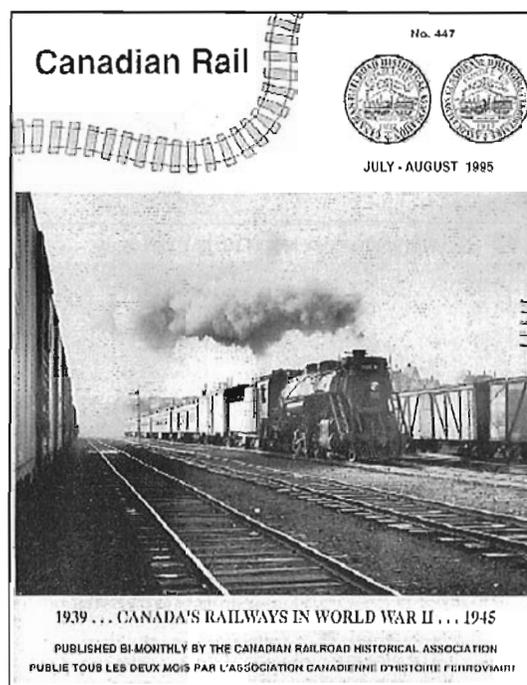
**1992**

In the March-April 1992 issue appeared an article on a trip to Japan in 1893. This was based on an album made at the time, and this photo, of a CPR train in the mountains, was one of many pictures in that album.



**1993**

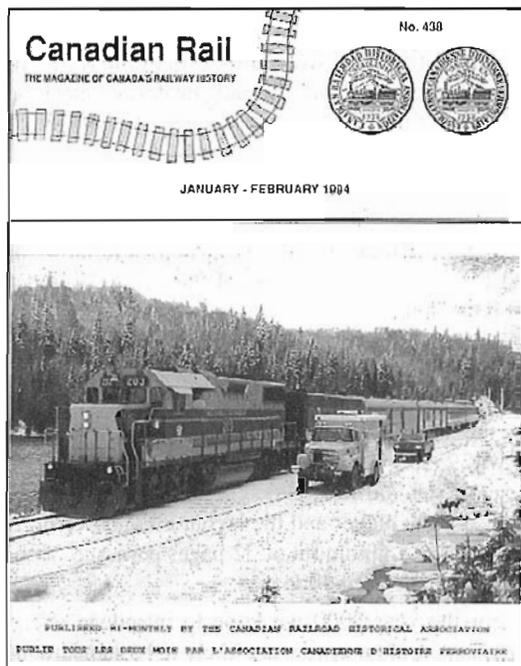
November 11, 1993 marked the 75th anniversary of the end of the Great War of 1914 - 1918. To commemorate this significant event, we had an article on the Canadian Railway Troops, who built so many lines in France and Belgium during that war.



**1995**

To commemorate the 50th anniversary of the end of World War II, the entire issue was devoted to the work of Canada's railways in the war. This issue was 48 pages, tied for the largest ever produced.

The slogan was accidentally left off, for this one issue only.



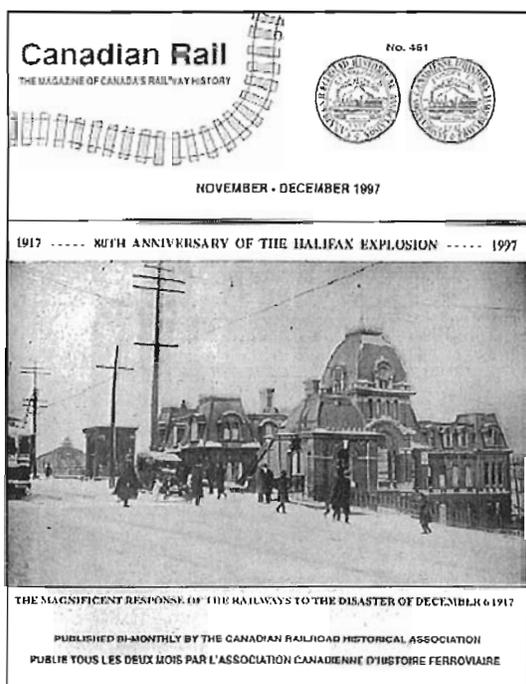
**1994**

The first actual colour photograph to appear on the front cover of Canadian Rail was this one, by Mark Gustafson, of the Algoma Central passenger train passing a Sperry high railer in October 1993. This issue had three articles on the Algoma Central, as well as a major one on Trainmaster diesels. It also marked the first use of the slogan, and of the English and French versions of the insignia.



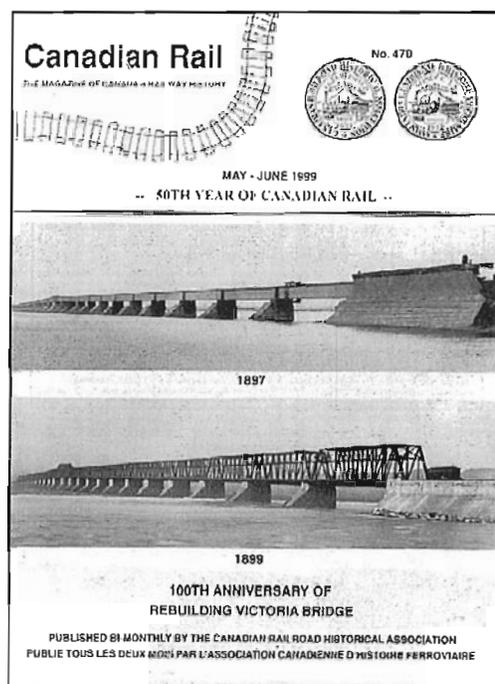
**1996**

The 25th Anniversary of Amtrak, May 1 1996, was the occasion for a lengthy article that described the considerable number of Amtrak trains which have operated in Canada during the quarter century from 1971 to 1996. The cover photo, by Pierre Ozorák, was of the X-2000 on its visit to Canada.



1997

This view of Halifax's North Street Station after the explosion of December 6th 1917, was the introduction to a major article on the magnificent response of the railways to that disaster. This article coincided with the 80th anniversary of the explosion.



1999

The centennial of the rebuilding of Victoria Bridge was the occasion for a special Canadian Rail. This May-June 1999 issue was also the first to use the new coated paper that shows more details of the illustrations.

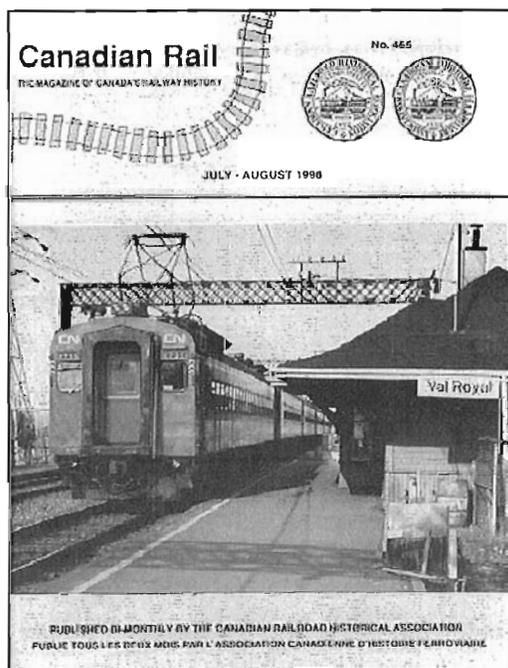
## CONCLUSION

So there you have it. Fifty years of Canadian Rail. During the last half century the railway industry in Canada has changed almost beyond recognition, and Canadian Rail, and its predecessor has reported many significant developments, as well as a great deal of historic items, some going back to the earliest days of railways. Of course what are current events today become history tomorrow, so the line between historic and current events is blurred at best.

In the last thirteen pages we have tried to show, through selected cover pages, a very few of the items covered. Since the first issue of the "News Report" in 1949 until the end of the current magazine, there have been 11,940 pages produced. The number per year has varied from a low of 12 in 1949 to a high of 388 in 1973 and 1975. These high totals occurred during the time of the small-format; the maximum pages for the large format was 252, a total reached in 1994 and 1995. Although the present totals are less, averaging 172 pages per year, the pages are slightly bigger and the layout more efficient. Also it is hoped to have a minimum of 32 pages per issue, with some of 36, and perhaps even 40, pages.

For the year 2000 we hope to introduce even more improvements. Colour covers are likely to be standard, and the present glossy paper will continue. However, we still depend on the members to send in articles and news items, so we will have ample material to print. To close the first fifty years we repeat, yet again, the words that appeared in issue number 2, back in November 1949: "*The success of this bulletin depends on the volume of news items submitted by the members*".

That's enough looking back. Now let's all get started on the next fifty years!



1998

The late, lamented Val Royal station was the subject of our cover for July-August 1998. The station was torn down in 1995, but car 6735, seen here at the head end of the train, is at the South Carolina Railroad Museum.

# When the Eras met at Kingston

by Lorne Perry

(with valued advice from Bill Thomson, Bath, Ontario)

## In With the New

By 1955, six years had passed since a Canadian railway had ordered new steam locomotives. But all the plant, technology and skills to do so lingered on. Canadian Locomotive Company had built some of Canada's finest steam locomotives, but having seen the hand-writing on the wall, had linked up with Fairbanks-Morse in the USA to market their diesel-electric designs in Canada and participate in some aspects of producing the product.

The hot item in the F-M catalogue at the time was the Trainmaster; delivering 2,400 horsepower in one unit. It was designed to perform almost as well as two first-generation units at considerably lower cost, and be adaptable to road passenger, freight or yard work. The two major Canadian railways each ordered one unit on a trial basis, an incentive being that final assembly and painting would be done at the CLC plant in Kingston, Ontario. The builder's designation was H-24-66, the CNR order was numbered C-636 and the unit's serial number was FM24L862. CNR placed its unit in class CRG-24-a and numbered it 3000. The per unit price at that time was \$240,000.

I was assigned by CNR to act as Public Relations officer for the handing-over ceremony at Kingston on August 19, 1955. The unit was rolled out into the sunshine and photographed with many CNR, Fairbanks-Morse and CLC officers arrayed alongside. There was a formal hand-over with little speeches proclaiming the merits of this impressive (for its day) unit. Receiving it on behalf of CNR was J. Ernest Kerr, senior locomotive engineer at Belleville, dressed in the typical working garb of the day. He had started work on the Grand Trunk in 1911 and in 1929 had piloted CNR's first road diesel locomotive, number 9000.

For a railway enthusiast, as I was then and still am, this was a plum assignment. I was in on an historical moment and had a chance to explore the new unit inside and out.



*Canadian National Railways number 3000, ready to be handed over by Canadian Locomotive Company/Fairbanks-Morse at Kingston, Ontario in 1955. On hand were a senior CNR locomotive engineer in traditional garb, J. E. Kerr, at left, and a covey of railway and locomotive company officials.*

## In With the Old

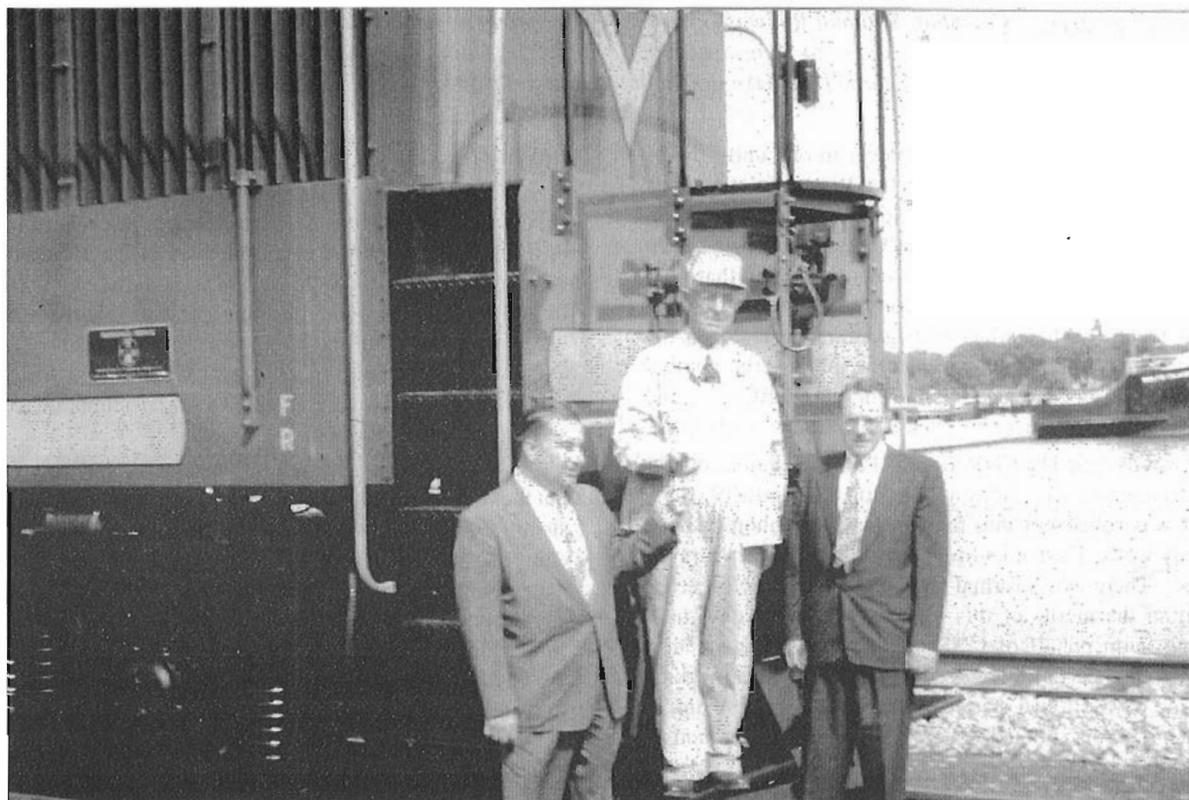
But lurking in the shadows was another big CLC contract; one which had at least as much appeal. The plant was in the process of churning out a series of Pacific-type steam locomotives for India State Railways, and these could be seen in and around the plant on the same day. There were 120 locomotives in the order which came by way of the Canadian Commercial Corporation, a federal Government foreign aid organization. They were given CLC order number C-630 and serial numbers 2730-2849.

I watched as pipe-fitters, mechanics and boilermakers put these big 4-6-2 locomotives together, and tested them under steam. For the purpose, certain sections of the plant had to be equipped with dual-gauge track to accommodate the broad-gauge Indian engines. The contrast was striking. On one track a brand new semi-streamlined locomotive exhausting live steam from a blow-down valve following a boiler test, and on the next, the CLC Trainmaster, numbered CNR 3000, rumbling quietly to itself.

Inside the plant, two assembly lines were in operation. One was producing a series of road-switcher diesel units, smaller than the Trainmaster, for CNR, and right beside it, the Indian locomotives were being put together. Parts typical of each were strategically positioned on the plant floor, ready for installation:



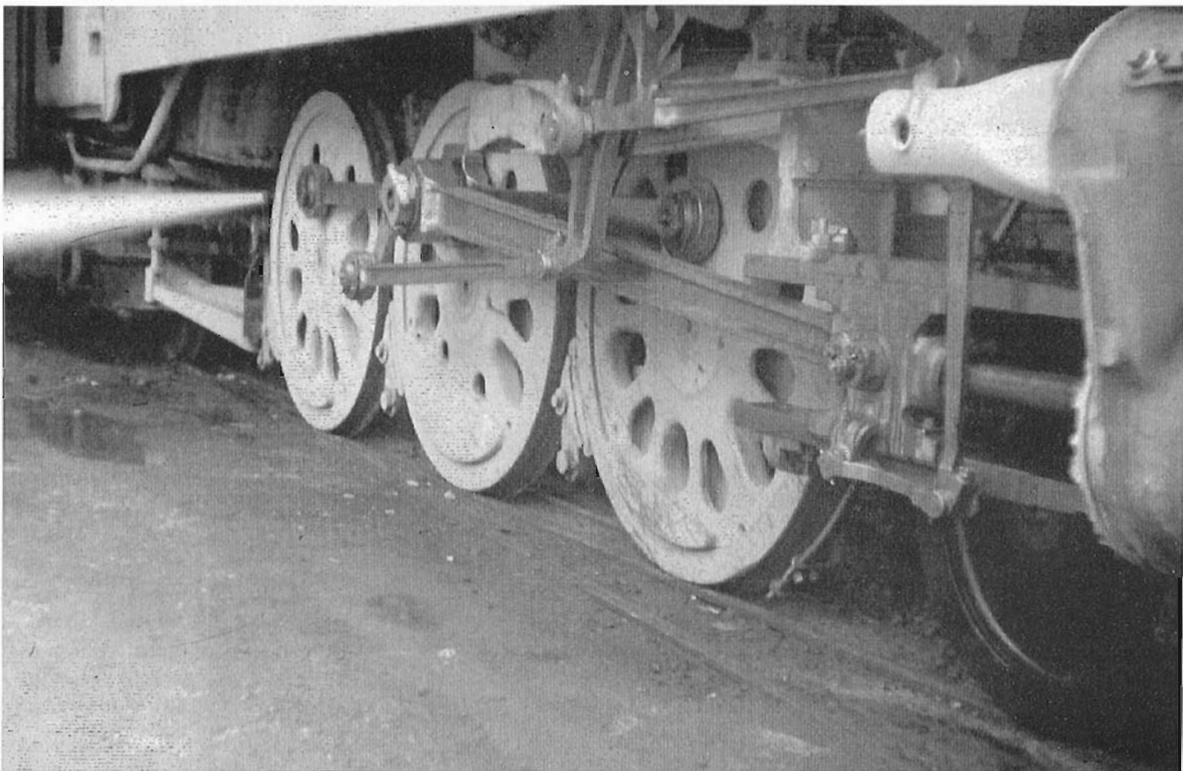
*The two eras side by side. An Indian State Railways Pacific type is exhausting steam following a boiler test, standing on its broad gauge track, while CNR's new Trainmaster is carefully inspected.*



*In the formal ceremony the throttle lever was handed to a CNR senior locomotive engineer by G. O. Saunders, vice-president of manufacturing at CLC. CNR's Assistant Chief of Car Equipment, P. L. Mathewson, is at right.*



*Trainmaster in profile - 2,400 horsepower in one unit.*



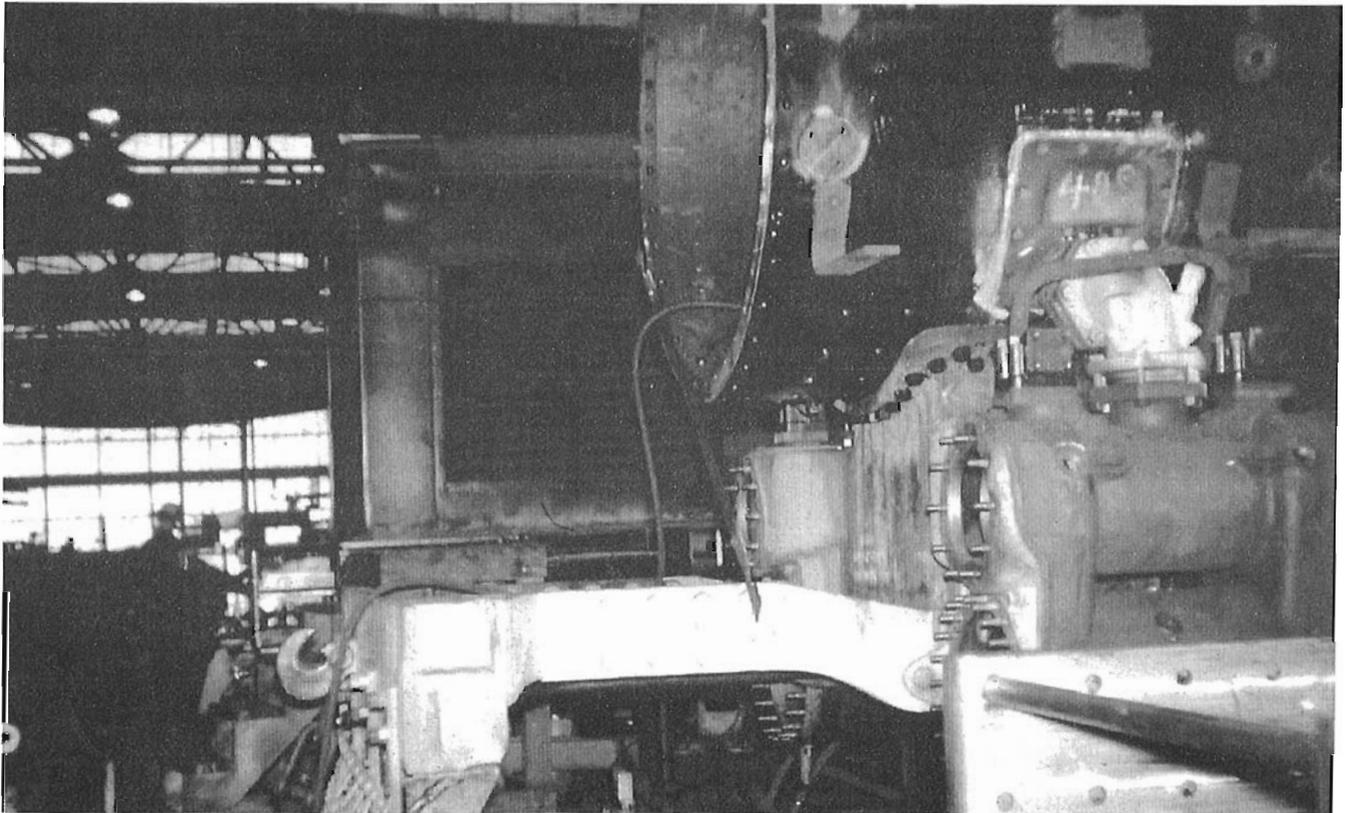
*Indian Pacific type, where the steel wheel meets the steel rail.*

geared wheel and axle sets for diesels right behind a locomotive tender with buffer beam, or a steam cylinder block standing near a partly assembled diesel truck. The diesels were CNR Class H-12-44 numbers 1630-1639; CLC order number C-633.

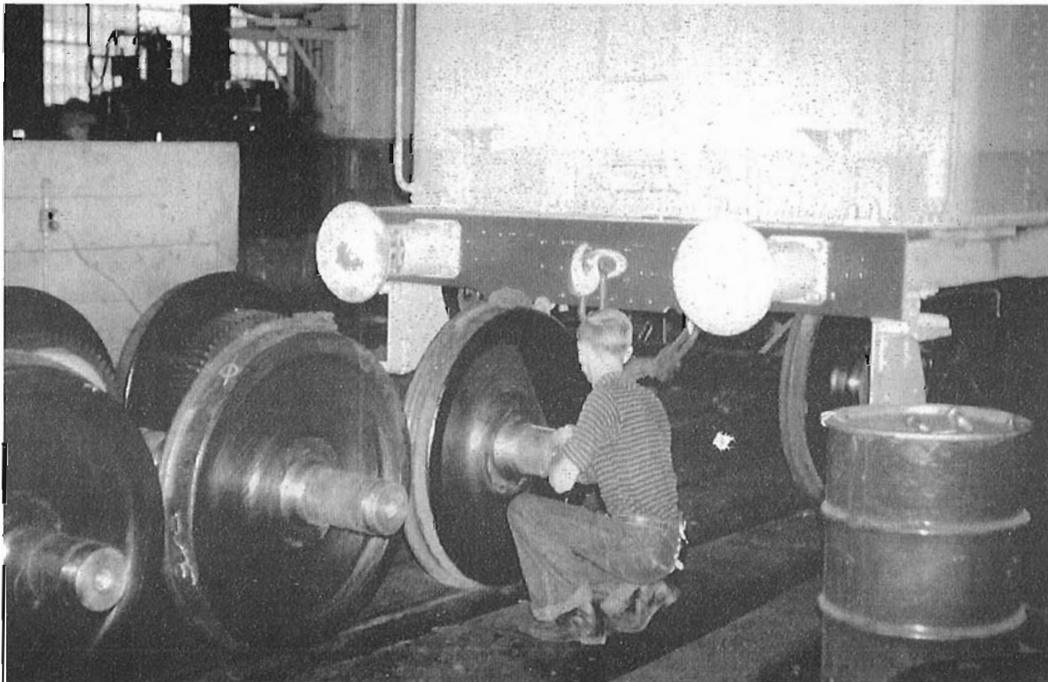
#### **Trainmaster to the Minors**

This lone Trainmaster served CNR as a transfer unit (later numbered 2900), ending service as the ore dock switcher

at Thunder Bay in 1966. CNR did not pursue the Trainmaster concept, preferring units of lesser horsepower and lighter axle loading for greater flexibility. Eleven years is not a long life for a locomotive, but the Trainmaster suffered by being all alone, and it turned out that its opposed-piston diesel motor was troublesome. Although this motor design had proved successful for F-M in maritime applications, it was never a winner on the rails.



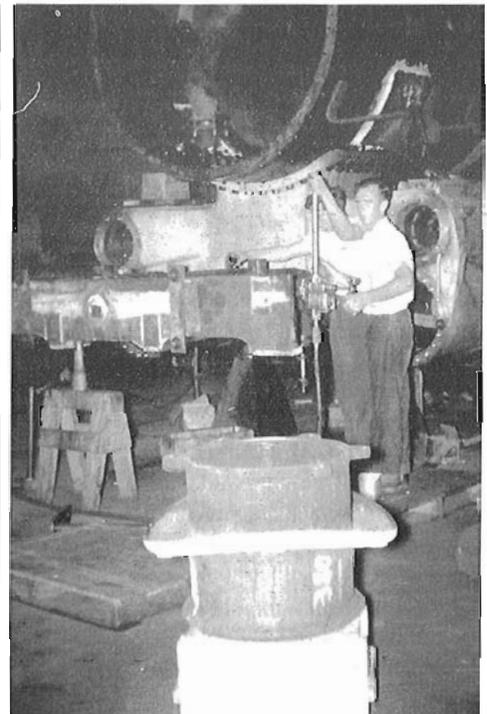
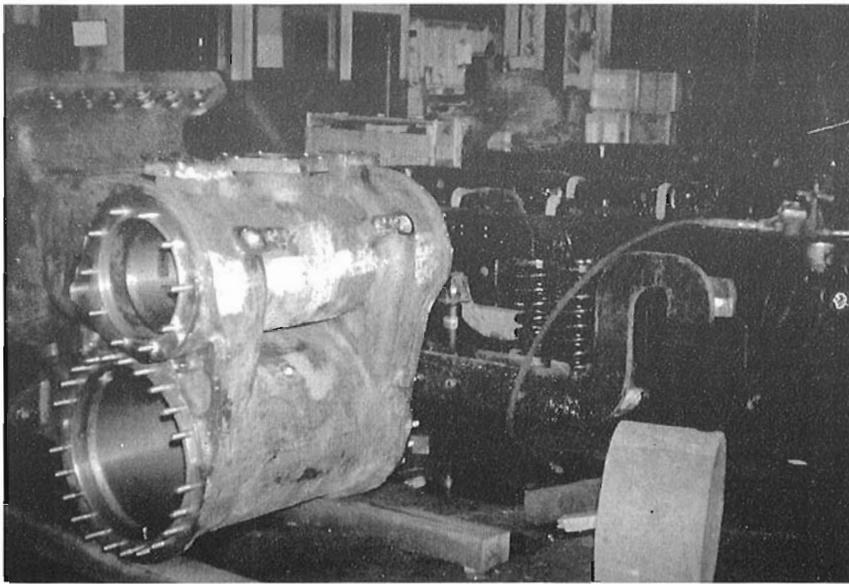
*Parallel assembly lines. Foreground, an Indian steamer, background an F-M road switcher being built for CNR.*



*An obviously foreign locomotive tender, complete with English-style buffers, shares trackage with geared wheel and axle sets for diesels.*

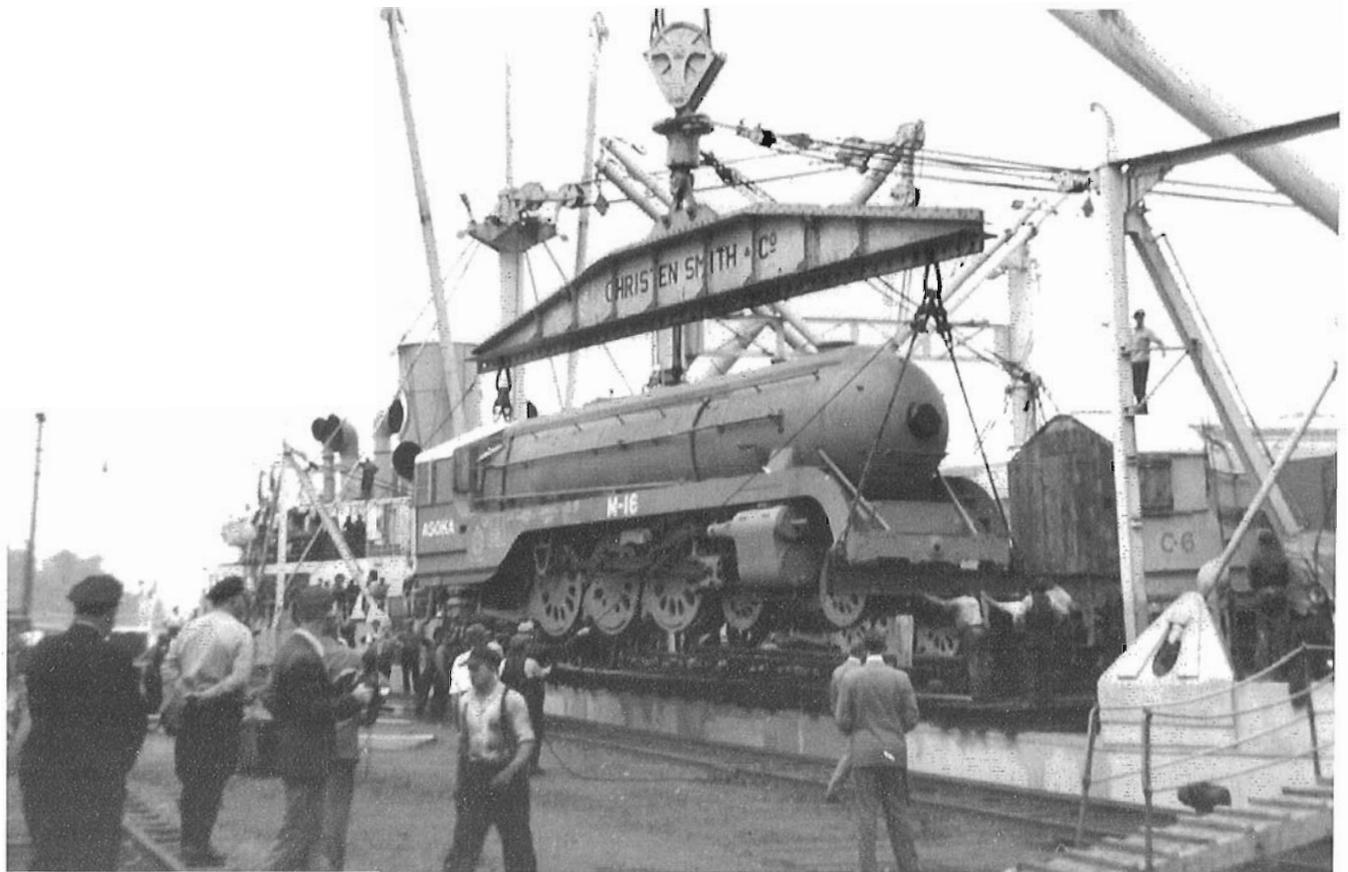
In another note of contrast, this series of Indian steam locomotives ran in mainline service for many years and were noted for their reliability. There were three reasons why the Indian Railways continued so long with steam. First, the technology was within the reach of railway staff, second, there was no incentive to reduce manpower on their railways, and third, coal was abundant and cheap.

As a true steam fan, I was delighted to see new steam under construction at that late date, but secretly mourned its passing in Canada. Years later I took a modest degree of comfort from knowing that the Trainmaster had died while the Indian Pacifics chugged on and on.



*ABOVE: A steam locomotive cylinder saddle sits beside a diesel locomotive truck.*

*RIGHT: Machinists install parts on a steam locomotive for India. In the foreground is a smoke-stack (upside-down).*



*Loading a Pacific for India at Montreal Harbour. Although identical in design to the CLC product, this one was built at Montreal Locomotive Works. Notice that one of the CLC engines, C-6, is already on deck.*

# The Anytime Photographer

## Tea with Elizabeth A. Willmot

by Marco and Robert Marrone

She waits for us at the edge of the driveway outside her home, a house as old as most of the railway stations she photographed. "It's always tea time at my home", she says with a smile that can only be described as warm; and she utters it again while we make her acquaintance and saunter inside, musing at things that garnish her home.

Elizabeth Willmot Kettlewell is almost muse-like, and her personality, as if scattered around her, drapes the plastered walls like a comfortable shawl for anyone wanting to be entreated. This place, in Clinton, Ontario, is not only where she lives but is a display of how she's lived.

Part of her life has been attempting to capture railway history through photography. One might even say that she's also physically captured it because her walls and floors are replete with railway memorabilia.

She moved here years ago with her husband, the late artist C.W. Kettlewell. And though Bill Kettlewell's spirit purls through his horses [the subject in most of his works] the many paintings on the wall cannot help but be overwhelmed by Elizabeth's passion for railways.

She sits, expressive and delightful, but her arms are crossed, a posture that reveals contrast, a quality that is part of her photographic work and herself. We first intimate this demeanour as we sit in her living room, "I feel sort of embarrassed at being wrapped up in railways but I love it" she says with a seemingly childlike reverence that is seasoned by temperance of a woman of her years, eighty to be exact.

So, what made her this passionate?

It was, as she points out, "the most wonderful moment in my life." A visit to her grandfather's farm in Aurora, Ontario when she was a little girl. "Sitting on that old train, going up there, oh, it was a cold night. I didn't want to get off the train, I wanted to stay right on and my mother insisting otherwise because all the other children were going to be at grandpa's. So I had to get off and I asked my mother if we were going



*Elizabeth at her home in Clinton, Ontario.*

home the same way when the visit was over. I remember when the train pulled in, there was my uncle Scott [Willmot] who came to meet us at the station, he gave us something to cover our ourselves with for the horse-drawn sleigh ride back to the farm. It was lovely, I just loved that man."

Indeed, it was her uncle that made her experience the well-known expression she used to title her first book of photographs: "Meet Me at the Station". It's not by coincidence that the Aurora station is the first one pictured in the book.

Her voice fades melancholy as she further reflects about her uncle, "he was a strange person, he was married a few times and on his last marriage moved out to San Francisco; the next thing we heard was that he had committed suicide. None of us knew why. I just don't understand it. He was different but I just absolutely loved him."

Elizabeth's childhood was a colourful one. She was born in 1918 and spent the better part of it in Ontario. But, at one point her father, architect Charles

Willmot, packed his wife and five children and moved to California, where he would design some notable buildings in Los Angeles. "Being an architect, he wanted me to be one too. He had a drawing table, exactly like his, made for me and put it beside his desk."

She pours the tea and talks of her father as if he were one the greatest men that ever lived. Her father was keen on having her learn to write. She did. But she also excelled at music and was placed in a special class for gifted music students. Music has always been a part of her life, and while we chatted, she lamented on not being able to play her beloved violin because of a recently broken wrist. "Would you like to see my violin," she says. Elizabeth brings out a tattered case and flicks the lid open, as the top raps the table, the dark colours of the instrument brood outwards. She lifts it out by the neck and lets us hold it; the instrument, too, is part of herself. Any value her violin has, indeed, is the pleasure it gives her when she plays it.



Unionville C.N.R.

Elizabeth A. Willmot / '73

*\* UNIONVILLE STATION*

*The tracks pull us into the picture, we feel the hardness of the steel rails. The whiteness of the sky and snow meld creating an ephemeral quality. We are drawn to the semaphores and the geometric shapes of the station and grain elevator. Although activity does exist, the lone bystander and the sterile environment lay testament to a place in transition. We realise that Unionville station is not the place it once was.*

Charles Willmot moved his family back to Ontario after only a few years. Elizabeth's stay in Pasadena wasn't long but her memories were plentiful, especially the walks she had with Albert Einstein; the memory of the nine year old strolling with the great scientist is a dear one. "Nice little girl, he'd say to me, and his wife was always shouting 'Albert you forgot your hat'." The image is solemnized by an autographed portrait of the man, a picture that rests on her kitchen counter next to, of course, railway trinkets. There was a second portrait but it was stolen years ago.

Her grandfather gave her the violin upon the family's return home. And, although she had this exquisite instrument, she couldn't continue with her music studies because her father was facing hard economic times; however she practiced vigorously.

Eventually there was a time in her life that her creative pursuits stagnated. "I started going out with my first husband,

he used to make fun of my violin playing but when we actually did marry, I think that's what stopped me." The marriage was something she later regretted. It was a short and unhappy one that struck deep emotional scars on her.

Years later she met Bill Kettlewell and that's when her creative enthusiasms came back to her. However, this time round she found a new outlet: Photography. "When I met Bill he told me he wanted me to go and do everything I could. He really encouraged me with my photography ... he wasn't keen about railways but it didn't matter."

She studied photography in Banff, Alberta; she learnt the craft and won awards for her pictures. By 1976, she published her first book. It was a selection of railway depots in Ontario, many of which don't exist any more. But she was the first to catalogue these places into a popular book form. To this day, she's surprised that she still receives sales residuals from that little book.



Milton

Elizabeth A. Willmot

\* MILTON STATION

*The focal point here is the name board "Milton" above the large window with bold clean lines. We experience the sun's inviting brightness. The darkness of the tree and its shadow draws our attention to the white lines and the ornate roof cornice. Further examination reveals imperfections: age blemishes, rust and long grass. The parking lot is vacant, no sign of activity, just a tattered oil drum affirming the absence of passengers and trains.*

The photos in "Meet Me at the Station" scratch only the surface of the number of stations she's photographed; in fact, she's indexed every station in Ontario and many elsewhere.

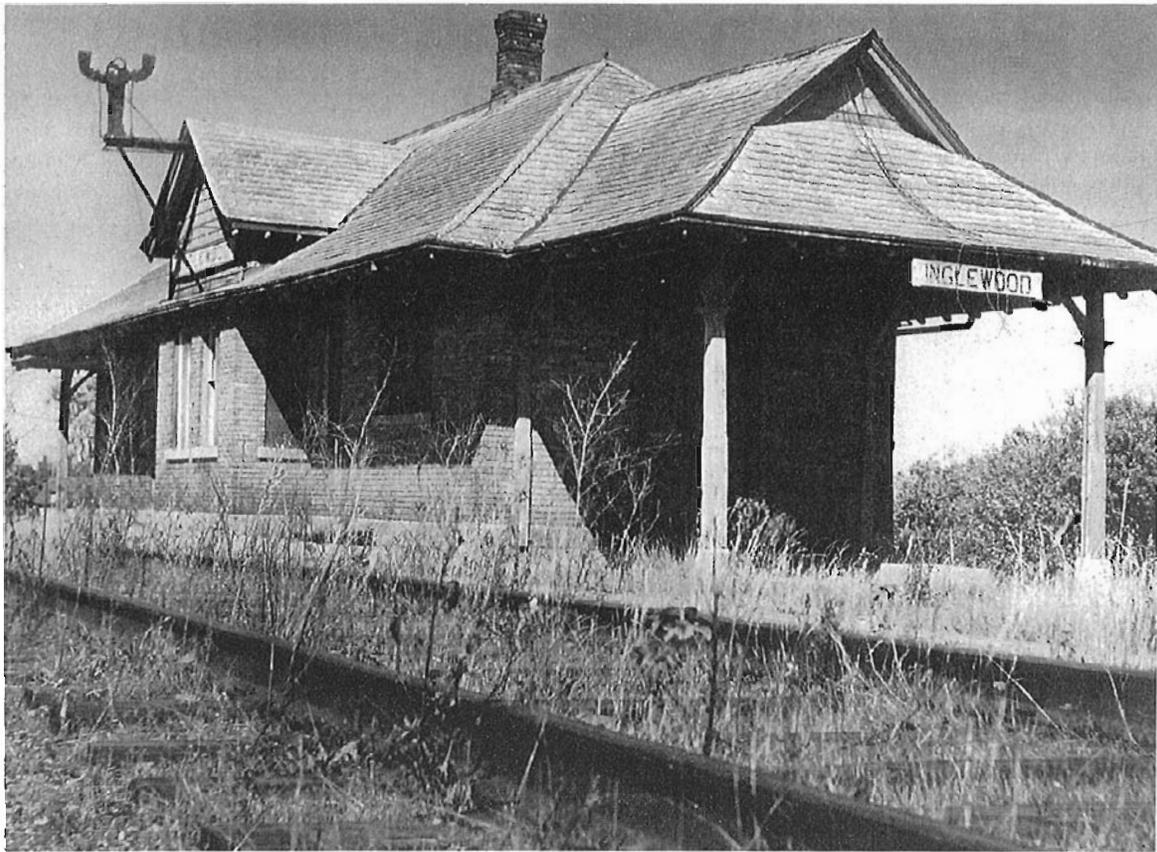
In a small room on the second floor of the house there's a photo library; there are stacks of matted black and whites, and a cabinet with thousands of negatives. Also scattered around the room are pictures of people — railway workers. Some faces evoke the rigours of work, hard and encumbering work. Tiredness. Many expressive and others tacit. "I just couldn't imagine that I would ever meet such interesting people ... these people just loved working for the railroad and their lives were different."

Elizabeth published two more books about the subject close to heart: "When Anytime was Train Time", and "Places and Faces Along the Railway". Though she tires easily now, her love affair continues, especially with those people and places no longer with us. When the place is only a recollection, a strong foundation is necessary. Tea and memory, that's the thing.

### The Work of Elizabeth A. Willmot

Willmot's photographs produce curious vision-plays that resonate on two levels: surface and sub textual. Her work is the stuff of sentiment. Her subjects [the stations] have an ecclesiastical quality about them, reverential, but a secular manifest of the meeting place, usually depicted in pastoral settings. Most of these places were photographed in the 1960s and 1970s, when by that time weathering, neglect and disuse sheathed them, and it is in the photographs' peripherals where modern realities obscure the dregs of sentiment, elements such as overgrowth, rust and absent platforms make for paradoxical visual experiences. We witness the transformation of rural Ontario.

In this article we are pleased, by special permission, to present four of Elizabeth Willmot's photos so we can appreciate her work. The comments that accompany them help to evoke the feeling of nostalgia for the times gone by.



\* INGLEWOOD STATION

*The building looks almost the way it did in its heyday but the preponderance of long weeds renders the station flaccid, a lifeless shell, a discarded package in the rustic landscape.*



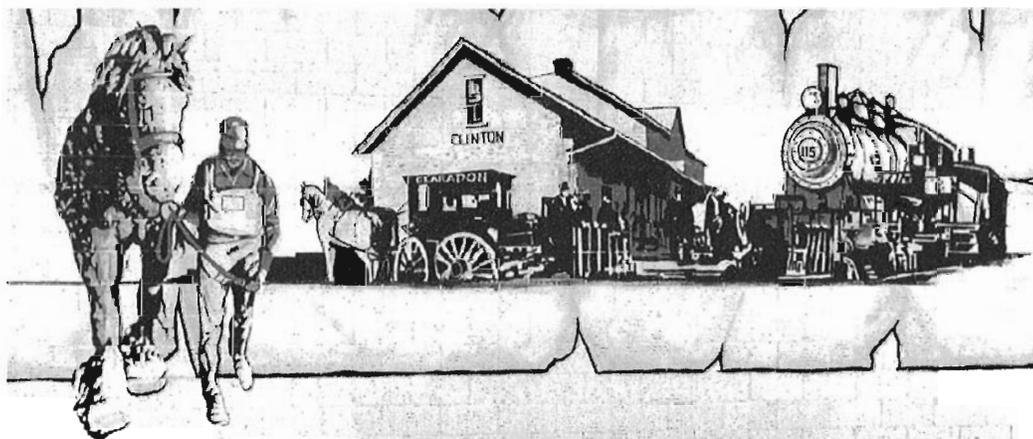
*A cold, cold day.*

## Our Gallery of Murals (continued)

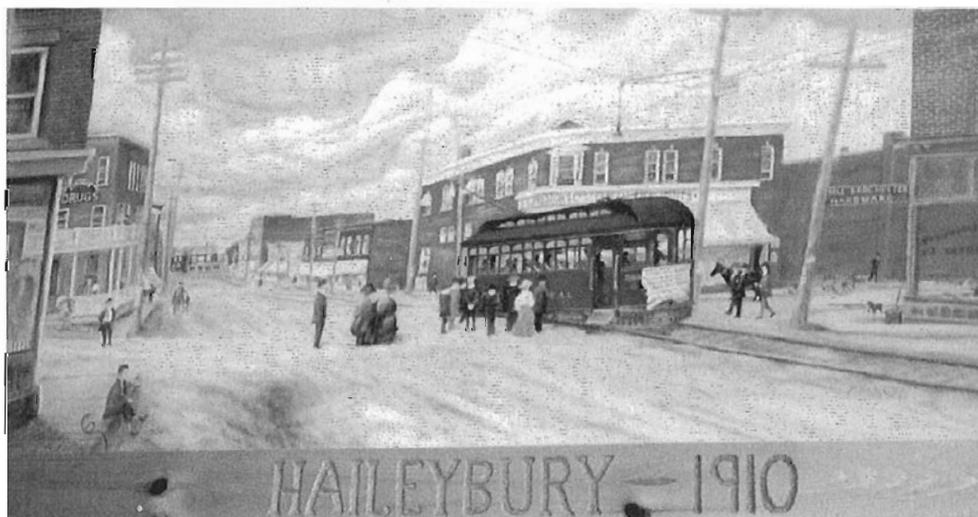
Back by popular demand! The last murals that appeared in Canadian Rail were back in the March-April issue. Since then a number of members have written to ask "Where are the murals?". Since then we have obtained many more photos of murals, and include six of them here. Unfortunately there is only enough space in this issue for two pages; however we have many more photos on hand and will continue the series with November-December. Anyone with more photos, send them in and keep this feature going.



A horse and carriage cross the track as a British Columbia Electric train, headed by baggage motor 301, approaches, in this mural at Vancouver B.C. We hope he made it safely across; that interurban is very near. Photo by Peter Murphy



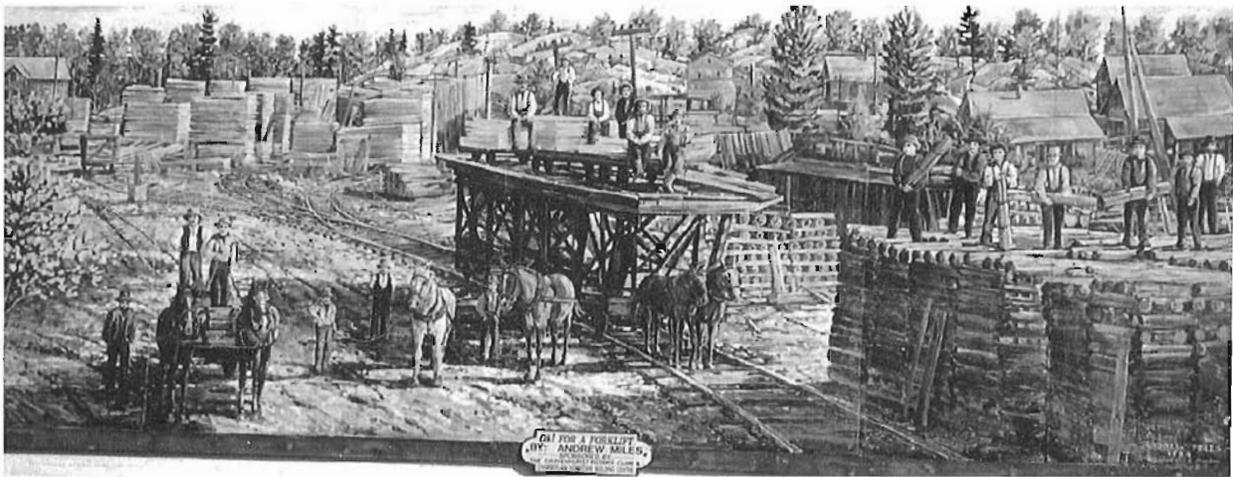
Clinton, Ontario; a mural on the wall of a car wash, as seen on February 14, 1999. Photo by Gord Taylor



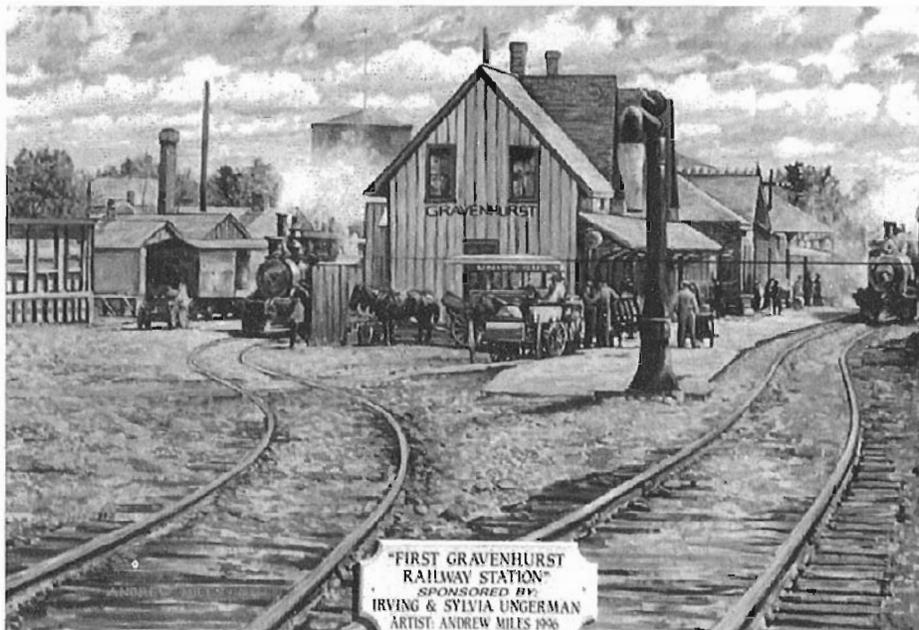
A Nippissing Central interurban picking up passengers in Haileybury, Ontario in 1910, a dozen years before the great fire of 1922. The mural is in downtown Haileybury. Photo by Fred Angus



This magnificent mural is in downtown Cobalt, Ontario and depicts the station at the time of the big mining boom in the Cobalt area around 1910. At that time a favourite joke was: "Toronto? Oh yes, that's the place you go through on the way to Cobalt."  
 Photo by Fred Angus, July 30, 1999



Above and below are two murals at Gravenhurst, Ontario. The upper one, entitled "Oh For a Forklift", shows a horse drawn railway in the lumbering days. The view below is of the first railway station in Gravenhurst. Both photos by Fred Angus, August 27, 1999.



**BACK COVER:** Fifty years ago, in the first issue of the CRHA News Report, appeared the news that the CPR's Newport Sub was being dieselized, and that three E-8 locomotives had been ordered. They were numbered 1800 - 1802, were delivered on December 10 and 11, 1949, and went into service on December 15. Here 1801 hauls the southbound "Alouette" at St. Johnsbury, Vermont, bound for Boston, on June 19, 1953. No. 1801 was later wrecked, but the others survived into the VIA era. Photo by Fred Angus

# Canadian Rail

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